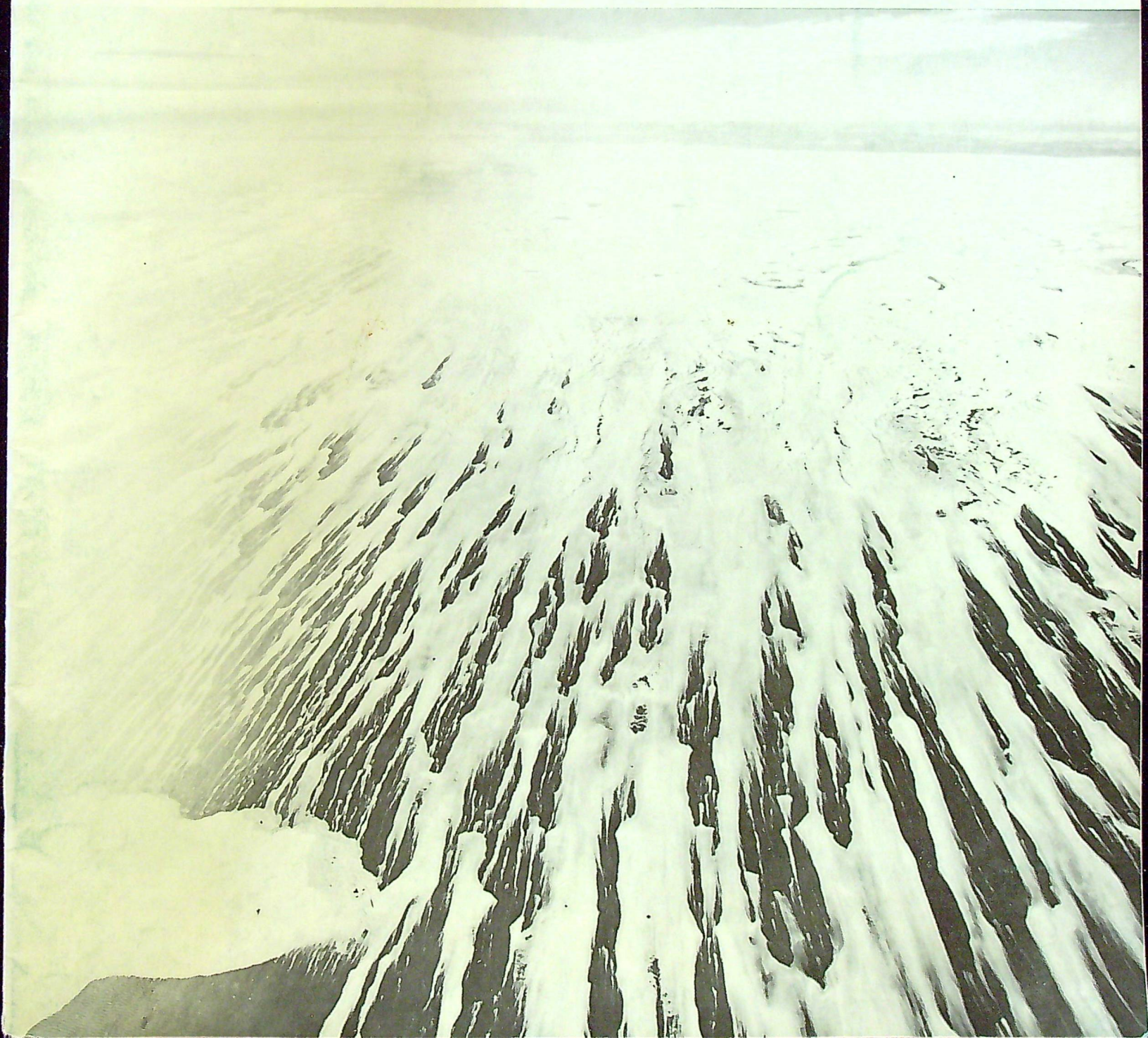


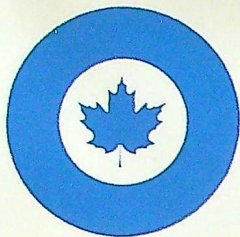
THE

# *Roundel*

VOL. 14, NO. 3

APRIL 1962





THE

# Roundel

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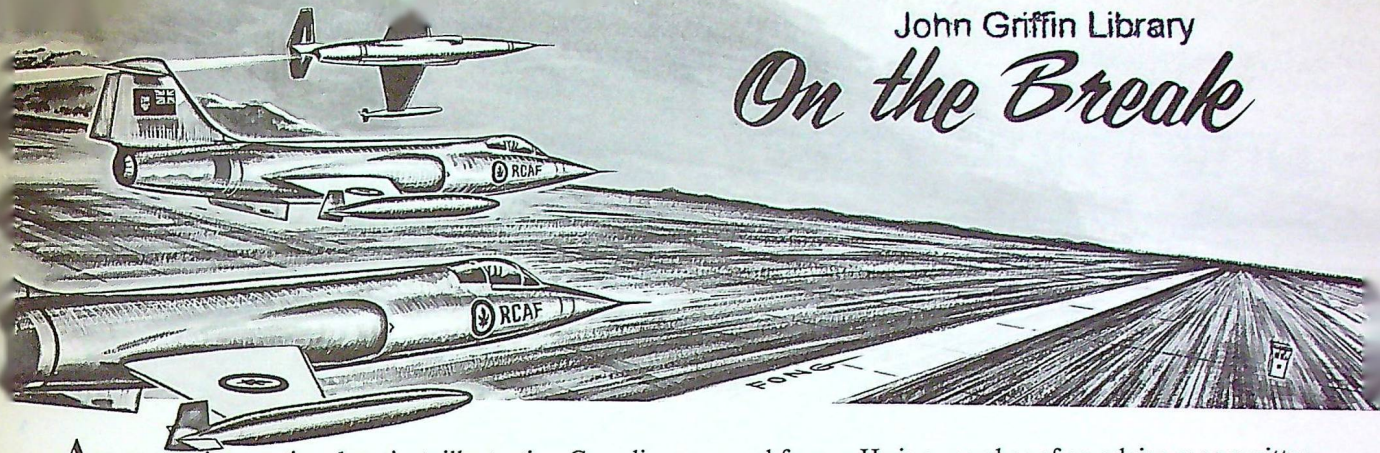


### THIS MONTH'S COVER

Not a Riopelle painting, but a photograph of Gulf of St. Lawrence ice floes is this striking picture taken from 18,000 ft. by a No. 408 Sqn. Lancaster during Operation TIREC (page 2).

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



A CURRENT international project, illustrating Canadian participation in a space research program with a very practical application, is Operation TIREC which gets its name from "TIROS — ice reconnaissance". We suggest you try to pinpoint the cover photo and that from the satellite (page 3) before reading the captions.

BY coincidence, we were editing and doing the rough layout for Part II of "Man's Advance Into Space" (page 4) the same day that Lt. Col. Glenn made his thrilling flight. A small transistor radio on the editorial desk brought us the orbit-by-orbit story; before it was over we had requested a manuscript revision from Dr. Arnell and had added No. 5 to the select gallery of spacemen's photos. Rewriting and re-arranging the make-up for such a topical story is routine for daily newspaper editors; it doesn't happen very often here.

DURING a visit a few months ago to Fourth ATAF HQ at Ramstein, Germany, we were invited to sit in on an extremely interesting four-nation public information officers' conference at Central Army Group HQ, Mannheim. Such gatherings are common occurrences at NATO higher formations in Europe, familiar to a growing number of RCAF personnel over the past 10 years.

Before leaving Ramstein we scheduled for this issue the article beginning on page 10. The author is the sole RCAF representative in Fourth ATAF's public information office which, like all the other sections at that headquarters, has United States, German, French and Canadian airmen working side by side.

LAST summer Dr. Paul Laughton, associate professor and acting chairman of the chemistry department at Carleton University, took a busman's holiday. Temporarily trading cap and gown for his air force uniform, he became a student at the RCAF's School of Instructional Technique. His impressions are recorded on page 14.

On active service in the RCNVR during World War II, Dr. Laughton is still closely associated with the

armed forces. He is a member of an advisory committee of the Defence Research Board and is Carleton representative on No. 112 (Ottawa) University Sq., RCAF.

AFTER dropping army paratroops at Valcartier, Quebec, assisting in the semi-annual resupply of arctic weather stations and delivering freight in support of military operations in various parts of Canada this month, No. 436 (Elephant) Sq.'s *Flying Boxcars* "head for the barn" at RCAF Stn. Downsview.

Seventeen years ago this unit was hauling supplies over vastly different terrain — for the 14th Army while it pursued the Japanese through the Burmese jungles. The second of a four-part history of No. 436's operations in that earlier era will be found on page 18.

NEXT month THE ROUNDEL will feature another RCAF station story — this one about Greenwood, home of two-thirds of Maritime Air Command's *Argus* fleet. Also in this issue will be the concluding part of "Man's Advance Into Space" and the third instalment of "The Flying Elephants." We'll publish the 1962 itinerary of The Golden Hawks aerobatic team, which is now preparing for its fourth cross-Canada tour. A quick look at the Royal Rhodesian and Royal Malayan Air Forces rounds out a series on Air Forces of the Commonwealth which we published a couple of years ago.

The June issue will bring readers a comprehensive report on the North American Defence Command — from the bowels of Cheyenne Mountain (site of NORAD'S new combat operations centre) to Cape Parry (the most northerly DEW Line station).

Why not ensure delivery of your personal copy each month by taking out a subscription? See the inside front cover opposite for details.

*At Paton 5/2*

Editor

# OPERATION TIREC

By SQUADRON LEADER J. N. NALTY and FLIGHT LIEUTENANT J. W. TIMS

ON 8 February 1962 a rocket blasted off the launching pad from Cape Canaveral. At a pre-determined moment the weather satellite TIROS IV went into orbit, triggering a joint Canadian-U.S. research project which could eventually have far-reaching practical application to marine navigation.

Code-named TIREC, the project is designed to carry out an ice reconnaissance feasibility test over the Gulf of St. Lawrence. Photographs from earlier satellites, TIROS I and II, showed that ice concentration, ice boundaries and open water could be observed over wide areas by satellites. It is hoped that photographs from TIROS IV will also allow scientists to determine ice age, its thickness, and whether or not clouds

can be distinguished from snow-covered ice.

Since a number of Canadian agencies are interested in this project, the Defence Research Board is acting as the Canadian co-ordinating agency. In addition to DRB, the RCAF, Department of Transport, and the Joint Photographic Intelligence Centre are participating in Operation TIREC. They work in close co-operation with the U.S. Weather Bureau and U.S. Navy.

The main RCAF responsibility to the operation is providing aerial photography and radar scope photographs to compare with the imagery received from TIROS IV. To meet this commitment, the RCAF provided a CF-100 to fly photo lines at 41,000 feet, two *Lancasters* (plus

one spare) to carry out aerial photography at 18,000 feet and two *Argus* aircraft to provide radar scope photography at 3,000 feet. Two RCAF *Dakotas* also provided daily visual ice reconnaissance. The DOT provided two *Dakotas* for the project and the U.S. Navy sent two *Nep-tunes* and two Douglas *Skywarrior* aircraft.

Because of the vagaries of maritime weather, flying operations were anything but routine and, on two days, aerial photographs could not be taken. However, two days of good flying weather and good satellite pictures did coincide and the data obtained in these periods alone rendered Phase One of the exercise a success. Aerial photography taken when the satellite observation system was malfunctioning did not represent wasted effort.

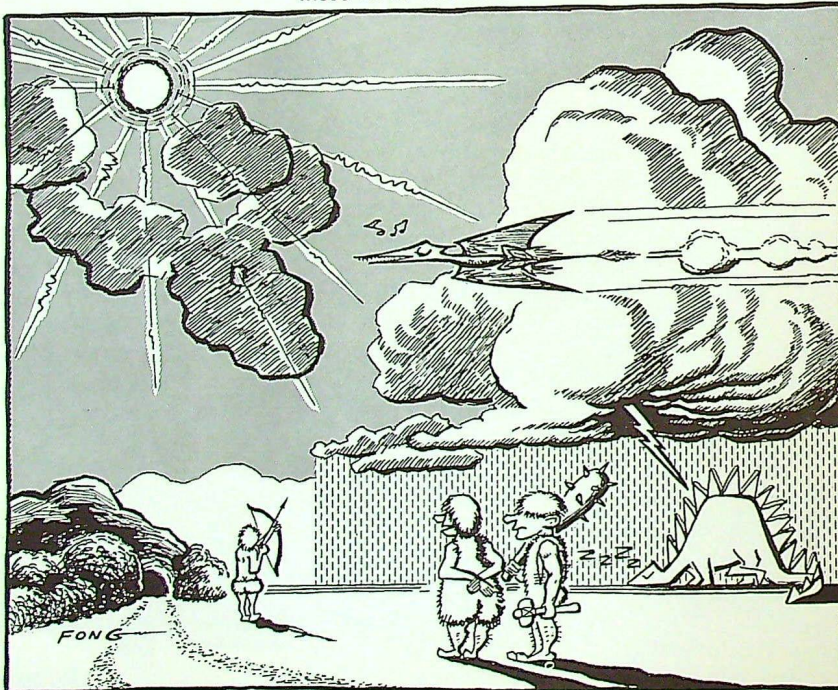
The air part of the operation was the most comprehensive ice reconnaissance ever carried out in the Gulf area, and, by itself, represented a scientific and meteorological investigation of great value.

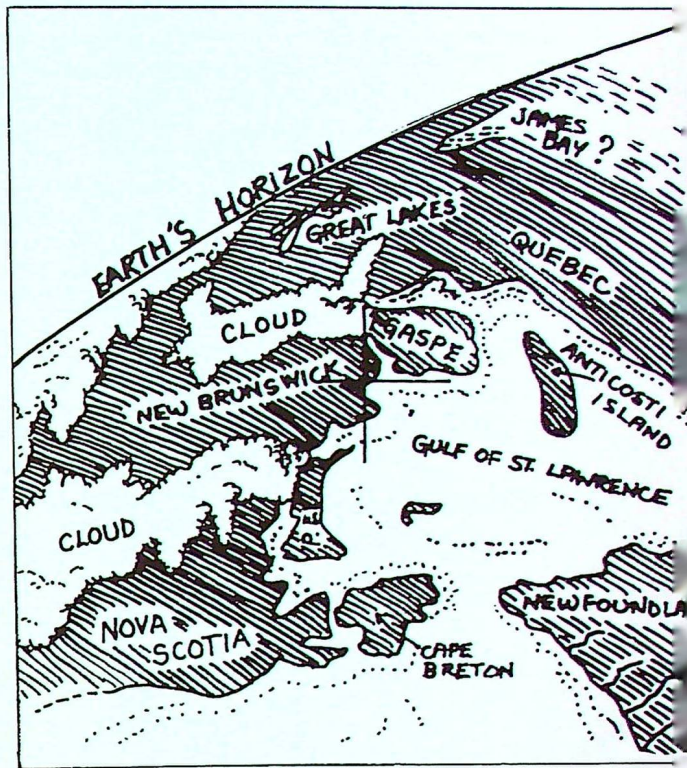
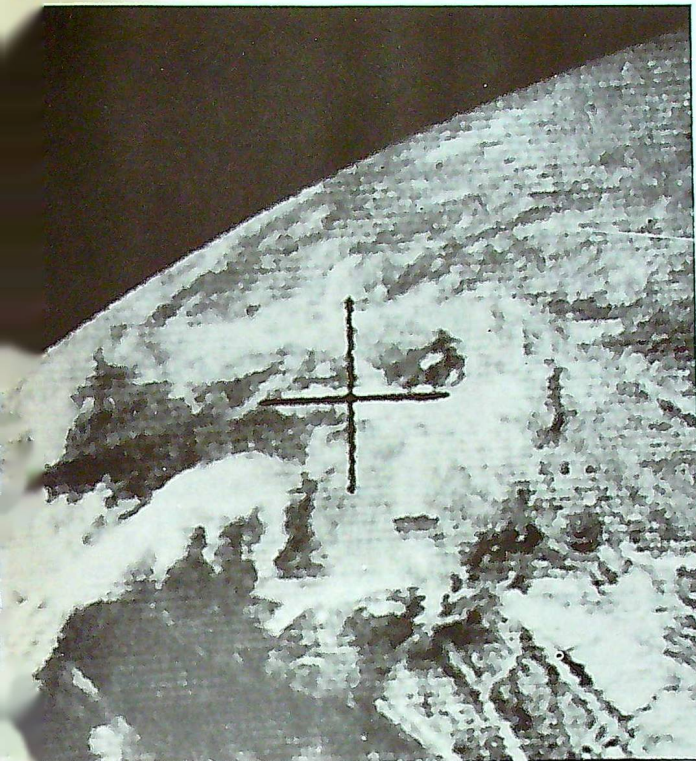
Phase One of Operation TIREC ended on 13 February. At the debriefing which followed most crews were able to bring selected samples of their work in the form of vertical, trimet or radar scope photographs of generally excellent quality, which left no doubt that the operation's objective had been achieved. Satellite imagery was not available at the debriefing but its arrival in Ottawa a few days later showed that the pictures taken from 450 miles high could be equated to the aircraft observations.

Approximately 42 days from launch (21 Mar.) the satellite again positioned itself over the Gulf during daylight hours. This signalled the start of Phase Two of Operation TIREC, and plans were ready to repeat aircraft coverage of the area in much the same manner as during Phase One.

Many months will be required

"Say what you will, but we never had this crazy weather until they started shooting those bows and arrows."





This photo of the Gulf of St. Lawrence, taken by the U.S. satellite TIROS IV from a height of approximately 450 miles, was relayed through space to the Wallops Island, Va., receiving station. Prints were airmailed to the Canadian Joint Photographic Intelligence Centre.

Here is JPIC's interpretation of the picture on the left. Literally thousands of satellite photographs are being similarly processed and collated with photos taken simultaneously by aircraft cameras.

before detailed analysis and comparison of the data can be made. However, it is clear from preliminary analysis that TIREC has provided the means of taking another step forward in the study of the capabilities of satellite observations for ice and weather reconnaissance.

Prior to 1959 commercial shipping in the Gulf of St. Lawrence was negligible during the winter months. The Canadian government started a program, including aerial reconnaissance of the area, to provide shipping agencies with the ice information necessary for winter operation. During the 1960-61 season 215 ships operated in the Gulf. It is possible that photos from outer space may play an important role in increasing this surface traffic. ©

Global representation of the area under study in Operation TIREC.



# MAN'S ADVANCE INTO SPACE

By DR. J. C. ARNELL

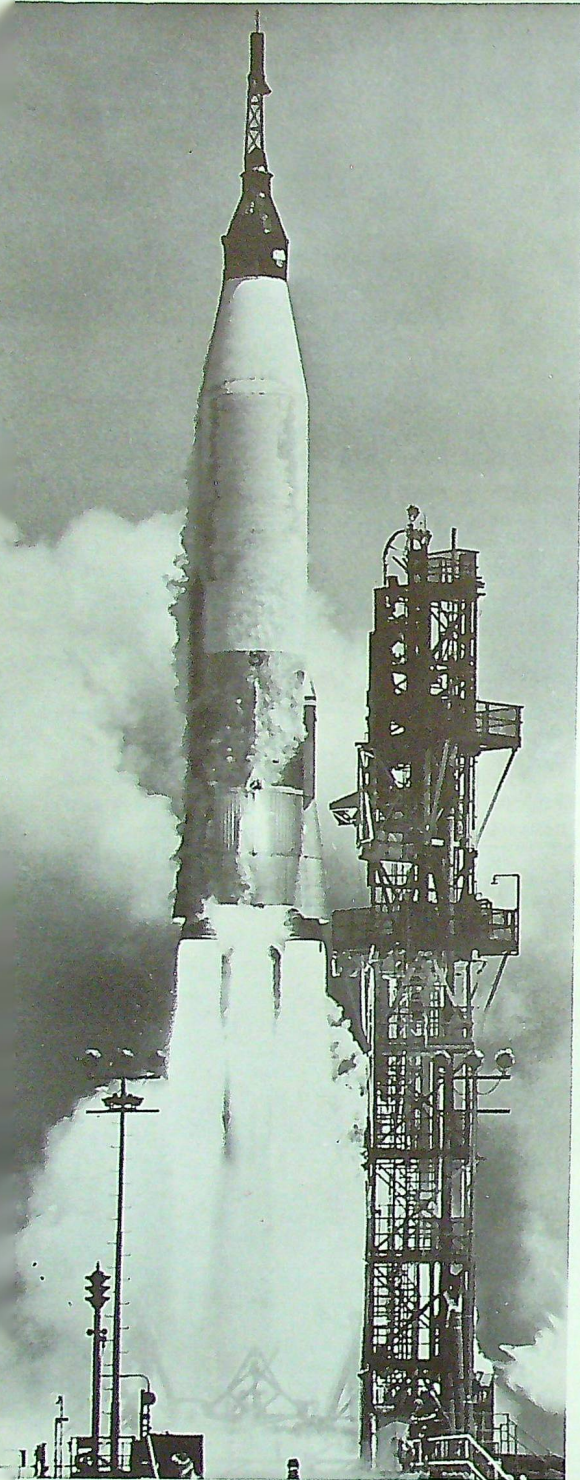
Scientific Advisor to the Chief of the Air Staff

## Part II: Man in Space

EVER since the launching of SPUTNIK II, with the dog "Laika" aboard, there has been a continuing debate on the question of the usefulness of man in space. Space is an alien environment to man; it has no external atmosphere and a temperature regime far beyond his endurance.

However, this is not the first region for which man has forsaken his normal habitat. Early aeronauts faced the perils of the stratosphere in the open baskets of balloons and in the open cockpits of early aircraft. Similarly, the operation of submarines under hundreds of fathoms of ocean for long continuous periods is accepted as the normal procedure for an atomic-powered submarine. In fact, the same can be said about every passenger in a modern jet aircraft operating in the lower fringes of the stratosphere.

Photos courtesy U.S. National Aeronautics and Space Administration and USSR magazine.



Project MERCURY spacecraft lifts off from Cape Canaveral.



YURI GAGARIN  
12 Apr. 61 . . . first man in space.



ALAN SHEPARD  
6 May 61 . . . first American in space.

Thus the necessity of maintaining an artificial climate inside a cabin is not a new one. Operating in space, however, will bring problems which are not met either in a jet aircraft or in a submarine. These relate to the radiation belts around the earth and to the meteorite storms which might puncture the skin of any vehicle. Added is the problem of weightlessness, although the possibility exists of the introduction of an artificial gravitation field.

Besides these physical problems relating to space flight, there are the human problems of food, elimination of waste products, the effects of isolation and many others. Finally, there is one of the greatest problems of all: re-entry into the atmosphere, for a man must be brought back from space when his job is finished and not abandoned like an automatic satellite.

Because of these considerations, many people have questioned the value, to bring about manned space flight, of using resources which might otherwise be concentrated upon investigations with automatic instrument-carrying probes. It is argued that automatic machines and electronic equipment can be developed to carry out all necessary space observations and telemeter the results to earth by either radio or tele-

vision. The arguments in favour of the unattended satellite are very strong, as proven by the number of such satellites currently under development. That this was the early Soviet view is seen from the fact that one of their space scientists several years ago said that they would make no effort to put a man into space until it was found that automatic instruments were not capable of doing the required job.

All this ignores the fact that man is a curious animal. He has explored virtually every corner of his own habitat and is attempting now to explore both the upper reaches of the atmosphere and the lower depths of the ocean. Putting man in space has become a prestige symbol to both the Americans and the Russians. This is unfortunate because it places on scientists undue pressures to produce the spectacular and may in fact slow down their logical study of the whole problem.

Whatever may be the arguments and for whatever reason the work may have been undertaken, activities related to the putting of a man in space have probably taken the greatest part of both the military and civilian effort in the United States and most of the Russian effort. The major problem of sending a human into space on short ex-

cursions has been that of re-entry into the atmosphere and the subsequent recovery of the capsule. As a result, the USAF established the DISCOVERER program for the study of the many aspects of supporting a human in space and returning him safely to earth. This program began with a successful launching on 28 Feb. 59 from Vandenberg AFB in California. This was the first firing from the new launching facility at Vandenberg and was the first satellite to be put in a true polar orbit. A well-tested rocket system, the THOR-AGENA, has been used throughout the program and this has given a high degree of success in placing satellites in orbit. On 12 Dec. 61, the 36th launching was attempted in the DISCOVERER series and of these 25 resulted in a satellite being placed in orbit. Twenty-two of the successful launchings carried a re-entry capsule which was separated from the satellite in 16 cases and re-entry probably achieved, although no signals were received from four after separation. Provision was made for the capture by aircraft of the capsule as it floated down by parachute. This was achieved on six occasions and on five others the capsule was found in the Pacific Ocean, but a storm prevented one recovery. However, in the first five possible re-



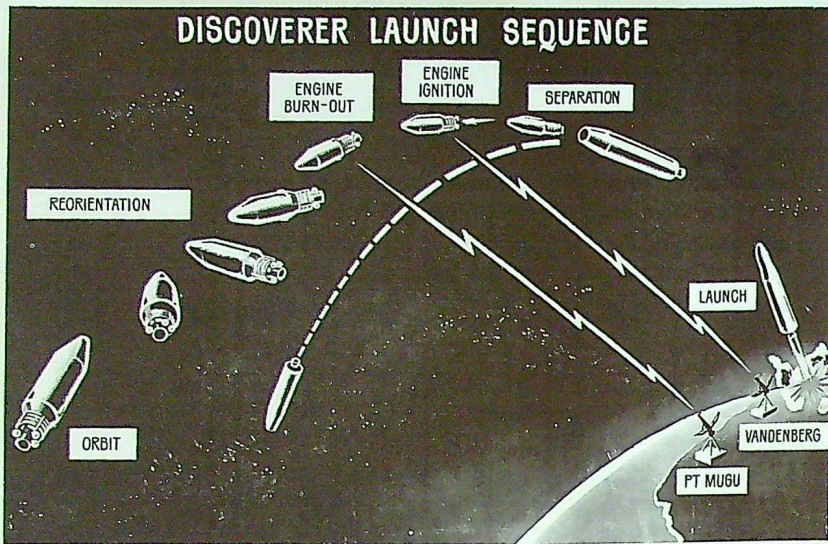
**VIRGIL GRISSOM**  
21 July 61 . . . 300 miles at  
an altitude of 115 miles.



**GHERMAN TITOV**  
6 Aug. 61 . . . orbited earth  
seventeen times.



**JOHN GLENN**  
20 Feb. 62 . . . orbited earth  
three times.



entries, the capsules were never found.

While the DISCOVERER program was concerned mainly with the problems connected with a manned satellite, the actual development of a space capsule was being done under the MERCURY program, responsible for the design of the most efficient space cabin within the weight limitations of the REDSTONE and ATLAS boosters. Actual hardware suitable for experimental launchings was not available for test until just over a year ago. Since that time there have been three types of firings attempted.

The simplest of these were vertical launches of a dummy capsule from Wallops Island, Va., to test the ejection mechanism which would lift the space cabin clear of the rockets in the event of a failure during launch. After a failure in Nov. 60, when the booster and capsule did not separate, a reasonably successful test was carried out on 18 Mar. 61. A further test was planned, but the necessity of it was removed when on 25 Apr. 61, during an attempt to orbit an unmanned MERCURY capsule using an ATLAS booster, the ATLAS failed a few seconds after launch and the capsule was ejected

at a height of 15,000 feet, coasted to a height of 24,000 feet and was recovered undamaged in the water off Cape Canaveral just over a mile from the launch pad.

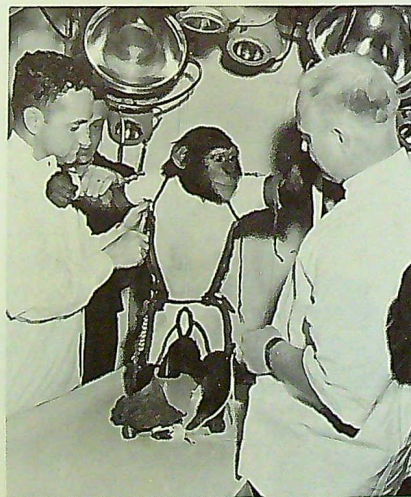
The second type of launching was similar to that of a missile firing in that the capsule was launched on a high trajectory and landed in a target area down range. There have been six such attempts, four involving REDSTONE boosters and two with the very much larger ATLAS booster. All four of the MERCURY-REDSTONE tests were successful. The first of these, on 19 Dec. 60, saw an unmanned cabin fired to a point 250 miles down range where it was almost immediately recovered by naval ships and helicopters. This was followed on 31 Jan. 61 with a firing in which the chimpanzee named "Ham" was sent 420 miles down range. In this test the capsule was only programed to go 290 miles, but due to a slight malfunction just before the burnout of the booster, the escape mechanism for the capsule was triggered and increased the capsule's speed from 4,000 to 5,000 miles per hour. This took it to a height of 155 miles, instead of the programed 115 miles

and as already indicated, an additional 130 miles further down range.

The other two MERCURY-REDSTONE firings are well known: the two manned shots with Cmdr. Alan B. Shepard on 6 May 61 and Capt. Virgil I. Grissom on 21 Jul. 61. These two shots had characteristics similar to that programed for "Ham", namely a range of 300 miles and an altitude of about 115 miles. An auxiliary problem with this type of activity showed up when both these launchings had to be postponed for three days due to bad weather in the Florida area, and in the case of Capt. Grissom, the escape hatch was accidentally blown off the capsule after it landed in the water with the result that it sank shortly after he climbed out. The other two launching attempts of this type involved the MERCURY-ATLAS combination. The first of these which was the first firing of a MERCURY capsule, exploded shortly after launch on 29 Jul. 60. The subsequent one was successful on 21 Feb. 61 and the capsule was recovered 1425 miles down range.

The third type of launching was that of putting a MERCURY capsule in orbit. There have been three at-

"Ham", first chimpanzee in space, is unzipped from his space suit after his 5000 mph. ride on 31 Jan. 61.

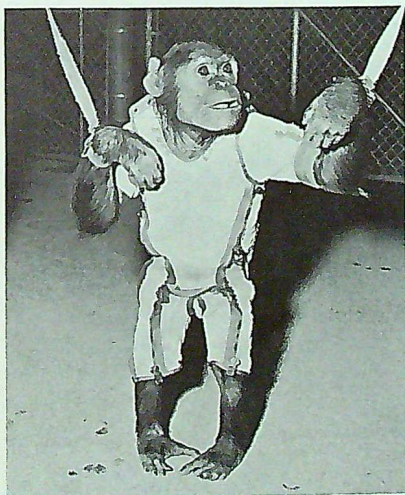


tempts, one on 25 Apr. 61 when the ATLAS had to be destroyed during launch, a second on 13 Sep. 61 when a capsule carrying a robot was recovered east of Bermuda after one orbit, and the third when the chimpanzee "Enos" survived two complete orbits during which he performed pre-assigned tasks. This flight is remarkable in that three orbits were planned but the capsule was brought in after two due to the development of abnormal roll rate.

Following the success of the "Enos" flight, Lt. Col. John H. Glenn was chosen to be the first American to be put into orbit. Although the launching attempt was originally scheduled for late in 1961, a succession of difficulties resulting from equipment failures and bad weather in either the launching or recovery areas resulted in a number of postponements.

The highly-publicized launching was finally achieved on the 11th countdown on 20 Feb. 62. The launching vehicle was ATLAS 109D and the orbiting capsule was identified as FRIENDSHIP 7. The capsule was placed into an orbit with an apogee of 160 miles and a perigee of 100 miles, with a speed of just

"Enos" survived a space flight of two earth orbits, during which he performed pre-assigned tasks.



over 17,500 mph and a period of 89 minutes. The flight was a complete success although the capsule developed stability problems similar to those which occurred in the "Enos" flight. However, Col. Glenn was able to overcome the difficulty by using manual control of the stabilizing jets. This difficulty caused the ground control personnel to give serious consideration to concluding the flight after two orbits. This was not done after Col. Glenn illustrated that he could maintain the necessary control and the flight was allowed to continue for the originally programmed three orbits.

His recovery was achieved without incident, although he landed some 45 miles short of the carrier centered in the landing area. His capsule was recovered by a destroyer strategically placed for just such an event. The ability of Col. Glenn to overcome the stability problem illustrates that man can be of some use in space missions of limited duration.

The Soviet satellite program appears to have been oriented towards man or animal in space almost since the beginning. Although one of the leading Russian space scientists was quoted several years ago as saying that they were not interested in putting a man in space until automatic equipment proved inadequate for obtaining the required data, their activities belie this view.

You will recall that SPUTNIK II carried the dog "Laika" into orbit where it survived for a number of days. While 1959 was devoted to lunar probes (three being launched between January and October), they returned to earth satellites and the biological problems with SPUTNIK IV on 15 May 60. This latter satellite was reported to be a test of a biological cabin, which was not recovered because of faulty separation. Subsequently SPUTNIK V was launched on 19 Aug. 60 with two dogs, rats, mice, flies and other

biological specimens aboard and the capsule with the passenger list in good health was recovered the following day after travelling 437,500 miles. On 1 Dec. 60 SPUTNIK VI was put in orbit with a similar payload; however, something went wrong during re-entry on the following day and the capsule was destroyed. This type of experimentation continued when SPUTNIK VII was sent up on 4 Feb. 61 to test the placing of a heavy space vehicle in a precise orbit to simplify recovery. One diversion was introduced on 12 Feb. 61 when SPUTNIK VIII was put in a parking orbit around the earth and a space probe was subsequently launched from this towards the planet Venus. The success of this will never be known because contact was lost with the radio beacon after the probe was showing some deviation from its expected track.

The Russians were soon back on the spacecraft problem with two further successful launchings and recovery of capsules containing plants and animals on 9 Mar. 61 and 25 Mar. 61. These were followed by the historic space flight of Major Yuri Gagarin on 12 Apr. 61 and the subsequent 17-orbit flight of Major Gherman Titov on 6 Aug. 61. This latter flight was almost identical to the first recovery of plants and animals in SPUTNIK V one year earlier. These six satellites represent the total Russian 1961 program. There does not appear to have been any activity in the last five months.

As is so often the case in a field where most information is obtained from published reports, attention has been unduly focused on the small manned capsule launched as a satellite by a large rocket booster. A very pertinent program, which has been in hand for many years, is that of the rocket-powered research aircraft. The latest of these is the X-15, built by North American Aviation, which is lifted out of the denser atmosphere under the wing of a B-52

bomber. On release, a rocket engine is started and with a couple of minutes of power available, speeds in excess of 4,000 mph and altitudes of about 40 n.m. have been attained. It seems likely that there is a sufficient growth potential in the winged rocket that it might become an orbital body in itself.

An alternative system, which is also under development, is that of the DYNASOAR. In this case, the winged vehicle is mounted on the nosecone of a large rocket booster and is launched into orbit in exactly the same way as other satellites. However, both types of winged vehicle will be recovered in the same fashion, namely, their orbital speed will be reduced by retrofiring rockets to a desired speed for re-entry and the vehicles will be returned to base under human control for a dead-stick landing.

Added impetus has been given to the development of winged rockets in the last year or so because of the cost of the large boosters for launching satellites. As these represent the major cost of a satellite launching, if they could be recovered and re-used a considerable reduction in expenditures would be pos-

sible. This problem is somewhat analogous to that of recovering humans from orbit. One system with real promise is that of using the B-52/X-15 combination to replace the large rocket booster for either satellites or space probes. As envisaged, the X-15 would have a relatively small rocket payload, such as the BLUE SCOUT, mounted under it. On release, the X-15 would climb to altitude of about 30 miles and while still at high speed under power, the rocket would be launched and would quickly accelerate to orbital or escape velocities. Or, alternatively, the winged rocket itself might become the orbital body.

With such a development, will come a real role for man in space. In the simplest form he would be responsible for returning the X-15 or its big brother to the launching area in an extension of the present airman's role. At a later stage, if the rocket ship itself was orbited, he would act as an observer during the space flight, making visual observations, training automatic instruments on specified targets and generally acting as the commander of the ship and leaving the actual

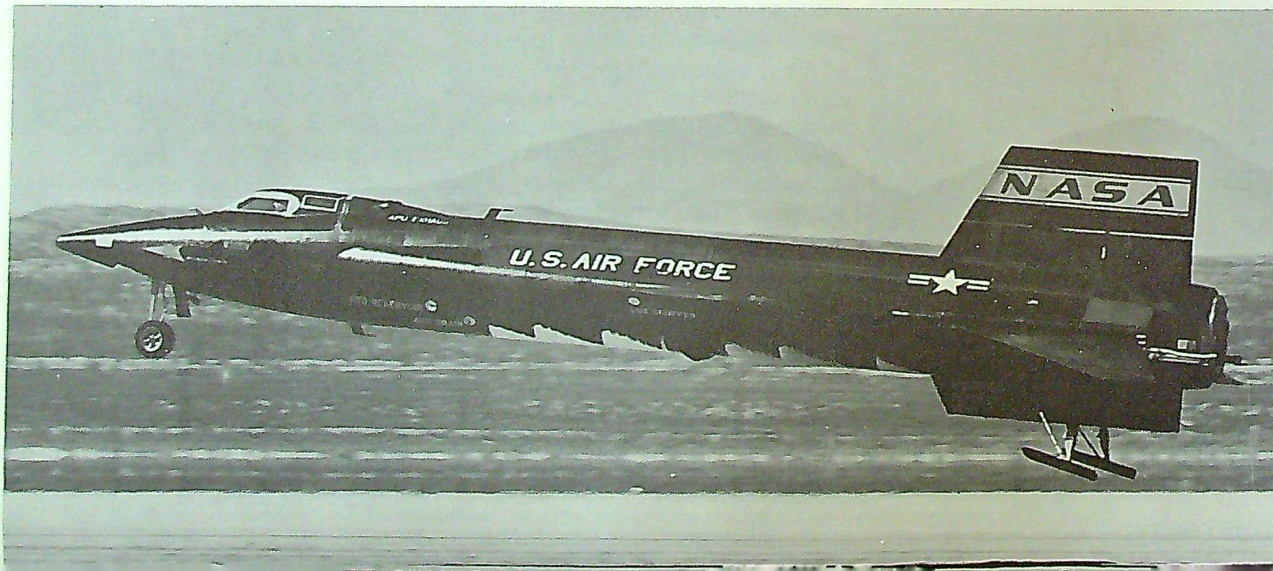
operation to the automatic instruments.

For the present the only obvious role for man in space is as an explorer. Too little is known about the region of near-space to anticipate routine manned operations. While some of the external hazards such as the radiation fields of the van Allen belts and impact of meteorites on the spacecraft can be studied by automatic means and reduced to statistics, the results of human frailty must await actual tests. Even in the low altitude manned flights to date, there is evidence of vertigo or airsickness due to weightlessness and laboratory experiments suggest even more unpleasant effects to the human constitution during prolonged trips, such as loss of calcium from the bones.

Space travel is too challenging for man not to strive for it. It will only be prevented if the hazards are so great that a true astronaut will be unable to return to a normal life on earth due to physical disabilities resulting from the effects of his sojourn in space.

Next Month — Part Three:  
Potential Uses of Space.

Rocket-powered X-15 research aircraft lands on dry lake bed following recent flight. Designed to fly at speeds in excess of 4000 mph. and altitudes between 50 and 100 miles, the X-15 is launched from B-52 bomber wing.



## THE HARVARD GOES CIVILIAN

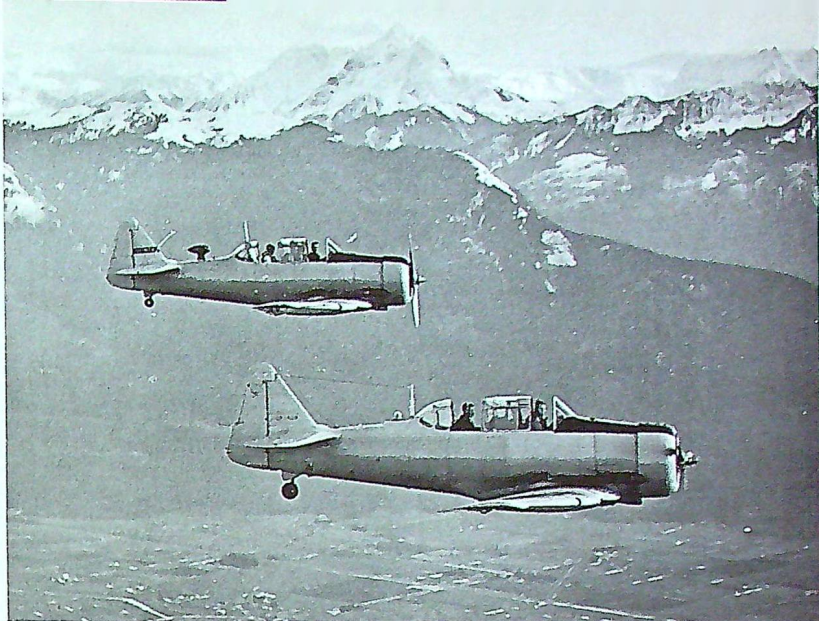
UNLIKE old soldiers, *Harvard* training aircraft neither die nor fade away — they just change their markings.

In British Columbia an ex-RCAF pilot, with nostalgic memories of his air force days and fond regards for that enduring trainer, acquired a Mark 2A version of the *Harvard* for private flying.

Doctor G. Potter, now a chiropractor, graduated as a pilot from course No. 46 at RCAF Station Claresholm in July 1953. After serving his short term commission in the RCAF he returned to "civvie street". Gone but not forgotten were memories of the "yellow peril" and, in February 1961, when the opportunity presented itself he purchased the aircraft in Toronto and flew it back to Chilliwack. A short time later, another westerner purchased a surplus *Harvard* and thus the Fraser Valley Air Force was formed.

This unpaid, unofficial and unsolicited air force expects a 100 percent increase in establishment in the near future when two more civilians become proud *Harvard* owners. They participate in local air shows and take ex-RCAF aircrew for sentimental journeys in their ex-air force trainers.

Doctor Potter finds that the *Harvard* is a fairly practical, as well as an enjoyable, civilian aircraft. Direct operating costs range from eight to nine dollars an hour, which compare favourably with the cost of renting aircraft. Maintenance costs are negligible and weekend pilots find that they can fly for about five years before the engine requires a major overhaul. Cruising at 1750 RPM, with the fuel leaned out, gives a consumption of about 18 gallons per hour; thus a few aero-



"Fraser Valley Air Force" on patrol.  
Mount Slesse and B.C. Coast Range in background.

batics can be indulged in, every now and again, without the cost of fuel being excessive.

Since 1948 Crown Assets Corporation has disposed of several hundred former RCAF *Harvards* for prices ranging from \$800 to \$2,200. If the enthusiasm which

members of the Fraser Valley Air Force have for these aircraft is any criterion, then *Harvards* will be seen in Canadian skies for some time to come. Meantime, the FVAF has been casting longing glances at another surplus wartime veteran — the *Mustang*. ☉

## WORLD'S ONLY GENUINE GREASE MONKEY

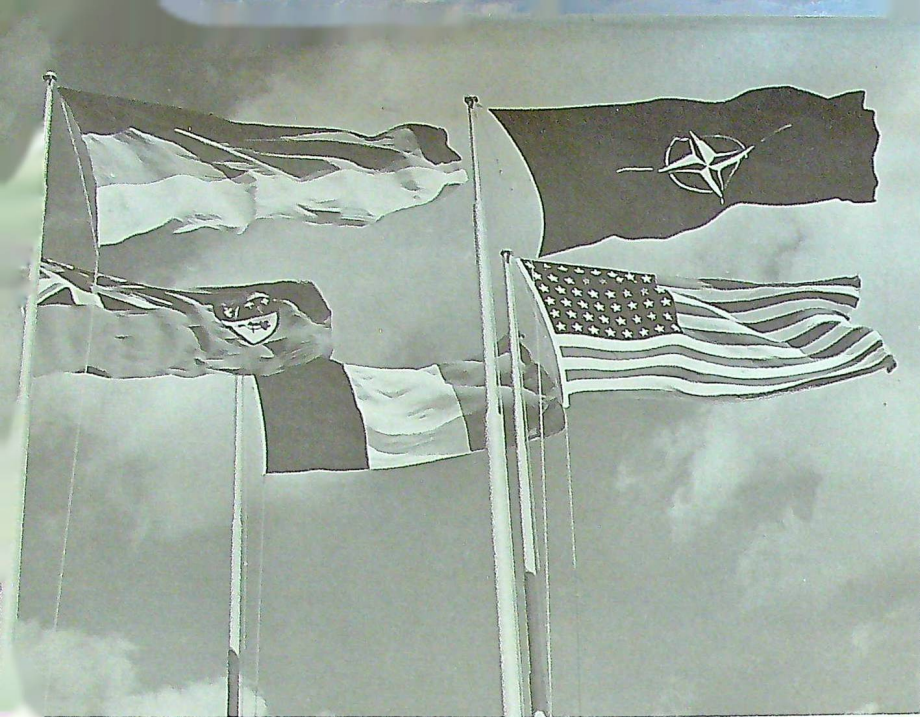
NUMBER 52 Squadron, RAF, jungle supply droppers stationed at the Royal Australian Air Force base at Butterworth, Malaya, claim to have the world's only genuine grease monkey on their strength. He is Machete, a two-foot high monkey whose third birthday the squadron celebrated recently.

Machete is a dab hand with spanners and regularly fetches tools for the engine mechanics working on the squadron's *Valetta* transport aircraft. He has been trained by LAC G. Tubb, an instrument mechanic, who took on the monkey's education. The decision to have Machete undergo a proper service trade training was made by the Commanding Officer, S/L L. G. Moss, after the monkey was paraded before him on a charge of being disorderly (and

suspected tipsy) in the lounge. He was alleged to have broken up a game of Ludo by eating half the counters.

Leading Aircraftman Tubb spoke up in Machete's defence. He said that Machete had been celebrating the dropping of the squadron's one-millionth pound of supplies to jungle forts and had mistaken someone's whisky for his lemonade. Machete got off with a reprimand, S/L Moss saying he would overlook for the time being 30 incidents of pick-pocketing and five cases of absenteeism, the latter probably having something to do with the reported presence of a tribe of camp followers in the trees outside the base perimeter.

Courtesy Air Ministry News Letter.



Story by  
FLIGHT SERGEANT R. W. SHEA

Photos by  
USAF STAFF SGT. L. WILLIAMS

## Flags of Four Nations Fly For NATO'S

# FOURTH

TEN years ago this month, on 2 April 1952, Fourth Allied Tactical Air Force was created within the NATO military structure. This formation is of particular interest to Canadians — not only because many RCAF personnel have served at its headquarters during the past decade — but because No. 1 Air Division (RCAF) comes directly under Fourth ATAF operational control.

Four nations contribute men and materiel to this completely integrated air force. Its international headquarters staff is composed of approximately 40 percent United States, 24 percent French, 20 percent German and 16 percent Canadian personnel. Commands assigned to Fourth ATAF, in addition to 1 Air Div., are the French Premier Commandement Aérien Tactique, 17th Air Force of the USAF, and the German Air Force Tactical Air Division South.

Located originally at Landsberg, Germany, Fourth ATAF headquarters moved to Trier, Germany, in April 1953. In June 1958 it moved to its present location at Ramstein USAF Air Base, in the Rhineland-Palatinate region of south-west Germany.

The sum total of the units assigned to the four national commands of Fourth ATAF provides its commander with operational control of more than 1,500 aircraft operating from over 25 bases, and an aircraft control and warning system of radar. These weapons and facilities are supported by more than 50,000 personnel of the component nationalities.

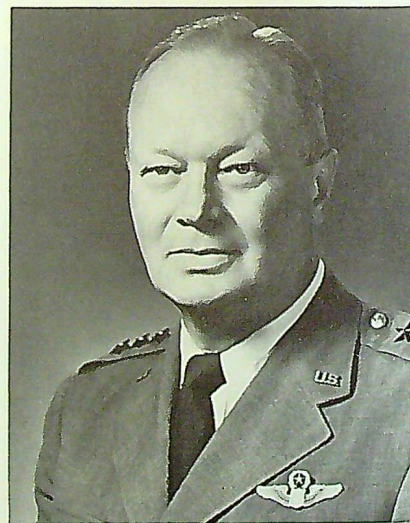
The official mission of Fourth ATAF is: "In war, to direct and control air operations in a defined zone of action in Western Europe, in Germany, France and Luxembourg, extending roughly from the Eifel mountains to the Alps; and in peace, to assure the operational co-ordination of its tactical units and to provide necessary planning for wartime missions."

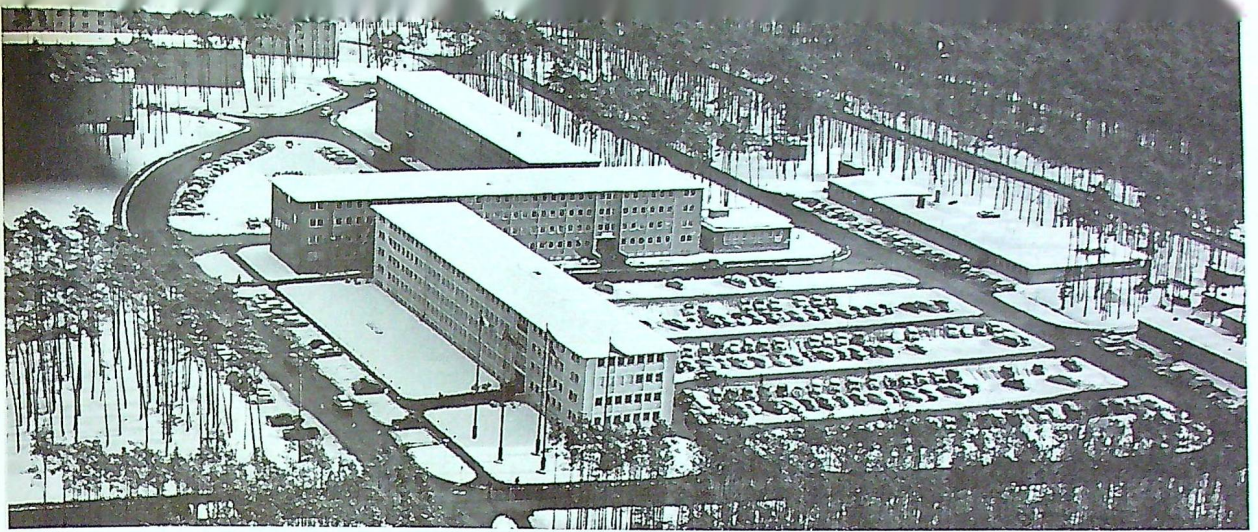
The national commands are each committed to support Fourth ATAF within their respective capabilities. The scramble and intercept system is completely integrated. An agreement between the national components has been established which allows 24-hour alert status for Fourth ATAF's air defence aircraft and radar.

The Fourth ATAF concept of

operations is considered to be the most valid and efficient one apparent at this time to get the job done with the resources available. This concept is not stagnant. It is continually tested and evaluated to ensure that all plans and procedures are as realistic and streamlined as possible. Fourth ATAF does this by frequent participation in exercises and maneuvers.

Gen. T. H. Landon,  
Commander, Fourth ATAF.





Fourth ATAF and USAF 17th Air Force Headquarters, Ramstein Air Base, Germany.

## ALLIED TACTICAL AIR FORCE

Since NATO takes over full operational command of national allocated forces only in the event of an emergency, Fourth ATAF operations are less directive in nature than those conducted by purely national air forces and tend to move toward co-ordination of effort, compromise of differences and adjustment of the various national peculiarities into a common workable effort.

A/V/M J. G. Kerr,  
Chief of Staff, Fourth ATAF.



At any given period of the year, Fourth ATAF is either preparing for an exercise, participating in an exercise, or reporting on an exercise just completed.

In the Allied Command Europe chain of command, Fourth ATAF is subordinate to Allied Air Force Central Europe (AIRCENT) with headquarters at Fontainebleau, France. AIRCENT is subordinate to Allied Forces Central Europe (AFCENT), which reports directly to Supreme Headquarters Allied Powers Europe (SHAPE). In addition to Fourth ATAF, RCAF personnel are also serving at AIRCENT, AFCENT, and SHAPE.

Commander of Fourth ATAF is four-star USAF General Truman H. Landon. He is also commander of the United States Air Forces in Europe. Vice Commander is French Air Force General de Corps Aerien (equivalent Air Marshal) R. V. Marias. The Chief of Staff at Fourth ATAF, and senior Canadian officer at the headquarters, is Air Vice Marshal J. G. Kerr. Senior German Officer at the headquarters and Deputy Chief of Staff Logistics and Administration is Oberst i. G (equivalent Group Captain) R. Loeytved-

Hardegg.

Construction of Ramstein Air Base began in 1951 and was completed by 1953. The site itself consisted of German farm and woodland tracts. The base was planned by French engineers, built by a German labor force, and then equipped and staffed by American personnel. It formerly consisted of two independent air bases, but on 1 December 1957 was consolidated into one major air installation — one of the largest USAF bases in Europe.

The base is well equipped to provide amenities of life. A complete shopping centre is located on the north side of the base, adjacent to the housing area. Ramstein is one of the few bases in Europe with both radio and television facilities. The United States Armed Forces Television Service presents daily telecasts featuring popular stateside programs, and the Armed Forces Network Radio has a daily 19-hour schedule comparable with Canadian stations.

Housing in the Ramstein area is critical and ranges in quality from adequate to substandard. Excellent PMQs, available to RCAF person-



F/L R. V. Hacking and FS J. W. Carter at Fourth ATAF headquarters building.



In the drafting room (l. to r.): Sgt. C. Gosselin, FAF; Hauptmann R. Hirsch, GAF; Sgt. G. R. Allingham, RCAF; and Staff Sgt. J. Dokken, USAF.

nel on the point system, are located on the base. A Canadian school, with eight teachers and an enrolment of 130 pupils from kindergarten to grade 10, is also located there. Dependents of RCAF personnel who are enrolled in higher grades are transported daily to the Canadian school at 3 Wing, Zweibrucken, approximately 30 miles distant.

RCAF personnel are transferred to 3 Wing for duty at Fourth ATAF, Ramstein. Pay and accounting, supply, and medical facilities of 3 Wing support Fourth ATAF headquarters RCAF personnel.

The Canadian airman at Fourth ATAF headquarters works and lives under true international conditions. His immediate superior is liable to be a French, German or American officer, and he is certain to be working with airmen of the three other air forces. Not only during the normal working day are RCAF officers and men integrated with the other three air forces, but also after duty hours the Canadians at Ramstein are active socially with their

counterparts from France, Germany and United States. Canadian families soon learn customs and habits of the other nationalities, and in return extend to their neighbours practices and social conventions of Canada.

Recently 11 RCAF airmen from Fourth ATAF with a group of German, French and United States soldiers and airmen from other units spent a four-day holiday as guests of the Young Farmers and Wine Growers of the Palatinate. During their stay in the "Youth House on the Weinberg" the visitors discussed with their hosts ways of improving relationships between people of the four countries represented, heard lectures on the history of their respective countries, toured castles in the area, danced with properly-chaperoned German girls and attended an opera in Mannheim. One airman commented after the visit: "Culture may someday replace war; if it does, it will be aided immeasurably by associations like this." ☉

RCAF Cpl. D. Davis and Sgt. M. Bloye pose with two USAF airmen and a French soldier at Trifels castle during tour of Pfalz area of Germany.





FS D. E. Williams explains a point to two of the 17 French airwomen at Fourth ATAFHQ, Cat/5 Annie Lambert (left) and Cat/6 Nadine Ratton.



Stabsunteroffizier U. Rosenfeld, one of three German soldiers at Fourth ATAF, checks LAC C. Damiano's identity card.

Mrs. C. Ottaviani, wife of the FAF adjutant at Fourth ATAF, shows Mrs. R. Drouin, wife of an RCAF corporal, how to fix her hair Parisian style.



Cpl. J. F. Soucy, his wife Lorraine and daughter Colette shop in the commissary on Ramstein Air Base.



# TEACHING TEACHERS TO TEACH

By FLIGHT LIEUTENANT P. M. LAUGHTON

WHILE RCAF formations abroad have been winning an international reputation as top-drawer in their business, a tiny organization operated by Training Command has been winning the same kind of recognition. The School of Instructional Technique\*, inappropriately called SIT, has the reputation of being the outstanding school of its kind in Canada and has attracted students from other countries as well. Its task is to take RCAF personnel of every trade and background, and in three short weeks send them out full of confidence, ready to face classes with know-how and enthusiasm. So popular is the course that AFHQ has to turn down many more applications from civilian organizations than it can accept.

First a word about the history of SIT. Until 1943 instructor training in the RCAF was much like that for college teachers — simply a pious and often unfounded hope that any good habits of your own instructors might have rubbed off on you. That year an informal course was set up at Station Clinton Radio School. It filled such an obvious need that similar courses sprang up in ground training schools elsewhere. At the end of the World War II when the RCAF shrank to a fraction of its former size, most of the wartime education officers went back to civilian life. No pedagogy course survived the shrinkage, probably due to the fact that most airmen who stayed in the service were highly trained in their trades.

In 1948 W/C (then F/L) J. D. Swerdfager, now CO of Training Standards Establishment at Trenton, was asked to re-activate his Clinton course as a secondary duty at Camp Borden. With the help of American and British manuals and films, he developed a course of two weeks duration, including both pedagogy (60 hours) and English (30 hours). A striking amount of the original format has survived the intervening 14 years. At the end of 1950 the course was established on a full-time basis at Trenton, as a wing of the School of Service Management. The Instructor Training Class was assigned one of the three classrooms in a little building on the site of the new airmen's mess-hall. The first course was given on short notice by F/L (then F/O) C. G. Burt, from the lesson plans forwarded by F/L Swerdfager, a feat much admired by the present staff.

During the following year the School of Service Management dwindled away while the Instructor Training Class thrust its camel's head farther into the tent. At the end of 1951 the class became the School of Instructional Technique, commanded by F/L Swerdfager. After a five-year tour at SIT, he was succeeded by S/L J. E. Harriott. The present OC is S/L L. J. Freeman, who served as a SIT instructor in 1956-57 and returned to command the school in July 1959. In addition to the CO, who shares in the instructional chores, the staff includes eight officers and three civilians.

Although the school's main job will presumably continue to be the training of air force instructors for

both the regular and reserve forces, it also receives a good proportion of its students from outside. Among the first to come were instructor candidates from the RCN and the RCMP. Students are also sent by other police organizations, the Federal Departments of Justice and Transport, Trans-Canada Air Lines, various aircraft manufacturers and other Canadian corporations, who have applied to AFHQ for this training. As the number of outside applications continues to exceed the number of vacancies, these organizations are apparently satisfied with the training their candidates receive. At the same time SIT welcomes these students. In a small way, but at a significant level, a liaison is developed with the personnel of these varied organizations, and the practice teaching lessons at the school gain variety and interest. (For example, a student instructor from the RCMP recently presented to an interested class of air force officers and civilians a lesson in identifying counterfeit money.)

To give more than an outline of the course content would be misleading, because the curriculum is always subject to experimentation and change. Each individual and course is asked for a course critique, and any reasonable suggestions are promptly tried out. A constant, although informal, re-examination of the course goes on, usually over coffee in the little staff room. However, most of the changes are now shifts in emphasis, arrangement in techniques, rather than in basic content. In September 1960 the course was lengthened from two to

\*After 12 years at Trenton, the school moves this month to Clinton.



SIT staff takes a coffee break (l. to r.): FS Sabourin, F/O Brittain, Mr. Rudd, F/O Phipps; back row: Mr. Crowther, S/L Freeman (OC), Mr. Hudson, F/L Lochhead, F/L Shepherd, AC1 Storey, F/L Hawthorne; front row: Mrs. Muskett, F/L Garnett, F/L Gibson, F/L Harder and Mrs. Day.

three weeks, which allowed an increase in number of lessons to three, and a slightly less frantic student burning of midnight oil.

The first week is devoted to lectures and demonstrations on techniques of preparing and presenting lectures, developmental, and demonstration-performance lessons. The week is packed full of material and is a bit bewildering for the newcomer. He is also given an effective speaking course by being called upon to present a series of six short talks of various kinds, from two to six minutes in length. However, by the second week everything begins to crystallize, and the students are hard at work on lesson plans for their 35-minute formal lessons. They are rated chiefly on the best two of these. Throughout the second and third weeks, the 10-to-12-person syndicates are listening to and criticizing these lessons — a liberal education

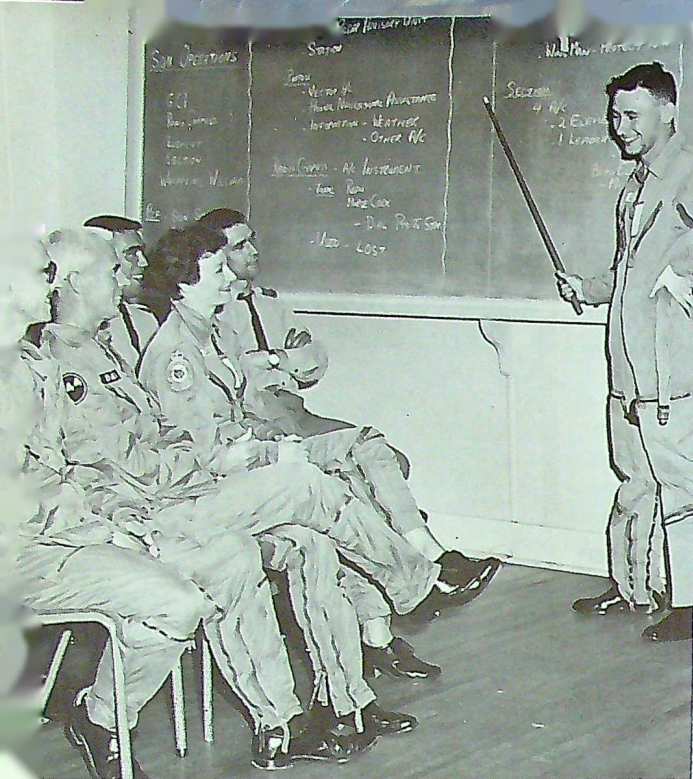
for the staff, who may be taught anything from the operation of pulse jet engines through the preparation of Turkish coffee to the use of the syllogism. Great emphasis is placed on practical matters — lesson planning, use of blackboard and other training aids, classroom delivery, class control, and effectiveness in getting the point across as tested by questions of and performance by the class.

The pattern of lessons is varied by the processing of each student through the Bell and Howell projectionist course, and by a series of talks on testing (especially constructing and evaluating multiple-choice tests), monitoring instructors, conference leading, and problem student handling and counselling. On paper many of the subjects look as though they would be dry as dust, but in actual fact the staff hammers home points with all the

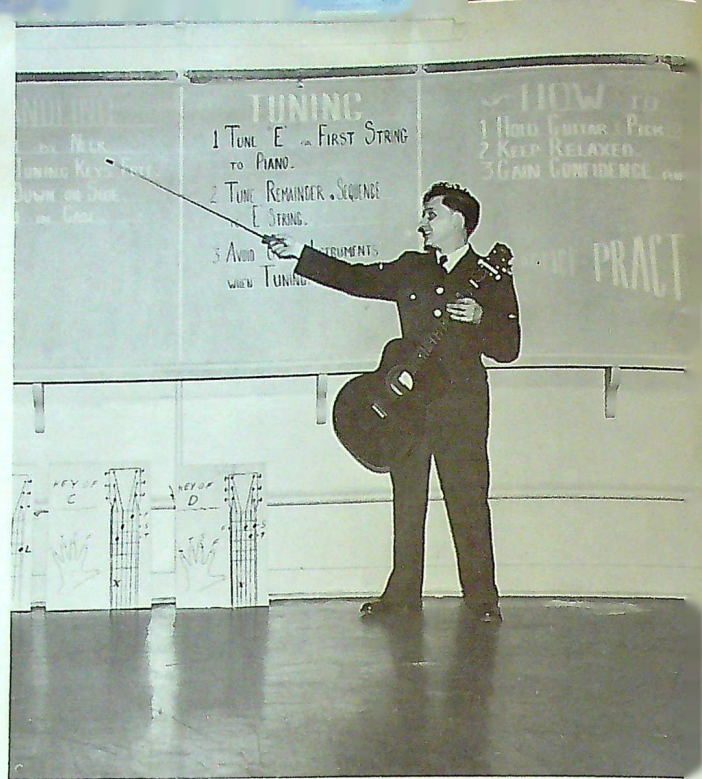
tricks of the trade, worth the time just for the entertainment of watching pro's in action. Even for a student who may not become an instructor, the course could not fail to be helpful.

At the end of the course there is the projectionist examination and a written pedagogy examination. The latter is much less important in the grading than the practical lessons; it serves largely as a course summary and review. Then the courses go away, cheerfully brainwashed with "Aim, Motivation, Outline, Link" and all the rest of the catch phrases, to be replaced by the new recruits the following Monday. For those who catch on a bit more slowly, and for later study and review, the Study Guide supplied to each student is a complete capsule education course in itself.

Most RCAF personnel know about SIT because of its courses for



F/O L. F. Best briefs fellow-students for a "jet flight".



LAC Walklin puts SIT theories into practice.

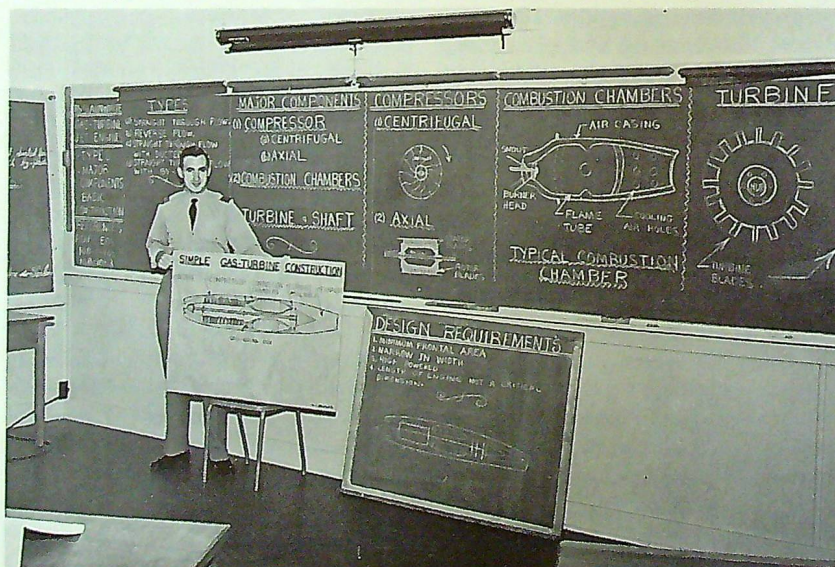
instructors, but a lesser known function involves field visits. Each year all Training Command schools and some in other commands are visited by SIT teams. They informally observe the instruction being given, offer suggestions where indicated, and, in the rare cases where SIT grads are not upholding their alma mater, make recommendations. At first regarded by "the boys in the field" with somewhat jaundiced eye, these visits nowadays are more likely to be welcomed as a chance to ask for and get advice on improvements. A good many instructors in the field ask for permission to come back to recharge their batteries with a re-take of the course, but pressure of current courses has so far prevented this.

The school itself does not claim to turn out accomplished instructors. In fact, the staff wryly concur with the head of a teachers' college who said to his graduating class: "What we have tried to do is make sure that you will do as little damage as possible when you leave here to go

out and learn to teach". However, I thought it was a fine practical course (Unit 29: Verbal Aids, Subheading — Testimony; Unit 24: Principles of Learning, Subheading — Intensity for Emphasis), or, as a professor of

education, who took the course last year, said "In considering the many classes and courses on instructional training which I have attended, (this) certainly would be placed at the top of the list." ☉

F/O G. R. Slaunwhite instructs on the intricacies of jet engines.



## 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.



F/O J. P. Sutherland of CJS Washington received the highest award yet made for a modification to the master direction corrector in *Argus* aircraft, officially adopted by the promulgation of Engineering Change Proposal 872-MDC-004 dated 10 Feb. 61.



Cpl. A. J. Laishes of Stn. Rockcliffe suggested a carburetor heat scoop assembly for *Expeditor* aircraft which was adopted officially by the promulgation of EO 05-45B-6A/167 dated 15 May 61.

### Other award winners:

WO2 H. W. Grant  
WO2 T. H. Buchan  
FS L. J. Ingram  
Sgt. R. C. Ough  
Sgt. P. K. Melligan  
Sgt. R. J. Wrightson  
Cpl G. E. McMullen  
LAC M. S. Haley  
LAC B. H. Beck  
LAC J. Reynolds  
Cpl. R. A. Fraser  
Cpl. L. G. McCaffrey  
Cpl. R. D. Hedges  
Cpl. R. A. Brown  
Cpl. R. N. Moore  
LAC D. Durieux  
LAC J. W. Hielkema  
LAC C. W. Brown

## ECLIPSE - BY ORDER

### CADDO (BY PHONE) TO ALL SECTION HEADS:

A CO's parade will be held tomorrow at 1500 hrs on the tarmac, to allow all ranks to view a total eclipse of the sun — a rare event which is seldom seen. Dress will be 5A blues. The CO will himself explain the phenomenon. If it should rain, there will of course be nothing to see, and the parade will be held in No. 1 hangar.

### CTSO TO OC MAINT.:

By order of the CO, tomorrow afternoon at 1500 there will be a total eclipse of the sun. All ranks are to attend in 5A blues. The CO will give necessary orders. If it should rain there will be nothing to see, which seldom happens. In this case, this rare event will take place in No. 1 hangar.

### OC MAINT. TO WO:

The CO is going to have an eclipse of the sun tomorrow, to start in 5A blues on the tarmac at 1500. All ranks will be there, which seldom happens even if it rains. In this case, the CO will explain the rare event indoors as there will be nothing to see.

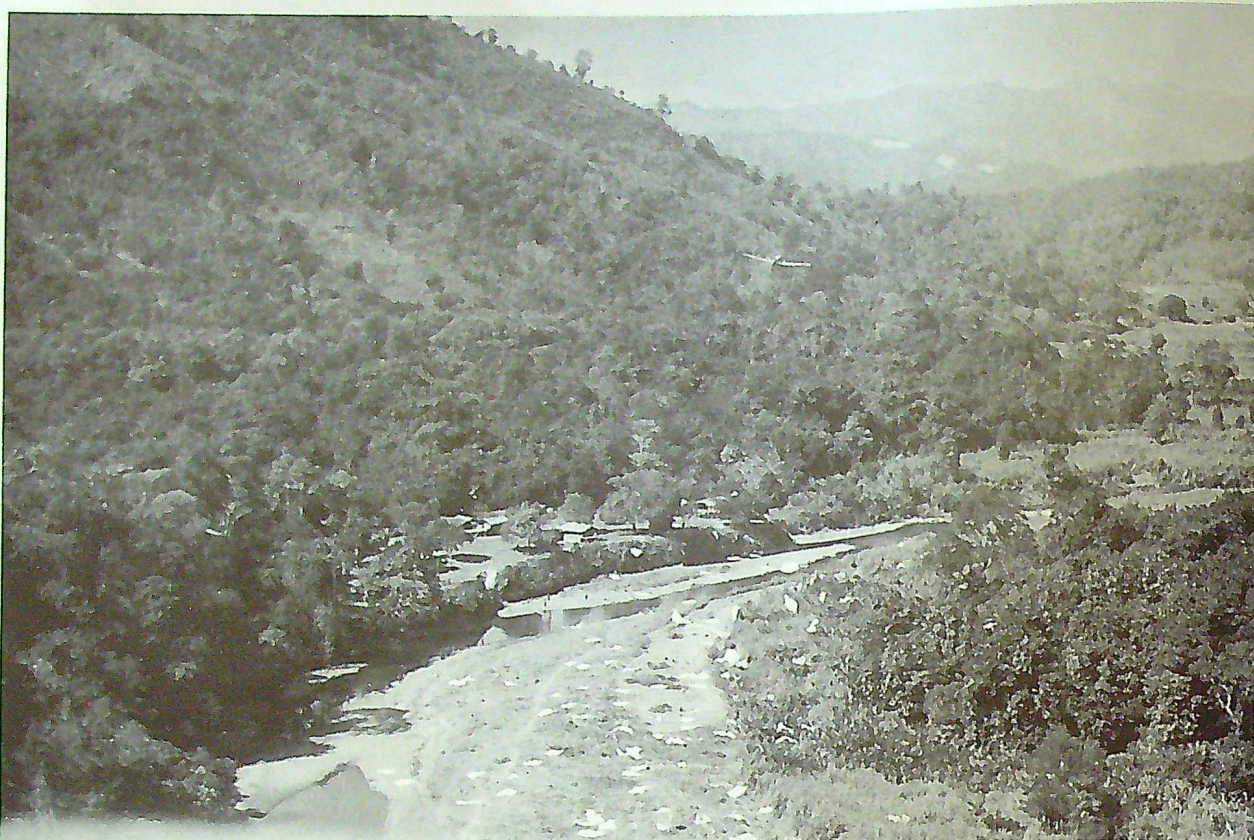
### WO TO CREW CHIEF:

Tomorrow afternoon at 1500 the CO will eclipse the sun, with necessary orders in 5A blues. Everybody to attend. If it rains, this rare event will take place indoors, which seldom happens, and there will be nothing to see.

### CREW CHIEF TO CREW:

Tomorrow at 1500 the sun will eclipse the CO with necessary orders. If it rains, this rare event will be held in 5A blues indoors, which seldom happens. You be there. ☉

Moral: Never issue verbal orders.



Parachutes hit the DZ deep in mountainous Burma. Note *Dakota* against hillside background.

## THE FLYING ELEPHANTS

No. 436 Squadron History

Second of Four Parts

By SQUADRON LEADER A. P. HEATHCOTE

Air Historical Section

SOMETHING more tangible than warnings and vague sensings of the Nipponese presence in Burma occurred on 2 March 1945. No. 436 Sqn. crews had a bird's-eye view of ground action in the form of shellbursts and gun-flashes along the battle line near their dropping zones (DZs). More of the same was seen the next day, when Meiktila, an

important communications centre, was wrested from the enemy. Its capture meant the severance of the trunk road and main railway between Rangoon and Mandalay and the cutting-off of the enemy's reinforcements and supplies for the latter city's defence.

Less than three days after the taking of Meiktila, with fighting

still in progress on the fringes of the town, the Flying Elephants were landing *Dakotas* on its airstrip and making para-drops under cover of our fighters. Sustained largely from the air, the 14th Army was able to make a quick thrust toward Mandalay, reaching its outskirts on 8 March.

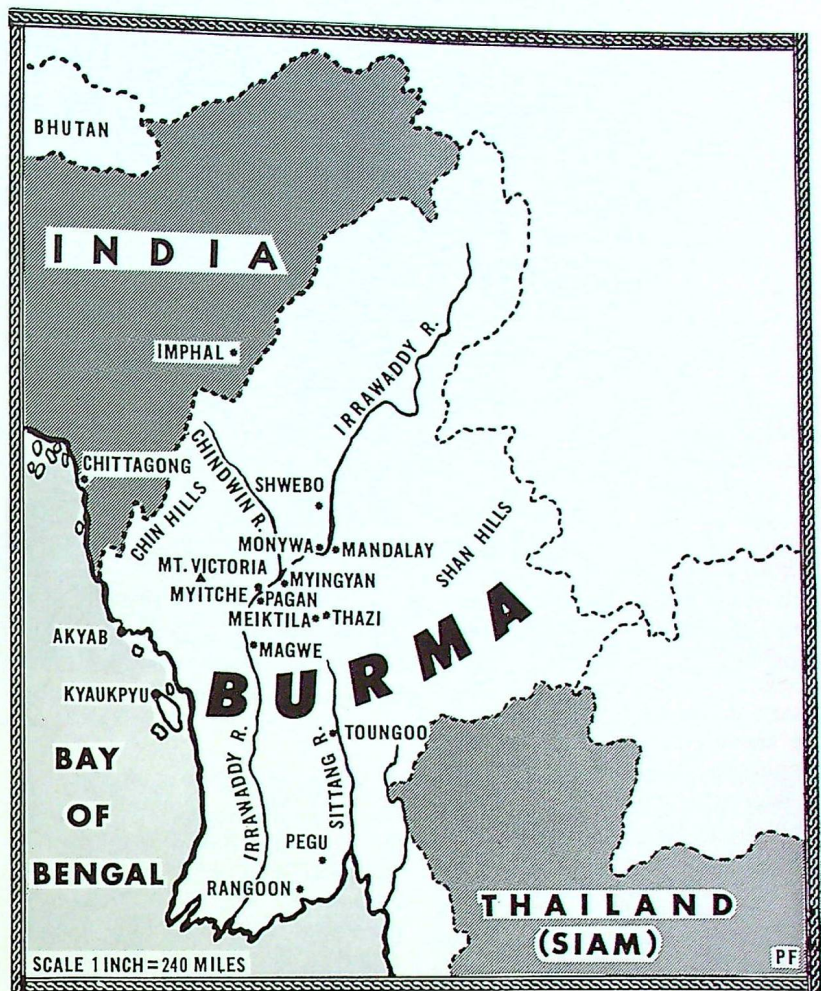
On 10 March the Elephants began

a 340-mile move by air to Mawmubyn, Burma, near Akyab on the Bay of Bengal. A move in a relatively isolated theatre of war inevitably meant more than the normal amount of drudgery. In this case the advance party had to establish messing quarters, plan domestic, technical and headquarters lay-outs, provide garbage-disposal and other indispensable facilities, set up internal telephone communications and receive in-coming motor transport and equipment.

While the move was in progress, operations with a stipulated 10 aircraft continued from Kanga. The movement order presupposed a five-day stand-down from operations (after 14 March) during the readjustment period at Akyab. The Elephants however, saw no sense in wasting five days. They continued to supply the Army from Kanga until 19 March, inclusive, and then, right on schedule, began operating from Akyab. In fact, airlift was only slightly hindered by the move, a daily supply average of 134 tons plus 63 passengers and casualties having been carried during a period which, it had been assumed, would show an operational zero.

The only fatal accidents to befall the squadron in South-East Asia occurred on 13 and 14 March. Two *Dakotas* engaged in moving unit equipment to Akyab were standing near Mawmubyn airstrip (which served Akyab) when a *Beaufighter*, making an emergency landing, hit the tail of one and crashed squarely into the other. The co-pilot of the latter aircraft, FS E.O. England (RNZAF), later died of injuries. The second fatality was AC1 L. Blondeau, who succumbed to injuries received in a diving accident during a swimming period.

There could well have been more casualties a week later, when airstrips in the Meiktila district came under fire of Japanese units ob-



viously bent on recapturing them. For two crews on the 21st it was too close for comfort, F/O W. Davidson's aircraft absorbing three bullets near the tail and F/O W. J. Holland's having a fuel tank drained by one well-placed round. In the latter case another bullet missed the co-pilot by inches. More shells found the Meiktila strip on 22 March and were probably responsible for the destruction of the control tower. At any rate, the strip had to be closed to traffic that afternoon and was not revisited by the Elephants for six days. Meanwhile a DZ was used.

The struggle for Meiktila saw

some of the bitterest fighting of the S.E.A. campaign. A steady stream of food, fuel and ammunition was imperative for success, and it was often a case of having to hit DZs only a few hundred yards from a desperate enemy only too anxious to pounce on a stray drop.

Whether para-dropping, free-dropping or landing with supplies, aircraft were targets for artillery, mortars, machine-guns and the small arms of roving Japanese patrols. The most ticklish situations, however, occurred when cargoes were landed, as during the unloading period aircraft and crew became stationary targets. In such circum-

stances Elephant crews performed in exemplary fashion. Three captains, F/L W. S. Robertson, F/O A. V. Foord and F/O H. C. Olafson, won DFCs — mainly for landing and coolly directing the unloading of vital cargoes while enemy guns sought to prevent their doing so.

By 24 March the Elephants were landing with supplies for the Fourth Corps in the midst of a shambles once known as Mandalay.\* Whether through coincidence or design it may never be known, but the next evening enemy aircraft raided Ak-yab. It was the closest the squadron came to being bombed, the only loss being a little sleep.

The first half of April 1945 saw a continuance of 436's so-called milk runs to Meiktila and Myitche, one or both of which had been supplied daily since early March. Meiktila-bound aircraft had to penetrate a smoke haze, originating from the heavy ground-fighting, over the mountains thick enough to necessitate instrument flying. A greater natural hazard to aviation — the towering, 25,000-foot cumulo-nimbus cloud, soon to be all too common in this theatre — was already beginning to appear. Though enemies of flight, the "cu-nims" were actually helpful to navigation. The tallest, which were visible for great distances, invariably formed over 10,400 ft. Mount Victoria and were useful for taking bearings. The same mountain was a common sight on the Myitche run. Tactics dictated a dog-leg to the north to avoid sustained flight over enemy-held territory, and the detour frequently led directly over it. Sometimes as often as three times a day the *Dakotas* would have to clear its peak — the loftiest in Burma — and then drop rather quickly down the other side to Myitche, less than 60 miles away. In dirty weather this was a situation requiring the best efforts of the navigator.

\* The city had been captured on the 20th.



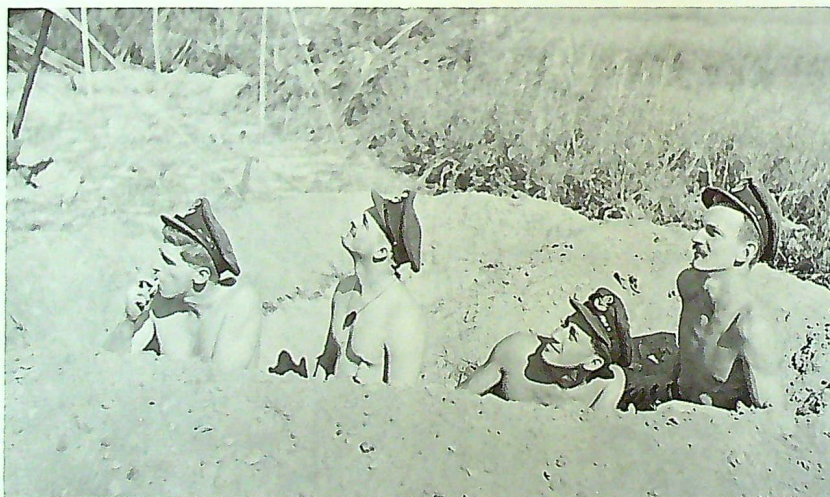
Divine service is conducted under canvas by the padre, S/L W. R. Irving, a former navigator.

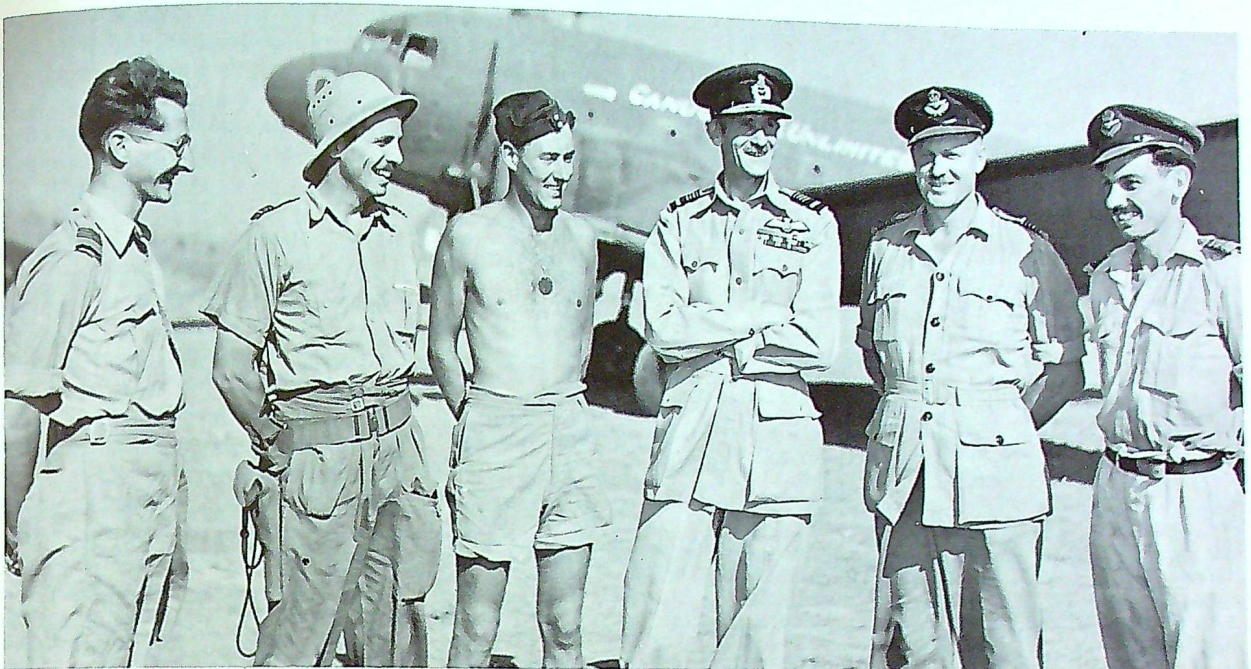
One navigator of the period dispensed both navigational and spiritual guidance. Substituting for the OC's navigator, who was absent on course, was S/L W. P. Irving, the protestant padre. A tour expired observer, he had a ready answer to

his skipper's inevitable question, "How's the beacon, Deacon?"

Through most of April and May the squadron experienced an abnormal number of engine failures. Acting on orders from higher authority, No. 436 had switched (with

Trying a slit-trench for size, l. to r.: F/O F. A. MacDonald, F/O L. J. Cummings, F/O G. Valois and F/L E. Whiting.





At Mawmubyin airfield, April 1945 (l. to r.): F/L R. S. McCartney, S/L F. E. W. Smith, S/L R. L. Denison, A/M Sir Keith R. Park, S/L J. A. Ferguson, W/C R. C. Gordon.

misgivings) from “T” to “X” oil and the mounting unserviceabilities were traced directly to this change.

More than moderately interested in this problem was Air Marshal Sir Keith R. Park, KCB, KBE, MC, DFC, Allied Air Commander-in-Chief, S.E.A., who happened to be making an inspection visit at the time.\* He agreed that the matter should be investigated immediately. Largely due to data accumulated by the Elephants on the relative merits of “T” oil, the original order was reversed and aircraft serviceabilities rose again to normal level.

Meantime, an endless battle was being waged against disease (especially malaria), the cause of more casualties to S.E.A. forces than were the Japanese themselves.† A unit

\* On being introduced to W/C Gordon, the A/M quipped, with a twinkle in his eye, “So you’re Gordon. I hear you’ve been doing too much flying”.

† Disease-induced casualties among the British and Americans in the theatre outnumbered battle casualties by as much as ten to one.

anti-malaria program had been in effect for several months, and its originators were ensuring that it was being fully carried out. In mid-April more rigid measures against the malarial mosquito were taken, a daily roster of duty teams being drawn-up to check on observance of regulations. In some instances charges were laid for failure to obey the orders, but with the campaign on a disciplinary basis malaria cases were remarkably few.

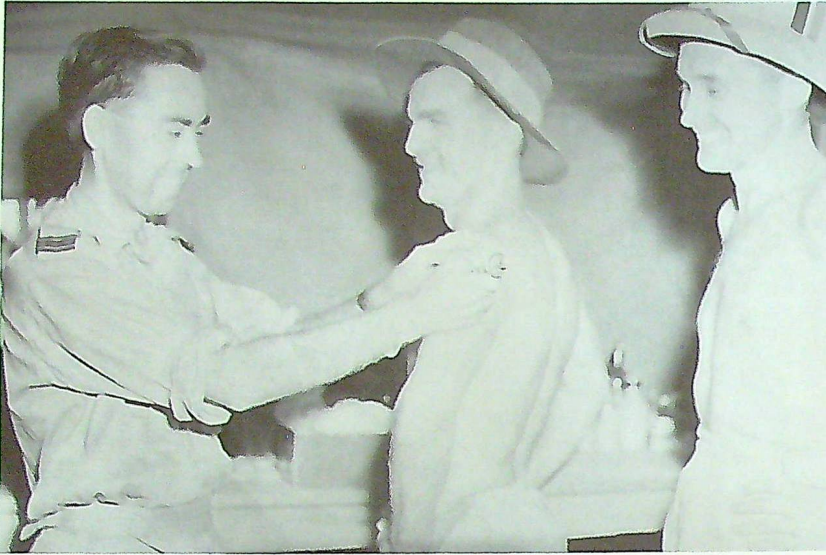
Apart from disease, there were leeches and ticks — and the world’s deadliest snakes. As with disease, however, by the application of common-sense safety measures the creepy-crawlies were restricted to a nuisance value. Of snakes, there were incidents; of snake-bites, none.

With our ground forces advancing steadily every day, the front-line was constantly changing and each new DZ was extremely shortlived. In fact, the march from Mandalay to Rangoon was marked by a trail

of abandoned DZs dotted with parachutes which, from the air, looked rather like wilted rose blossoms. So rapid was the advance that the Elephants “bomb line” was moving forward daily and DZs were becoming obsolete after scarcely 24 hours of use. Some were developed into airstrips, but the great majority were left behind and forgotten.

By 27 April, moving at the rate of 150 miles a week, advance elements of the 33rd Corps were being supplied at DZs 65 miles north-east of Rangoon. Thereby did the Elephants make their longest supply-hauls, non-stop round trips of roughly 700 miles. The salient created by the quick advance must have been one of the narrowest in the history of warfare, consisting only of the highway and railway plus a hundred yards or so on each side. Many landings had to be made at strips near the salient’s tip and open to attack by the enemy’s rearguard.

Crews visiting a forward strip known as Tennant reported that it



Preventive medicine is administered by the medical officer, F/L D. B. Moran, to F/O W. R. Davidson. F/L J. Thompson happily awaits his turn.

had been strafed by an enemy fighter in the early morning with no resultant damage or casualties. At the same strip later in the day F/O Foord's aircraft came a cropper when struck by a truck as it was touching down. The *Dakota* was a complete write-off; it was fortunate that the crew's only injuries were superficial. A few days later a similar but less serious accident occurred at Payagyi, the cost being a smashed tailplane. So far, native-driven vehicles were proving a greater menace to 436's aircraft than the Imperial Japanese Air Force and Army combined.

In spite of the drop in serviceability in April plus the five-day diversion of five crews to move two *Mosquito* wings from Kumbhergram to Kinmagon, 436's sortie total (1238) was more than in March and the tonnage (3907, plus 1130 passengers and 204 casualties) only slightly less. Paradoxically, although the figures suggest an intensity of endeavour, the squadron was committed to nothing like a maximum effort; despite the big drive on Ran-

goon, it was relatively overloaded with leisure time.

The free hours were profitably spent. Swimming and surf-board riding at the beach\* and sight-seeing among the magnificent, gilded pagodas and 40-foot Buddhas were the more popular pastimes. The squadron's dramatic society polished-up its first show, "On the Road to Mandalay", a potpourri of musical numbers, skits. Extremely well received, the show was brought to an unscheduled ending by an air raid alarm. Also cut short by enemy action were the beach activities, suspended because of enemy mines reportedly sown in the area. The Japanese may have failed to impede the squadron's military operations, but they did manage to put a crimp in its favourite recreation.

May began with "Dracula", a combined operation by land, sea and air forces aimed at the taking of Rangoon. Representing the squadron were 20 of its wireless operators,

\* The fact that two nurses ("a honey of a blonde and a cute brunette") took regular afternoon dips may also have contributed to the beach's popularity.

who, after a week's special training as jumpmasters with USAAF squadrons, now operated with them in the latter role.\* Fittingly enough, the Elephant jumpmasters were concerned with a phase of the operation which had as its objective the capture of coastal guns at Elephant Point. They arrived over the point at daybreak on 1 May and put their Indian paratroopers squarely on the mark; later in the day they repeated the process with equal success. When thanking the CCTF, the commanding general of the Indian Airborne Division remarked, "This is the first operation I know of in this war in which paratroops have been dropped 100 per cent accurately." His statement reflected credit on the jumpmasters, who were responsible for the smooth and uninterrupted dispatching of the sometimes-balky paratroopers. One of their number, 436's F/L H. N. Cuming, earned a DFC for his part in the operation.

Rangoon officially changed hands on 3 May; now the enemy's lines of communication were severed and his expulsion from Burma was only a matter of time. The irony of the triumph was that, in sustaining the ground forces in their long slog through Burma climaxed by the city's capture, the squadron was doing itself out of a long-term job; with the seaport available, supply of the 14th Army by air would not long have to be continued.

By this time the aerial supply lines were beginning to stretch beyond what was considered economical flying distance for the Elephants. From 10 through 12 May, therefore, operations were suspended as the Elephants packed their trunks and moved 70 miles south-east to Kyauk-pyu, on Ramree Island.

\* At a high-level planning conference the services of 436 and 435 Sqns. as entities had been requested. The job went to American units, however, the RCAF's participation consisting of the despatching of paratroops by the jumpmasters and parapack-loading by the armourers of both squadrons.

Aware of Ramree's reputation as one of the wettest districts in South-East Asia, all hands set to work digging storm drains, sand-bagging and building-up tent floors, and covering them with tar paper. In another effort to beat the all-pervading, mould-producing dampness, two enterprising LACs named Green and Hurdle set up a power laundry and drying establishment. Even greater ingenuity was shown by Sgt. Ross Huston and his staff, who designed and built kerosene stoves for use in the camp's three kitchens.\* The stoves were eventually approved by the highest catering authorities in ACSEA; messing specialists visited Ramree to inspect them and prepare specifications for their widespread use in field kitchens.

\* There was now one for officers and NCOs, another for airmen, and a third for aircrew at the dispersal area, all providing the same standard of meals.

A paradox of life in Burma was that there was usually too little drinking-water and yet too much rain. Coincident with the Elephants' arrival at Ramree, the monsoon, that eminent precipitation-producer which as early as 2 May had inundated and rendered temporarily un-serviceable several destination airstrips in southern Burma, began to live up to its reputation. Largely for this reason the squadron's haul fell off sharply for a few days. Nevertheless, once acclimatized, the Elephants bounced back; in the last two weeks of May they averaged 161 tons daily, despite the unfavourable weather. On 20 and 31 May a total of 20 crews logged the coveted but elusive "fourth sortie."\* The 31st of May was the squadron's second-best day of all, 74 sorties

\* The flying of four sorties in a day was a special target aimed at by CCTF crews.

being flown (the wings' other two squadrons contributed 40 each) and 243½ tons airlifted. That day the foot-sloggers benefited in many ways, not the least of which concerned 13 tons of one bottled comfort and 10 tons of another (without a permit!). Despite the monsoon's rumblings and the loss of three days while moving, the tonnage for May exceeded that for April.

Though failing in the period to deter seriously or inflict casualties on the Elephants in the air, the monsoon did indirectly cause the loss of one aircraft on the ground. *Dakota* KG 724, so deeply mired in the mud of Mingaladon\* that it had to be abandoned, eventually stopped a runaway *Spitfire* and was therewith reduced to scrap.

By 1 June USAAF squadrons were departing from India and Bur-

\* Rangoon's airfield.

To decrease turnaround time, aircrews ate "K" rations between trips. L. to r.: F/O W. E. Rolls, F/O W. Sims, FS O. England (RNZAF), F/O G. Anderson and F/O M. Melnyk.



ma for another battle theatre. Their withdrawal meant that aerial supply of the 14th Army would have to be continued exclusively by units of 232 Group, a situation which would somewhat prolong the Elephants' stay in Burma. With Rangoon captured, the back of the airlifting job in Burma was broken. Mopping-up of isolated bands of Japanese still had to be done, however, and regular supply runs to forces so engaged had to be maintained at least until supply movements into and out of Rangoon could be expedited.\*

The Elephants' immediate task in June was to supply those troops engaged in clearing pockets of resistance in the Arakan and around Toungoo, Pegu and Kalaw, to evacuate casualties, and to stock rear air-fields in central Burma, where backlogs of food, fuel and ammunition were being built up.

June also brought the full fury of the monsoon. Approximately 45 inches of rain fell on Ramree that month; consequently, cancelled sorties and enforced diversions of aircraft away from base became almost daily occurrences. A persistent downpour on the 10th was too much for the drainage system of Kyauk-pyu's "all weather" airfield, which by mid-afternoon could have accommodated seaplanes. This situation existed until 1000 hours on the 11th, but, by early afternoon, rain had made the field once more unserviceable. Moreover, the woeful-weather problem had been complicated by the loss of USAAF-sponsored weather-reporting and forecasting facilities not yet replaced by the RAF. Though unable to combat the monsoon on the ground, the Elephants essayed to fight it in the air by providing a substitute weather

service of their own. So was born "Watchbird".

The brainchild of W/C Gordon, "Watchbird" was a simple yet surprisingly effective system of airborne weather surveillance. Usually one crew would get airborne at 0430 hours (an hour before regular take-off time) and watch and report the weather over a designated area until 1130 hours; a relief crew then took over for the rest of the working day. Besides broadcasting general weather reports twice every hour on R/T and W/T, Watchbird dispensed "spot weather"\* at airfields and DZs, recommended airfields for diversions, gave preferable routes, okayed or vetoed flights to certain areas, washed-in and washed-out flying, and provided weather data on request. In addition to promoting safety in monsoon-flying, the scheme led to some useful discoveries; for example, by flying at 8000-9000 feet, the more turbulent centres of the CBs could be spotted and avoided. Watchbird further recommended, and most strongly, that attempts at low-level contact flying be abandoned as a risky business in a country notoriously hilly.

Word of the system's merit spread throughout 232 Group and beyond, finally reaching the ears of A/M W. A. Coryton, CB, MVO, DFC, Air Marshal Commanding Air HQ, Burma. On a visit to the squadron the

\* Conditions existing at the moment.

air marshal expressed his interest in the service and asked for particulars of its operation. The biggest testimonial, however, came from the many pilots who were eventually requesting its aid. Other units were using Watchbird and even monitoring its broadcasts. Furthermore, Burma Command was said to be considering its wholesale adoption.

Occasionally Watchbird's reports were somewhat inconsistent with conditions actually encountered. Alluding to this was a ditty found scrawled on a navigator's log, which read:

"Oh where, oh where has my Watchbird  
gone?  
Oh where, oh where can he be?  
We can't see our 'plane for the snow,  
sleet and rain,  
Still his broadcasts say 'J1 — Class 3'."\*

At times, through no fault of Watchbird, its information came a little too late. In one case a skipper was doing his damndest to get out of a storm which was manhandling his aircraft rather severely. Whilst so employed he was greeted by the cheery voice of Watchbird announcing with maddening nonchalance, "There is a thunderstorm in your area."

(to be continued)

\* "J1" was the code reference for a specific area; "Class 3" indicated that conditions were favourable for flying.

## FRINGE BENEFITS OF SPACE RESEARCH

A plasma arc torch, developing very high temperatures, is used to mass produce ultra-hard materials and coatings.

A solenoid valve is being incorporated in home heating systems, where it virtually eliminates vibrations.

Rocket flames have been used to mine on an economic basis the mineral resource taconite, formerly considered unmineable.

An electron beam gun is being used to carry out high quality welding.


\* Bomb-damaged roads & railways radiating from Rangoon were still under repair, and entry of large ships into the harbour was being delayed by dredging operations.

# "CANADA AT WAR"

WORLD WAR II, as Canadians fought and experienced it, is recalled in a series of 13 half-hour films prepared for television by the National Film Board of Canada. Entitled "Canada At War", the weekly series starts this month on the CBC coast to coast TV network. Stations on the English network began the series on 3 April at 10:00 p.m. The French CBC-TV network telecast started 1 April at 5:30 p.m. Local listings should be consulted for exact time of telecast in each region.

Three years in the making, this was the biggest single documentary project ever undertaken by NFB. Of the 16 million feet of wartime film which NFB crews searched out and edited, 10 million feet were shot by cameramen of Canada's armed forces. The rest includes action footage taken by British, American, Russian, German and Japanese cameramen.

The story of Canada and Canadians from 1939 to 1945 is told in chronological order — as it happened at sea, on land, in the air, and in the fields, factories, homes and offices of the home front.

"We have some tremendous air footage", says NFB producer Stanley Clish, "and I feel we have been able to get across the wartime spirit and achievements of the RCAF. We are grateful for the co-operation of the air historian and his staff as consultants." 

## WORDS

*The following article merited FS L. F. Hopton of DPR/AFHQ the \$50.00 first prize in the Newspaper Institute of America newswriting competition. — Editor.*



### BABY GRAND WINS GRAND AWARD

An original design for a coffee table has won a top award in hobby craft for Cpl. C. D. Wilson who, appropriately enough, is manager of RCAF Station Centralia's hobby shop.

Corporal Wilson won the Golden Hammer award and a certificate of merit from the U.S. magazine *MECHANIX ILLUSTRATED* which sponsors the annual competition. The coffee table, which took six months to build, is shaped like a baby grand piano with a keyboard of 30 keys. The keyboard is faced with a mirror to give it the illusion of greater depth. Cpl. Wilson's trade in the RCAF is recreation specialist.



An old lady in church was seen to bow whenever the name of Satan was mentioned. One day the minister met her in the street and asked her the reason. "Well," she replied, "politeness costs nothing, and you never can tell".

**D**ESPITE the richness of our language in its clarity, beauty, distinctive and minute differentiation of meanings, there are those writers who continue to use fifty-cent words when nickel words of equal quality would suffice. Simple writings are made complex, and complex writings are puzzling.

The force of correctly chosen words is immense. They are versatile and lively. They gain significance from very insignificant changes of position. They take color, prismatically, from the words which precede and succeed them, and are heightened or lowered in their meanings by the power of melody and inflection.

Words can be made to express every conception of the human mind. It must be the writer's aim to portray vivid descriptions and well-drawn word pictures of things he sees, hears and imagines, so realistically that they are traced, line by line, in the mind of the reader.

Words convey ideas. The reader is not interested in what a word means to an author, but what it means to him. There are words to fit all requirements, so exact in meaning that their echo will emanate from the reader's mind. To be satisfied with "nearly" the right word is unfair to the reader and to the writer's reputation.

Writing calls for the use of dynamic words, words which are graphic, active and pleasant. The hues must be correctly blended; they must be fitting to the subject, the writer and the reader.

Brevity should be practised. To use many words to communicate

few thoughts is the unmistakable sign of paucity. A good writer gathers much thought into few words.

"It is sheer laziness, not compressing thought into a reasonable space", said Churchill.

The greatest success in description comes through simplicity in telling about scenes and persons and events so that the reader seems actually to participate in or to know them. Description should not be static, but always active and moving.

A mental reservoir filled with words taken from the streams of the literary world is a priceless thing. The contents will express all the needs, desires and emotions we want them to. They can express sadness, gaiety, friendliness, authority and action.

The choice rests with each writer. He does himself an injustice if he does not select words wisely and imaginatively. He must insure that the written words will be read in the same sense by the reader.

The reader will only respond if the words automatically trigger his interest cells. He will not be, and cannot be, energized into action, physical or mental, if what has been written is timeworn and flat.

The writer's responsibility is to imagine that as he writes, he is actually talking to the reader seated across the desk from him. Only in this manner can the writer be sure that his message has been "received and understood".

"God wove a web of loveliness, of clouds and stars and birds, but made not anything at all so beautiful as words," wrote Anna Hempstead Branch.

# IN WINNIPEG IT'S CRICKET

At RCAF Station Winnipeg, the phrase "It isn't cricket" does not hold true when it comes to sports. Winnipeg has the distinction of being the only RCAF unit with a cricket team actively participating in an organized league.\*

Winnipeg's cricket team has played regularly against civilian competition in the Manitoba Cricket Association (Winnipeg League) since 1952. During the past decade the team has taken top place in the league and won competition challenge cups. In addition, individual team members have taken top place in the batting and bowling averages. Some of the team members have, on occasions, been selected to play



on representative Manitoba teams playing in tournaments against other provinces. As a result, the team has won the respect of the Manitoba and Winnipeg Cricket Associations.

Post-war cricket at Winnipeg was introduced by NATO students taking navigation training there. During the 1953 season two teams were entered in the league. Up until 1959 there was little problem in selecting a team from the many players available but, during the last two years,

the number of available players has decreased. However, there still remains a nucleus of enthusiastic and competent players eagerly preparing for the start of the 1962 season.


Contrary to popular opinion, the game is not confined to immigrants from Britain, Australia and other Commonwealth countries. Cricket is played in a number of Canadian schools, Ridley and Upper Canada College to name only two. It enjoys its greatest popularity in south-western B.C. Junior teams, coached and brought along by seniors, are often completely composed of Canadian players. In the case of the RCAF team, there are players who were born in England, the West Indies, Australia, New Zealand, Ireland, Africa and last, but certainly not least, Canada.

\* Cricket is not new in the RCAF. While no pre-war records of the game being played in the service are available, it bloomed at several Canadian stations with the influx of airmen from Commonwealth countries under the BCATP. Since the war the game has enjoyed spasmodic interest at such stations as Centralia, Macdonald, Rockcliffe and Goose Bay. In 1961 an RCAF Stn. Comox team played exhibition games with several B. C. communities. This year a composite team is being formed from RCAF units in the Ottawa area with their home pitch at Uplands.

Winnipeg Cricket team: (front row l. to r.) F/L J. F. Snell, LAC N. G. Gage, F/O P. N. Thorpe (Capt.), LAC G. C. Macdonald, LAC T. P. Jordan; (back row, l. to r.) LAC A. DeBruyn, WO1 R. F. Hodgson, LAC H. F. M. Lloyd, LAC H. S. Holder, LAC R. Layfield, LAC A. F. Cuddington.



Cricket is played in such major Canadian cities as Vancouver, Victoria, Calgary, Edmonton, Winnipeg, Toronto, Hamilton, Ottawa, Montreal and Quebec. Some cities have up to 12 teams; Winnipeg has six. The game is supported financially by the players, since spectator participation is usually limited to the few who are completely familiar with the game.

In 1961 F/O P. N. Thorpe was selected from the RCAF team to play on the Manitoba all-star team and F/L J. F. Snell won the Buckland-Large Memorial Trophy. This trophy is awarded annually to the bowler who has the best average with a minimum of 35 wickets taken during the season. It was the second time in the trophy's 30-year history that an RCAF member has been the winner. 

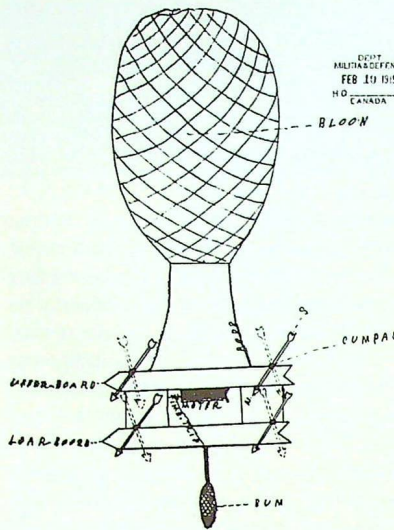
## BALLOON BOMBING BRAINWAVE

FOLLOWING the outbreak of the First World War the Department of Militia and Defence was deluged by offers from Canadians and others, particularly Americans, in connection with military aircraft.

Some of the offers and suggestions came from responsible and — keeping in mind the youthful stage of powered flight at that time — experienced individuals and agencies. Others were from sources open to grave suspicion. Many of the proposals for the sale of or manufacture of military aircraft were completely practicable but were declined on a point of policy, for the Canadian government decided not to re-enter the military aviation field, after its experience with the short-lived and ill-fated two-man, one-aircraft Canadian Aviation Corps.\*

Following is one proposal which came out of Kentucky, but which failed to alter the course of the war in the air. The designer of the device indicated on his sketch that “if this works the government can give me what may pleas.”

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



A reply from Militia Headquarters, signed by a lieutenant-colonel of the Royal Canadian Engineers, thanked the Kentucky gentleman for his offer and noted “. . . with interest the original ideas you have brought to bear on the subject.” However, the reply added that “the department is unable to take the matter up.”

Received Dept. Militia & Defence  
Feb. 10, 1915 HQ Canada.

Winchester Ky., Feb. 8th 1915  
Mr. Secretary Militia Council.  
Ottawah Canada

Dear Sir

Pleas let me give you my plans on a self steering bellon for dropping bumbs on the enemeys foorts armeys boats citys and grain fields. wich i am sending you a ruff drawing. the plan may have to bee changed but i think the idea will work. that is to steer it by a lode stone compas set at difrent angls.

the plan is to rais it by bass bellon. propel it by wind up or electrict moter. trip it by time clock or fuse. accordian to speed or distance. it may have to bee used in calm wether. it could bee used for raning down arrows on enemeys troop by exploding in the are. i dont know the strength of Lodstone or what ever is used in a cumpas but your Air men will know. if it is worth while would like to know — you are at libertey to use it.

yours truly, (Signed)

## GENESIS OF THE DETERRENT

By WING COMMANDER NORMAN MACMILLAN, OBE, MC, AFC, AFR, AeS

(Reprinted courtesy AERONAUTICS)

IN November 1914 RFC aeroplanes still flew with the Union Jack painted on their wings. The roundel and tricolor rudder had not yet been adopted as recognition marks. And in that month, near the trenches on Kemmel Hill in the Ypres Salient, I picked up an object of about the size of a present-day ball-point pencil. Of solid steel with a needle-fine point it had a fluted stem that made its upper cross-section cruciform. It was a *flèchette*, one of the earliest lethal weapons to be dropped from aeroplanes.

The *flèchette* (as its name suggests)

was of French origin. These steel darts (literally, little arrows) were packed in boxes of 50. To release them the lid of the inverted box was opened by pulling a string, when the *flèchettes* fell away in a small cloud.

Its design gave the *flèchette* a vertical fall after *g* absorbed the initial forward component. From quite low heights this missile acquired considerable velocity. In a French test, several darts, dropped from about 600 m, struck a cow; they passed through the unfortunate animal which died immediately.

*Flèchettes* were used by the RFC

before it had proper airborne bombs. The earliest date I have been able to discover when British airmen dropped *flèchettes* in war was 27 August 1914. None appear to have been dropped after 1914. One may now say that their military value may have been slight, but the faint whistling sound of their approach was unpleasant music on the ground. The Germans rated them as an example of Anglo-French frightfulness.

A German report recorded that two Allied airmen flew over a German regiment on 1 September 1914 and dropped about 50 (estimated)

darts from about 1200 m. Two horses were killed. Soldiers wore no steel helmets for protection then. One soldier was killed and 12 were wounded. A dart pierced the left temple of the man who died. Among the wounded, one man's cheek was perforated, one was hit in the neck, another in the left leg, one in both legs, some received darts in their hands; one *fléchette* pierced a jackboot and penetrated 1½cm into a man's right heel.

The Germans described the *fléchette* as a 10 cm steel pin, 8 mm thick, with one third solid ending in a sharp point. Two thirds were thin strips in + section. Its design ensured that the sharp end fell true.

The four RFC squadrons that flew to France with the BEF carried only one machine-gun. That was due to the heterodoxy of Louis Strange, a T A officer mobilised with the RFC Special Reserve; no regular officer would have done so, for it was not prescribed in regulations. There were no mobile A A guns to go overseas. On one aerodrome, when a German aeroplane flew over on reconnaissance, an officer drew his revolver to fire at it from the ground, and someone shouted to him to stand on a petrol can to give himself more elevation and reduce the range!

The first RFC attempt at air combat occurred on 22 August 1914 when an Albatros appeared over their Maubeuge aerodrome. Two (or more) BE 2s went up to do battle by throwing hand grenades at the enemy. Strange and Penn-Gaskell flew their Lewis gun in a Henri Farman. But the Albatros, flying at 1520 m was immune from interference by either hand grenades or machine-gun. The Farman's ceiling was about 1060 m and Major J F A (irreverently known as 'Bum-and-Eye-glass') Higgins told Strange to remove his gun to lighten weight and carry a carbine instead.

Three days later two German

aeroplanes were forced to land, merely by being outmanoeuvred, much as birds fight in flight.

Who were first to drop bombs from aircraft?

The records show that Pretzman and Boyd-Moss dropped a crude bomb into German transport parked south of the village of Blaugies on 26 August 1914. On the following day at least one other RFC aeroplane was dropping hand grenades, petrol bombs, and *fléchettes*.

The first RFC report of a German aeroplane dropping bombs gives the date and place as 29 August 1914 when three small bombs were dropped on Compiègne aerodrome. I have never seen any report of the type of bombs then dropped. But officers who rushed to pick up souvenirs found what they called 'Shrapnel' bullets: this suggests that the bombs were 'home-made'. (Incidentally, Major Shrapnel made his first tests of his new type of shell on a Cornish beach.)

The first record I have found of the use of a bomb-sight in the RFC gave the date as 21 September 1914. But the method was still hand dropping. In those days RFC pilots took up hand grenades in their pockets, tied larger home-made petrol bombs about their person. There were no bomb carriers. The bomb aimer just held his bomb over the side and let it go when he thought the moment ripe. It is on record that at dusk on 1 September 1914 one British aeroplane caused a stampede of German cavalry near Villers-Cotterets by two such amateur bombs.

The RFC had been trained for air reconnaissance for the Army. The R N A S had been given no such clear-cut function. It had developed both bombs and bomb-racks before the war and in August 1914 had the 9 kg (20 lb) Hale and the 50 kg (112 lb) Naval bombs.

Mr. Winston Churchill, as First Lord of the Admiralty, pressed for action against Zeppelins by air




LIFESAVING AWARD

Cpl. A. S. Harvie receives a bronze bar to his Royal Canadian Humane Society Bronze Medal from W/C A. L. Ashton, acting CO of RCAF Centralia. Cpl. Harvie was awarded the bar for saving the lives of two children at Grand Bend last summer. He had previously been awarded the bronze medal for lifesaving while stationed at Penhold, Alta.

bombing. The R N A S attacks against the airship sheds at Dusseldorf and Cologne on 22 September 1914 were abortive. But on 7 October Reggie Marix left Antwerp in a Sopwith Tabloid, blew up a housed Zeppelin at Dusseldorf with 9 kg Hale bombs, came back on a bicycle; Spencer Grey failed to find the Cologne sheds because of mist and dropped his bombs on that city's main railway station.

With Pemberton-Billing as com-  
père three R N A S Avro 504s flew from Belfort, each with four 9 kg Hale bombs, to attack the Zeppelin factory at Friedrichshafen on 21 November 1914. Sippe and John Babington returned, received D S Os. Featherstone Briggs, shot down, became P O W. That was the world's first strategic air attack.

The first German bomb on England fell near Dover on Christmas Eve 1914. 



# RCAF ASSOCIATION

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

## THANKS TO RCAF LIAISON OFFICERS

It seems only fitting at this time of the year, when AFAO 56.00/06 is promulgated in Daily Routine Orders of all RCAF units, that something should be said by the RCAF Association in connection with this order.

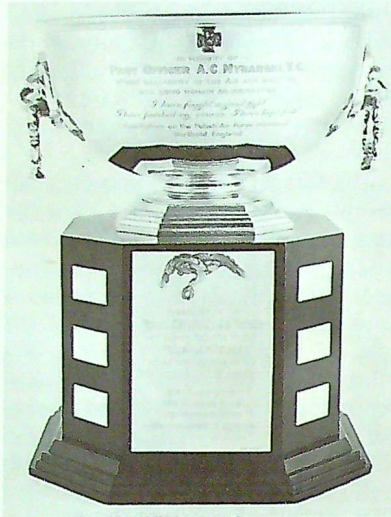
This particular order refers to regular force liaison officers who are assigned by their parent units to work with local wings of the RCAF Association. We in the Association are very appreciative of the fine work done by liaison officers appointed to these secondary duties.

We realize there is no other organization of a similar nature that has such a close tie with a service they are trying to help and by whom they are officially recognized. It is one means of communication whereby members and wings of the Association are kept abreast of what is happening in the RCAF, especially at local levels.

Twice yearly, in the months of March and September, the attention of serving personnel is directed to this AFAO, indicating the importance which the RCAF places upon the continuation of the fine co-operation that exists between it and the RCAF Association. The Association, on the other hand, issues an annual directive to all wings advising them of the help their liaison officers can be in furthering wing activities.

This relationship has been of mutual benefit and we are looking forward to an ever strengthening tie of common purpose for the future.

L. N. BALDOCK  
National President



## MYNARSKI

### MEMORIAL TROPHY

In 1958 former members of the Polish Air Force, presently members of the RCAF Association, presented this trophy to the RCAF in memory of Pilot Officer A. C. Mynarski, VC.

The RCAF awards the trophy annually to the station whose married quarters community council makes the most effective use of its resources in developing a recreation program best suited to the needs of the children and youth living there.

This year the Mynarski Memorial Trophy has been won by Station Gimli and the runners-up are Cold Lake and Uplands. Fifteen RCAF stations submitted entries.

The RCAF Association, on behalf of the three Polish Wings — 310 (Wilno) Wing, Montreal, 430 (Warsaw) Wing, Toronto and 431 (Krakow) Wing, Hamilton — offers congratulations to this year's winner, RCAF Station Gimli.

## CHANGE IN FISCAL YEAR RCAF ASSOCIATION

from April 1 - March 31

TO

AUGUST 1 - JULY 31

Effective August 1, 1963

In order to accomplish this change-over all Wings will on April 1, 1962 collect renewal dues from Wing members for a period of SIXTEEN (16) months April 1, 1962 - July 31, 1963. The renewal dues for the sixteen month period will be \$4.00. New Wing membership cards have been prepared to cover this complete period. For further details please consult your Wing Executive (see National Office bulletin dated December 15, 1961). The co-operation of all Wing members in paying their renewal dues promptly on April 1st will be very much appreciated.

It is with regret that we record the passing of two members and staunch supporters of the Association: Air Vice-Marshal Adelard Raymond, CBE, on 23 Feb. in Montreal; and Group Captain Henry L. Wright, MBE, QC, on 26 Feb. in Kingston. A/V/M Raymond was a charter director of the RCAF Association and served on the executive for a number of years. He was always ready and willing to assist in our work. G/C Wright was a charter member of 416 Wing and gave unstintingly of his time and talents to the furtherance of the Association's work.

# NATIONAL CONVENTION PLANNING COMMITTEE MEETING

Attending a meeting with the Halifax Host Wings' Committee, held in Halifax on the weekend of 24 Feb., were Association First Vice-president Phil Connell, Maritime Group President Angus MacLellan, F/L Ross Rowlands and J. C. Gray of the national office.

Planning for the convention at this early date is well advanced. The physical arrangements available at the Lord Nelson Hotel are extremely good and the entertainment planned by the local committee, with its touch of local flavour, should prove very enjoyable to all those who attend. The committee, under the chairmanship of Allan Neily, is expecting some 200 fraternal delegates from the maritime provinces to attend the convention.

## 430 (WARSAW) WING BALL

The annual Blue Ball, sponsored by 430 (Warsaw) Wing in Toronto, was again this year an outstanding success with over 600 people in attendance. Dignitaries from federal and provincial governments, Mayor Nathan Phillips, Q.C., and Mrs. Phillips of Toronto, and RCAFA National President L. N. Baldock and Mrs. Baldock attended. This annual event brings credit not only to the sponsoring wing but to the Association nationally.



*Mistress:* "I'm a woman of few words. If I beckon with my hand, that means come."

*New Maid:* "Suits me, ma'am. I'm a woman of few words myself. If I shake my head, that means I ain't coming."



Twelfth National (Bluenose) Convention Host Wings' Committee, front row (l. to r.): P. F. Connell, Margaret MacDonald, Joan Wigginton, Allan Neily (chairman), Victoria Amirault, Ester Gratto (secretary), F/L C. Dunbar; back row: T. Mullins, R. Russell, H. Bent, W. Beuree, J. Murphy and J. Kingwell. Honorary chairman A/V/M A. L. Morfee was in Britain when this photo was taken.

### IMPORTANT —

#### NATIONAL CONVENTION HALIFAX SEPTEMBER 27-28-29

If you are a member of the RCAF Association you are eligible to attend the 12th National (Bluenose) Convention in Halifax as a FRATERNAL delegate.

For the \$10.00 registration fee you receive the same amenities as an accredited delegate. All you have to do is complete and mail this coupon together with your \$10.00 per person registration fee to:

The Host Wings' Convention Committee,  
RCAF Association,  
P.O. Box 1251,  
Halifax, N.S.

Hotel Reservation  
Registration Form

1962 RCAFA Convention  
Halifax, N.S. Sept. 27-28-29

NAME.....DATE.....

ADDRESS.....

I/We plan to attend. Enclosed is cheque for \$..... registration fee for myself and..... Please reserve room

(double).....(single)..... at the Lord Nelson Hotel for arrival Sept....., Departing Sept.....

## Letters to the Editor

### SQUADRON STANDARDS

Dear Sir:

The presentation of standards to 401 Squadron (Aux) and 438 Squadron (Aux) will take place at RCAF Station St. Hubert, P.Q., on 5 May 62.

In addition, 401 Sqn. will be celebrating its 25th anniversary. All former serving members of both squadrons are invited to write to:

Commanding Officer,  
401 Squadron (Aux) RCAF,  
4450 Sherbrooke Street West,  
Montreal, P.Q.

or

Commanding Officer,  
438 Squadron (Aux) RCAF,  
160 St. Joseph Blvd. E.,  
Montreal, P.Q.

giving full service particulars and affiliation.

All those sending in names and present addresses will be advised of arrangements.

G/C H. J. Everard,  
Commanding Officer,  
11 Wing Headquarters (Aux),  
Montreal, P.Q.

### N.W. STAGING ROUTE STORY

Dear Sir:

As a follow-up to "RCAF's Flying Fortresses" (Jan-Feb. 62) I suggest an article on the North-West Staging Route and the part No. 165 (Transport) Squadron played in keeping it operating during the latter years of World War II.

Keep up the good work. It means a lot to us oldtimers to read about and relive those days.

B. L. Schauenberg,  
Box 957, Assiniboia, Sask.

(A seven-part series on the history of the North-West Staging Route appeared in THE ROUNDLE, Vol. 9, Jan. — Sept. 1957. — Editor.)

### COMMENTS ON CAPTIVES

Dear Sir:

It was with considerable interest that I read "The Captive Years" (Jan-Feb. 62). However, since I spent five and a half years in the Veterans Guard of Canada including several months at Seebee, Alberta,

I would like to point out several errors in the article.

The prisoner-of-war camp at Seebee was located about eight and a half miles from the railway station, not adjacent to it as inferred in the article. Also, POWs working on projects were credited with 50 cents a day, not a dollar a day as stated by Herr Holz. Your author mentioned that there were special camps for Germans who were suspected of being overly enthusiastic towards Nazism. This is correct but the POWs were actually screened into three categories: white, grey or black, depending on the degree of their convictions. You might also be interested in knowing that in the camps where I was stationed there was no demand for beer after 1944.

S. A. Walker,  
ex-Capt., Vets. Guard,  
Westminster Hospital,  
London, Ont.

### CAPTION TROUBLE (AGAIN)

Dear Sir:

Congratulations on having your shop re-decorated. The upheaval must surely have unearthed many interesting items, among them the photograph captioned "Ham Sandwiches a la Francaise" (pg. 20, Jan-Feb 62).

For the sake of accuracy, the Canadian officer was F/O T. (Pogo) Rousseau, a dearly loved ex-member of 434 (F) Sqn. at 3 Wing, Zweibrucken, Germany. F/O Rousseau has been out of the RCAF for three years and was never stationed at Air Division HQ Metz.

F/L J. G. Sloan,  
Resident Staff Officer,  
102 McGill University Sqn. RCAF.

### WHO'S MALIGNING WHO?

Dear Sir:

Since the days of our revered Sgt. Shatterproof, never has a section been so maligned as the AU/CE Section in your "On the Break" column of the Jan-Feb. 62 edition.

The real truth is that enquiries as to the location of THE ROUNDLE staff met with a resigned shake of the head and a shrug of the shoulders from the caretaker. No word of disloyalty was uttered but the gesture was sufficient. After wading through old copies of applications for TD, leave passes and general allowance claims, it was found that your floor was hardly worn at all and under the pictures of THE ROUNDLE staff in France, Germany, Hawaii, Florida, etc., the walls were unscarred.

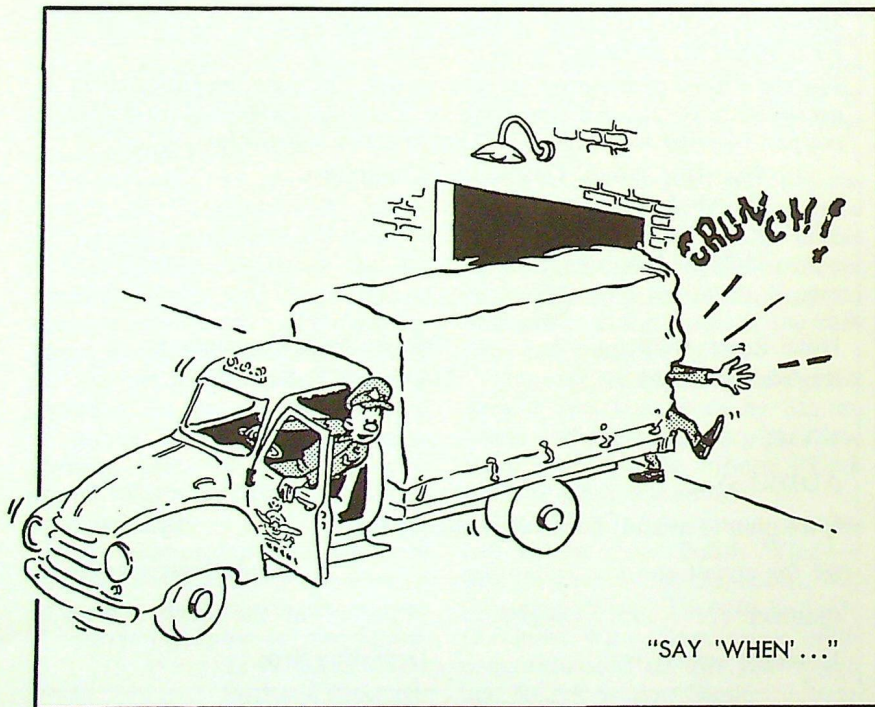
However, out of pity for the copious lamentations of the staff it was decided to refurbish the offices. It was indeed a pleasant experience to work in an area uncluttered by scurrying office staff.

F/L E. W. Hope,  
AU/CE Section,  
RCAF Victoria Island.

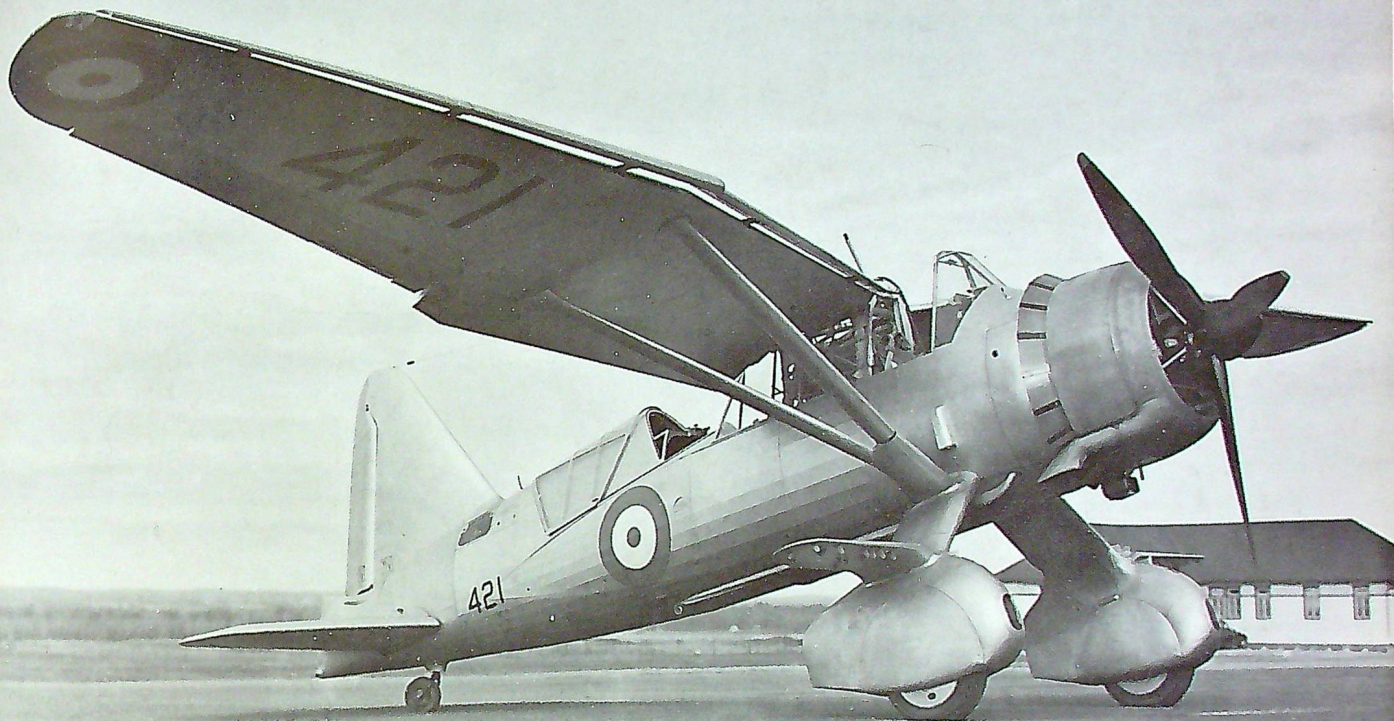
(Such slander! We haven't been to Hawaii for years. — Editor.)

On the Line

by LAROCHE '62



## Aircraft Album: *Lysander*



**DESIGNED** and built by Westland Aircraft Ltd. as an army co-operation aircraft, the *Lysander* first entered RCAF service in 1939. No. 110 (later No. 400) Sqn., the first RCAF unit to be sent overseas, was equipped with *Lysanders* as was the second, No. 112 Sqn., which followed in June 1940. Four squadrons used the "Lizzie" in Canada for artillery spotting, drogue towing, reconnaissance and close support training.

A *Lysander* shot down the first *Heinkel* bomber to fall in B.E.F. territory in France. *Lysanders* dropped supplies to troops during the Dunkirk evacuation and later, fitted with long-range tanks, transported agents into enemy-occupied territory.

Statistics: wing span 50 ft., length 30½ ft., height 11½ ft., max. speed 229 mph. at 10,000 ft.

*Roger Duhamel*

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

OTTAWA

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ROYAL CANADIAN AIR FORCE