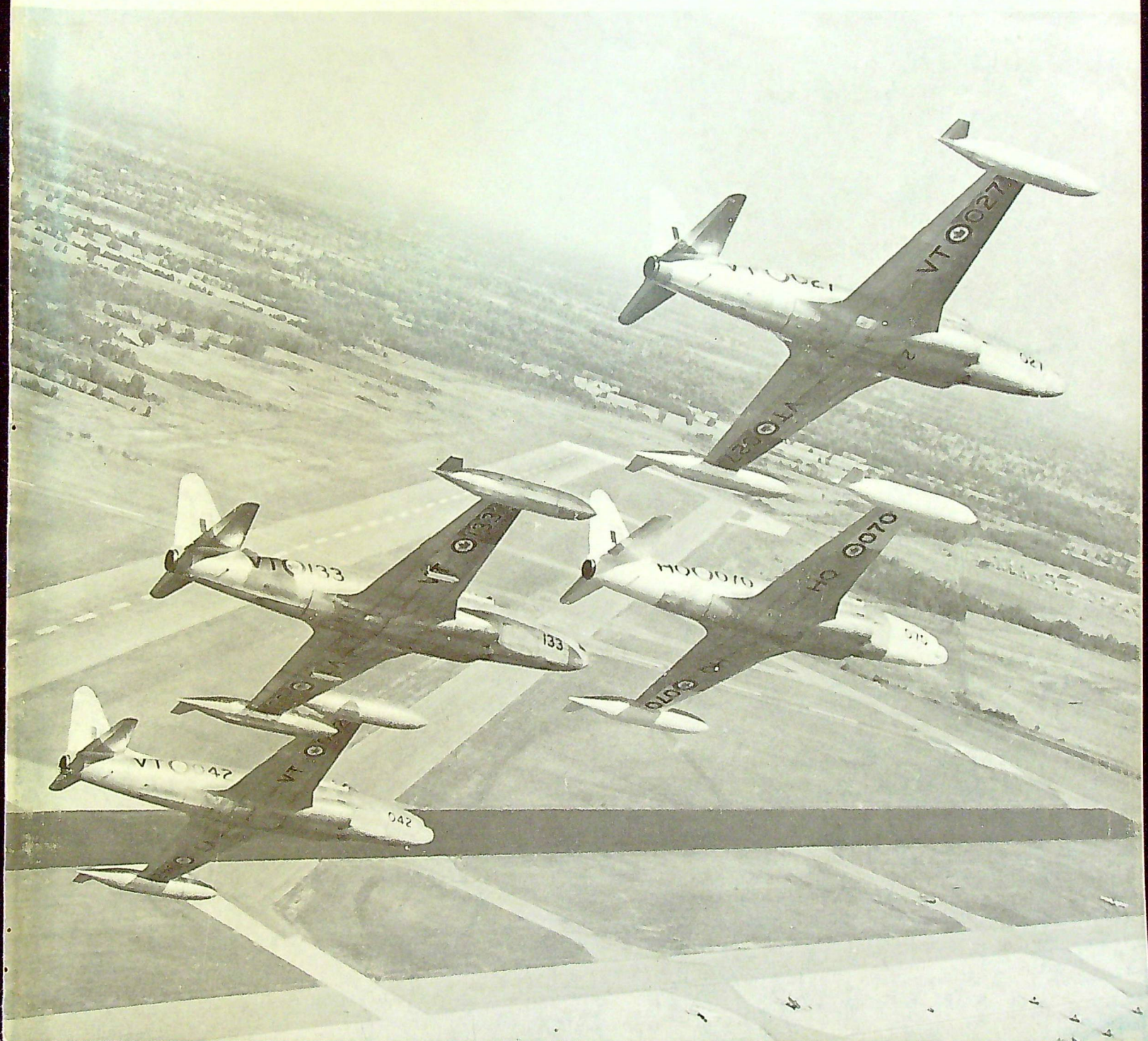
THE Roundel

VOL. 14, NO. 6 JULY-AUG. 1962



THE Roundel

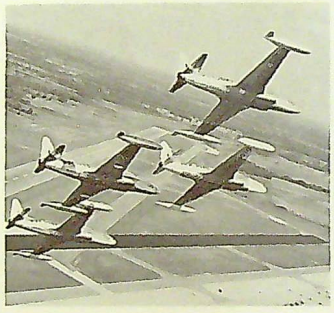
Published on the authority of the Chief of the Air Staff, Royal Canadian Air Force

VOL. 14, NO. 6 JULY-AUG. 1962

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

Contributions and all other correspondence should be addressed to:

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



THIS MONTH'S COVER

Formation of T-33 jet trainers, a familiar sight at RCAF stations across Canada for several years, introduces our lead story (see page 2).

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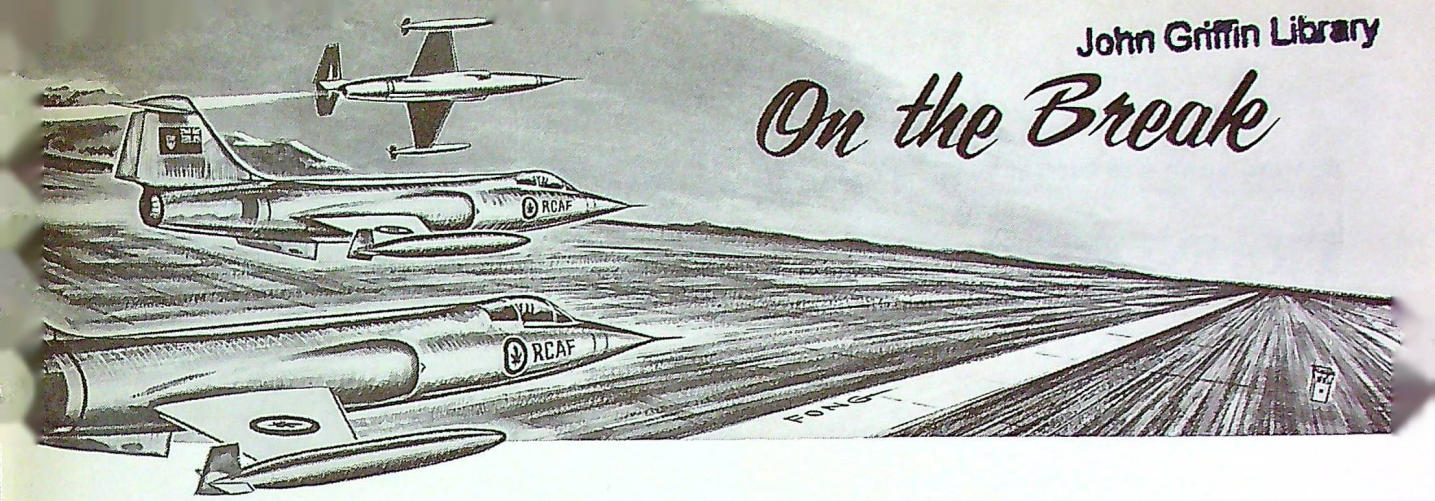


On the Break

SUMMER is the busiest season in Training Command. This year approximately 1500 university students have joined the stream of regular force personnel through RCAF training schools across the country. Thus this seemed an appropriate issue in which to publish the last article in this series on the evolution and current status of RCAF commands (see page 2).

Its author, A/V/M H. M. Carscallen, has been in the RCAF for 29 years. Born and raised in Hamilton, he is a graduate of both RMC and Queen's University. An operational veteran of World War II, he flew on the first anti-submarine patrols off Canada's east coast and later formed No. 424 Sqn. in Bomber Command overseas. He was awarded the DFC in 1943 for gallantry in action. While attached to the US Army Air Corps as an observer in 1945, he flew in the last bombing raid of the war — an attack of B-29s on Japan the morning of VJ-Day.

Staff positions in various parts of Canada, the United States and Europe have kept him on the move since the war as well. He came from 4th ATAFHQ in Germany to assume his present post as AOC TC in Winnipeg in December 1960.

SOMETIMES ROUNDEL stories pop up in unexpected places. For instance, a few months ago in London, England, we dropped in to pay our respects to A/C D. S. Blaine, CJS air member. He greeted us by handing over the manuscript for the Royal Rhodesian Air Force story (page 12) which, by coincidence, just happened to be in his office enroute to ours in Ottawa. It had been requested months previously "through official channels."

The accompanying note on the Royal Malayan Air Force (page 14) rounds out the series we started some time ago on air forces of the Commonwealth.

FOUND any old rocks lately? They just could be more valuable than you think, especially if they came from outer space. A few weeks ago an Ontario man, who had picked up a meteorite fragment on his farm 23 years ago, sent it to the Geological Survey of Canada in answer to a country-wide request. He's $100 richer as a result and his find may help scientists shed more light on the metallurgical and chemical properties of meteorites. RCAF personnel have been asked to assist in this project (ref. AFRO 313 29 Dec. 61).

Dr. Peter Millman has contributed an enlightening article on this subject on page 16. Now head of National Research Council's upper atmosphere research, radio and electrical engineering division, Dr. Millman was on active service in the RCAF from 1941-46 as a navigation and operational research officer. A stargazer from away back, he was awarded the Lawrence Smith Medal by the US National Academy of Sciences in 1955 for his distinguished work on the problems of the spectra of meteors. Last year he was elected president of the Royal Astronomical Society of Canada.

WATCH for the special Air Division issue in September. It commemorates 10 years of RCAF participation in NATO's European defensive forces.

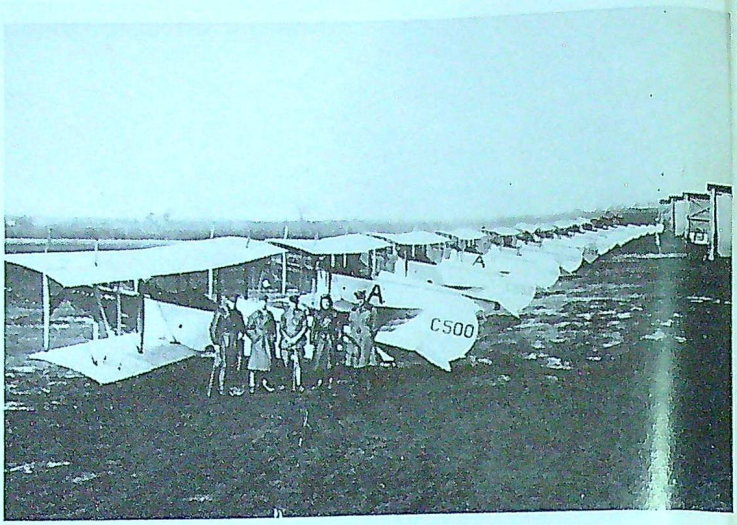
A. F. Tatum S/L

Editor

The evolution and current status of...

TRAINING COMMAND

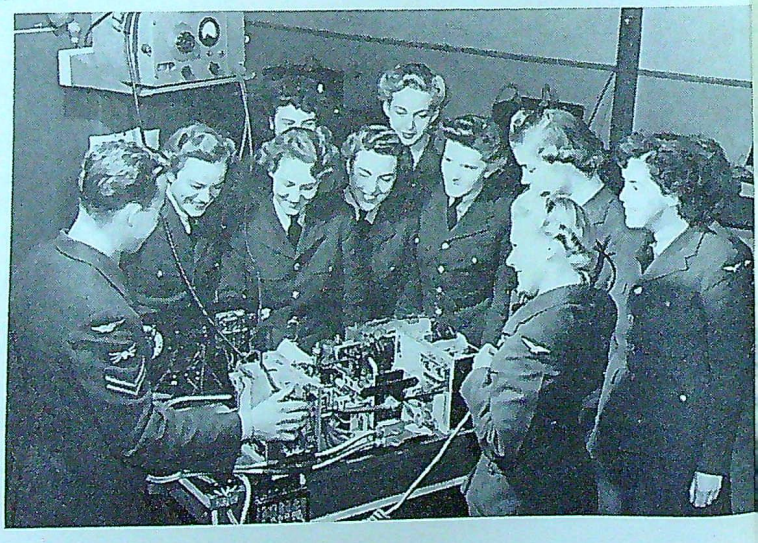
By AIR VICE MARSHAL H. M. CARSCALLEN, DFC,
Air Officer Commanding, Training Command



IT IS doubtful if her graduates ever sing a sentimental song to their alma mater — or even if such a song exists — but few members of the RCAF have not been exposed at one time or another to the mellowing influence of Training Command. Most airmen begin their service careers in the command and for many others who return as instructors, it continues to provide the solace, guidance and discipline of a demanding but affectionate parent.

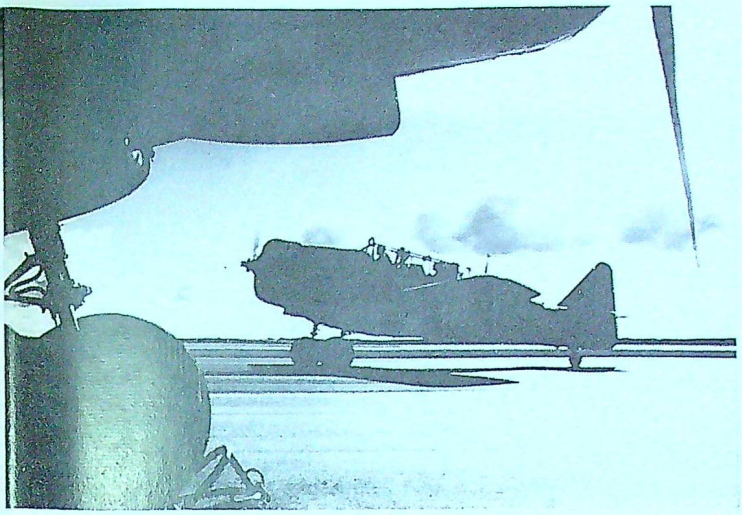
In the beginning, teacher and pupil were one and the same; but it is also true that the training of aircrew, and of personnel in professions allied to flying, is as old as the record of man's attempt to fly.

The story of Icarus is a Greek myth, perhaps based on some early failure to imitate the birds. As handed



Above: Air Force College in Toronto now comprises Staff College for senior officers and Staff School for junior officers.

Right: During World War II RCAF recruited a Women's Division. Here a group of WDs train to become radio operators.

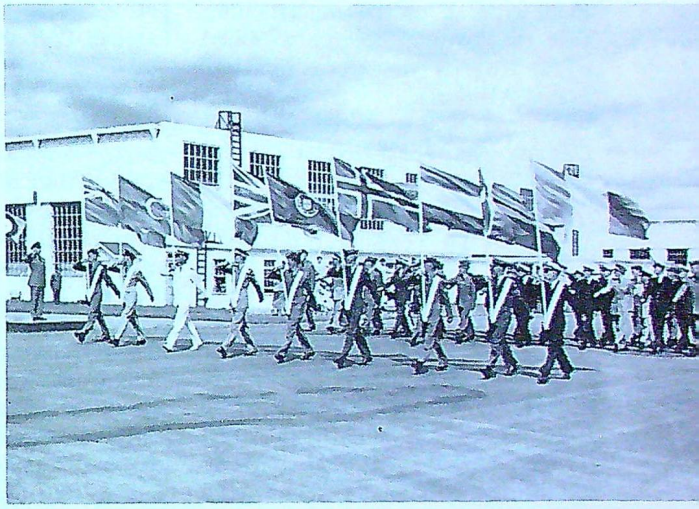


Extreme left: Royal Flying Corps trainees at Camp Borden in 1917 learned to fly on these JN-4 *Jennies.*

Immediate left: "*Harvard* in twilight" could have a double meaning today, as this veteran trainer approaches retirement.

down, the story is that Icarus, and his father Daedalus, escaped from prison on wings invented by the father. The wings were attached to the men's bodies by wax and, unfortunately, Icarus flew too close to the sun. The heat melted the wax and he plunged to his death in the sea. According to the legend, Daedalus instructed his son in the method of operating the wings, and we are also told that prior to their actual escape, the two men made a couple of practice flights.

Dismissing the mythical tradegy of Icarus' plunge into the sea, we return to the principle of the father instructing the son and can thereby draw the parallel of Training Command playing the role of father to both the air and ground crew of the RCAF.



Above: Flags of nine NATO nations lead a pilots' graduation parade at RCAF Stn. Moose Jaw. Such scenes were common at training centres across Canada in the early 1950s.

Left: A/V/M H. M. Carscallen inspects a recent graduating class of airwomen at RCAF Stn. Clinton.

THE PAST

The first traceable Canadian military aviation training of any consequence began in 1915 with Mr. J. D. McCurdy, of *Silver Dart* fame, manager of the Curtiss Aviation School in Toronto. Familiar as we are with supersonic interceptors and manned spacecraft, McCurdy's baling wire and castor oil operation doesn't seem to bear too much resemblance to the multifarious organization which is the modern Training Command. However, there are similarities, and a portent of one of the major roles of the future RCAF: McCurdy's customers were young Canadians being trained at government expense, on the understanding that they would become members of the Royal Flying Corps or Royal Naval Air Service.

First course of provisional pilot officer trainees at Camp Borden, August 1923, included C. R. Slemon (standing second from left). Aircraft was the Avro 504K.

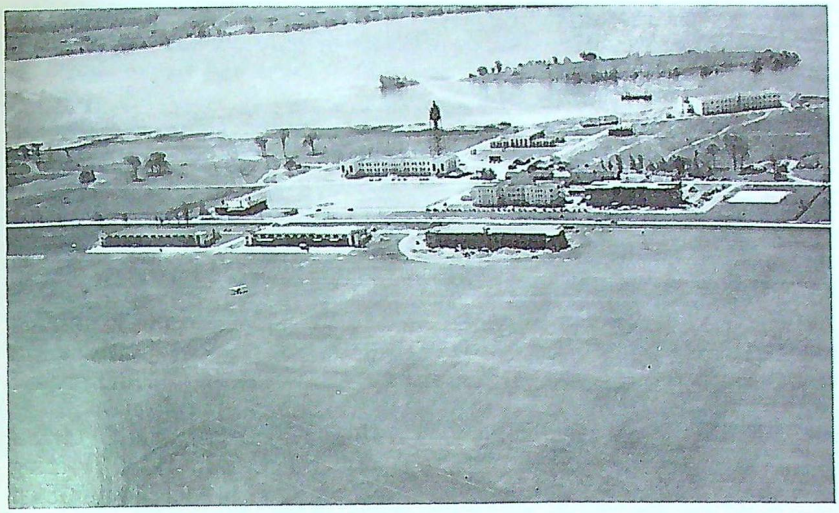
After the first successful year, Canada was recognized as a prime source of potential recruits for the two flying services, and a Royal Flying Corps Training Brigade arrived to set up camps at Long Branch, Camp Borden, North Toronto, Beamsville and Deseronto in 1916. In the following year, with the United States in the war, a reciprocal agreement between the US Army Signal Corps and the RFC provided for the training of 10 American squadrons in Canada during the summer, and two RFC wings in Texas during the winter. By the time the war ended, more than 16,000 air and ground crew had been recruited and trained by the RFC.

In the years between the end of World War I and the official formation of the Royal Canadian Air Force, military aviation was confined to the activities of the Canadian Air Force, formed in 1920. The original constitution of the CAF pointed out that training for war should be periodic, intensive and widespread. The organization resulting from this rather curious philosophy was to be non-professional and trained for one month every two years. Fortunately, it was soon recognized that this was an untenable proposition, even for a nation which never expected to fight another war, and the policy was changed.

Camp Borden, the only training centre then in existence, opened for full time business in October 1920, providing courses in flying, engine and aircraft construction, repair and maintenance, wireless, meteorology, aerial photography, administration and equipment stores. The financial axe fell two years later and large scale training became impossible. Refresher courses were discontinued and training staffs reduced. Another problem of the period was that of obtaining suitable replacements for the aging wartime pilots. To overcome this difficulty, candidates for cadet training were to be drawn from the engineering and science faculties of the universities and the Royal Military College. In this way, young officers with a broad technical education could be obtained at minimum expense.

The first course of provisional pilot officers began training at Camp Borden on 15 May 1923. Among them was PPO C. R. Slemon, now an air marshal and deputy commander-in-chief of NORAD. The PPOs of this course were the first new pilots trained since the end of the war in 1918. On 1 April 1924, the RCAF officially came into being and the first wings parade was held at Camp Borden on 20 December for the six remaining students of Course No. 1. During the following years No. 1 Flying Training Station, Camp Borden, remained as the main centre for PPO training, refresher flying, flying instructor courses and tradesman training.

In 1925, when skilled tradesmen and mechanics were hard to come by through ordinary labour channels, a scheme was approved for the training of boys who had completed their second year in technical school, to be enlisted in the non-permanent RCAF and receive instruction during the summer holidays. On completion of the third year, enlistment in the permanent force was to be offered to those who qualified. In what was becoming a familiar story for the young service, it took two years to put this scheme into operation be-



Trenton replaced Camp Borden as the RCAF's main flying training centre in the mid-30s. This is how the station appeared in 1936.

cause of a shortage of funds. Despite the world-wide depression which marked this period, in 1930 service flying increased by more than 30 percent, the greater portion of this devoted to training.

In September 1931 Station Trenton was opened with the transfer of two flights, Fighter and Army Co-op, from Camp Borden. Two new aircraft were added to the inventory, the *Fleet* trainer and *Bellanca Pacemaker*. However, the feeling that things were too good to last was soon confirmed. In 1932 the air services appropriation was slashed. This necessitated a reduction in force of both officers and airmen, training was severely curtailed and the intake of PPOs was suspended. The following year both PPO and technical training for boys was discontinued.

Much could be written on the subject of training in the RCAF during the years bridging the two world wars. But for our purpose, and at the risk of omitting details which to some are considered worthy of inclusion, suffice it that we touch only on those events which set the stage for the present training organization.

The tide turned in 1934. Appropriations rose and the RCAF began to expand once more. New personnel were recruited, reconditioned *Atlas* aircraft were purchased and the development of Trenton was resumed. Training for air gunners and wireless operators was introduced, along with specialized courses in night and instrument flying, explosives and armament, stores and several miscellaneous support trades. A training group was organized in 1935 at Camp Borden, with schools for flying training, air navigation, air armament, and technical training. In the same year, the Technical Training School at Camp Borden introduced 10-month courses in a wide variety of airman trades. In 1936, the development of Trenton as a major training centre was carried further by the transfer there from Camp Borden of the TTS and the Air Navigation School. A new wireless school was also formed at Trenton, and Training Group was enlarged to include both stations.

The international situation in 1937 resulted in a budget increase by a sum greater than the total of the previous four years. Re-organization, re-equipment and expansion of the RCAF proceeded rapidly. Orders were placed for 104 new service and training aircraft. Development of existing air stations and construction of new bases was accelerated. Work began on an air firing and bombing range at Trenton. A "training in Canada" scheme was instituted to give training at RCAF stations to candidates for commissions in the Royal Air Force.

In 1938 Air Training Command was formed, giving the training function appropriate status for the first time. Headquarters of the new formation was in Toronto and the first commanding officer was G/C A. E. Godfrey, later succeeded by G/C A. A. L. Cuffe. Individual flying training was done primarily at Trenton, with some courses at Ottawa and other stations. Also in 1938 the flying training program was re-organized to conform with the RAF standard syllabus, dividing the course into three 16-week stages, elementary, intermediate and advanced. The elementary portion was farmed out to civilian flying schools. During the summer of 1939 the intermediate phase was carried out at Camp Borden, but later merged with advanced training when No. 1 Service Flying Training School was formed.

WORLD WAR II

When Canada declared war on Germany in September 1939, it was recognized that one of her major roles in the coming conflict would be the training of aircrew. On 17 December 1939 representatives of the governments of Great Britain, Australia, New Zealand and Canada met in Ottawa to sign the agreement setting up the British Commonwealth Air Training Plan. The BCATP, in effect an extension of the earlier arrangement whereby RAF pilots were trained in Canada, retained the features of Canadian control and British standards of train-

ing. Since air training facilities in Canada were very limited, the program resulted in an enormous expansion. Four training commands were organized to administer the program and on 1 Jan 1940 Air Training Command at Toronto was designated No. 1 ATC. The three additional commands were quickly established: No. 2 at Winnipeg, No. 3 at Montreal and No. 4 at Regina. On 29 April 1940 the BCATP officially began and the first intake of trainees reported to No. 1 Initial Training School.

Originally scheduled to finish in 1943, the plan was extended two years and enlarged to provide for more specialist training schools. In addition, 27 RAF units, transferred to or established in Canada were brought under the control of a combined training organization. The BCATP terminated on 31 March 1945, after training 131,553 aircrew for the Commonwealth air forces — an average of 2,230 per month. At peak operation in 1944, 360 schools and ancillary units were established on 231 sites in Canada.

This massive training program was officially commemorated at Trenton on 30 September 1949, when memorial gates were presented to Canada and the RCAF by the Commonwealth participants. This ceremony marked the close of a momentous chapter in the history of military flying training.

In January 1945, with the war drawing to a close and a large backlog of trained aircrew on hand, No. 1 and 3 Training Commands merged to form No. 1 Air Command at Trenton. As was to be expected, appropriations were sharply cut when the war ended, necessitating reduction and reorganization of the training units. No. 1 Air Command was renamed Central Air Command on 1 March 1947, to administer postwar training and two years later, on 1 April 1949, became Training Command, defining more closely its primary function.

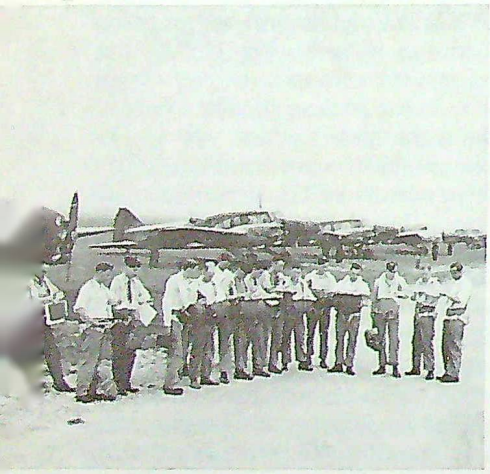
In the late '40s the international situation again began to deteriorate and Canada signed the North Atlantic Treaty, providing for, among other commitments, a large-scale aircrew training program for students from the NATO countries.

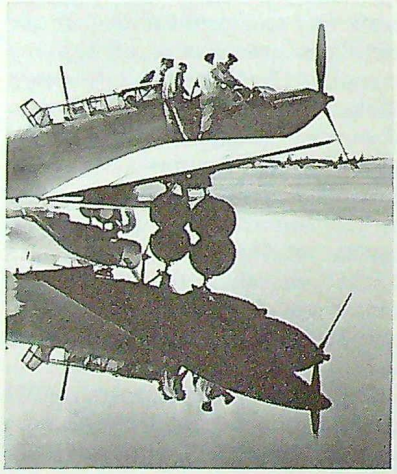
The RCAF tripled in size in the next few years, and with it, Training Command experienced an enormous expansion and reorganization. The war in Korea added to the urgency of the situation. Many World War II stations were reactivated and wartime pilots, or "re-treads" as they were popularly known, were hastily recruited and trained to fill the required instructor cadre. The majority of the flying stations were in western Canada, under the control of No. 14 Training Group Headquarters in Winnipeg, and ground training was concentrated in Ontario and Quebec. At peak production, there were ten flying and four ground training stations in operation.

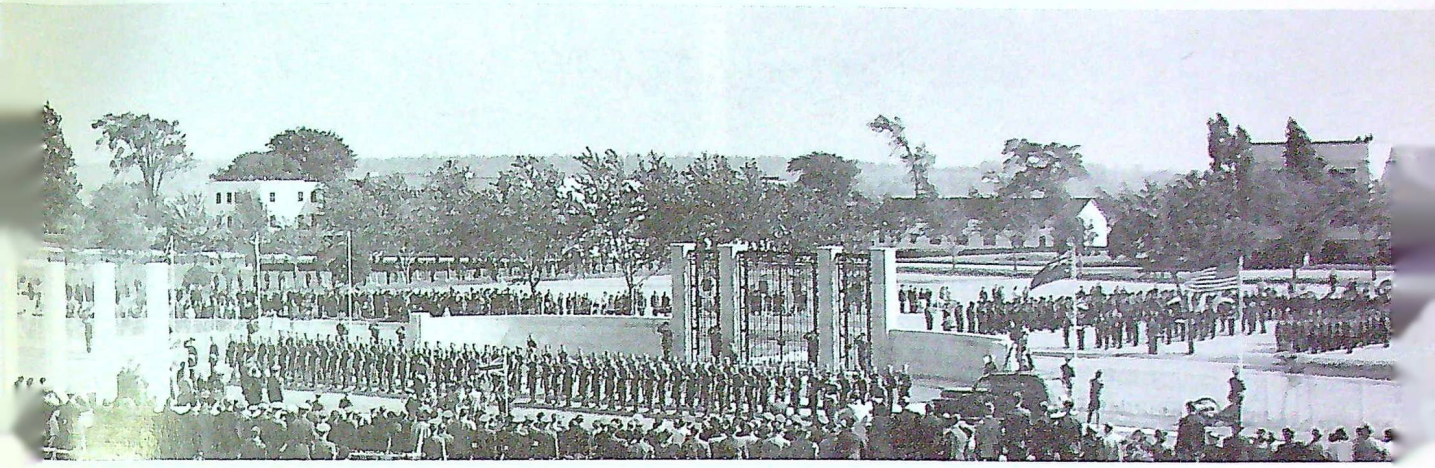
With completion of the formal NATO program in 1958, Training Command had produced more than 5,000 pilots and observers for ten NATO countries. In the most colourful ceremonial parade ever held at Station Winnipeg, representatives of the participating nations marked the end of the program.

More recently, the Nordic Plan provided for the training of a limited number of aircrew from Norway, Denmark and The Netherlands. At the same time, veteran West German pilots were given refresher training on T-33s, returning to their country as instructors. A small number of West German aircrew were trained

In 1940 the BCATP began. These three scenes are typical: left, navigator trainees check watches at Malton before boarding *Ansons*; centre, groundcrew service *Fairey Battles* at Camp Borden; right, embryo pilots leave their *Tiger Moths* at Sea Island.







On 30 Sept. 49 this formal ceremony was held at Trenton to dedicate the Memorial Gates, presented to Canada by the Commonwealth participants in the BCATP.

as well. In July 1960 the Nordic Plan was extended for another four years, and still operates for students from Norway and Denmark.

After 1958, the training commitment was appreciably reduced and several stations were closed down. In September 1959 Training Command Headquarters moved to Winnipeg from its long-time home at Trenton and No. 14 Training Group HQ was disbanded.

THE PRESENT

Military aviation training in Canada is almost a half-century old. From the beginnings in 1915, the organization has survived many lean years, and two tremendous periods of expansion. Today, with rapidly rising equipment costs, increasing demands on its personnel and a tight ceiling on manpower and money, Training Command faces perhaps its greatest challenge.

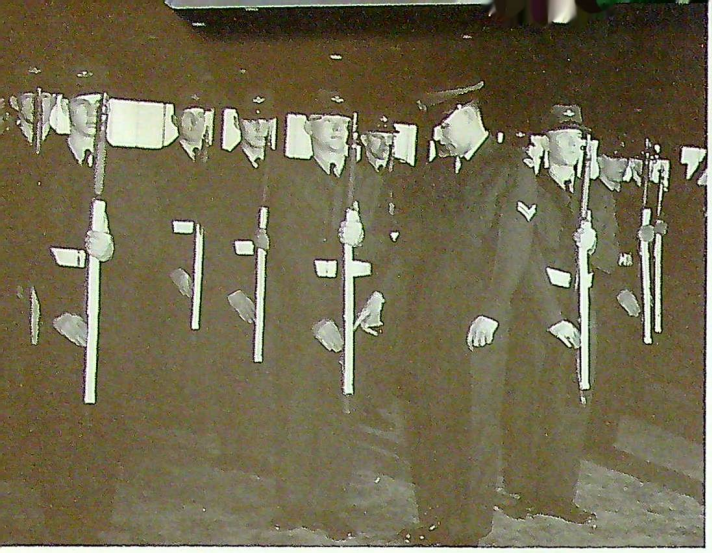
The prime roles of the command today are to provide basic and advanced aircrew training to meet the requirements of the modern aircraft being introduced into the inventory; to give indoctrination and trade training to all officers and airmen; provision of special and advanced trade training to technical standards compatible with the new equipment as it is introduced into the RCAF; and provision of training in the military profession at all levels. In addition, there are a number of secondary roles, including the control and direction of 18 university reserve squadrons from Newfoundland to British Columbia; control of the summer and winter instructional program for all air cadet squadrons in Canada; and the preparation and administration of trade and qualifying examinations for officers and airmen throughout the RCAF.

Training is conducted at 11 stations from St. Jean, Quebec, to Penhold, Alberta. Each year, roughly 700 officers receive the basic instruction required to fill flying, engineering and administrative jobs. Basic training is given to 3,000 to 4,000 airmen in over a 100 different trade specialties. Nearly 30 percent of the ground training effort is devoted to converting the skilled technician to new equipment as it is introduced into service, or providing advanced training to improve his over-all technical knowledge and job proficiency.

The command has long recognized that, if training is to be effective, the quality of instruction must be top-notch. For this reason, every year approximately 700 officers and airmen who have been selected as instructors, attend a three-week course at the School of Instructional Technique (SIT)* before assuming their duties. Aircrew officers then proceed to either the Basic Flying Instructor School at Moose Jaw, or its jet counterpart, the Advanced FIS at Portage la Prairie. For the most part, candidates for both schools are selected from experienced tour-expired pilots in the operational commands.

Both aircrew and non-flying list (NFL) officer candidates are introduced to the RCAF at Station Centralia. Aircrew candidates come as civilians to the Officers' Selection Unit, where psychological techniques are used to test flying aptitude and leadership qualities. Mechanical and written tests are given to determine aircrew potential. Following selection, all aircrew candidates become flight cadets and enter the Central Officers' School (COS) for an academic indoctrination course

* THE ROUNDEL Vol. 14, No. 3, April 1962.



Recruits learn rifle drill at St. Jean

High altitude indoctrination for aircrew at Centralia.

of 12 weeks: the only portion of aircrew training common to both pilots and radio navigators.

On completion of COS, pilots remain at Centralia to attend the Primary Flying School (PFS) course of six weeks and 25 hours flying on *Chipmunk* aircraft. Radio navigators proceed to Winnipeg for training. NFL officers on the other hand, receive the 12-week basic course, after which the majority begin training in their respective specialties.

With the exception of PFS at Centralia, flying training within the command is concentrated on the prairies where the weather is generally more suitable for flying, and where there is less conflict with congested air routes and the air defence network. Basic and advanced flying training, on piston aircraft, is conducted at Penhold and Moose Jaw, and advanced jet flying training at Portage la Prairie and Gimli. Radio navigator training is carried out at Winnipeg. At these stations the students earn their "wings" and qualify for operational training by the command to which they are assigned.

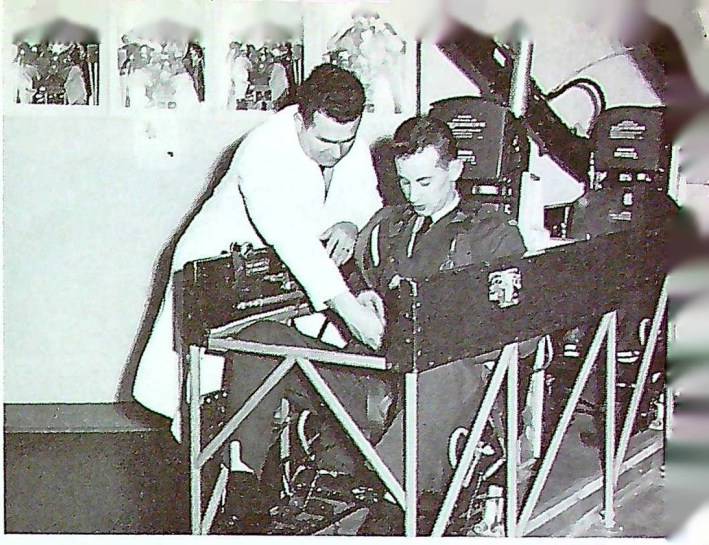
Notwithstanding that this is the jet age in aviation, propellor-driven aircraft will remain in the inventory for many years to come. The requirement for propellor-pilots is met through the Advanced Flying School (twin-engine) located at Saskatoon. Besides conducting piston conversion training for regular force pilots, since all RCAF graduates are jet-trained, this unit trains pilots of the Royal Canadian Navy and the RCAF Auxiliary. In addition, jet and piston instrument rating courses for the RCAF Regular are conducted here.

Also located at Saskatoon is the Central Flying School, responsible for monitoring and maintaining a high standard of flying training throughout the command, evaluating new aircraft, and performing other specialized assignments relative to the training of pilots in the RCAF. An additional commitment for the command involves training of Canadian Army pilots on light aircraft at Centralia. The army requirement consists of approximately 150 hours on the *Chipmunk* and L-19 aircraft.

All phases of radio navigator training are conducted at the Air Navigation School in Winnipeg. Here the trainee receives a 22-week basic course, and is then assigned to one of two specialties, radio officer or long-range navigator. A third specialty, airborne interceptor training, was discontinued in the summer of 1961 when a sufficient backlog had been trained to maintain squadrons at operational capacity for the next four years. Also at Winnipeg is the Central Navigation School. This school is to the radio navigator what both the Flying Instructor and Central Flying Schools are to the pilot. In addition, CNS conducts a specialist navigation (SpecN) post-graduate course of 40 weeks' duration, which, distinct from training, is an educational course of staff level. This most senior aircrew course, attended by both pilots and radio navigators, qualifies its graduates for staff positions associated with the development, operation and employment of aircraft, missiles and space vehicles.

Just as important as aircrew training to the overall air force mission is the professional, technical and non-technical instruction provided to officers, airmen, and airwomen in the non-flying specialties. In this regard, Training Command has the capacity to generate over 125 different types of courses and normally has over 100 types in residence. Naturally, they vary widely in content and skill level. The large population in the training machine is understandable when you consider the average course length for technicians is approxi-

Quadradar instruction at Clinton.



Ejection seat demonstration at Portage la Prairie.

mately 40 weeks, and some 4000 people are required each year to replace normal attrition. To provide greater efficiency and economy, ground training has been consolidated at four major stations: Centralia, St. Jean, Clinton and Camp Borden.

This consolidation has been extended to the individual schools. For example, at Centralia officer training has been consolidated in the recently established Central Officers' School, which will undoubtedly have a significant impact on the RCAF in future years. At COS, quality, economy and flexibility are being achieved simultaneously by what can best be described as common core training. This involves the practice, made possible by centralization, of including common elements of different specialties in one course. Common coring affords many advantages, including maximum utilization of space and equipment, and allows the instructor a much greater opportunity to specialize.

Another important aspect of centralization, and one of the basic concepts of COS, is that of bringing together officers of different lists and branches for common instruction. In this way they are made to realize at an early stage in their career their responsibility, first to the RCAF, and then to their own specialty. Application of this principle is not to be interpreted as a degradation of the trade, but rather as training a man to be an air force officer first, and a specialist second.

While the centralization concept also pertains to the basic training of airmen, the magnitude of the program requires that three stations be utilized. These are St. Jean, more commonly referred to as the manning depot, Clinton, and Camp Borden. A ten-week indoctrination course is provided at St. Jean, where newly enlisted airmen and airwomen get the "feel "of an air force uniform. Clinton provides all training in both the basic electronics and electronics ground environment trades. The station also houses the School of Food Services and the School of Instructional Technique. At Camp Borden, the "Home of the RCAF", courses are provided in the aircraft trades, aircraft control, photography, administration, firefighting, ground mobile equipment and various other support trades. For French-speaking officers and airmen who are not fluent in English, language training is conducted at both Centralia and St. Jean. Each school can boast of highly competent instructors and the latest in audio laboratories.

Also vested in Training Command is the responsibility for administering the various university training plans. These include the Regular Officer Training Plan, the University Reserve Training Plan, Subsidization of Serving Airmen and the 45-month Subsidization Plan for medical students. During the academic year, 18 squadrons are responsible for administering limited training to both regular and reserve cadets at 38 universities and colleges. During the summer months, Training Command provides formal and contact training for not only the RCAF cadets attending university, but also those at the Canadian Services Colleges. Each year approximately 360 ROTP cadets engage in aircrew training, while 610 cadets from all plans receive formal technical and non-technical courses. The remaining 500 cadets proceed to units throughout the RCAF for contact training in their respective trades. While this summer training load of almost 1500 students imposes considerable strain on the training machine, the standard of instruction is identical to that received by regular cadets throughout the year. When one considers that these plans pro-

A very large squadron leader inspects a very small air cadet, both seeming to doubt that the other one is real. Air Cadet H. G. Prefontaine, roughly 4½ ft. fully extended, has the top of his hat inspected by S/L R. S. "Tiny" Davis, approximately 6½ ft. relaxed, during the Cooper Drill Competitions held at No. 3 Air Cadet Wing Headquarters, Winnipeg. S/L Davis is camp commandant at TCHQ.

vide the prime source of university-trained officers for the RCAF, only then is the significance of this program fully appreciated.

With more and more emphasis being placed on professionalism for its serving officers, the RCAF Staff College, established during World War II has been re-organized into two components, which together comprise the Air Force College. The Staff College and Staff School, both located at Toronto, provide formal courses for officers. Staff College, with an annual course of approximately 60 students of squadron leader and wing commander rank or equivalent, has a curriculum designed to prepare the graduate for higher command and staff appointments. Officers from the RCN, Canadian Army, USAF and RAF also attend Staff College. Staff School is designed to fill the need for professional education of junior officers and its 12-week course for selected flight lieutenants and flying officers aims to prepare them for higher appointments.

THE FUTURE

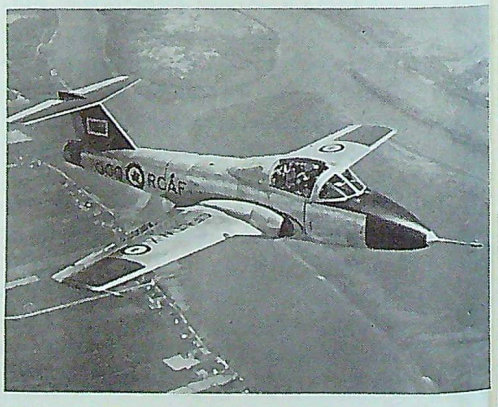
Although in the past Training Command has established a remarkable reputation, in any future conflict it is unlikely that there will be time for effective training. The RCAF will fight with the "force in being" at the outbreak of hostilities.

The concept presents a complicated problem for the RCAF as a whole, and Training Command in particular. It means that every officer and airman must be trained to do an effective job on modern operational equipment. The number of students in the training machine must be kept to a minimum so that the operational units will have the benefit of a maximum of qualified personnel at all times. Air and ground crews must be trained to a higher standard than in the past, and on more sophisticated equipment. The cost and technological complexity of this hardware is constantly increasing; adding to the problem, the nature of the weapons systems themselves is changing rapidly.

To meet these varied but interdependent problems, Training Command is organized to provide maximum flexibility to meet changing requirements, and is constantly examining, revising and improving its methods and techniques. At the same time, the command is attempting to obtain modern training equipment for its students. The early introduction of the CT-114 (Canadair CL-41) basic jet trainer is a case in point.

Recognizing that the best of military hardware is useless without qualified personnel to operate it, Training Command faces the future with confidence. Each year, the phrase "The Air Force of tomorrow is only as effective as the Training Command of today", takes on added significance.

First of 190 CL-41As being manufactured for the RCAF by Canadair in Montreal is due off the assembly lines in August 1963. Its introduction to service will herald all-jet training for RCAF pilots.



"OPERATION CROSS CANADA"

ANOTHER "first" for Air Transport Command was accomplished in June when a *Yukon* of No. 437 Sqn. flew non-stop from Vancouver to RCAF Station Trenton, covering all 10 provinces and the territories of Canada en route.

The 5500-mile tour took almost 15 hours and crossed over Whitehorse, Y.T.; Fort Resolution, NWT; McMurray, Alta.; Reindeer Lake, Sask.; Churchill, Man.; Goose Bay, Labrador; Gander, Nfld.; Sydney, N.S.; Charlottetown, P.E.I.; Moncton and Fredericton, N.B.; Montreal, P.Q.; and Ottawa, Ont.

G/C D. J. Williams, commanding officer of RCAF Station Trenton, was operations officer for the flight and the aircrew included: S/L C. R. Simmons, pilot; F/L J. J. Lynch, co-pilot; F/L P.W. Rawlick and F/L A. J. Timmins, navigators; F/L E. A. Barker and F/O E. H. Decaux, radio officers; FS J. E. Germain and Sgt. E. T. Ruth, flight engineers; Sgt. D. K. Meldrum, transportation technician; Cpl. J. S. Barrault, steward; Cpl. S. M. McDonald, flight attendant; Sgt. A. J. Partridge, communications technician; and LAC A. H. Johansen, airframe technician.

RIFLE CHAMPIONS AT PORTAGE LA PRAIRIE

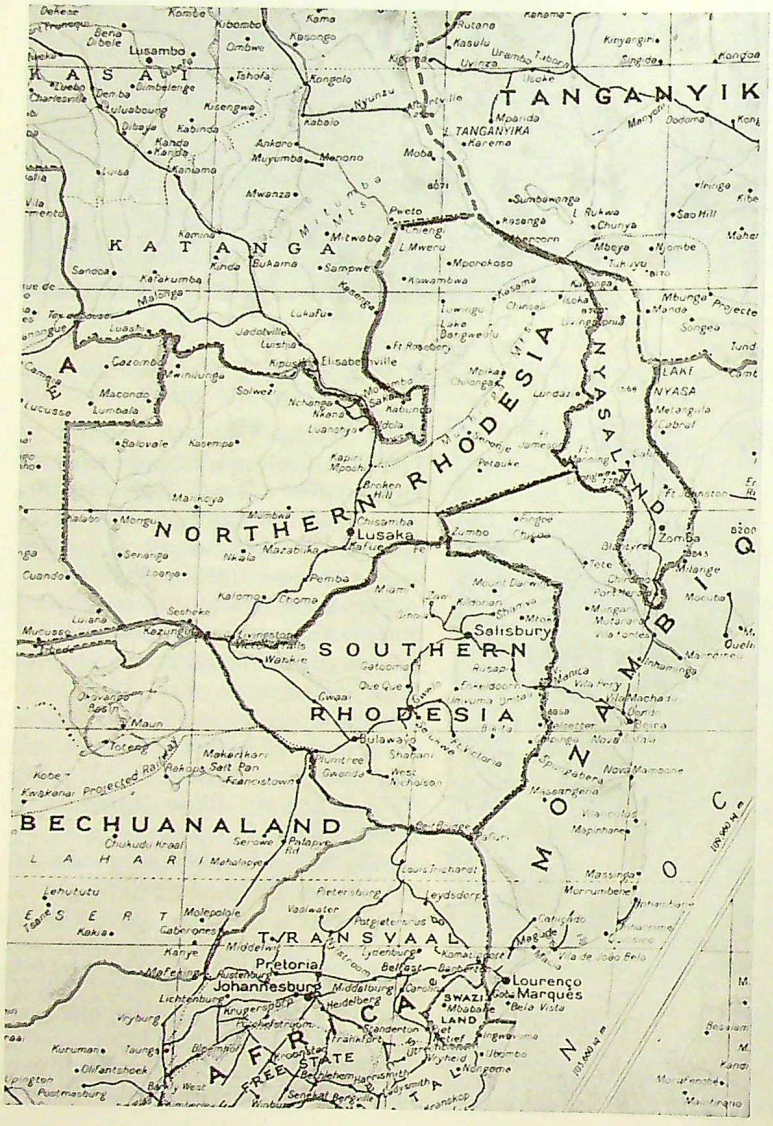
THE RCAF Station Portage la Prairie Rifle Team has captured the Dominion of Canada Rifle Association indoor competition. This competition is open to all Canadian armed services and the RCMP.

The team started their victory march by capturing the RCAF Training Command shoot for the third consecutive year. They won the Frank Whitehead Trophy, Manitoba's top indoor small bore award, and then the Sherwood Trophy, Canada's top indoor small bore award. Second place was won by the RCMP of Victoria and the Royal Hamilton Light Infantry placed third.

Front row (l. to r.): LAC W. Doumont, F/O R. Pitcairn (captain), Sgt. J. Adamson and LAC A. Bantle. Back row (l. to r.): FS H. Gilbert, LAC N. Shepherd, LAC K. Barnes, LAC S. Choptiany and Cpl. R. Kelly. Missing, Cpl. G. Redfern.

THE ROYAL RHODESIAN AIR FORCE

(Approximately two years ago THE ROUNDEL published a series entitled Air Forces of the Commonwealth. We are pleased to add to this series the following article, prepared for us by RRAF HQ. — Editor.)



MILITARY aviation in Southern Rhodesia began in 1934 when the territorial government offered Britain an annual contribution of £10,000 for Empire defence. The British suggested that the money be allocated to raising and training an air squadron in Rhodesia on the lines of the auxiliary air force in Great Britain.

To get this military organization started, the Rhodesian government commissioned a civilian enterprise, the DeHavilland Aircraft Company, to undertake the elementary training of pilots for the Territorial Force Air Unit. In 1936, provision was made for airmen to join the permanent staff corps of the Southern Rhodesia Defence Force.

During 1936, six apprentices were inducted into the permanent staff corps and sent to the RAF school at Halton for technical training. During the following year six Hawker *Harts* were obtained from the RAF and, with seconded staff to assist with the training, flying was started at Cranborne, a new military airfield near Salisbury. Upon the outbreak of the Second World War No. 1 Squadron of the Southern Rhodesia Air Force (SRAF), which had already been established and had taken up its war station in East Africa, became No. 237 (Rhodesia) Squadron of the RAF. For the duration of the war the assets of the SRAF and its personnel were taken over by the RAF.

A further two Rhodesian squadrons were formed in Britain: No. 44 Sqn. equipped with *Lancasters* and No. 266 with *Typhoons*. Meanwhile, No. 237 Sqn. had been re-equipped

with several different types of aircraft in the Middle East and wound up operating *Spitfires*. In addition to the personnel in these three squadrons, many individual Rhodesians served with various units of the RAF including the Empire Air Training Schools which operated in Rhodesia throughout the war. At the end of hostilities all but a handful of Rhodesian airmen returned to their civilian occupations and the SRAF existed in name only.

In 1947 it was decided to re-establish the air force. It was a humble second beginning. The aircraft consisted of one *Leopard Moth* and a few *Rapides*, *Ansons*, *Austers*, *Tiger Moths* and a *Dakota* that was presented to the Southern Rhodesian Air Force by the South African Air Force. The SRAF was again in business although under army command. During the period 1947-50 pilot training was recommenced and additional *Tiger Moth* and *Harvard* trainers were procured as well as 22 *Spitfires* which were ferried out from Britain. At that time this ferry operation was an outstanding feat as the route measured more than 5,000 miles over sea, desert, and tropical forests and through a wide variety of weather conditions.

The two Rhodesias and Nyasaland were combined into a federation on 1 August 1953 and consequently the armed forces became federal, thus enlarging their defence task to cover an area of 486,719 square miles. This quite naturally led to an expansion of the force and, in 1956, the SRAF achieved autonomy and a change of title when the prefix Royal was bestowed, bringing the service in line with other Commonwealth air forces.

The Royal Rhodesian Air Force (RRAF) had by this time moved from their old airfield at Cranborne to New Sarum, which is the RRAF section of Salisbury's main civil airport. In addition, another airfield, built during the war, was renovated and put into service. This second airfield, Thornhill, is situated near the town of Gwelo in the Southern Rhodesian midlands and is the home of the RRAF jet squadrons and pilot training school.

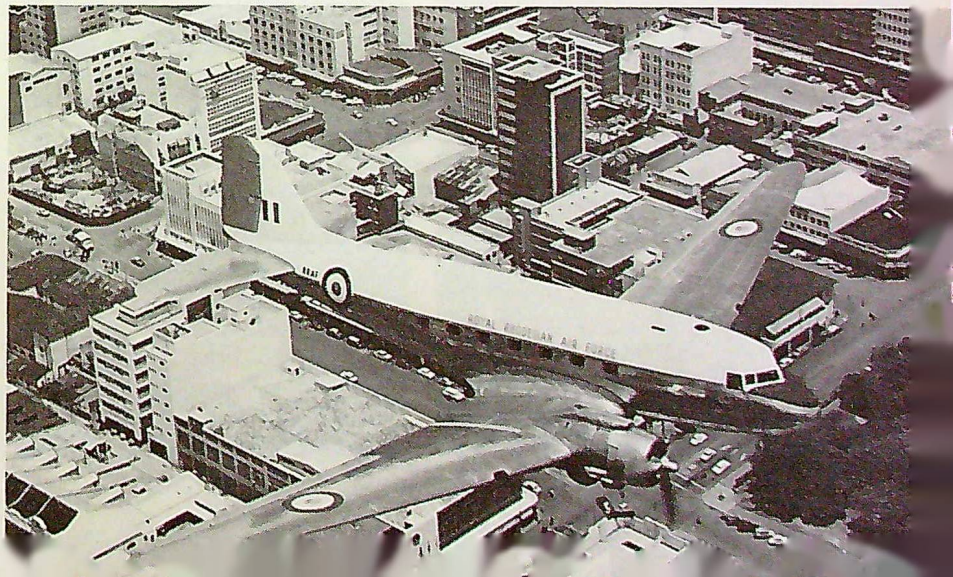
North Stars in RRAF colours on the tarmac at New Sarum, Salisbury.

The headquarters of the RRAF is located in Salisbury, the capital of Southern Rhodesia and the seat of the federal government. In its organization the RRAF conforms to the RAF pattern and a high degree of co-operation exists between the two forces. Air Vice Marshal A. M. Bentley, OBE, AFC, is the Chief of the Air Staff, having succeeded A/V/M E. W. S. Jacklin, CB, OBE, AFC, in August 1961.

A volunteer reserve of officers and

A/V/M A. M. Bentley OBE, AFC.
RRAF Chief of the Air Staff

A Royal Rhodesian Airforce Dakota flies over Salisbury.



men was started in January 1961 and small units of ex-airforce personnel have been formed in most of the larger towns throughout the federation. These units provide useful assistance during times of emergency — undertaking operations room duties, air movements and similar station duties. This reserve force permits the permanent squadrons, with their supporting personnel, to move away without disrupting the training and transport tasks at the stations.

Over the years the RRAF has developed its aircrew and technical training to a very high standard. The pilot training takes place at Thornhill on *Provost* and *Vampire* aircraft, and each year training exercises are conducted in Cyprus and the Aden Protectorate. Of the technical trainees, some are sent to the RAF's Halton or Locking schools for training while the bulk are trained locally at New Sarum. Each year selected RRAF officers are sent to Britain for staff courses at the RAF Staff College and the Joint Services Staff College.

Equipment in the RRAF has not been of the most modern type because of the limited budget but, nevertheless, the force now provides a large transport squadron consisting of Canadian *North Stars*, *Dakota* and *Pembroke* aircraft. In addition the RRAF has two *Canberra* squadrons, a *Vampire* and *Provost* aircraft. An *Alouette* helicopter squadron will be formed in 1962. The *Vampires* that have served so well will be replaced with a more modern type of fighter.

The two air stations are well equipped for present needs, with New Sarum acting as the main depot for major technical modifications and repairs. The central equipment depot also is based at New Sarum as is the communications centre which is connected to the Commonwealth Communications Network. Thornhill is principally a jet flying station and is equipped with a GCA unit. The station also administers the RRAF armament range.

As part of the Federation's contribution to Commonwealth defence, the RRAF has undertaken to provide *Canberra* and *Vampire* squadrons, plus the necessary air transport support, to the Middle and Near East in case of need. On the home front, the Royal Rhodesian Air Force has displayed its mobility and proved its capabilities by its prompt reaction to the political disturbances within the Federation during the past few years.

The Royal Rhodesian Air Force is jet-equipped with Canberras

THE ROYAL MALAYAN AIR FORCE

Reprint from the AEROPLANE AND ASTRONAUTICS

MENTION the words air force and immediately there is a vision of numerous fighter or bomber aircraft practising bellicose activities. The Royal Malayan Air Force, however, is unique. It is the only non-combatant air force in the world.

Because of the problem created by communist terrorists along the northern border of Malaya the RMAF concerns itself exclusively with air transport support. It works closely with Malayan troops and police in combating this menace and it operates from 15 airfields and inland strips. At present, the RMAF transports troops and supplies to jungle forts. Eventually, it plans to take over supply dropping by parachute, now done by No. 52 Sqn., RAF, based at the Royal Australian Air Force Station at Butterworth.

At the end of 1960 the manpower of the RMAF totalled 350 but this total had increased to 600 by mid-June 1962 when the air force was four years old. The air force has 20 aircraft, consisting of four *twin-Pioneers*, five *Pioneers*, two Cessna 310s, three *Doves* and six *Chipmunks*. By June 1962 another 10 *Pioneers* had been added and six *Provosts* are expected during the year. By 1965 the RMAF will also be radically changed in composition. Instead of 60% of its strength being made up of RAF personnel, 90% of the officers will be Malayan, according to G/C J. Stacey, the RMAF commander.

Among aircrew there are at the moment 11 seconded RAF pilots serving with the RMAF and nine Malayan pilots. Thirteen Malayan pilots are completing training in Britain and four more are being trained at the Royal Malayan Air Force Headquarters at Kuala Lumpur where a flying training school was recently opened. A technical training school is being established at Kuala Lumpur to train a further 100 technicians for the service.

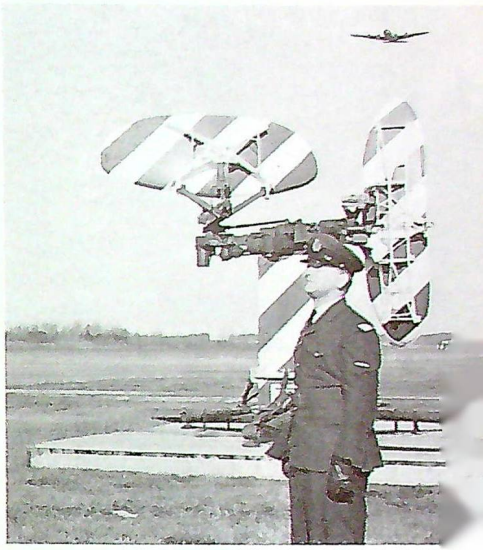
A Day With An Air Traffic Control Assistant

The flight path of a *Yukon* aircraft approaching Marville is plotted on the wall map in the air transport operations centre by LAC P. G. Wood.

IN the RCAF there are approximately 560 airmen who are directly concerned with the arrivals and departures of aircraft. These airmen are the air traffic control assistants. ATCA personnel have three main responsibilities: assisting terminal controllers in control towers; assisting radar controllers in radar terminal control units; and operating as GCA controllers.

ATCA airmen may also be found operating a tender at the end of runways, working in flight planning offices, rescue co-ordination centres or in maritime operations rooms. To learn this business of air traffic control, airmen undergo a short contact training period, then attend an eight-week course at the School of Flying Control, Camp Borden, before they are qualified to practise their demanding trade.

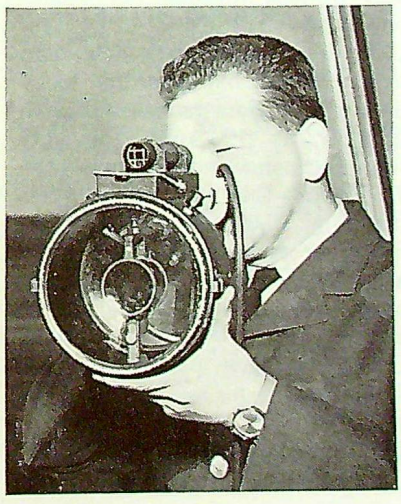
Typical of the airmen who work around-the-clock to help ensure that RCAF aircraft come and go in safety is LAC P.G. Wood of RCAF Station Trenton.



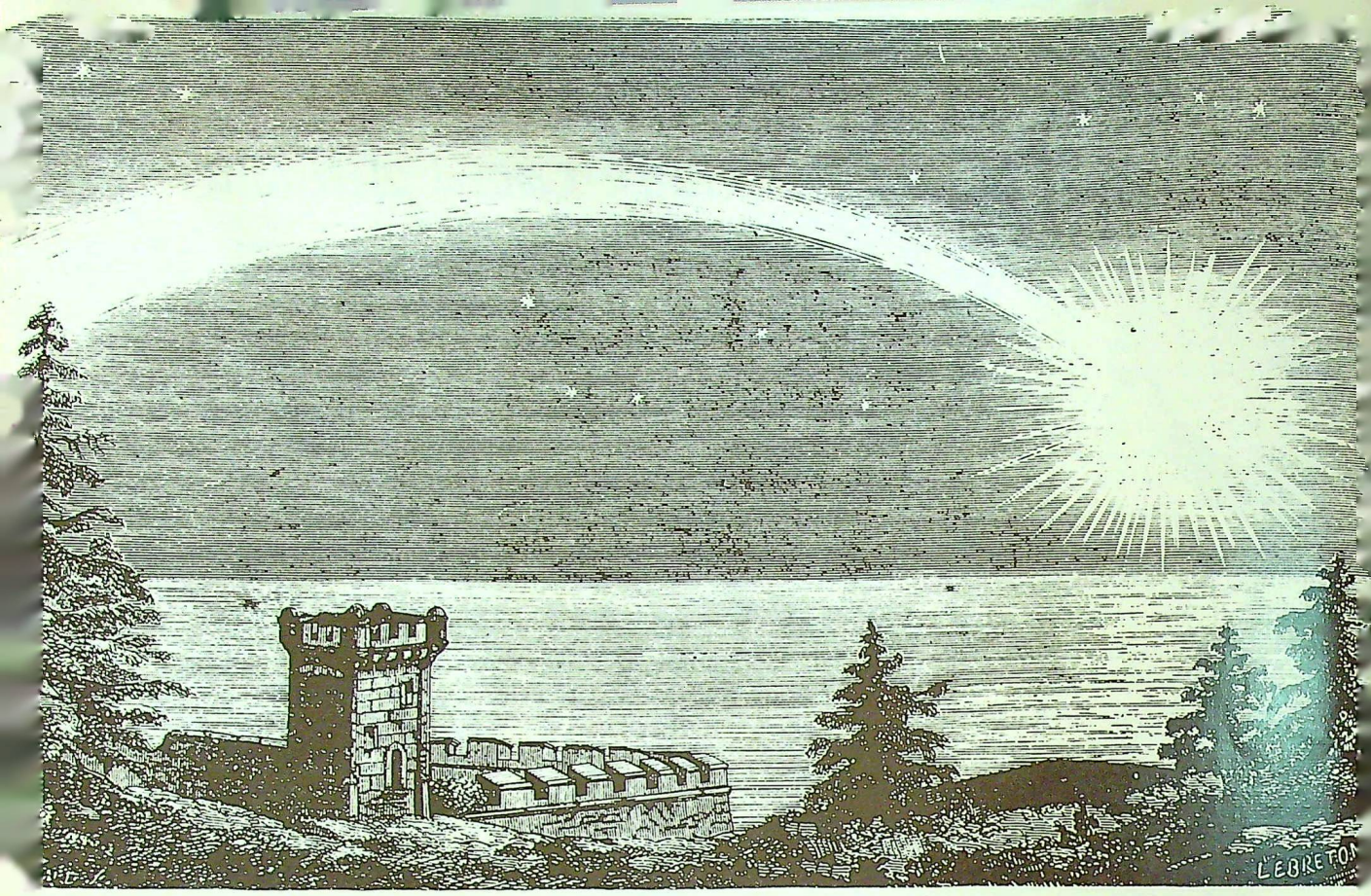
LAC Wood stands by a quad radar scanner. When he has achieved NCO rank he will be eligible to operate a GCA scope.

As an air traffic control assistant, LAC Wood works in the Trenton operations room, the nerve centre of ATC operations.

LAC Wood gives a visual ground clearance to a taxiing aircraft.



LAC Wood replaces one of the recording tapes in the control tower. These tapes record all messages from tower to aircraft and from aircraft to tower.



A drawing of a very brilliant fireball, or bolide as such an object is often called. This is a woodcut by LeBreton that appeared in a book published in Paris, 1867, "Les Météores" by Margollé et Zurcher.

FIND A "FALLEN STAR"

By Dr. P. M. MILLMAN,
National Research Council

THE study of the earth's rocks and minerals is an intriguing hobby, steadily gaining in popularity with an increasing number of enthusiasts. Local societies of "rockhounds" are blossoming in all parts of Canada.

One of the most interesting finds you can make is to locate a meteorite. Such objects are unique since they did not originate in the earth's crust, but were formed on other planetary bodies which subsequently broke up and scattered their fragments throughout the solar system. Several times a day the earth encounters one of these fragmentary particles large enough to survive a fiery passage through our atmosphere.

We don't know exactly how many meteorites fall but according to estimates by various experts it is likely that at least 100 reach the earth somewhere in Canada each year. This means that over the past century some 10,000 separate meteorite falls have occurred in our country. Yet we have records of the recovery of specimens from space in the case of only 26 or 27 falls. Hence in Canada we have been finding less than one-quarter of one per cent of the arrivals, or less than one in 400.

Part of this low recovery rate is a result of Canada's relatively small population and its concentration along the southern border of the country. The recovery rate in the United States is better than ten times ours, which is not surprising since the population of the U.S.A. is over ten times that of Canada. In addition, the U.S. population is distributed more evenly over a slightly smaller land area.

There is no doubt, however, that we could locate more Canadian meteorites if the layman had some knowledge of the circumstances accompanying the fall of these objects. Currently, a serious effort is being made, both in Canada and the

United States, to locate more meteorites by publicising the methods of identifying and collecting recently-fallen examples.*

There is a good reason for the increasing interest in meteorites. These objects have been exposed to the high energy radiation of space over many millions of years and these radiations affect the atoms in the meteoritic particles, particularly those near the surface of the mass. By studying the content of radioactive elements in recently-fallen meteorites, scientists gain knowledge concerning both the past history of the meteorite and the nature of the radiations in space.

The sooner the meteorite can be analysed after it has fallen, the more valuable the results. Some of the radioactive materials formed have relatively short half-lives. For example, the half-life of argon, weight 37, is just 34 days. This means that after this period of time, half the argon 37 has degenerated, after another 34 days half of what is left has gone and so on. It is obvious that if one wished to study the argon 37 content of a meteorite it would have to be a recently-arrived specimen.

Throughout the whole inner portion of our solar system, in which are located the orbits of the planets Mars, Earth, Venus and Mercury, there is a complex of small solid particles, ranging from grains of dust up through sizeable boulders many pounds in weight, to tiny planets a mile or two across. In general these particles occur with frequencies that bear an inverse relation to their size; in other words, the smaller particles are much more numerous that the larger ones.

The earth collides with billions of dust particles every day, and with millions of larger objects big enough to produce a visible meteor in our atmosphere. Some 10,000 times every 24 hours the earth collides with something large enough to produce a "fireball", that is a meteor so bright that it attracts the attention of the casual observer. Only a very few of these will be visible from any one locality as they generally occur in the height range between 30 and 60 miles above the earth and are hence fairly local in their visibility.

Most fireballs are reduced to dust and vapour long before they have reached the lower atmosphere. However, when a fireball is much more luminous than the brightest planets, and appears as a spectacular object moving across the sky, there is a possibility that some of the original mass will survive and fall to earth as a meteorite. This is where observations made from a number of points over a considerable area can be used to triangulate the air path, and to pinpoint the probable area of fall if a meteorite did come down. Here we must rely on the general public, since neither the time nor the place of the next meteorite fall can be predicted in any way whatever. It is even useless to set up a special watch at the time of a meteor shower maximum. Meteorites have no connection with meteor showers and their frequency of fall does not increase at the times when ordinary meteors are numerous.

It is thus obvious that the prime requirement for tracking down a suspected meteorite fall is to have several good observations of the type that can be used to compute the position of the air path. The two most important factors in such observations are the *exact time* and the *accurate position* of the object in the sky as seen by the observer. The first is essential for identification, as a number of bright meteors may appear within a few hours of each other and it is necessary to avoid confusion among several objects. The position of a fireball can be described either in relation to the stars, if the observer is familiar with the constellations, or in relation to the points of the compass, and in terms of elevation above the horizon in degrees. If the cardinal points are not known, a sketch of the direction of the fireball in relation to roads or other surface features is valuable. This can later be converted to true bearings with the help of a large scale topographical map of the area. A special form for reporting bright fireballs, and instructions for its use, can be obtained free of charge by writing Meteor Centre, National Research Council, Ottawa 2, Ontario.

Fireball observations during daylight hours, of course, are more difficult and can be made only in the case of the very brightest objects. Any daylight fireball should always be reported without fail. The same applies to any object,

* Extract from AFRO 313 29 Dec. 61:

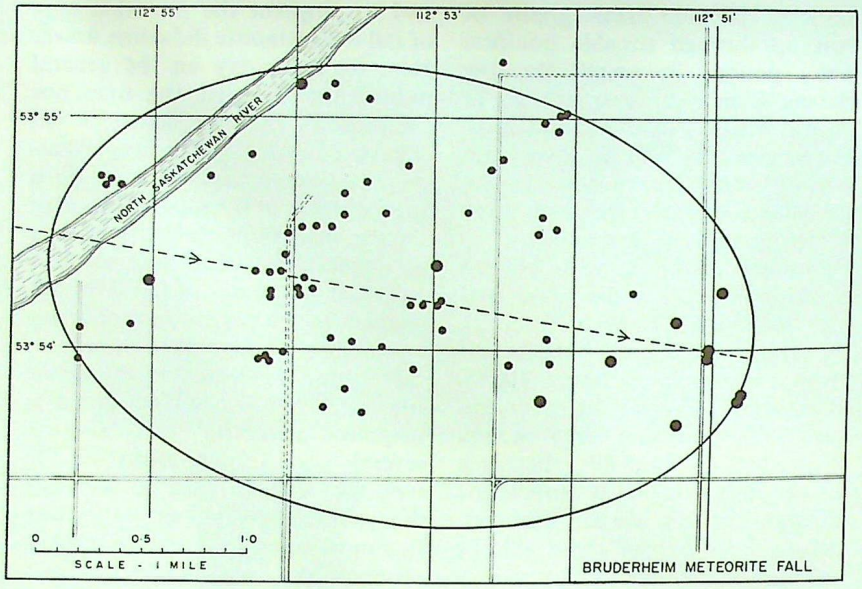
The National Research Council Associate Committee on Meteorites is anxious to receive reports of any sightings of very bright meteors or fireballs and is launching a country-wide publicity effort to bring this to the attention of the Canadian public.

The RCAF is assisting in this endeavour and arrangements have been made for reports of sightings by RCAF personnel to be transmitted by service message to the Operation Centre, AFHQ, for onward transmission.

In addition to the report to AFHQ, an information copy shall be transmitted by deferred precedence to the regional representative in the area of the sighting.

The regional addresses are:

Maritimes — Rev. M. W. Burke-Gaffney, St. Mary's University, Halifax.
Quebec — Mr. E. E. Bridgen, 241 Clarke Ave., Westmount, Montreal 6.
Ontario — Royal Astronomical Society of Canada, 252 College St., Toronto 2B.
— Meteor Centre, National Research Council, Ottawa 2.
Manitoba — Prof. H. D. B. Wilson, University of Manitoba, Winnipeg.
Saskatchewan — Mr. J. Hodges, 1554 Elphinstone St., Regina.
Alberta — Prof. R. E. Folinsbee, University of Alberta, Edmonton.
British Columbia — Dr. J. A. Jacobs, University of British Columbia, Vancouver.



Adapted from a plot by R. E. Folinsbee, and L. A. Bayrock, Jour. Royal Ast. Soc. Canada, vol. 55, p. 221, 1961.

The distribution of the stones recovered from the Bruderheim meteorite fall, Alberta, 4 March 1960. The larger dots represent the specimens weighing nine pounds or more. It will be noted that these tend to cluster at the east side of the fall pattern while the fireball approached from the west.

Photo by P. M. Millman

Representative examples of the stones of the Bruderheim meteorite fall, ranging in size from those a foot or more across which weigh over 60 pounds, down to small but completely encrusted individuals a small fraction of an inch in diameter.

night or day, which produces sounds. These sounds are generally in the nature of detonations or rumblings, and are usually heard several minutes after the object itself has disappeared. Sound only travels a little over 1000 feet a second, and it takes quite a while to arrive from a source 30 miles or more distant.

One of the most spectacular of modern meteorite falls occurred at 10:38 a.m. on 12 February 1947, in the mountains of the Sikhote Aline range, Siberia, north of Vladivostok. The fireball in this case appeared brighter than the sun to some observers; and the iron fragments from the bursting of the main mass produced, on the wooded slopes, over 100 craters ranging in size up to one over 90 feet in diameter. This meteoritic body must have weighed about 500 tons or more before it entered the earth's atmosphere, moving at some nine miles per second.

The latest known Canadian meteorite fall was at Bruderheim, just north of Edmonton, Alberta. Here, at 1:06 a.m. on 4 March 1960, pieces of grey stone from space were scattered over an oval area 3½ miles long by two miles wide. Over 600 pounds of these stones have been collected. They are all covered with a thin black crust, formed when the melting surface solidified as the meteorite slowed down and cooled in the lower atmosphere.

Some Canadian meteorites have had interesting histories. For many years in the 19th century one called Iron Creek lay on a hillside in what is now Alberta. It was venerated by the Indian tribes of the district as great medicine, and called the Manito-stone. It was also known as "Pewah - bisk Kah - ah - pit", the iron where it lay. There was a tradition among the Indians that this object increased in weight every year and that although men had once lifted it easily, now no single man could carry it. It was always visited by any tribe passing through the area. About 1869 the meteorite was brought to the mission-house at Victoria on the North Saskatchewan River. In 1871 it was seen there by Captain Butler (later Sir William Francis Butler) and described by him in his book "The Great Lone Land". The Indians claimed that never had so many afflictions in the form of war, famine and plague fallen upon the Crees and Blackfeet as during the year which followed the removal of their sacred stone. Eventually it was presented to Victoria College, then at Cobourg, Ontario. More recently it occupied a position on a pedestal at the door of

the college chapel on Queen's Park Crescent, Toronto — an interesting modern counterpart of the meteorites that were installed in ancient Greek temples.

Iron Creek is composed of nickel-iron alloy and weighs 386 pounds, certainly a fair weight for any man to carry. Despite the Indian legend, it is doubtful that it has increased much in weight over the years. The meteorite has a very interesting coppery colour and the surface is covered with deep depressions as if someone had pushed his thumb into a large lump of soft clay which later hardened. The date of fall is unknown. This meteorite has recently been loaned to the Royal Ontario Museum for display, and can be seen there in the Gallery of Physical Geology.

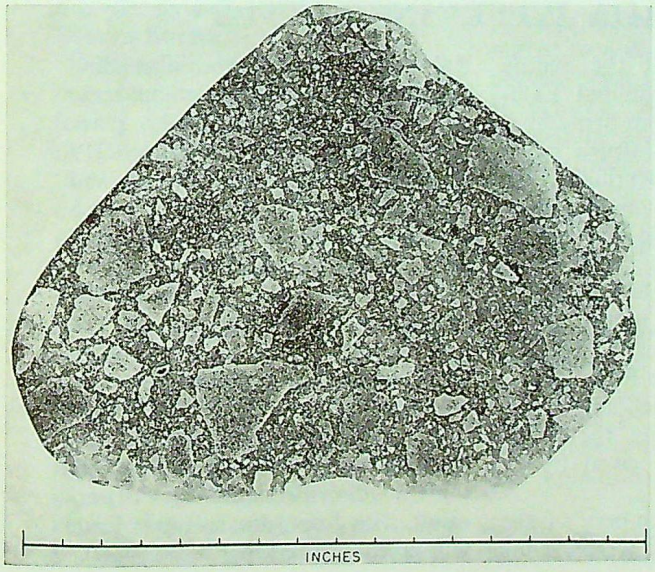
Most meteorites belong to one of two great classes, the stones and the irons, or the aerolites and the siderites. The first consist of silicate minerals and usually have inclusions of metallic nickel-iron alloy in grains or nodules. Many stones also contain small almost spherical formations called chondrules. The second group are almost pure nickel-iron with very small amounts of other elements such as cobalt, phosphorus, sulphur, chlorine, magnesium and chromium. The crystal structure of the irons indicates that they were cooled very slowly under conditions of great pressure. All meteorites are evidently fragments of something bigger that must have broken up at some time. A third class of meteorites is the stony-irons or siderolites, and here the silicate material is found mixed with the metallic alloy in roughly equal portions. A very fine example of this class was found at Springwater in Saskatchewan.

Apparently, in the space the earth moves through, there is a lot more of the stony meteoritic material than of the iron, since the stones that fall outnumber the irons by nearly 20 to one. However, the iron meteorites can be recognized as peculiar objects much more easily than the stone meteorites; in museum collections, which represent actual recoveries, the irons generally outnumber the stones. The denser iron material is thought to have come from the central portions of the planetary bodies which broke up to form the meteorites. The stony material has probably come from the outer mantles of these bodies, or from still smaller planets, too small to have developed an iron core.

The dates of the hypothetical planetary catastrophes that formed the meteorites are not known, but they must have been far back in the history of the solar system since many of the meteorites have been moving around the sun in their present fragmental condition for hundreds of millions of years. Some meteorites show evidence of a complicated history. A section of the Canadian meteorite Abee, which fell at 1:05 p.m. on 9 June 1952,

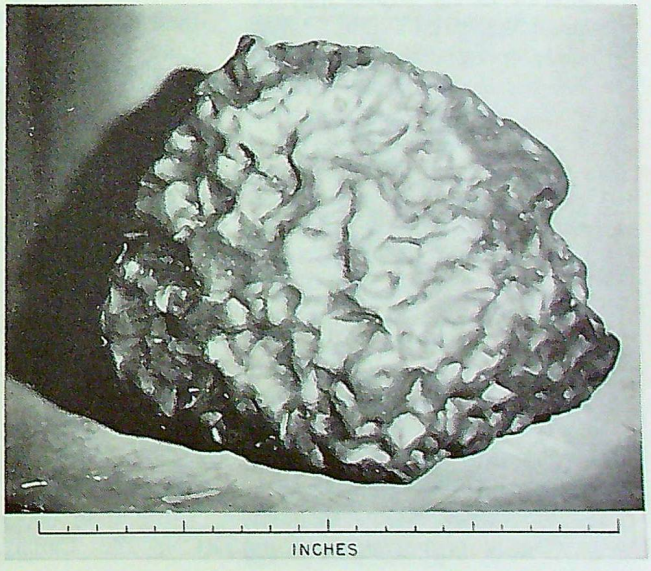
A cross-section of the Abee meteorite, showing a conglomerate structure which gives evidence of a complicated past history on some small planet which was later fragmented and scattered in space.

Photo by Geological Survey, Ottawa.



Iron Creek, a meteorite venerated for many years as a great medicine by the Crees and the Blackfeet of the western plains.

Photo by V. B. Meen



shows a conglomorate structure that indicates a cycle of successive solidification and fragmentation of the material on a planetary world of the past. In some cases, meteorites are known to contain as many as five generations of these fragmental inclusions.

The question of the possibility of finding the remains of life in a meteorite is an ever-recurring subject for discussion. In spite of recent announcements that hydro-carbon molecules of the type associated with life forms have been identified in a meteorite, it is too early yet to conclude that this proves the case for extra-terrestrial life. All the necessary and sufficient requirements for the formation of complicated molecules are not known accurately, and it is extremely difficult to eliminate terrestrial contamination in any meteorite that fell some time ago.

In deciding whether a suspected meteorite is worth further study, one should take note of the following points:

- Freshly fallen meteorites are usually covered by a smooth, dull crust, dark brown or black in colour and about one-hundredth of an inch thick. The interior of the stones may be any colour from a light, almost white, material to deep grey.
- The presence of bright metallic inclusions is a very good indication of meteoritic origin for a stone, but be sure that mica, quartz or other common terrestrial minerals are not mistaken for nickel-iron. A chemical test for nickel is useful, if available.
- Iron meteorites are often covered by rounded depressions, variations of those seen in Iron Creek, and may have flow lines on a fresh surface crust.
- Frequently meteorites are partially cone-shaped, but they are practically never spherical or oval, except for micro-meteorites a fraction of a millimeter in diameter.
- Meteorites are not porous and they have not been found to contain sedimentary rocks or fossils.
- Most of the stone meteorites contain the small spherical, or near-spherical inclusions called chondrules. These are mostly small, a millimeter or so in diameter, but exceptional examples nearly an inch in diameter have been found. Meteorites containing chondrules in any significant quantities are called chondrites.

Meteorites up to 10 pounds or so in weight will be found practically on the surface of the ground. Even meteorites weighing several hundred pounds do not generally penetrate more than four to six feet. Falls are more likely to occur in the afternoon hours when the observer is located on the side of the earth which is to the rear in relation to the earth's motion around the sun. Here only the objects overtaking the earth will strike the atmosphere, and the velocity of impact on the upper atmosphere will be lower on the average than for those objects encountered in the early morning hours. At lower velocity any meteoritic body has more chance of surviving the passage through the atmosphere. Most objects which end up as meteorites encounter the earth at speeds in the neighbourhood of 10 miles a second. By the time they reach the ground they may be travelling only a few hundred feet per second.

There is a slight tendency for more meteorites to fall during the early summer, but the variation in arrivals over the various months is not great. In winter, recovery from the ice on lakes is possible and several Canadian meteorites have been found on the Arctic ice.

It is hoped that further study of these interesting "specimens from space" will be facilitated by an increased recovery of examples in this country. A small piece of any suspected meteorite should be sent for examination to the department of geology at the nearest university, or to the Geological Survey, the Dominion Observatory, or the National Research Council, in Ottawa. All observations of very bright fireballs should be sent to Meteor Centre, National Research Council, Ottawa.

"CANADA WEEK" IN SEATTLE

"Canada Week" at the Seattle Universal and International Exhibition will be held from September 10 to 15, and will feature many special attractions identified with Canada. These will include a military tattoo, a dramatic production, an aerial display by the famed "Golden Hawks" of the Royal Canadian Air Force, and film showings by the National Film Board. An escort squadron of the Royal Canadian Navy will be anchored in the Port of Seattle during the week, and concerts will be given by an RCAF band.

More than 600 members of the RCN, the Canadian Army, the RCAF and the Royal Canadian Mounted Police will participate in the tattoo, which will take place each evening in the "Century 21" stadium. It will include brass and pipe bands, the latter in full Scottish regalia, precision marching, and guard mounting, as performed today and in former times. The RCMP Musical Ride will be performed.

The Comedie Canadienne, of Montreal, will stage the play "Bousille and the Just", in which the author, Gratien Gelinas, will appear. The Vancouver Chamber Orchestra of the Canadian Broadcasting Corporation, with Lois Marshall as soloist, will give a concert.

THE FLYING ELEPHANTS

Conclusion of Four-Part History of No. 436 Squadron

By SQUADRON LEADER A. P. HEATHCOTE
Air Historical Section

THE second phase of the Elephants' career began on 15 September 1945. Led by W/C R. L. Denison, No. 436 Sqn. completed its self-airlift from Burma to its new base at Down Ampney, England. The unit's European version now became liberally infused with new blood, more than 60 per cent of its aircrew having arrived directly from a transport OTU in Canada and half the remainder having served with No. 435 Sqn. in Burma.

The squadron regrouped and reorganized, a flying training and lecture program was begun, and by early October crews were getting their first glimpse of continental Europe as they flew their *Dakotas* on navigation exercises to the French coast. During training there came a setback, the like of which had not been experienced throughout even the hazardous monsoon months in Burma — a fatal flying-accident causing the loss of four aircrew.

In October and November the Elephants' sphere of activity expanded to embrace virtually every key air terminal in Europe, including Brussels, Paris, Hamburg, Munchen-Gladbach, Oslo, Copenhagen, Bordeaux, Strasbourg, Frankfurt, Berlin, Prague, Warsaw and Naples. To and from these points and various UK airfields they transported troops and casualties and hauled practically everything from medical supplies to aircraft engines. On 12 November they came under control of 120 (RCAF) Wing, No. 46 Group (RAF).

As of 8 December 436 was committed to a daily schedule of transporting casualties from Brussels, Hamburg, Munchen-Gladbach, Buckeburg and Celle. On the 9th a detachment* was sent to RAF Station Biggin Hill for more than four months to provide transport services for the Canadian Army. By mid-December the detachment's *Dakotas* were handling daily-scheduled passenger, freight and mail flights, mostly to Amsterdam and Brussels, and a twice-weekly passenger run to Paris. Almost daily, in addition to its continental flights, the squadron operated domestic flights to various UK airfields, the "Wing shuttle run" (Down Ampney-Odiham-Biggin Hill-Croydon-Down Ampney) being included.

Except for the shuttle run (dis-

* Replacing a detachment of 168 (RCAF) Sqn. due for repatriation.

Badge at upper left was approved by Chester Herald in May 1946, replacing this unofficial design created while No. 436 Sqn. was still in Burma.

continued in mid-March) operations went on throughout the first quarter of 1946 in much the same pattern. Having established a record of proficiency and safety in Burma, the Elephants were upholding it in the European sphere. For having led all squadrons of 46 Group in hours flown during the first quarter of 1946, yet having had no accidents, they received a special award of merit. They also topped 120 Wing in ton-miles flown during their period in Britain, this despite April reductions in aircrew and aircraft of 40 per cent.

On 4 April the squadron moved to Odiham. The recall of the Biggin Hill detachment ten days later presaged 436's disbandment. Flights to the continent, throughout Britain and occasionally to Ireland were continued at a gradually-reducing tempo until mid-June, the last (Brussels-Odiham) occurring on the 16th.

Two weeks before, one section of the squadron had already taken off from Odiham, bound for Rockcliffe. On 15 June the remainder were "stood down" to prepare for their trip home. They took off a week later and, like the first section, made the crossing without incident. Their flight which began on 22 June was the squadron's last in the World War II era. On that day 436 was disbanded.

THE THIRD HERD OF ELEPHANTS

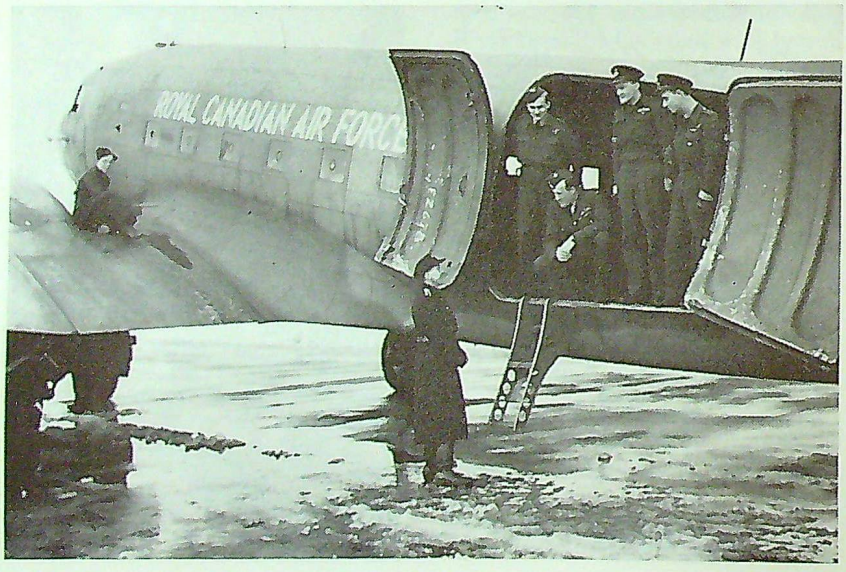
In the early 1950s, attendant upon the RCAF's increased responsibilities resulting from Canada's membership in the UN and NATO, there arose a requirement for greater air transport capabilities. Accordingly No. 436 (T) Sqn. was authorized to form at Dorval, PQ, effective 1 April 1953. As stated in the official order, the unit's duties were "to provide air transport for the RCAF, transport support for the Canadian Army and such other airlift as deemed necessary."

To discharge its role the squadron acquired an aircraft type which replaced the *Dakota* as the workhorse of Air Transport Command — the C119 *Flying Boxcar*. Never was an aircraft better named, for it could do the work of several *Dakotas*, with a 50 per cent increase in range and a 25 per cent increase in cruising speed.

Given their first assignment only 12 days after their effective date of formation, the Elephants were soon active in all specific phases of their role and then some. Ration runs and seasonal resupply operations, army co-operation exercises and airlifts, mercy missions, training and flight-testing, air shows, a Coronation fly-past — this gives some indication of the variety, if not the number, of their activities in the early and middle 50s. Some of their more interesting flights of the era were in connection with their first post-war overseas operations, one ("Rhumba Queen") involving the transfer of 1 (F) Wing personnel and ground equipment from North Luffenham to Marville in January 1955, another the airlift of supplies to the Air Division the following June. These flights, which familiarized crews with North Atlantic and European weather problems, ICAO procedures and continental-route flying in general, provided valuable experience for overseas operations that followed. Also in June 1955 there took place one of the major army-support operations — the transport of troops from Calgary to Fredericton (and return) for summer manoeuvres at Camp Gagetown, constituting what was called the largest peace-time airlift* in Canada's history.

A fateful day was 9 March 1956 for it saw a misfortune that led to the unit's relocation in another city. Shortly after 0900 hours an explosion occurred in "A" Bay of ATC's hangar. Fanned by a strong wind, the resultant fire gutted the hangar, two adjacent office buildings and three aircraft, including a C119. Records (including historical

An elephant crew is met at Rostrop by a former member of the Luftwaffe. L. to r.: FS D. B. Hopkins, F/L E. F. Nelles, F/L P. Ellis and F/O C. R. La Belle.



* Other squadrons also assisted in the airlift, which became an annual commitment.

narratives) of Nos. 436 and 426 Sqns. were destroyed, as were aircrew equipment and flying-gear.

The fire's most significant aftermath came some 15 weeks later when on 1 July the squadron began a move to RCAF Station Downsview in Toronto. It was an ideal strategic location for a transport squadron, being approximately a mile from No. 1 Supply Depot, one of the RCAF's key logistics-support bases in Canada. It also created a precedent of sorts, 436 being the regular force's first flying squadron to be based in metropolitan Toronto.

Early in November 1956, as hostilities broke out between Egypt and Israel, quick UN intervention led to the formation of a United Nations Emergency Force to police the troubled area. Canada initially volunteered to contribute a battalion of troops, and in this connection Nos. 436 and 435 Sqns. flew nearly 2000 Army personnel from Calgary to Halifax (Operation "Rapid Step"), where it was intended the battalion would embark for Egypt. These troops never did sail, however, it being finally decided that Canada would assist UNEF in air transport operations and provide army personnel to handle administrative and communications services. Accordingly the RCAF furnished, as logistic support for UNEF, a squadron of C119s which originally included 16 aircrew, a number of groundcrew, and four aircraft of No. 436 Sqn. On 21 November the C119s, equipped with long-range fuel tanks and bearing UN insignia in place of RCAF markings, departed Downsview for their base-to-be at Capodichino (Naples), Italy.

Although UNEF's C119s were engaged largely in a thrice-weekly, 1300-mile shuttle between Capodichino and Abu Suweir, Egypt, with troops, equipment and supplies, there occasionally were interesting departures from the normal routine. For example, one crew contributed

A C-119 of No. 436 Sqn. flies past Mount Vesuvius on its way to Egypt.

by 436 was required to fly Egyptian prisoners-of-war* 1900 track-miles from Djibouti, in French Somaliland, via Wadi Halfa and Khartoum, to Cairo.

By the end of January 1957 the intensive phase of the UNEF airlift was over and most of the 436 element had left Naples to return to Downsview. For some months thereafter, however, the squadron was represented in the operation by both aircrew and groundcrew sent on detached duty to the Middle East.

The years 1957 through 1960 saw the Elephants maintain an increasingly heavy schedule in their transport-support role. Their workload** expanded to a point where an establishment increase (granted in January 1958) was necessary. A prime responsibility has been the supply of remote Arctic and sub-Arctic bases. In this category were the spring and autumn resupply operations benefiting the Arctic weather-stations at Isachsen, Mould Bay, Eureka and Canada's northernmost settlement, Alert. These have necessitated some of the most intensive flying of the squadron's post-war period, aircrew and groundcrew having, in some instances, worked around the clock on 12-hour shifts to make their deadlines. A large-scale airlift to a far-northern base in 1959 (repeated in 1960) required a hundred-man detachment to be stationed in Greenland for nearly three months. Hindered by weather best described as fickle, the detachment's C119s flew-in nearly 2000 tons of supplies, including 5220 barrels of fuel. Perhaps the most appreciated supply hops are the Christmas para-drops to DEW Line sites and other snow-bound outposts throughout the Arctic archipelago, including the aforementioned weather-stations. Mid-Canada Line sites have been frequent recipients of heavy loads, mostly bulky and beyond the handling capability of civilian airlines.

Another top-priority commitment is the fulfilment of army airborne

* The one-time crew of a ship sunk in the Red Sea during hostilities in the Suez crisis.

** In 1959 and 1960 the average weight (cargo, baggage and mail) carried per month was a million pounds (approx.) The average number of passengers and troops carried in addition was 1200 (approx.).

requirements. In para-drop and other purely-tactical exercises the Elephants have co-operated scores of times with army regiments, particularly the Royal 22nd and the RCRs. In June 1959, in recognition of the long association, the "Van Doos" granted all officers of the squadron honorary lifetime memberships in their mess.

Airlifts in support of surveys and scientific expeditions have taken the Elephants north to the polar regions and south to the jungles of sub-equatorial South America. They have supported or taken part in air shows, military and civilian, practically across the length and breadth of North America, their chief responsibility in this department having been the Golden Hawks' tours. Then, of course, they have made innumerable flights of the routine or "sked run" category. Late last September the unit's operations were extended temporarily to the very heart of the Dark Continent as a detachment of two aircrews, a groundcrew party and two C119s was despatched to Leopoldville to assist in the internal-transport phase of the Congo airlift.

Thus it is obvious that the Flying Elephants' story is far from a completed one. Their current exploits are reported from time to time in these pages.* ⊙

* THE ROUNDEL, Vol. 13, No. 3, Apr. 61.

GIFT TO NATIONAL AVIATION MUSEUM

A FAIRCHILD FC2-W2, pioneer aeroplane of Canada's north and forerunner of the bush plane, has been presented to the National Aviation Museum by Virgil Kauffman, president of the Aero Service Corporation of Philadelphia. This generous gift is highly valued because of the notable contribution the *Fairchild* has made to Canadian aviation history.

The idea for the *Fairchild* was conceived by chief pilot Ken Saunders of the Fairchild Aerial Surveys (Canada) Ltd. at Grandmere, Quebec. The design and manufacture were carried out in the US and the first of these aircraft came to Canada in 1927. This high wing monoplane was powered with an air-cooled engine and featured a heated cabin and an undercarriage which could be readily changed from wheels to skis or floats.

These features, introduced by the *Fairchild* aircraft, have been retained on almost all successful bush aircraft right down to the present De Havilland *Beaver* and *Otter*. Rugged and adaptable, the aircraft led the way for the practical prospecting and surveying of hitherto inaccessible areas and the development of air mail service. In 1928 a slightly larger and more powerful version of the aircraft appeared in Canada.

Fairchild FC2-W2 flew on first Montreal-New York air service in 1928.

Some of the highlights of the *Fairchild's* service to Canadian aviation were: a trip from Ottawa to Vancouver (three days) in September 1928; a mercy flight to rescue the aircrew of the *Bremen* which had landed on Greenly Island following the first west to east trans-Atlantic flight in 1928; and the first air service between New York and Montreal flown by Canadian Colonial Airways on 1 October 1928.

The aircraft's donor, Mr. Kauffman, who learned to fly during World War I is one of the few pilots of that period still flying. He is president of the oldest flying corporation in the world. The *Fairchild* which he donated will be restored and placed on display at the National Aviation Museum. ⊙

The old chief was filling out the required form before boarding a plane for an overseas flight. When he came across the question, "Who should be notified in case of an accident," he laboriously scrawled, in the space provided: RCAF Search and Rescue.

The Suggestion Box

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

SGT. E. B. RICKETTS of No. 3 Wing suggested a method of repairing and prolonging the life of the rocket pod nose cone in CF-100 Aircraft which was adopted on 14 Jan. 60.

FS D. ROBINSON of Stn. Chatham made a suggestion concerning the securing of the exhaust cone blanket on CF-100 aircraft which was adopted on 23 Jun. 60.

LAC G. B. LOVE of No. 407 Sqn. Comox made a suggestion concerning the replacement of the bellows assembly in the practice depth charge Mark 15 Mod 12, which was adopted officially on 18 Sept. 61.

Other award winners:

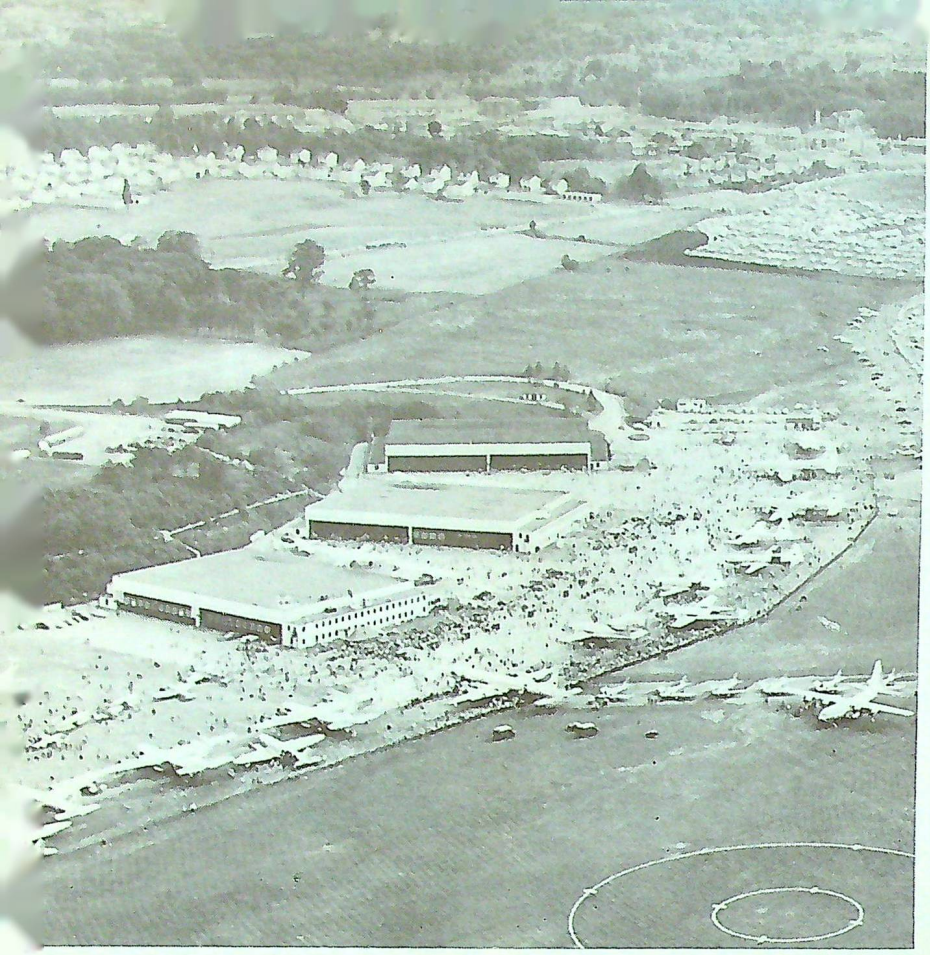
F/L C. J. Daley
F/L G. N. Friesen
F/L R. M. Barr
F/L W. T. O'Gorman
F/O D. Currie
F/O C. R. Butler
WO2 A. H. Smith
FS G. R. Ouimet
FS D. A. Mole
FS G. L. Walford
Sgt. J. D. Bush
Sgt. W. Stan
Sgt. A. Y. Sharp (2 awards)
Sgt. H. Ferland
Sgt. G. H. Walters
Sgt. H. F. Grill
Sgt. C. F. Cooke
Sgt. W. H. A. Rogers
Sgt. C. W. Buck (2 awards)
Sgt. R. C. Broderick
Sgt. R. Webber
Sgt. D. E. Street
Cpl. S. M. Aker
Cpl. W. E. Jackson
Cpl. M. E. Thompson
Cpl. R. J. Coleman
Cpl. F. Bartlett
Cpl. H. Piekarski
Cpl. A. J. Andrews
Cpl. G. Bird
LAC F. H. Maxwell
LAC J. G. Pacey
LAC A. J. Mills
LAC R. S. Bruce
LAC G. C. McNaughton
LAC J. W. Park
Mr. R. S. Trickey

A backwoodsman mountaineer found a mirror which a tourist had lost. "Well, if it ain't my old dad," he said as he looked into it. "I never knew he had his pitcher took." He took the mirror home and hid it in the attic but his suspicious wife was secretly watching. That night while he slept she slipped up to the attic and found the mirror. "Mmmmmm," she said, looking into it, "so that's the old hag he's been chasin'!"

National Ai

TWENTY RCAF stations are opening their gates to the Canadian public for Air Force Day this year. This annual occasion, first instituted in 1947, is designed to acquaint our civilian neighbours with the function and activities of the RCAF and its personnel.

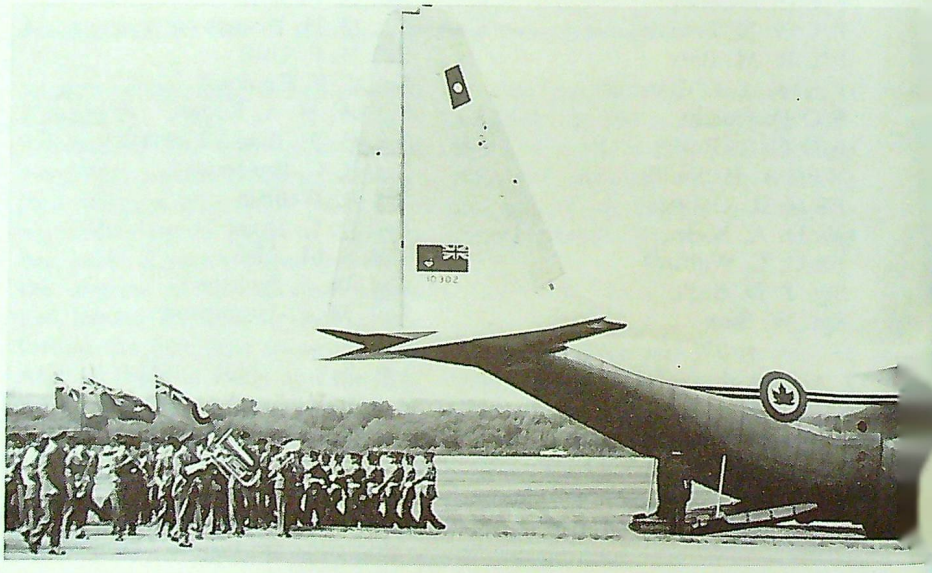
Until the inception of the Golden Hawks in 1959, the first Saturday in June was usually reserved as Air Force Day on all units. The 35th anniversary of the RCAF and the golden anniversary of powered flight in Canada brought the now-famous precision aerobatic team before the Canadian public and since that time



Aircraft both on the ground and in the air, ground displays, music and refreshments drew a record crowd to National Air Force Day at Rockcliffe.

A weary miss looking for a place to rest?

Pleasantly surprised spectators saw and heard the Air Transport Command Band lead a Colour Guard onto the field. Band and airmen had just deplaned from the recently-landed *Hercules*.



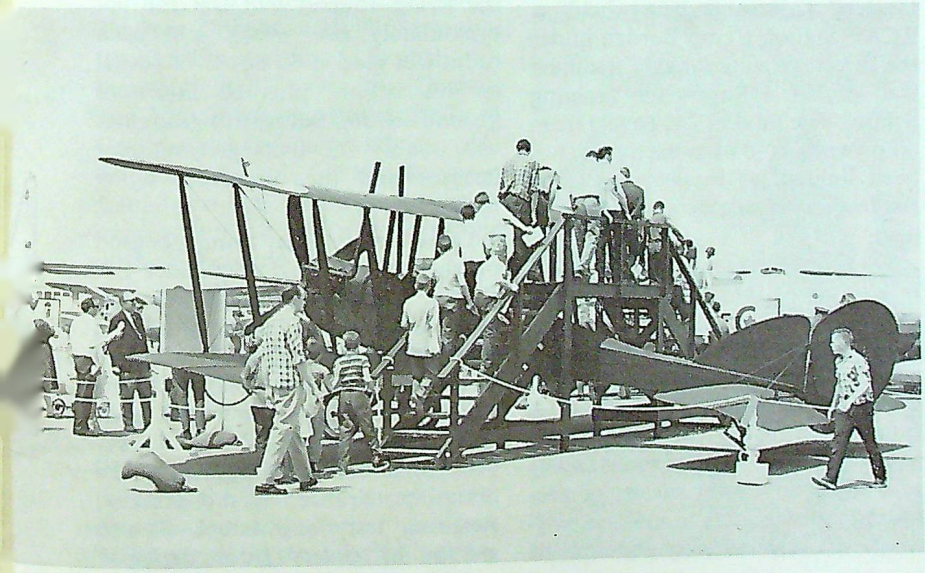
Force Day

AFDs have been staggered across Canada to allow as many people as possible to view their impressive performance.

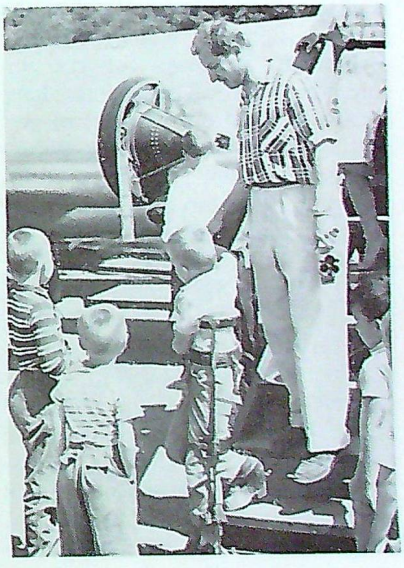
This year's National Air Force Day, held at RCAF Stn. Rockcliffe last month, drew 80,000 visitors. Canadian aviation history was displayed in a static aircraft lineup three-quarters of a mile long—dating from the *Silver Dart*, through both World Wars to the current CF-101 *Voodoo*. "The RCAF Yesterday and Today", theme of this year's activity, was also capably demonstrated in static ground displays.

A highlight of the hour-long air show was the low-level bombing attack by this *Argus* on a mock submarine positioned on airfield.

Many thousands visited the BE2C throughout the day. Interested spectators also saw a *Camel, Nieuport* and "*Jenny*", all famous World War I aircraft.



Static *Starfighter* evokes interest from rapt audience.



ROYAL CANADIAN AIR CADETS

THIS summer the Air Cadet organization across Canada is conducting the largest and most ambitious training program in its 21-year history. More cadets are engaged in special training courses and reward activities than in any previous year. Over 7,300 cadets are either attending camp, taking leadership courses, undergoing pilot training or travelling abroad as goodwill representatives for Canada.

In line with the gradual increase in overall air cadet establishment for which approval was granted last February, authority has now been given for a proportionate increase in the summer camp quota over the next four years as follows:

Year	Air Cadet Establishment	Summer Camp Quota
1962	27,000	6,750
1963	28,000	7,000
1964	29,000	7,250
1965	30,000	7,500

The plan provides for an immediate increase in quota over the previous figure of 6,500, with corresponding increases for the ensuing three years. The increases have been calculated on the basis of permitting approximately 25 per cent of the Air Cadet population to attend summer camp each year.

Four camps are in operation at RCAF Stations Vancouver, B.C.; Trenton, Ont.; Saint-Jean, P.Q.; and Greenwood, N.S. In line with the established pattern, the summer camps are again offering cadets specialized training of a type that is not always available at their home squadrons, supplemented by an extensive program of body building recreational activities. For most cadets, however, the main attraction

Prime Minister J. D. Diefenbaker accepts a souvenir "Friendship Key" presented on behalf of air cadet organizations in the International Air Cadet Exchange Visits program. The presentation was made by Air Cadet Terry Findley of 51 Ottawa Optimist Sqn. as a prelude to the opening of National Air Cadet Week last April. President of the Air Cadet League of Canada, Arthur Smith, is on the right.

at the camps will continue to be familiarization flights in RCAF aircraft.

Once again this year, the Senior Leaders' Course is being held at RCAF Station Camp Borden under the direction of the highly qualified staff of No. 1 Supervisor Training School. The total of 240 cadets from all provinces (40 over the quota) has been limited, as in past years, by the facilities available at Camp Borden.

On the subject of expansion, consideration is being given to ways of increasing the number of cadets in the Senior Leaders' Course, with the hope that it will be considerably expanded in 1963. This course is rated as probably the finest single avenue of training open to air cadets and is an important means of preparing senior cadets to assume positions of responsibility with their home squadrons. Indeed, the training provided has proved so valuable that squadrons are now leaning very heavily upon the services of those who have graduated from the course, not only as senior cadets, but also as officers and instructors.

Final figures will not be available for some weeks on the number of cadets to undertake scholarship flying training this summer. Following the long established pattern, a total of 250 cadets have been selected as recipients of RCAF scholarships under which the training is provided by member clubs of the Royal Canadian Flying Clubs Association. This effort is supplemented by a large number of private or "non-service" scholarships granted by local and provincial committees of the Air Cadet League to cadets who may be trained at flying clubs or schools located in the vicinity of their homes. It is expected that the final figures will compare favourably with 1961, when 109 scholarships were provided by the League. Again this year the flying courses will last for approximately five weeks and each cadet will receive 35 hours of actual air instruction, plus 60 hours of ground school. Successful graduates will qualify for their private pilot licenses and the air cadet flying badge.

Great interest is being focused on the International Air Cadet Exchange Visits program, mainly due to the fact that the Canadian scheme has been expanded to include five additional European countries. This year 58 Canadian cadets will visit Britain, United States, Norway, Sweden, Holland, Denmark, and, for the first time, France, West Germany, Belgium, Italy and Israel. Return groups of cadets from these 11

countries will visit Canada as guests of the RCAF and the League.

Aside from the benefits which accrue to the cadets, the exchange visits provide an example of international co-operation among service and civilian organizations that might well be extended into other fields. For example, the Canadian cadets travelling overseas will fly from Trenton to Marville aboard an RCAF *Yukon*. From this point, 25 of the cadets will be flown to Britain by the RCAF; the remaining 18 destined for continental countries will be picked up by the RAF and flown to the main assembly point at Rhein/Maine, Germany. Here they will board aircraft from the various host countries and be flown to their ultimate destinations. The whole procedure will be reversed at the conclusion of the visits.

In some cases, this will mean that Canadian cadets destined to visit certain European countries will be transported in aircraft supplied by no less than four different air forces. This in itself represents a wonderful experience for a senior air cadet, aside from the educational benefits provided by the tour itself.

The 58 cadets to visit Canada are being divided into three travelling parties — 15 from United States, 26 from Britain, and 18 from continental Europe. The U.S. party will be entertained in Ontario, Quebec, and Manitoba; the British party in Ontario and Quebec; while the continental cadets will travel right across Canada to B.C., following a weekend in Toronto and a stop enroute in the Edmonton area.

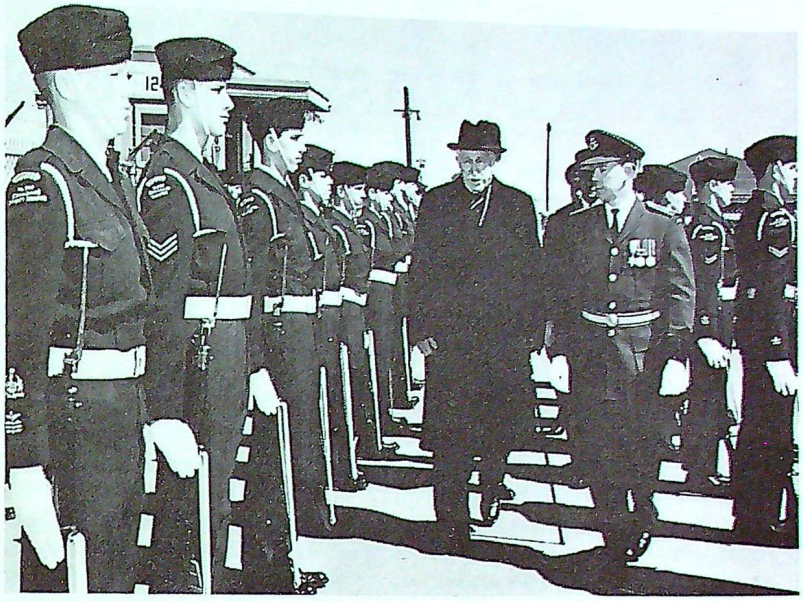
REVISED AIMS

The Air Cadet movement in Canada was formed in 1941 primarily with a wartime purpose in mind: to serve as an aircrew feeder for the RCAF. Since that time, and particularly during the years from 1945 onward, the nature of the program has changed, with the emphasis now being placed on the citizenship training aspect of the operation. This change is now reflected in the League's officially stated aims and purposes, which were revised this year to read as follows:

(a) to encourage air cadets to develop the attributes of good citizenship;

(b) to stimulate in air cadets an interest in aviation and space technology;

(c) to help air cadets develop a high standard of physical fitness, mental alertness and discipline.



Members of No. 16 Canadair Wing were inspected by His Excellency Governor-General Georges P. Vanier, during a visit to the Canadair plant near Montreal.

Members of No. 161 Saint John Sqn. march past the reviewing stand during the annual Tri-City Air Cadet Meet at Camp Gagetown. The inspecting officer, shown taking the salute, was Col. G. D. Dailley, commander of Camp Gagetown.

RCAF ASSOCIATION

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

"THE BLUENOSE CONVENTION"

The 1962 Regular General Meeting Halifax, N.S.
Lord Nelson Hotel September 27-28-29

THE Halifax Host Wing Committee reports that response from Association members in the Maritimes is most favourable. This all points to a successful business meeting with a re-union atmosphere of Maritime conviviality. A special invitation is extended members from wings and members-at-large to attend as fraternal delegates.

While final announcements of all features cannot yet be made, the following highlights are reason enough in themselves to plan now for your attendance:

- PRESENTATION OF RCAF ASSOCIATION BANNER, recently approved by Clarenceux, King of Arms.
- PARADE AND MEMORIAL SERVICE
- SPECIAL LUNCHEONS SPEAKERS
- MARITIME AIR COMMAND BRIEFING
- ASSOCIATION ANNUAL DINNER AND BALL — Guest speaker — General Curtis E. LeMay, Chief of Staff, United States Air Force.
- COUNTRY FAIR — A new approach to Group "At Homes".
- GRAND LOBSTER PARTY — On the shore of beautiful St. Margaret's Bay.

No. 100 "Bluenose" Wing, Halifax, is the only all-girl wing in the RCAFA. Formed in 1948, it now sponsors No. 615 Air Cadet Sqn. and is co-sponsor with No. 101 "Atlantic" Wing of the forthcoming national convention. Back row: Miss Pauline Ewan, Miss Ethel Miller, Mrs. Marie Jardine, Miss Ester Gratto, Miss Millicent Lawrence and Miss Marjorie Davidson. Front row: Miss Mildred Rogers (secretary), Miss Margaret MacDonald, Miss Hilda Thompson, Mrs. Dorothy Wilson (president) and Mrs. Marian McLean.

NATIONAL EXECUTIVE COUNCIL MEETS

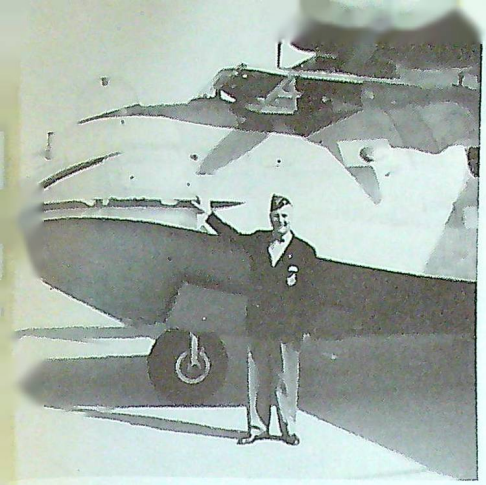
National Executive Council members will meet in Ottawa 20-21 July in preparation for the Halifax Convention in September.

In addition to the usual routine business, an item of special significance will be the presentation, in final draft form, of the recommendations of the special committee on re-organization of the National Executive Council which, if approved, will go before the National Convention in September. Other items to be considered are the hiring of a public relations man at National Office and ways to obtain additional money to meet this added expense.

NATIONAL PRESIDENT'S VISITS

National President L. N. Baldock has been using his weekends to pay visits to wings and also to attend some special functions at RCAF units.

Recently he has visited the Leamington Wing and has paid visits to Sarnia and Hamilton in connection with the formation of new wings. Accompanied by Mrs. Baldock, the national president attended the annual spring dance at No. 420 Oshawa Wing. On the same weekend No. 424



Last of the *Cansos* and friend.

Cornwall Wing was host to the president and his wife. Mr. Baldock was the guest speaker at the Alberta Group Meeting in Edmonton.

In April Mr. Baldock attended a Toronto re-union of No. 162 Sqn., in which he served during the war. This occasion marked the decommissioning of the *Canso* aircraft.

In May he was a guest at the presentation ceremony of squadron standards to Nos. 401 and 438 Sqns. (Aux.) at RCAF Station St. Hubert.

The national president expresses his pleasure with conditions in the wings and reports that enthusiasm is evident wherever he goes.

GROUP MEETINGS

Groups have now all held their pre-national convention meetings and reports indicate that the resolutions committee will be confronted with a heavy agenda. This is the channel through which wings make known their wishes to the annual general meeting.

Group presidents elected for the ensuing year are:

Quebec: Mr. George Cattiny, Montreal.

Manitoba, N. W. Ontario: Mr. Herbert M. Bell, Winnipeg.

Michael Kastner, past president of No. 424 (Cornwall) Wing, displays recently-presented provincial charter.

Saskatchewan: Mr. Russell Turner, Saskatoon.

Alberta: Mr. R. J. Gray, Lethbridge.

Ontario and Maritime group presidents were elected at meetings in June, too late for publication in this issue.

NATIONAL CONVENTIONS THROUGH THE YEARS

The first annual General Meeting of the RCAF Association was held in Ottawa in May 1950 and the capital city continued to be the meeting place of delegates in convention until 1956. The lone exception was 1952 when, due to a combination of circumstances, the annual meeting was not held. Beginning in 1956 the National Convention has been held at different cities throughout Canada where the local wings have been hosts and where the annual business sessions have been combined with a varied program of hospitality and re-union.

1956 Windsor, Ont.

The first National Convention outside Ottawa featured four speakers; considered a new design for the Association Badge. A/V/M F. G. Wait succeeded A/V/M K. M. Guthrie as president.

1957 Saint-John, N.B.

The Maritime flavour was prominent during this three-day meeting and many people attended their first lobster feed. Panel group discussions were introduced to the program.

1958 Edmonton, Alta.

In contrast to the Maritime hospitality of Saint John, delegates in Edmonton were treated to everything with a Western flavour. The Mynarski Trophy was presented for the first time. A/M W. A. Curtis was elected president. A/M Hugh Campbell addressed the delegates.

1959 Montreal, P.Q.

Held in the new Queen Elizabeth Hotel, this was an outstanding convention. G/C Douglas Bader, one of the most remarkable heroes of World War II, was opening guest speaker. The annual dinner was highlighted with a presentation to the late Hon. J. A. D. McCurdy and the cutting of the anniversary cake which marked the 50th anniversary of powered flight in Canada, the 35th anniversary of the RCAF and the 10th anniversary of the RCAF Association. After-dinner speaker was Gen. Lauris Norstad, Supreme Commander Allied Forces Europe.

1960 Toronto, Ont.

Held in the Royal York Hotel. Opening session guest speaker was G/C "Johnny" Johnson of the RAF. Marshal of the RAF Sir Dermot Boyle delighted his audience with his views on air power. The "Member of the Year" Award was awarded posthumously to Pat Haberlin. Mr. L. N. Baldock was elected president.

1961 Winnipeg, Man.

Held in the Royal Alexandra Hotel, this "Keystone Convention" continued the pattern set in Montreal and Toronto. The Hon. Douglas Harkness was guest speaker at the annual dinner. Change to the structure of the National Executive Council was considered but no decision was reached and the matter was referred back to committee.

Letters to the Editor

Order of Seniority

Dear Sir:

A picture caption in your May 1962 issue names No. 11 TSU as the oldest logistic unit still existing in the RCAF. I suspect that A/V/M Annis was somewhat surprised by this since his article referred to No. 1 Aircraft Depot as the first logistic unit.

Today, No. 1 Supply Depot (formerly No. 1 ED, which was formerly No. 1 (Aircraft) Depot) considers itself the oldest unit in the RCAF — a distinction shared with perhaps two stations. In our main hall are pictures of our successive COs over the past 38 years, the first of whom was S/L D. C. M. Hume, 1 April 1924 to 15 January 1929. In that picture he is wearing CAF uniform as a major in the pre-RCAF days of the depot mentioned by A/V/M Annis.

G/C G. T. Moreton,
No. 1 SD, Downsview, Ont.

(*The claim that No. 1 SD, as a descendent of No. 1 Aircraft Depot, is the oldest logistic unit in the RCAF, is correct. Our caption should have stated that No. 11 TSU is the oldest logistic unit still in operation at the same location — Editor.*)

A Commendable Activity

Dear Sir:

I thought you might be interested in an event which took place recently at the Kingsway Sergeants' Mess at Edmonton.

We were privileged to entertain 45 of Edmonton's World War I veterans at our mess. The members of the mess went about their pleasant duties of making sure that each guest was well taken care of. Interesting conversations, games of cribbage, bridge, darts, shuffleboard, snooker, viewing the Kentucky Derby — these were all part of a wonderful three hours along with the various types of refreshments that were most heartily enjoyed by all.

From the time our special guests arrived to the strains of "Sons of the Brave" and parted during the playing of "Auld Lang Syne", the feeling of sincere comradeship was present and we all hope that they will be with us again next year. We also hope that other messes throughout Canada will catch on and do this same type of thing.

Sgt. W. W. Green,
RCAF Sergeants Mess,
Edmonton, Alta.

London Calling

Dear Sir:

It was kind of you to get me a photostatic copy of the history of No. 435 Squadron. I am most grateful for it.

It occurs to me that I must have some sort of a record for a British army officer since I flew with 435, 436 and 437 Sqns. both in Burma and in Europe. I am actually trying to get a book written about the days in India and Burma and if it ever gets finished I will send THE ROUNDEL a copy.

B. J. Haimes,
Editor, SHELL AVIATION NEWS,
Shell Centre,
London SE 1, England.

No. 2 TTS Re-union

Dear Sir:

Twenty-five years ago 207 recruits assembled at Camp Borden to commence training as fitters, riggers, instrument mechanics and armourers. Approximately 100 are still serving in the RCAF.

A re-union of this original No. 2 TTS gang, held in 1957 at the Barclay Hotel in Toronto, was so successful that a 25th anniversary re-union is now planned for the same location the weekend of 10-11 August.

Invitations have been sent to all known addresses. For various reasons, some have not received the notices. Any who see this letter please contact the undersigned for details.

W/C F. E. Songhurst,
Directorate of Maintenance Engineering,
AFHQ, Ottawa.

On the Line

by LAROUCHE '62

. . . "and how much ***did*** you want to pay, madam, for SOMETHING A LITTLE GAYER?"

Don't lose your head — to save a minute; You need your head — your brains are in it.

Aircraft Album: The Avro Anson

THE Avro *Anson* was a familiar sight in Canadian skies during World War II. The type, derived from a commercial design, was first used by RAF Coastal Command who named it after a famous admiral of the 18th century. As a navigation and bombing trainer, it entered service with the RCAF in 1939. The first *Ansons* used in Canada were sent from England. Canadian production began in 1941, and of the 4,395 aircraft of the type flown by the RCAF, 2,882 were Canadian-built.

More than 20,000 aircrew were trained in *Ansons* operated by the Air Observation Schools of the BCATP*, during which time over a million flying hours were logged. Shown above is the Mark 2 version. The Mark 5, last version used by the RCAF, had two Pratt and Whitney radials of 450 h.p. each, had a crew of three, and was armed with two machine guns. Bomb load was 360 pounds, and the top speed was 180 m.p.h. at 7,000 feet. Dimensions: span, 56 feet 6 inches; length, 42 feet 3 inches; loaded weight, 8,000 pounds. The last four RCAF *Ansons*, flown by Central Experimental and Proving Establishment, were retired in 1954.

*See page 6.

Roger Duhamel

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