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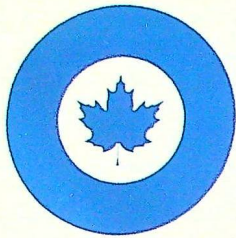
Roundel

VOL. 14, NO. 7

SEPTEMBER 1962



AIR DIVISION TENTH ANNIVERSARY ISSUE



THE Roundel

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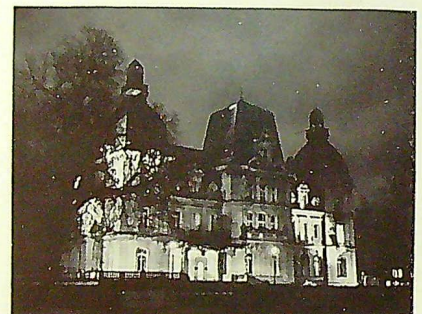
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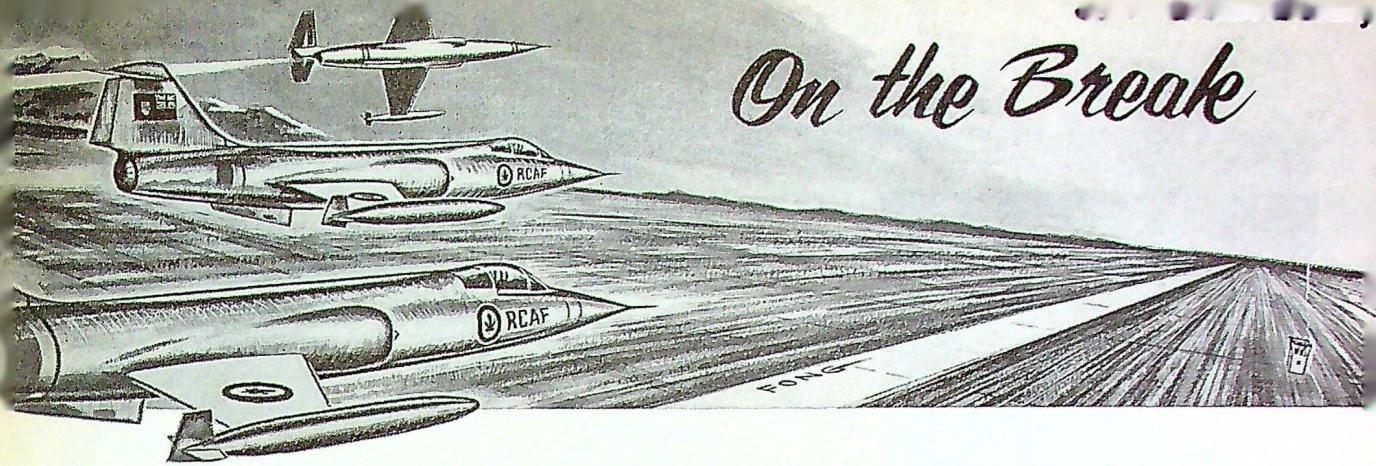


THIS MONTH'S COVER

Chateau de Mercy, now the main building of No. 1 Air Div. HQ near Metz, France, was occupied alternately by French and German forces during both World Wars.

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

On the Break



THIS month Air Marshal C. R. Dunlap, CBE, CD, becomes the seventh officer to assume the position of RCAF chief of the air staff. On 15 September he takes over from A/M Hugh Campbell, CBE, CD, whose 31-year career we salute in a special four-page supplement (see center spread).

The new CAS was born in Sydney Mines, N.S., and after attending Acadia University and the Nova Scotia Technical College he joined the RCAF in 1928. Commissioned as a pilot officer on appointment, he was awarded his pilot wings the following year, and prior to the war was engaged in aerial photography and air armament work. At the outbreak of war in 1939 he was director of armament at AFHQ, an assignment he filled for three years.

Late in 1942 he was posted overseas to become commanding officer at RCAF Stn. Leeming in No. 6 (Canadian) Bomber Group. In 1943, several weeks before the Sicilian campaign, he went to North Africa as CO of a *Wellington* bomber wing. He directed establishment of RCAF bases in Tunisia, receiving special commendation for the notable successes of his wing in carrying out strategic and tactical bombing in Sicily, Italy and Sardinia.

Returning to Britain, he took command of a medium bomber wing engaged in daylight operations in 2nd Tactical Air Force. He flew on 35 operational trips while commanding the wing which, besides scoring outstanding successes against German V-1 and V-2 sites, operated in support of Allied ground forces. In January 1945 he became CO of the Canadian bomber base at Middleton-St. George, Yorkshire.

He returned to Canada in May 1945 as deputy air member for air staff at AFHQ. In 1946 he attended the Bikini atomic bomb tests as a RCAF representative and,

before his appointment as air member for air plans in October 1948, was employed on special duties in the United States.

In November 1949 A/M Dunlap assumed the position of air officer commanding, North West Air Command, with headquarters in Edmonton. He was transferred to fill the same post as Air Defence Command, St. Hubert, in May 1951, and three months later was appointed commandant of the National Defence College, Kingston.

In June 1954 he was appointed vice chief of the air staff, a position he held until June 1958 when he became deputy chief of staff for operations at SHAPE, the post from which he comes to his new appointment.



A/M C. R. DUNLAP

ON 1 October No. 1 Air Division observes its tenth anniversary as Canada's contribution to the NATO air defence forces in Europe. This issue is THE *ROUNDEL*'s tribute to that event.

With slightly more than 6400 RCAF personnel assigned to Air Div (plus some 270 at various higher NATO formations), it is estimated that approximately 25,000 Canadian officers, airmen and airwomen have served in Europe during the past decade. We trust that the articles and pictures on the following pages will recall to their minds personal memories of their overseas tours. We hope the contents will also serve to enlighten RCAF members looking forward to their first transfers to Metz, Marville, Grostenquin, Zweibrucken, Baden-Soellingen or Langar.

At Paton 5/2

Editor

FROM THE SUPREME ALLIED COMMANDER, EUROPE



"I send warmest greetings to the Officers and Airmen of The Canadian 1st Air Division on the tenth anniversary of their service in Allied Command Europe.

As former Commander of Central Air, as Air Deputy to the Supreme Allied Commander, and in my present capacity, I have had a close personal as well as professional relationship with members of this important contingent since its arrival a decade ago. While it is not politic for me to compare or contrast the forces under my command in NATO, I do not hesitate to say that there is none better than the Canadian 1st Air Division."

A handwritten signature in dark ink, reading "Lauris Norstad". The signature is fluid and cursive, written in a professional style.

General Lauris Norstad
Supreme Allied Commander, Europe

FROM THE COMMANDER, FOURTH ALLIED TACTICAL AIR FORCE

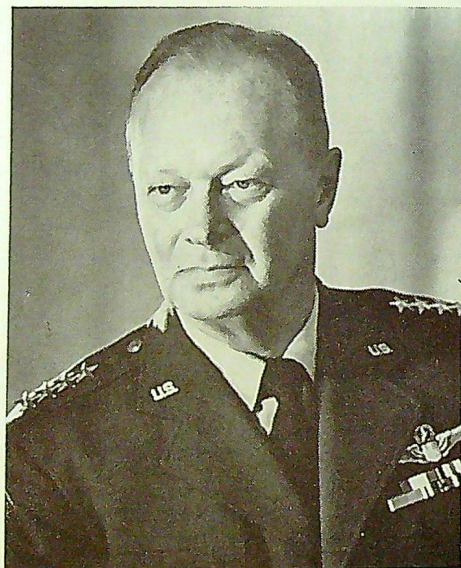
As Commander of Fourth Allied Tactical Air Force, the NATO headquarters to which 1 Air Division is operationally responsible, I wish to extend my sincerest felicitations on the occasion of the Air Division's 10th Anniversary.

As an integral part of Fourth Allied Tactical Air Force, 1 Air Division's contribution to the defence of Western Europe and the free world is well known and appreciated by members of the NATO family.

In the ten years that 1 Air Division has been in Europe, the records show that the excellent state of operational efficiency and readiness maintained within the Division is in keeping with the high standards and traditions of the Royal Canadian Air Force. A prime example of this efficiency is the record of the RCAF in the annual competitions for the Guynemer Trophy.

Since assuming command of Fourth ATAF on 3 Jul. 61, I have had occasion personally to observe the operation of 1 Air Division during exercises and at other times. The efficiency, ability to obtain the desired results, and the willingness to undertake assignments have indeed impressed upon me the high calibre of professionalism which exists within 1 Air Division.

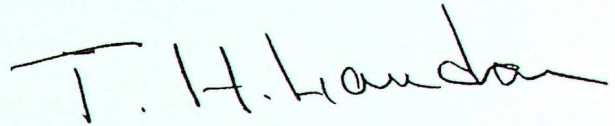
On the non-military side, RCAF officers and men, and their families, have shown to be excellent good will ambassadors of Canada. They readily adapt themselves to their



new surroundings and have proven to be good neighbors, regardless of where in Europe they may reside. I believe that this is most important, and contributes immeasurably to the high morale and efficiency evidenced throughout 1 Air Division.

Personally I feel particularly close to 1 Air Division because your first Air Officer Commanding, when I was Deputy Commander of United States Air Forces in Europe, was then Air Vice Marshal Hugh Campbell. Air Marshal Campbell and I have over the years formed a firm friendship which is reflected in all our relationships with 1 Air Division and your present AOC, A/V/M Larry E. Wray.

With the introduction of the CF104 to the Air Division later this year and the undertaking of the additional role of tactical reconnaissance, we in NATO look forward to the continuing contribution of the RCAF to the defence of Western Europe and the free world.



General T. H. Landon
Commander, 4th ATAF



Lorsque la 1ère Division Aérienne Canadienne est venue s'implanter en Lorraine, il y a 10 ans, mes compatriotes et moi-même l'avons accueillie avec beaucoup de satisfaction, en raison des nombreux liens qui unissent votre pays au nôtre.

Depuis cette date, nous n'avons cessé d'entretenir les relations les plus cordiales dans les différents domaines et ce n'est jamais en vain que la Ville de METZ a fait appel à l'amabilité de l'Armée Canadienne.

Vous avez bien voulu vous joindre à nos différentes manifestations et c'est toujours avec une très grande spontanéité que nous avons répondu à vos aimables invitations.

Aussi, est-ce de tout coeur qu'avec vous, je célèbre, aujourd'hui, le 10e Anniversaire de votre arrivée dans notre pays, en souhaitant que votre présence sur le sol de France continue encore longtemps à être le gage de la sécurité du monde occidental.

Je vous prie de croire, mon Général, à l'assurance de ma plus cordiale sympathie.

Raymond Mondon
Député-Maire de Metz

FROM THE

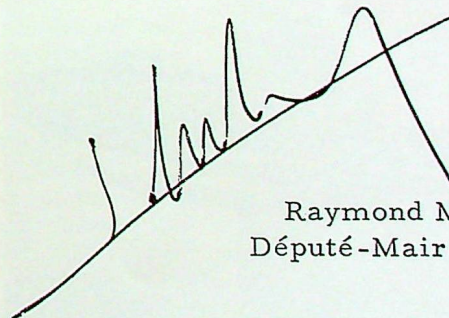
DEPUTY MAYOR OF METZ

When the First Division of the Canadian Air Force was stationed in Lorraine, ten years ago, my fellow-countrymen and myself welcomed them with pleasure, because of the many links between your country and ours.

Since that time we have maintained unflinchingly cordial relations in all respects, and the town of Metz has never appealed in vain to the kindness of the Canadian Forces.

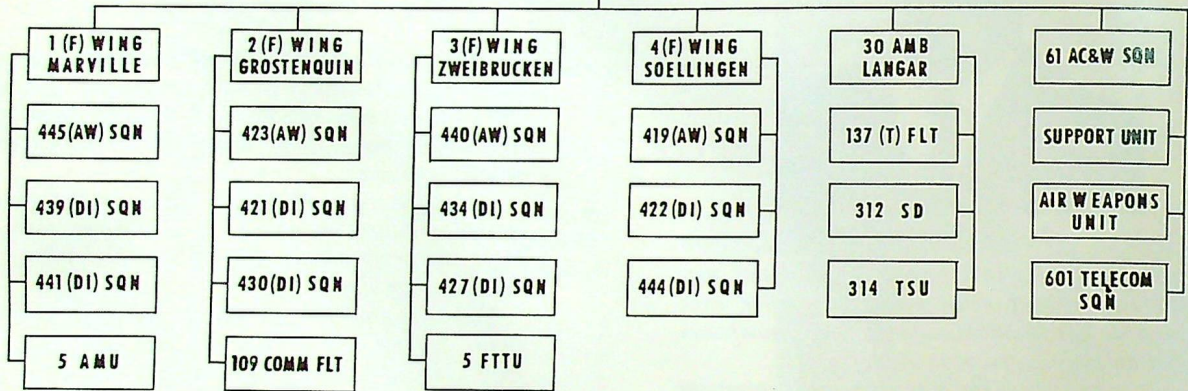
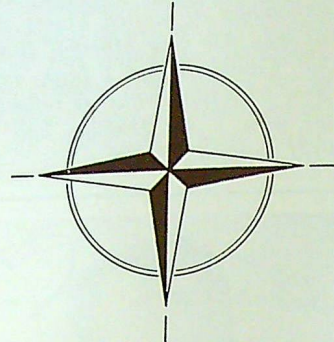
You have gladly joined in our various demonstrations, and we have always, in our turn, accepted your kind invitations with enthusiasm.

Thus it is with every feeling of warm-heartedness that I celebrate to-day the Tenth Anniversary of your arrival in our country, and trust that your presence on French soil will long continue to be the pledge of the security of the Western world.



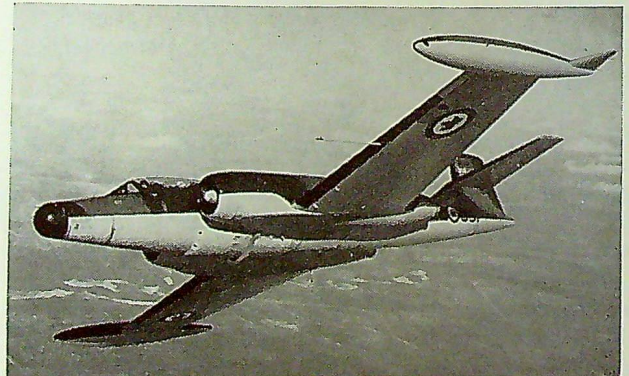
Raymond MONDON
Député-Maire de Metz

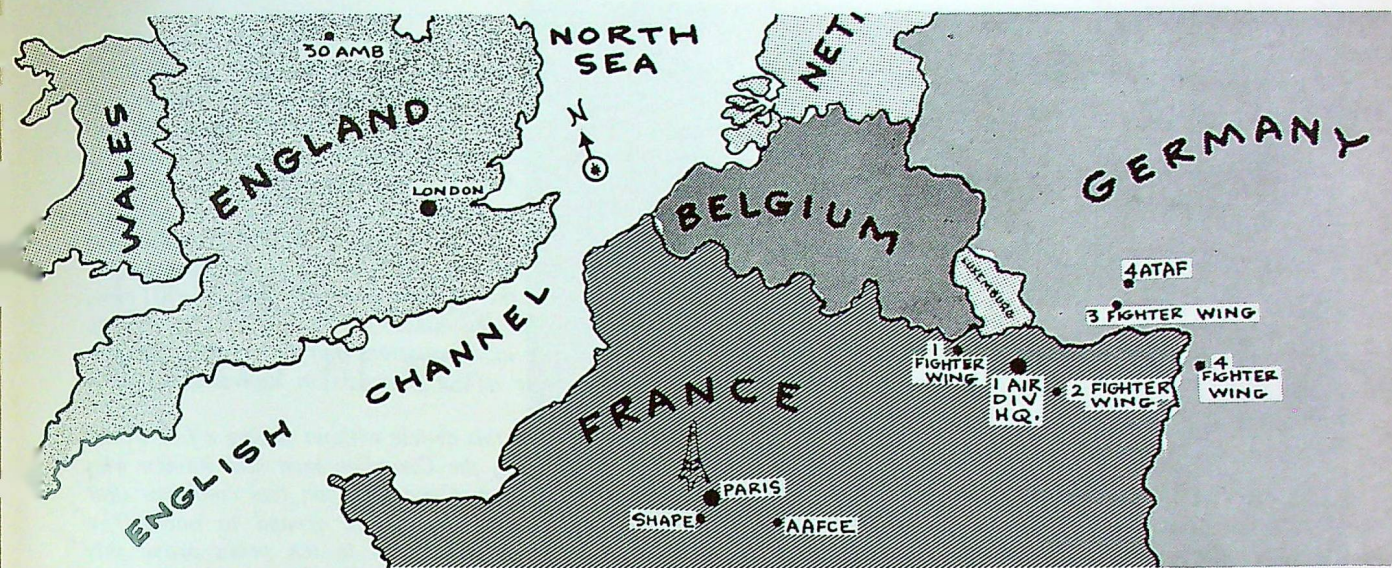
I AIR DIVISION ORGANIZATION



Sabres for day interceptor (D1) squadrons

CF-100s for all-weather (AW) squadrons





ON THE THRESHOLD OF A NEW ERA

By AIR VICE MARSHAL L. E. WRAY, OBE, AFC, CD

Air Officer Commanding, No. 1 Air Division

No. 1 Air Division of the RCAF, Canada's air force contribution to NATO will enter a new era in its 11th year.

Our present air defence role will be continued for a limited period by our Sabre aircraft which shortly will be phased out of our inventory. We will then be saying goodbye to many old friends: the Sabre, CF-100 and our radar station No. 61 AC&W squadron. They have served us exceedingly well.

In some respects our new look will simplify our task in that we will, in the immediate future, concentrate on only one type of aircraft and one type of crew training for the CF-104.

The fact that other NATO nations will also be acquiring F-104s will aid considerably in the various cross-training programs. Servicing and ground handling equipment, refuelling and oxygen recharging equipment are examples of items that can be standardized across the board.

Our supply lines will also undergo a change. The activities of No. 30 Air Materiel Base will gradually be reduced as the Yukon airlift of Air Transport Command becomes the main supplier. While it will be necessary to keep part of Langar operative for a time for such things as contractor liaison with firms in Great Britain and disposal of obsolete equipment, direct flights from Canada eventually will provide virtually everything required to maintain the Air Division through the new streamlined procedures of Air Materiel Command.



In its new role the Air Division will continue to work for the higher NATO headquarters of 4th Allied Tactical Air Forces with headquarters at Ramstein, Germany. The eight squadrons of CF-104s will be directed operationally from this headquarters with monitoring still performed by the Air Division combat centre at Metz.

Combat training will continue as an Air Division function. The organization and administration of the Division will remain the responsibility of Division Headquarters at the Chateau de Mercy, Metz.

Construction programs are already underway for the various buildings, runway extensions and overshoot areas needed for the CF-104. These projects are not expected to hinder the start of the training period. This training is necessary to bring the new squadrons up to operational status.

There is always a lag between the time of receiving new equipment and the moment when the force is completely operational and we expect to go through this transition period in our new role. The CF-104, often called "the missile with a man in it", will be the first supersonic aircraft used overseas by the RCAF. We will therefore be required to break much new ground operationally and will be required to hustle to maintain our reputation in Europe.

We have only to look back from our 10th Anniversary to the start of the Air Division to find that we need not fear on that score. We have done it before and we can do it again. Many will remember the challenging task of the years gone by when the Air Division became operational in the midst of a massive construction program on

our airfields. The same spirit will prevail.

As you will determine from other articles in this issue, the RCAF has won respect from the other 14 countries which make up NATO. In all modesty I say that it is a deserved reputation. We have continually met and exceeded the demands made upon us by SACEUR and by so doing have upheld the reputation of the RCAF as an efficient fighting service.

It is difficult to predict the future beyond the usefulness of the CF-104 aircraft. Will the air forces turn to the missile or will the manned aircraft remain, as now, complementary to the missile? This is a subject already hotly debated in many quarters and will, I feel, only be resolved by time as we progress in automated attack systems.

I could not end this article without saying a few words of praise regarding the Canadian men and women who are the Air Division. Canadians can feel confident that their airmen and airwomen are second to none. The records they have established in ten years prove this beyond a doubt. In addition, we have had the solid understanding and support of the wives; Canadian girls from all parts of Canada, who have done more than their share of making friends for Canada wherever they have lived in Europe in support of their airmen husbands.

Our tenth anniversary is a happy occasion here in the Air Division primarily because it signifies ten years of peace.

It is our determination that the next ten years shall be just as productive toward our goal: dedicated to world peace but ready for war.

At RCAF Station Cold Lake a CF-104D, two-seater training version of the supersonic interceptor with which No. 1 Air Division will soon be equipped, comes in for a drag-chute landing.



A DECADE UNDER THE NATO FLAG

By MR. R. V. DODDS —
Air Historical Section

THE birthday of No. 1 RCAF Air Division — known to the thousands who have served within it simply as the “Air Div”—is 1 October 1952. On that date the Canadian air contribution to the European NATO forces began to function as an operational command within the 4th Allied Tactical Air Force. However, the Air Division’s history goes back beyond that date, for by then the

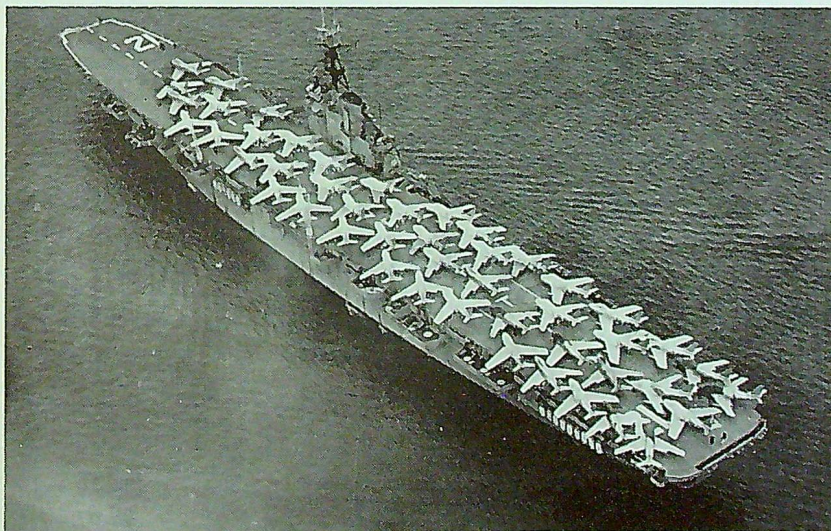
RCAF had had forces overseas, operationally destined for NATO, for nearly a year.

The Air Division’s origin can be traced from 4 April 1949 when Canada, with 11 other nations, signed the North Atlantic Treaty. From this emerged the collective military defence organization of which the Division is a part.

As a prelude to the Division’s

establishment, a fighter wing was formed in Great Britain in late 1951. It served as the home of the first three RCAF squadrons contributed to the new NATO integrated defence forces. Known as No. 1 Fighter Wing, RCAF, it came into being on 1 November, and two weeks later the RAF Station at North Luffenham in Rutlandshire, England’s smallest county, was transferred to the RCAF. The wing received its first RCAF aircraft the same day, 15 November. Canadian-built *Sabres* of No. 410 Sqn. were taken across the Atlantic aboard HMCS *Magnificent*, and the squadron’s pilots flew the planes in to the base from Renfrew, Scotland.

The wing’s second squadron, No. 441, which had been based at St. Hubert, P.Q., arrived in similar manner during February 1952. When



HMCS *Magnificent*, with a flight deck full of *Sabres*, crossed the Atlantic in November 1951.

the third squadron, No. 439, moved to North Luffenham in June it did so in a manner that made RCAF history, and served as a pattern for the shift of the remaining nine *Sabre* squadrons to Europe. Twenty-one No. 439 Sqn. *Sabres*, led by S/L C. D. Bricker, DFC, were flown from Uplands to their new base in Britain, the mass flight being backed up by ground crew who travelled aboard *North Star* transports. The flight was made in stages, including stops in Greenland and Iceland, and bore the operational designation of "Leapfrog I". The squadron left

Uplands on 30 May and the flight into North Luffenham was completed on 15 June, marking the first RCAF jet crossing of the Atlantic. The squadron's arrival completed the operational complement of No. 1 Fighter Wing, which was operationally integrated with the British air defence system, pending its move to a continental base.

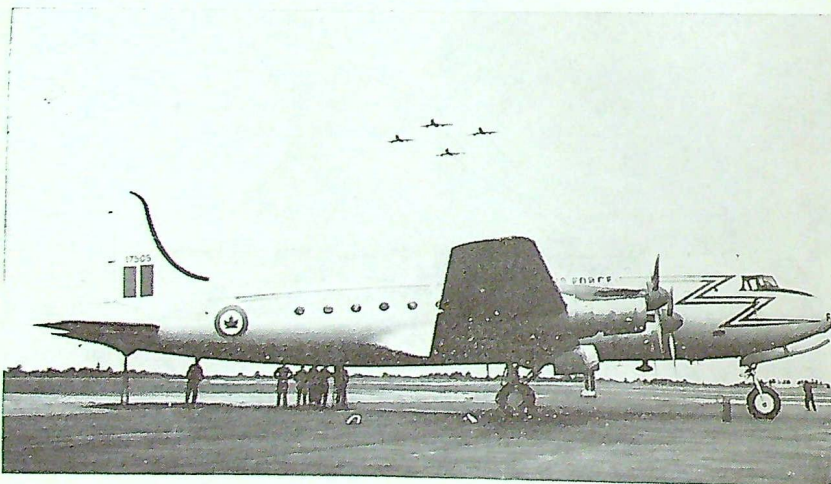
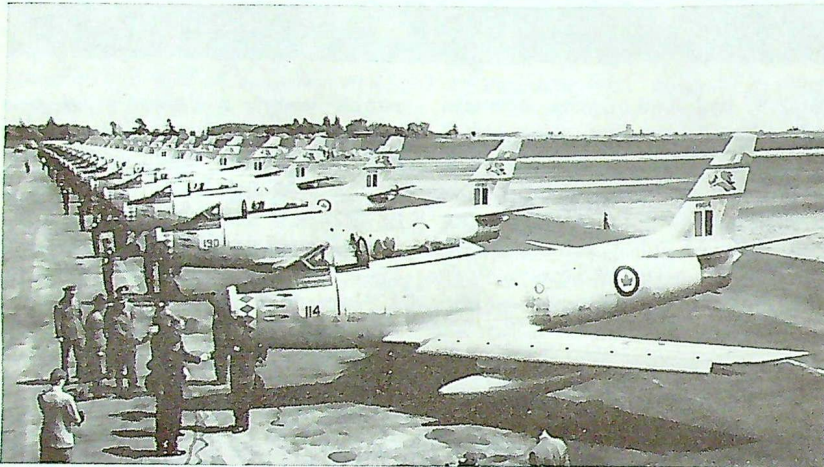
While the British-based wing was building up to strength, a small RCAF group had moved to the continent and was hard at work on the many arrangements necessary for the establishment of RCAF NATO

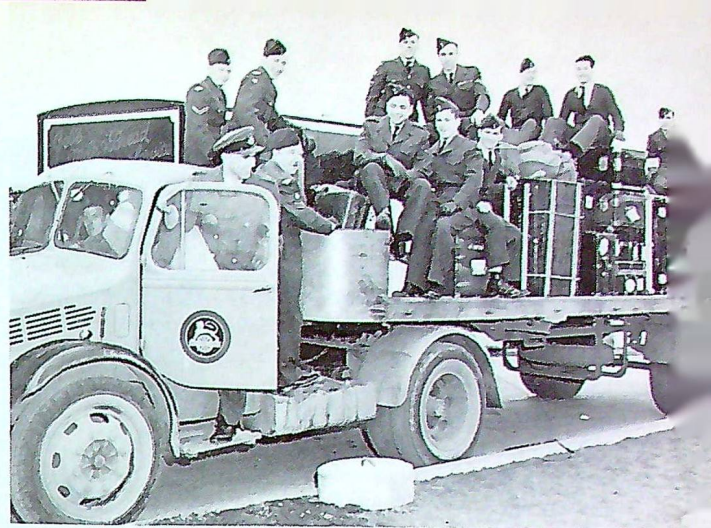
fighter bases there. What was known as the RCAF Air Division Europe Planning Team formed in Paris on 2 January 1952, and plunged into the mass of detail and liaison work preparatory to the arrival of RCAF squadrons. The work was oft-times confusing and frustrating. The operational command into which the RCAF Air Division was to fit directly had not even been created. The newly-formed Supreme Headquarters Allied Powers Europe was still groping for many of the answers to questions arising from the setting up and operation of the NATO air defence forces of Central Europe, and there were, understandably, many differences of opinion.

Steady progress was made, though, and members of the RCAF planning team worked closely with French engineers and others as the first of the Canadian continental bases took form. This was No. 2 Fighter Wing at Grostenquin, in the old province of Lorraine in north-eastern France. Because of the tense international situation and the urgent NATO requirement for the new, top-performance Canadian *Sabre* jets, work on the base was rushed. Aluminum prefabricated construction was used to a large degree. Canadian and French construction officials and engineers learned that they each had their own ways of doing many things, but misunderstandings and differences of opinion were ironed out, and on the whole construction went on harmoniously.

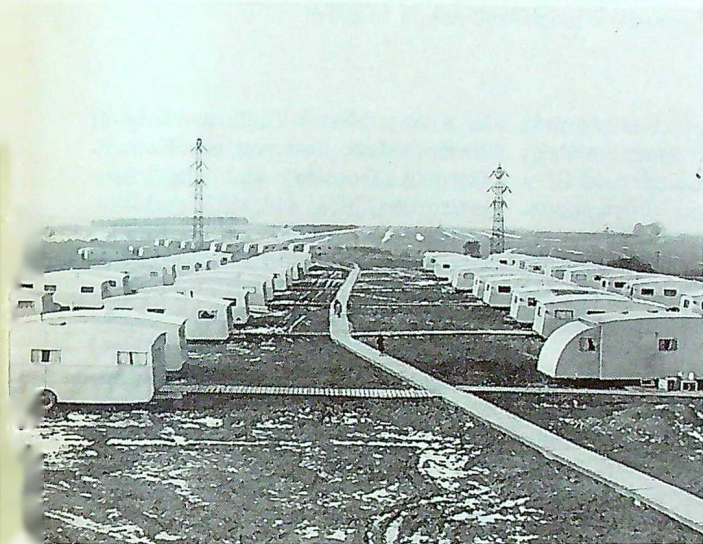
While Grostenquin was being built, developments were taking place in Britain and in Paris. On 1 August 1952 No. 30 Air Materiel Base was formed at Langar, near Nottingham, to provide logistic support to Canada's projected NATO formation. It grew to include a big supply depot, a technical services unit, a movements unit and a transport flight, and the way in which it has carried out its various jobs has been responsible in large part for

"Leapfrog I" was the code name for the first mass flight of *Sabres* from Uplands to North Luffenham in 1952. Ground crew travelled by *North Star* transports.



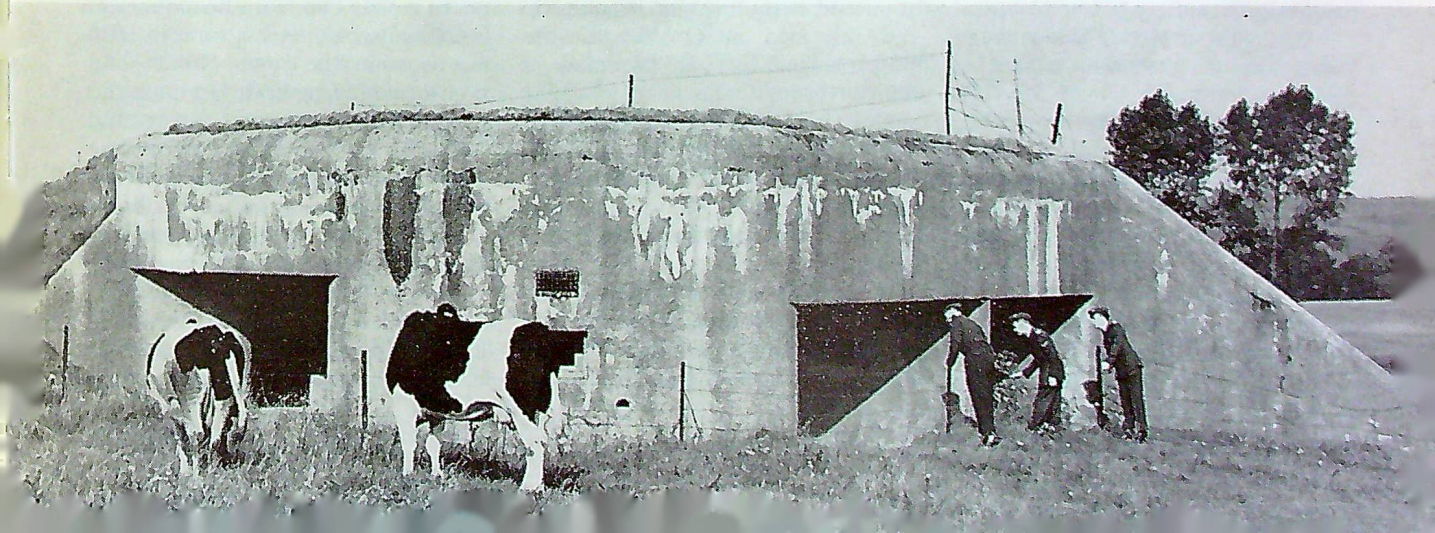


In 1952 Great Britain was home for No. 1 Fighter Wing . . . then came moving day . . .



. . . first to the trailer camps . . . before PMQs in France were completed.

Canadian airmen in NE France inspect a relic of another era, a Maginot Line pillbox.



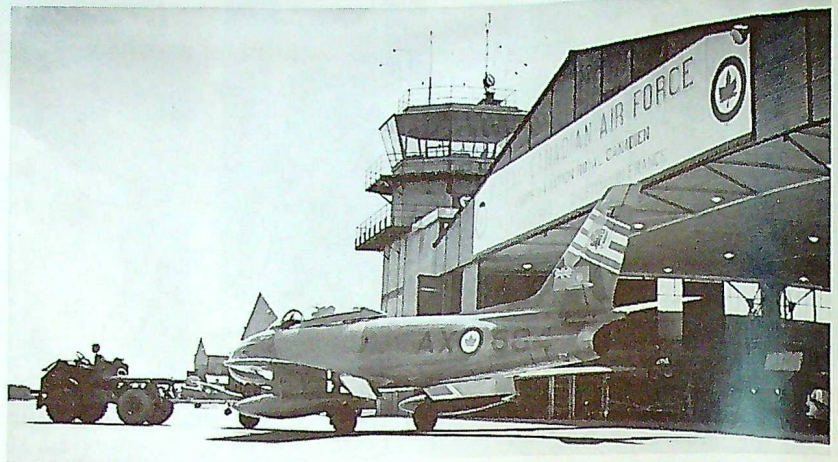
the high degree of operational efficiency established by the division's fighter units. Also in August an advanced echelon of No. 1 Air Division Headquarters was formed in Paris, as a further step in preparing for the movement of RCAF fighter units to the continent.

THE DIVISION BUILDS UP

The new base at Grostenquin was built on low-lying ground, and as construction progressed the area became a quagmire. Roadways, as yet unsurfaced, were in some cases almost impassable; deep, sticky mud was everywhere. Yet when the three RCAF squadrons flew in on schedule, the base was able to become operational. Several of the buildings were not finished and the personnel lacked normal facilities and amenities. It was many months before the mud disappeared, as roadways were surfaced and open areas were grassed. However, Canada had delivered to the NATO forces, on the promised date, the only fighter planes then under NATO's Central European command capable of matching the Russian MIG-15s which stood poised on the other side of the Iron Curtain.

The squadrons completed their flight to Grostenquin on 11 October, having started their mass flight from Canada on 28 September. They were Nos. 416, 421 and 430, and following the path blazed earlier in the year by No. 439 Sqn. their movement was dubbed "Leapfrog II".

While these No. 2 Wing squadrons were on their way from Canada, on 1 October, No. 1 Air Division officially came into being. With headquarters temporarily in Paris, the division was headed by Air Commodore K. L. B. Hodson, commander of the planning team, until the arrival of A/V/M Hugh Campbell, who took over as air officer commanding in mid-December. The division's headquarters were on the Avenue Montaigne, just off the



First operational wing in Europe moved to Grostenquin, France, in October 1952.

Champs-Elysees, practically next door to the ultra-fashionable Paris dress shops. It occupied part of a one-time palatial home, with wooden-panelled rooms and ornate ceilings and lighting fixtures, not as result of an RCAF search for elegance but through circumstance and availability of accommodation.

Paris winters are cold and damp, and European heating standards differ radically from those in Canada. The shivering headquarters staff thought longingly of more mundane but warmer working conditions at home. They put in long hours and grinned at the letters they received from pals in Canada, envious of what they felt must be a tourist-like sojourn in France. So did the men at Grostenquin, as they slugged through the mud or drove through the small farming villages surrounding the base. The Canadians found the French friendly and co-operative, though, and as the two began to get to know one another, more and more difficulties disappeared.

The next historical landmark was the opening of the division's first German base and the arrival of three more *Sabre* squadrons. The

base was No. 3 Fighter Wing at Zweibrücken, just over the French-German frontier, and the three squadrons, Nos. 413, 427, and 434, made their move during March 1953. Their flight across the Atlantic was known as "Leapfrog III".

After much discussion with the French and the different NATO commands concerning a headquarters site for the division, the final choice was Metz, an ancient and historic French town of some 100,000 population, centrally located relative to the existent and planned Canadian fighter bases. The move from the temporary headquarters in Paris began early in 1953 and the headquarters was officially relocated on 10 April. The main headquarters building was a chateau, built in 1906 just outside the town, which had been occupied by both German and French military forces during and following the two World Wars. The headquarters site, with the chateau and the numerous other buildings erected to house staff personnel and support facilities, today presents somewhat of a showplace picture, but when the Canadians arrived it had the appearance of a one-time battlefield, as in fact it practically



Air Div. came to full strength in September 1953 with the activation of No. 4 Wing at Baden Soellingen, Germany.

had been. The immediate area had been bombed and shelled during World War II and during the war's closing days an allied air attack touched off a massive explosion of a big German munitions dump nearby. Battle debris was strewn about and a variety of unexploded bombs and shells was constantly coming to light.

The last of the 12 squadrons (it was originally planned that the Air Division would consist of 11 *Sabre* squadrons but this was later increased) arrived on 4 September 1953, having flown the Atlantic as had most of the others. Nos. 414, 422 and 444 flew in to the newly-completed base at Baden-Soellingen in Germany. Their arrival meant that Canada had its promised 12 *Sabre* squadrons overseas, on an operational footing, three months ahead of the promised date. The new base was situated near the Rhine, only a few miles from Baden-Baden, the famous and fashionable German watering place. At first the base was known simply as Soellingen, taking its name from a small village nearby. Confusion arose, though, in connection with the well-known steel-producing centre of So-

lingen, and to simplify matters the present name was created.

The Air Division was initially equipped with *Sabre 2s* but in 1954 a re-equipment program increased the division's operational capability. Beginning in February, the *Sabre 2s* were replaced progressively by the new and more powerful *Sabre 5s*, which had as their power plant the Canadian-designed and built Orenda jet engine. The *Sabre 5s*, as in the case of their predecessors, came from the plant of Canadair Ltd. outside Montreal, and the new engines were produced by Orenda Engines Ltd. of Malton, Ont., outside Toronto. The *Sabre 5s*, in their turn, were ultimately replaced by the even more improved *Sabre 6s*, also fitted with the Orenda engine.

While all of the 12 squadrons that Canada had agreed to provide were overseas, those at No. 1 Fighter Wing in Britain had, since their arrival there in late 1951 and 1952, remained under RAF operational control and had not officially formed part of the Air Division's forces. As 1955 opened the wing began a move to its new base on the continent at Marville, in the Meuse department of north-east France. The move ex-

tended over January and March, and the wing was officially passed to operational control of the Air Division, bringing its strength to 12 squadrons located at four bases — two in France and two in Germany.

AIR DIVISION EXERCISES

From its earliest days the division had taken part in exercises of various types, involving working and flying with men and aircraft of other NATO forces. During a nine-day period in June 1955 the division took a prominent part in Exercise "Carte Blanche", a full-scale NATO exercise which involved some 3000 aircraft and which simulated atomic war conditions. All of the division's squadrons took part in the exercise, flying nearly 2500 sorties.

On 1 May 1955 an important addition to the division's operational capability was made with the formation of No. 61 Aircraft Control and Warning Sqn. Located a short distance from the headquarters site in Metz, its big rotating antenna, which lacked the protective bulbous covering standard in more severe climes, soon became a familiar landmark. The squadron became even better known for its high standard of operating efficiency, and during recent years has added to its duties by training personnel from other NATO forces. The prime responsibility of the squadron has been control of the division's aircraft, and other NATO planes within an assigned sector, with warning being a secondary responsibility.

In the meantime an increasing number of RCAF personnel had been assigned to staff positions at the various European NATO headquarters, and in August 1955 A/V/M Hugh Campbell, the Air Division's commander throughout its early period, was selected to serve as deputy chief of staff (operations) at SHAPE.

He was replaced as Air Officer Commanding by A/V/M H. B. Godwin.



A/V/M H. B. Godwin, Air Div.'s second AOC, was presented to Her Majesty the Queen in Paris by Canadian Ambassador to NATO L. D. Wilgress in April 1957.

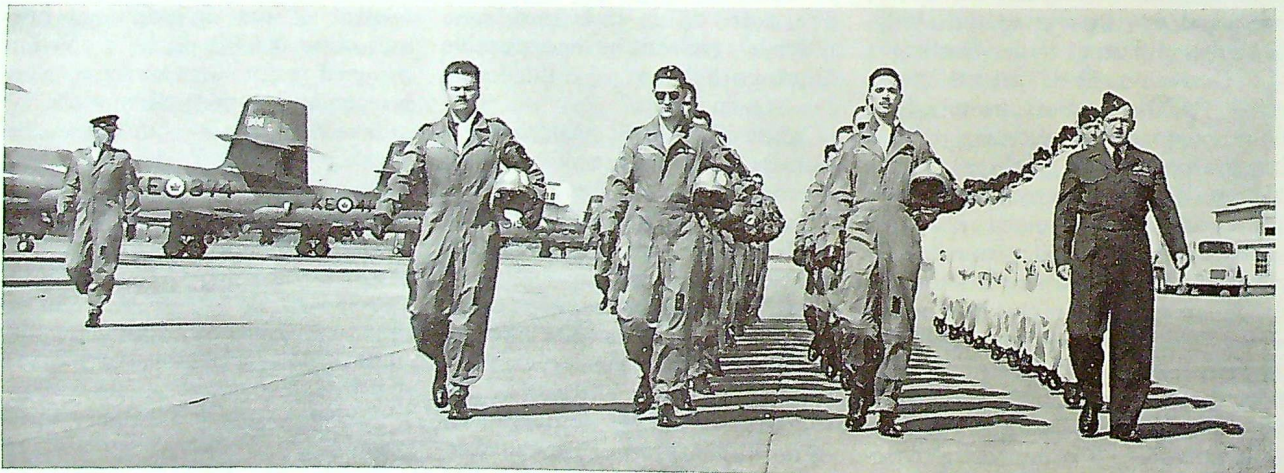
When the first of the division's *Sabre* jet squadrons arrived, they were amongst the few high-performance jet day fighter units assigned to NATO in Europe. By 1956 the picture had changed and many other top-performance day-fighter units bearing the markings of other NATO nations had taken their

places alongside the Canadians. Allied Air Forces Central Europe, which commands the two NATO tactical air forces in central Europe, was, however, short of all-weather interceptors. Canada had produced a top-rated machine of this type in the CF-100, and was asked if squadrons equipped with this aircraft

could be supplied. It was decided, therefore, to replace four of the 12 *Sabre* day-fighter squadrons with CF-100 all-weather squadrons, to add to the night-time and bad weather air defence capability of the NATO forces in Europe.

In November 1956 the first of the four CF-100 squadrons flew the Atlantic to take its place within the division. Number 445 Sqn. flew from Uplands to No. 1 Fighter Wing, Marville, replacing No. 410 *Sabre* Sqn. there. During 1957 the remaining three CF-100 squadrons selected for Air Division service took their places there, each going to a separate wing to replace a *Sabre* day-fighter squadron. No. 423 CF-100 Sqn. flew from Uplands to No. 2 Fighter Wing, Grostenquin, in February, replacing No. 416 Sqn. In May No. 440 Sqn. positioned itself at No. 3 Fighter Wing, Zweibrucken, replacing No. 413 Sqn., and the program was completed in August when No. 419 Sqn. flew in to No. 4 Fighter Wing, Baden-Soellingen, to take the place of No. 414 Sqn. The total number of Air Division squadrons remained at 12, each wing now having two *Sabre* day-fighter squadrons and one CF-100 all-weather squadron.

CF-100 squadrons replaced four of the 12 *Sabre* units in 1956-57. Before leaving on "Nimble Bat I," air and ground crews paraded on Uplands tarmac.



From its beginning the operational role of No. 1 Air Division has been air defence, and it has extended beyond operational training. On a seven-day-a-week basis, a specified number of the division's aircraft has been kept on what has been known as Zulu alert — air and ground crews standing by, ready to scramble the planes instantly. Fully armed, the Zulu planes represent the forces that the division is able to put into the air at instant notice, ready for their operational role, should they be required. Other aircraft, of course, are operationally available within varying time intervals. In actual practice the Zulu crews are scrambled on practice missions, and they are also sent up to identify aircraft located within the radar system which, while presumed friendly, have not been identified. During the 10 years of its existence, though, the division's alert crews have never known when they might receive a call that could be the real thing, when their guns and rockets would be fired at an aggressor, and they have always been ready. With the arrival of the CF-100 squadron the alert capability of the division went on to a 24-hour basis, and since then the alert crews

have stood ready around the clock, 365 days a year.

In 1954 the Air Division obtained the use of a French Air Force base near Rabat, in what was then French Morocco, and the associated firing range off the coast. A small RCAF detachment was located there and the division's squadrons began a program of flying down from their bases for live gunnery practice over the range. The division gave up the use of the Moroccan range in 1956 and the following year arrangements were made for its aircraft, both *Sabres* and CF-100s, to use a base at Decimomannu near Cagliari, on the southern end of the Italian Mediterranean island of Sardinia. Live gunnery and rocketry were carried out over a range extending from the west coast of the island. The Sardinian range has been used regularly since 1957 by the RCAF, and late in 1960 the Decimomannu base assumed a tri-national character as the new German Air Force also began sending aircraft there for live gunnery and bombing practice. Today Canadian, Italian and German personnel work and fly there together. A small RCAF detachment has been maintained there to provide services for the visiting Canadian squadrons.



A/V/M L. E. Wray presented No. 61 AC and W squadron badge to W/C C. Yarnell, radar unit's CO in 1960. Mascot Ginny also was on parade.

The effectiveness of the squadrons' firing practice has been well demonstrated at international air firing competitions in which Air Division squads have flown against teams from other NATO air forces. (see page 15).

Live gunnery practice first took place from Rabat FAF base, Morocco. In 1957 the range was moved to Decimomannu, Sardinia.



In September 1958 A/V/M L. E. Wray took over as the division's commander, replacing A/V/M Godwin who returned to Canada, his tour of duty completed.

In July of the following year No. 1 Air Division received news that its *Sabre* day-fighters were to be replaced by the supersonic CF-104 *Starfighter*, which would be built in Canada. At the same time it was announced that they would be used in a strike-reconnaissance role, as opposed to the air defence role which had been the division's prime responsibility since its inception.

A recent development has been the air transport of RCAF personnel and their families between Canada

and the division. RCAF air transport had been used to fly single personnel posted to the division to and from Europe, but until the end of 1961 commercial shipping lines had been used for married personnel and their families. In January 1962 a new program of flying all Air Division personnel and their dependents between Canada and Europe was begun. Four-engined *Yukon* transports of Air Transport Command now fly regularly between Trenton, Ont., and No. 1 Fighter Wing, Marville.

During its first decade, there is no doubt that the RCAF's NATO Air Division has done much to help preserve the peace. Its value in this

regard has probably extended beyond its military capability. The prompt placement of the well-equipped, superbly-trained air defence force within the European NATO framework was evidence to the other countries that Canada meant what she said about the new defensive alliance to deter aggression, and that she was ready to do her part. Its arrival in Europe at a time when, from a military viewpoint, the actual operational elements of the European-based NATO forces were just starting to take form, was a big morale boost in many ways. Since then it has continued to serve as an important part of the European air defence forces of NATO.

Apart from serving as a concrete and potent item of evidence of Canada's determination to support the NATO alliance, No. 1 Air Division has gained added respect and friendship for Canada. Professionally, the air and ground staffs of the division have carried out their duties over the last 10 years in a manner that has made Canada, within many European air force circles, a term symbolizing smartness and efficiency. As a bonus, the behaviour of the many thousands of RCAF members who have served with the division, and of their families, has made many friends for Canada. They have integrated well with the peoples of their host countries, they have learned enough of their languages to be able to communicate with them, and they have been always highly conscious of being guests of a foreign land.

It is comparatively easy to establish the cost of the Air Division, but an accurate assessment of the dividends resulting from Canada's investment is hard to make. It is certain, though, that they have been far beyond the expectations of those who made the decision to bring the Air Division into being more than 10 years ago. ©

Air Movements Unit building at Marville, besides housing this passenger terminal, includes freight warehouse, French liaison office and Royal Canadian Postal Corps detachment.



HOW OUR NATO AIRCREWS STAY ON TOP

By SERGEANT W. E. JOHANSON

FOUR first place victories and one second place finish by a narrow margin in aerial gunnery competitions, is the remarkable success story of Canada's jet pilots in Europe over the past five years.

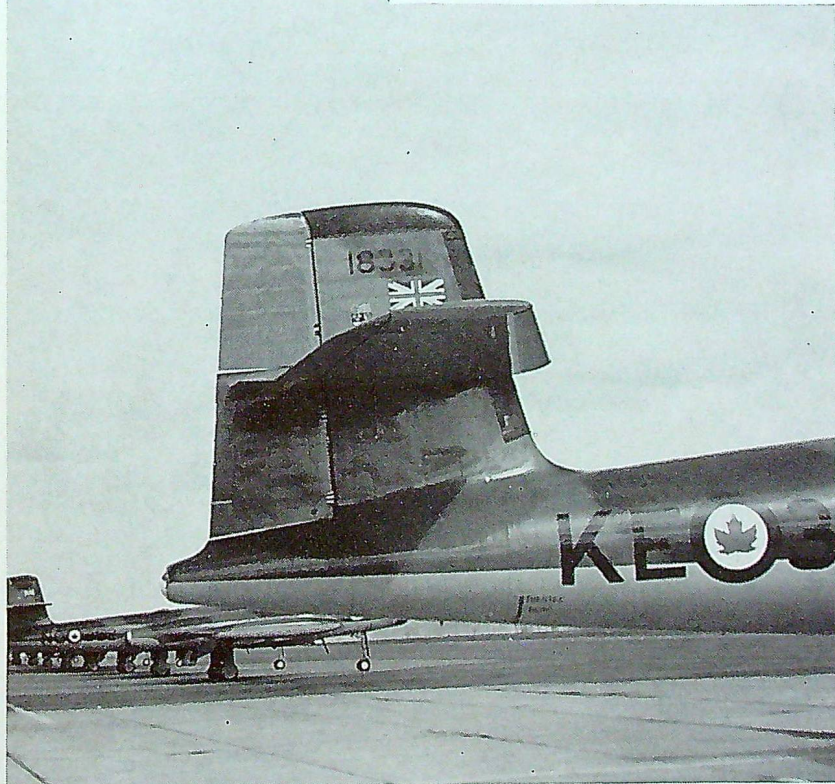
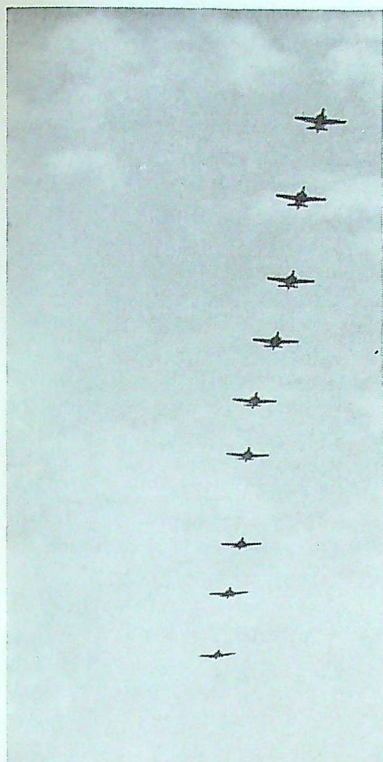
Flying against the cream of national pilots in NATO Europe, Canada's No. 1 RCAF Air Division fliers won the Georges Guynemer Trophy, which is considered emblematic of air-to-air gunnery supremacy in Europe, for four consecutive years and only lost out in a dramatic bid for a fifth straight victory last June

by less than two percent. Designed to test pilot ability, team efficiency, and the operational effectiveness of the ground support components, these competitions have seen a marked improvement in the combat readiness of the competing teams.

This fact was stressed by Maj. Gen. A. J. de Vries of the Royal Netherlands Air Force, and chairman of the Guynemer Trophy organizing committee. He pointed to the high scores chalked up in this year's competition and noted that every team has improved in both marksmanship and general efficiency with each annual contest. Individual team scores in this last competition, said Maj. Gen. de Vries, showed that only one and one half percentage points separated the winning Royal Air Force team from the second-place RCAF squad, although the RCAF pilots this year scored 170 points more than last year's winning RCAF Guynemer Trophy team. The 1522 points these pilots posted was the highest ever recorded by any RCAF crew on this side of the Atlantic.

With newer aircraft, equipped with more complicated air weapons systems entering the NATO defence complex, the Guynemer Trophy competition involving live firing at towed targets and cine gun camera attacks at other aircraft, may soon become a page in the history book of military aviation.

Canadian pilots in Europe are brought to the peak of shooting perfection at Decimomannu, on the Italian island of Sardinia, where the





In July 1961 the RCAF won the Guynemer Trophy for the fourth successive year. Team captain F/L R. W. Spencer accepted the award from H. R. H. Prince Bernhard of the Netherlands at Leewarden.

RCAF has maintained an air weapons training installation since 1957. The Decimomannu base, where the Guynemer Trophy pilots are selected after approximately a month of intensive training, lies 15 miles from Cagliari, a picturesque city of 180,000 that was old when Rome was new. Most of the island is rugged, but the base, at Sardinia's southern end, lies in a broad flat valley which extends into the island's interior. Air firing is done over the blue waters of the Mediterranean, the range lying off the west coast of the island and measuring some 120 miles long and 40 miles wide.

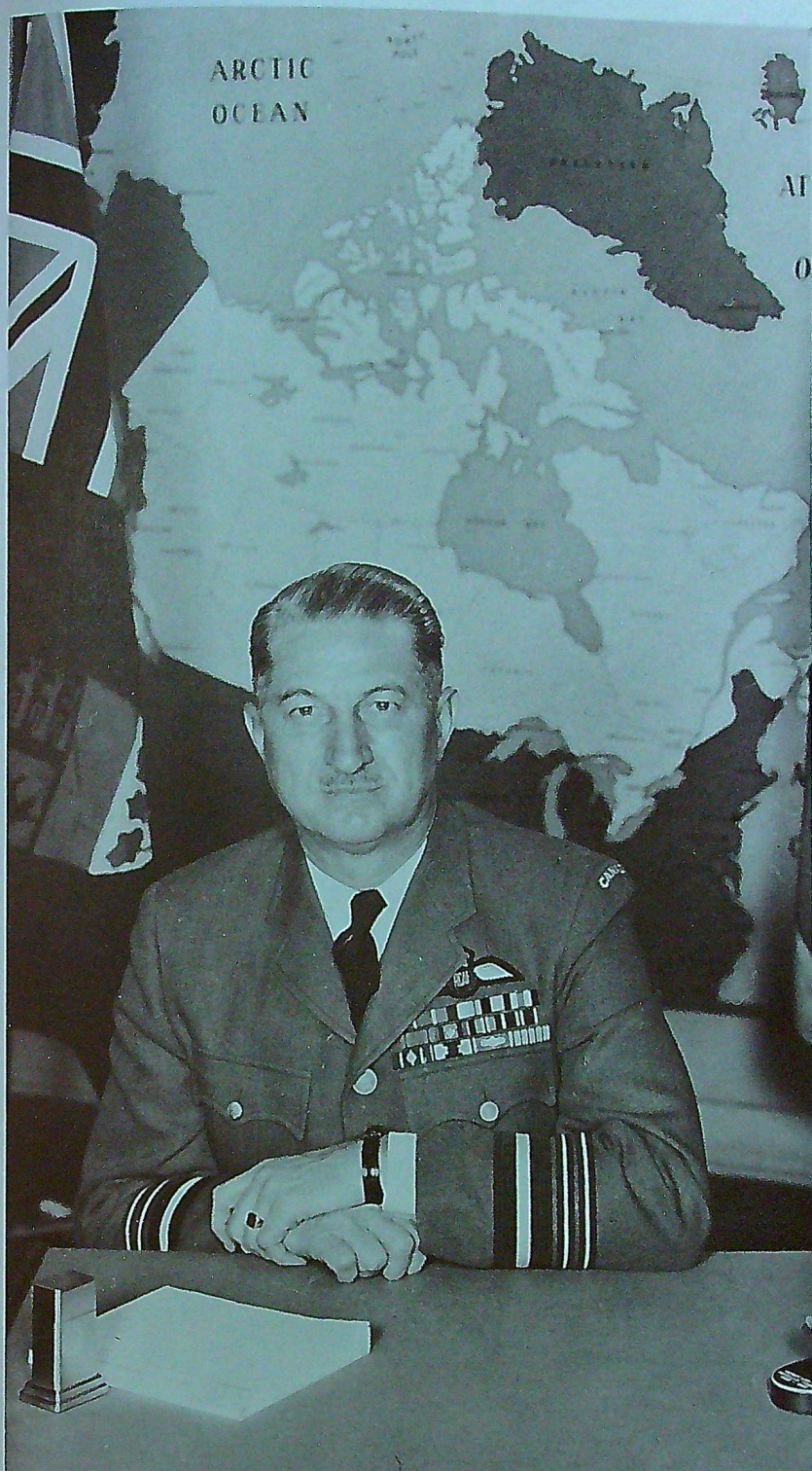
While this training unit is the "home away from home" for a competitive squad like the Guynemer Trophy team for only about a month each year, the base itself is used by both RCAF F-86 *Sabre* and CF-100 all-weather squadrons from France and Germany on a continuous, year-around basis. Ranges for live firing of machine guns and rockets by jet planes are hard to find in continental Europe, and the division's squadrons have been flying out of Sardinia for the past five years alongside members of the Ital-

GUYNEMER TROPHY AIR FIRING COMPETITION

Following is the scoreboard for the five years of the Guynemer Trophy competition with team standings in order.

- 1958 RCAF, RAF, Belgium, Netherlands, France.
- 1959 RCAF, RAF, Belgium, France, Netherlands, USAF.
- 1960 RCAF, RAF, Belgium, Netherlands, France, Denmark.
- 1961 RCAF, Belgium, Netherlands, Denmark, Germany, Norway, Italy.
- 1962 RAF, RCAF, Belgium, Netherlands, Germany, Norway.

In these competitions, the RCAF has used F-86 *Sabres*; the RAF, Belgium, The Netherlands, and Denmark, have used *Hawker Hunters*; France has used *Mysteres*; the Norwegians and Italians, F-86-Ks, and the USAF used the F-100 *Super Sabre*. The value of the competition each year is summed up in the words of the Commander Allied Air Forces Central Europe, Air Chief Marshal The Earl of Bandon. "The competition is a team effort which requires the maximum co-ordination between air and ground crews for a winning effort. It has also proved to be an invaluable aid to training in AIRCENT as well as a real booster of esprit de corps."



AIR MARSHAL HUGH CAMPBELL, CBE, CD.

FAREWELL TO THE CAS

WHEN Air Marshal Hugh Campbell was appointed Chief of the Air Staff of the Royal Canadian Air Force, he had completed twenty-six years of continuous service. Of the twenty-six years, he had spent eleven outside of Canada. His appointments had taken him to the United Kingdom, the United States and continental Europe.

After serving eight consecutive years in Washington, Metz, and Paris, he returned to Canada in 1957 to assume command of the RCAF. It is not surprising that he brought to the Air Force's highest job an international outlook and an enthusiastic desire to carry out the RCAF's commitments in Europe as well as at home. His interest in the Air Division in Europe goes deep, for, as AOC of the Division from 1952 to 1955, he had brought it through its growing pains and had established it as one of the most respected formations in Europe.

On taking over as Chief of the Air Staff, Air Marshal Campbell had to catch up on a wide variety of Air Force tasks and plans from which he had been separated for a long time. With characteristic energy he ran through briefing after briefing until he was satisfied that he had absorbed sufficient detailed information to tackle the pressing problems facing the RCAF.

It was a trying time to take office. Science and technology were tumbling over one another in the swift race ahead. Weapons systems were changing radically and their costs of procurement and of operation were soaring. Fully aware of the need to keep his budget within

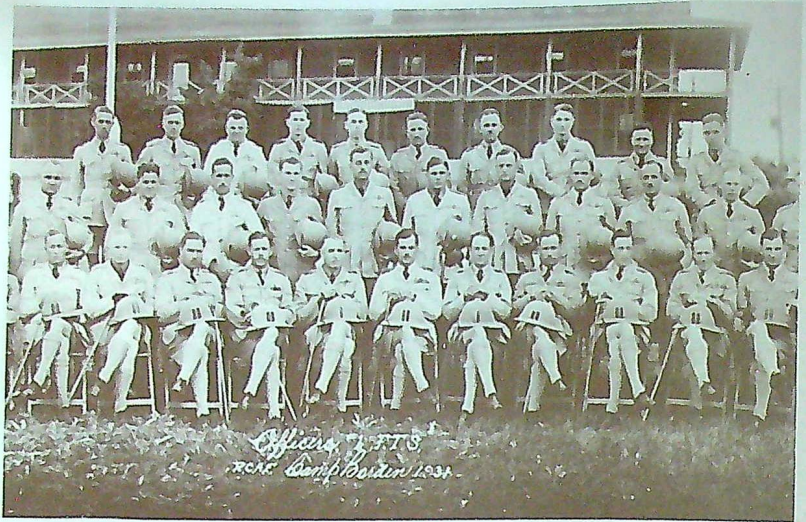
reasonable limits and at the same time to keep pace with new developments in defence, Air Marshal Campbell was faced with the formidable task of determining how the RCAF could best carry out the wide variety of undertakings assigned to it by the Canadian government.

With characteristic vigour and vision, he tackled this knotty problem, sparing neither himself nor his staff, in his efforts to arrive at a thoroughly sound solution acceptable to the Government and the RCAF on both economic and military grounds. The progress that the RCAF has made during his tenure of office is ample evidence that his shrewdness, perspicacity and deep military knowledge have paid dividends to Canada in the form of improved defence posture.

As one might expect, Air Marshal Campbell is dedicated to the Air Force, but he has never let service loyalty blind him to the need for close cooperation and amicable relationships with the Navy and the Army. He is a strong proponent of tri-service unity and has a deep understanding of the roles and requirements of the RCAF's sister services. At the same time he has strongly supported the Defence Research Board, firm in the conviction that science holds the key to more effective defence in the future.

Canada's welfare has always been paramount in his mind. For more than thirty years his every effort has been devoted to the advancement of his country. When he retires from the Regular Force on September 15, he will leave behind him a distinguished record of service.

THE ROUNDEL joins the officers and airmen of the Royal Canadian Air Force in congratulating Air Marshal Campbell on a job well done and in wishing him health, happiness and success in the years ahead.



Provisional Pilot Officer Hugh Campbell (back row, third from right) received his pilot wings at No. 1 FTS, Camp Borden, in 1930.

In October 1941 W/C Campbell was commanding officer of No. 15 SFTS, Claresholm, when the Duke of Windsor visited the station to present wings to BCATP graduates.





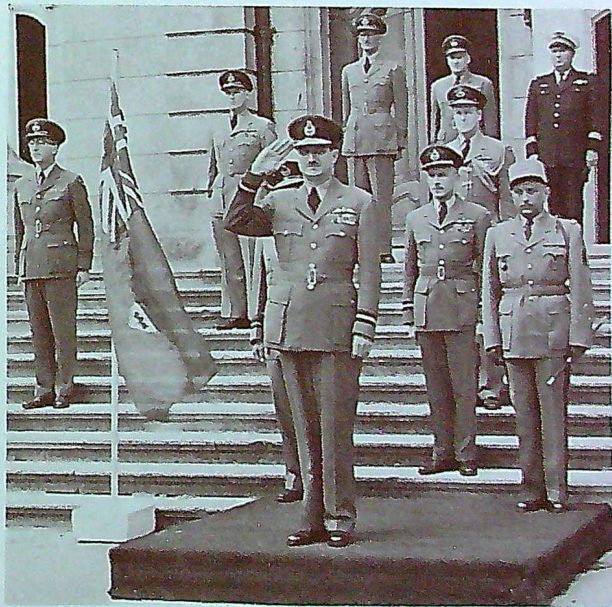
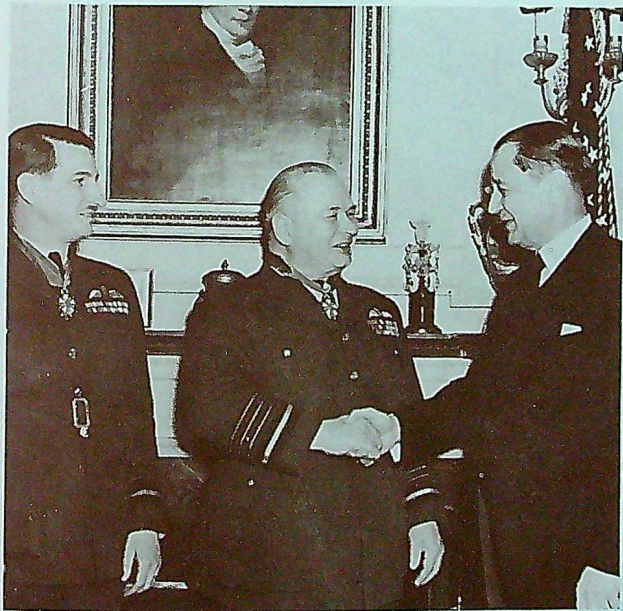
At RCAF HQ, Middle East in 1943 (l. to r.): W/C G. Ault, G/C Campbell and A/V/M W. A. Curtis, deputy AOC-in-C, RCAF Overseas.

Returning to Ottawa in 1944, A/C Campbell (extreme right) attends an AFHQ conference with (l. to r.): A/M R. Leckie, A/V/M G. L. E. A. deNiverville, A/V/M F. S. McGill, S/L D. McNaughton and A/V/M/ W. A. Curtis.



In December 1946, for their wartime services to the USAAF, A/V/M Campbell and A/C/M L. S. Breadner were presented the awards of Commander of the U.S. Legion of Merit by Hon. R. Atherton, U.S. ambassador to Canada.

The first AOC of No. 1 Air Div., standing on the steps of the Chateau de Mercy-les-Metz, took his farewell salute in August 1955 prior to moving to SHAPE as deputy chief of staff (operations).





Since he became chief of the air staff in October 1957 A/M Campbell has met many people in a variety of places. For instance, as part of the 50th anniversary of powered flight celebrations in 1959, he was made an honorary chief of the Blood Indian tribe at Standoff, Alta. With other newly-created chiefs Hon. E. D. Fulton (second from left) and Hon. J. A. D. McCurdy (right), the CAS smokes a peace pipe before the tribe's medicine man.

In an *Argus* of No. 405 Sqn., A/M Campbell observes navigator F/O R. L. MacNeil guide the sub-hunter on an Atlantic patrol.



At Great Whale River on the Mid-Canada Line, the CAS meets an unidentified Eskimo during one of his periodic inspection trips.

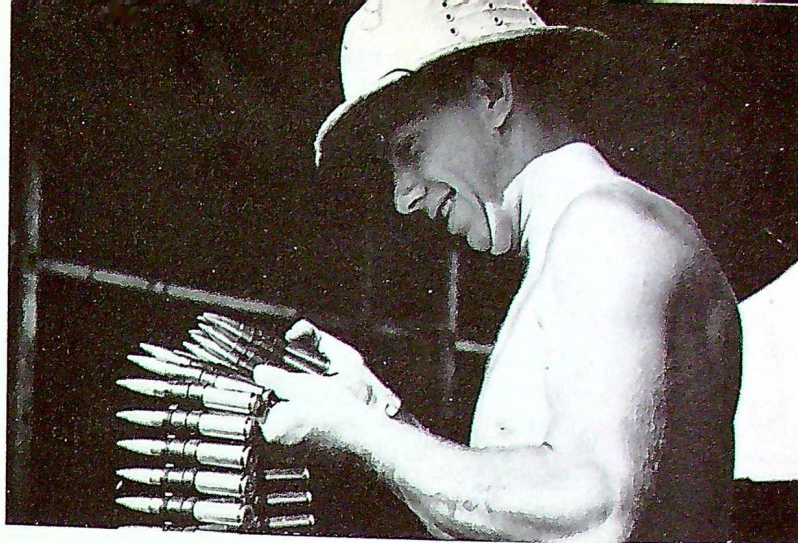


ian Air Force. The base assumed a tri-national character in 1960 when pilots of the German Air Force began arriving for live air firing practice. The single-seat *Sabres*, scheduled for replacement by the CF-104, fire their six .50 calibre machine guns at "banners" towed behind another *Sabre*. Made of woven plastic and containing metallic threads to provide radar reflection, the banners or flags are 30 feet long and six feet wide.

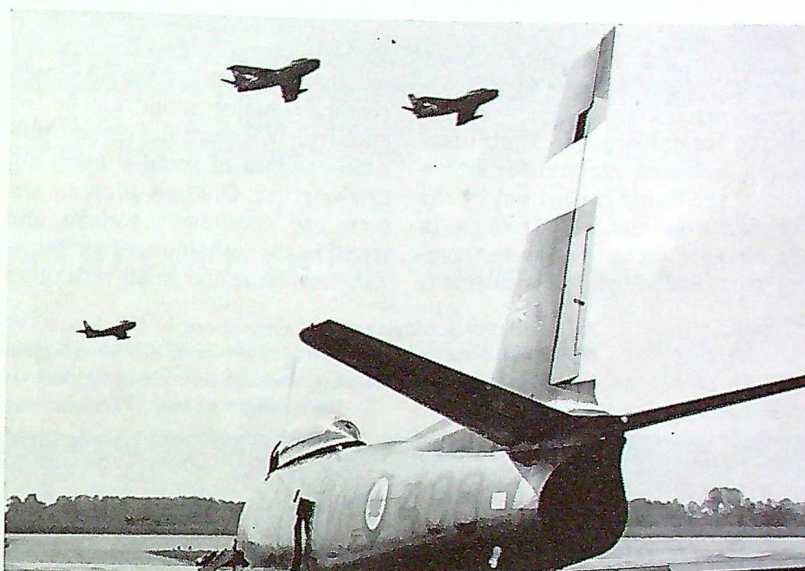
Visiting CF-100 squadrons use a different firing technique. Their salvoes of rockets are aimed at a radop, a papier-mache target towed nearly a mile and a half behind a T-33 jet trainer. The target is small, some six feet long, and a hit need not be made on the target itself for an attack to be counted as a success. Cine cameras record the path of the salvo of rockets and their film shows how close the rockets came, and whether a hit on an imaginary enemy bomber was scored.

The RCAF Air Division itself serves under the operational control of higher NATO headquarters and is responsible for guarding the air space over a portion of Europe. By day and by night, seven days a week and 52 weeks a year, RCAF air and groundcrews are always standing by, ready for almost instant take-off to check on unknown aircraft that stray, or perhaps deliberately fly, into their zone of aerial responsibility. While normal working hours apply to many of the Air Division's personnel, the Division is operationally never asleep and never takes a holiday. A high state of combat readiness is maintained at all times, and both air and ground crews work assiduously to shave seconds off the time required to get a section of fighters airborne.

Perched at the end of the runways at all times are the "Zulu" planes, armed, fuelled, checked and ready to take off. Ground crews are close by, their battery starting-carts plug-



An armorer checks the ammunition to be placed in *Sabre* aircraft.



A flight of *Sabres* takes off for the firing range . . .

. . . exercise completed, the pilots check their targets.



ged into the *Sabres* or CF-100 jet fighters, and the procedure for starting the aircraft now is a reflex action. Depending on the status of the alert, the Zulu aircrew may be sitting in the cockpits of their fighters "sweating it out" and on hot summer days the aircrew are certain the term was invented for them — or standing by a few feet away, in or near their cement Zulu hangar, waiting for a possible order to "scramble".

Within seconds after the scramble order has been given, the air-ground teams are in action. The jets scream as they pick up speed down the runway and lift off, angling sharply into the air and heading for the unknown aircraft or "bogey" that set off the scramble order. Zulu operations, however, account for only a part of the flying carried out by the Air Division aircrew. Training in the air goes on continuously, ranging from individual practice flights

to maintain full proficiency in ground controlled approaches, to full-scale exercises which involve the entire operational force of the Air Division working and flying with its NATO allies in simulated aerial warfare.

The whole purpose of any fighter or interceptor formation is based on a single operational aim to bring its guns or rockets to bear upon an enemy and destroy him. Many other aspects of the Air Division's operations are vital to this aim, but all are carried on with this as the final and conclusive objective. Aerial gunnery is, therefore, of supreme importance and unless it reaches a required standard a fighter or interceptor formation would not be too effective. To ensure the highest possible standard of aerial gunnery supremacy, Air Division pilots or aircrew are continually trained and tested in the techniques of air firing. Exercises large and small with other

NATO forces or within individual squadrons, are regularly carried out.

Just how good are Canada's pilots in Europe? Four first-place air weapons victories and one second place finish attest to their aerial weapons skill and the feeling of the RCAF as a whole was summed up by Air Marshal Hugh Campbell, chief of the air staff, in a message to Air Vice Marshal Larry E. Wray, commander of the Air Division, when he said in part:

"All of us are proud of the excellent showing put up by the Air Division team at the annual AIR-CENT air firing competition. To score higher than in any other previous year and to lose by such a narrow margin, is indeed a disappointment, but at the same time a creditable achievement. Four first place wins and one second, in five years, is a record that will be hard to equal, and you can be justifiably proud of such a feat." ©

At a remote deployment site somewhere in Belgium, A/V/M L. E. Wray, AOC No. 1 Air Div., calls his headquarters on the field telephone during "Operation Checkmate." It was one of a series of tests designed to evaluate the operational capabilities of NATO forces.





On the tarmac at Oldenburg: Hauptmann J. Herbst, GAF, and F/O S. P. Reiffer, RCAF, pass a line of Canadian-built Sabres.

CO-OPERATION AT OLDENBURG

DURING the RCAF's first decade in Europe the German Air Force was reborn and rebuilt. Through the co-operation of No. 1 Air Division, the RCAF Advisory Group at Oldenburg did much to help the GAF, equipped with 300 Canadian-built Sabres, spread its wings for NATO.

The advisory group was formed in April 1958 to advise and assist in

carrying out advanced training on the aircraft and in the running of an operational training unit. As it turned out, the Canadians found themselves also handling much of the actual flying instruction.

In addition to the RCAF pilots, the group consisted of various technical tradesmen, control tower personnel and GCA operators. The school at

Oldenburg (No. 10 Waffenschule) corresponded to an RCAF OTU and operated along similar lines. The Canadian performance was so valued by the Germans that they requested and received three extensions of the advisory group's tour of duty. The group was finally disbanded last year.



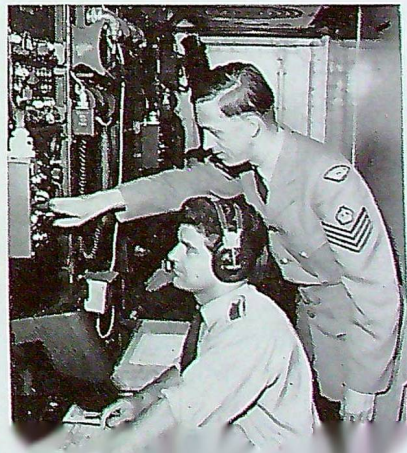
S/L C. W. Moore and Maj. D. Barnhard discuss training program.



Cpl. P. Labelle checks documents with a GAF clerk.



FS V. Gray instructs Uffz Scherfer in proper air traffic control procedures.



FAMILY LIFE WITH THE RCAF IN EUROPE

By FLIGHT SERGEANT MURRAY PERRY

JUST about 10 years ago, the vanguard of the RCAF's Air Division in Europe, complete with wives, children, and bottled mineral water, arrived at the LeHavre dockside.

Well, now we're entering the Air Division's 10th anniversary year, and except for the fact that the *Comets* and *Yukons* have largely replaced the supply ships, and the division has been operational for some years, the way of life is much the same. The families are still coming, and they still have the glassy stare and eager but aimless shuffle peculiar to new arrivals.

It should be noted at once that this dazed condition is a temporary one, and in the case of children, usually clears within 48 hours. On the other hand, a really persistent, nagging attack has been known to hang on for as long as three or four years. This is particularly true in the case of housewives and young mothers.

The trouble is caused by the sometimes overwhelming prospect of having no idea of what lies ahead. What about schooling? Where's the best place to buy a car? How about shopping facilities?

Some months before the new arrival reaches Europe — probably the moment he receives his first notice of transfer to the Air Division — he usually makes a point of looking up everyone he ever knew who has served an overseas tour. And most likely, he has found that the more people he asks for information, the greater the variety of answers he is liable to receive on any given point.

The fact is, of course, that Europe and No. 1 Air Division can be all

things to all people and the individual can make pretty well anything he wants of it. What follows is a description of some of the advantages (and disadvantages) of the Canadians' life overseas.

"On the economy", a term much used throughout Air Div. never fails to cause raised eyebrows from newcomers. It isn't too elegant a phrase, but it nevertheless serves because our people haven't been able to find an easier, more expressive term. Anything to do with the host nation, whether France, Germany, England or Italy, as opposed to the purely Canadian or American facilities transplanted for service personnel and their families, is described as "the economy". A pair of shoes purchased in downtown Metz or Baden-Baden, for instance, were bought "on the economy". If you wish, you may eat, drink, see a soccer game, or even live there.

Vast changes have occurred in Europe since the RCAF began NATO duty. The economies of all countries have expanded greatly. As a result prices have increased everywhere, there is a shortage of labour, and an even greater shortage of good housing. This has a direct effect on every member of the RCAF in Europe.

Housing, of course, provides one of the big differences between life back home and what may be expected in Europe. About half of the people in the Air Division live in PMQs, and the rest on the economy. Living on the economy can, and usually does, involve a good deal of looking around for the right place.

Even when the right place is finally found it is, in the overwhelming number of cases, below comparable Canadian standards.

Central heating is by no means commonplace. Most people on the economy find themselves struggling with several small coal or kerosene stoves, battling the damp chill that grips northern Europe for nearly half of each year.

Whether living in PMQs or not, everyone has to face the minor problem of the transformer. Most French and German house wiring is set up for 220 volts (England from 200 to 250), which means that Canadian electrical appliances, built to operate on 110 volts, won't work. Canadian families who buy radios, record players, toasters and other items for their homes usually plan on taking them home with them, and so they buy items that use 110. This means several transformers and untidy extension cords to reduce the voltage.

For the family on the economy, the first few weeks are usually the roughest. There's the confusion of unpacking after the long trans-Atlantic trip, and in most instances, there's a language difficulty as well. The baggage weight limitations don't allow for much in the way of such items as washing machines or refrigerators, either.

Even if a furnished house or apartment is found, there are probably a hundred and one things such as brooms, mops, pots and pans, garbage pails and other items that must be bought. A car, possibly second hand, has to be found, because the Air force family in Europe



In England, Sgt. T. O. Bryan and family lived near Kew Gardens, London, while Sgt. Bryan was stationed at CJS. Carol, Gregory and Joan attended neighbourhood schools. Baby James Michael was born during their overseas tour. Above left: the family boards a double-decker for a day in town. Right: Mrs. Bryan buys leeks from the local greengrocer.

In Belgium, S/L L. S. Deyell and family lived "on the economy" in St. Mard during his tour on CF-100s at No. 1 Wing, Marville. Twin daughters Kerry and Kathy started school in Belgium, now chatter away more in French than English. Lower left: Watching a canal barge negotiate a lock on the River Meuse. Right: Mrs. Deyell shops at the market in the town square of St. Mard.



without their own transportation is in pretty bad shape.

Despite all this, living on the economy as opposed to living on the base, has its advantages. It affords more privacy, and sometimes the opportunity to have a small garden as well.

MEETING THE PEOPLE

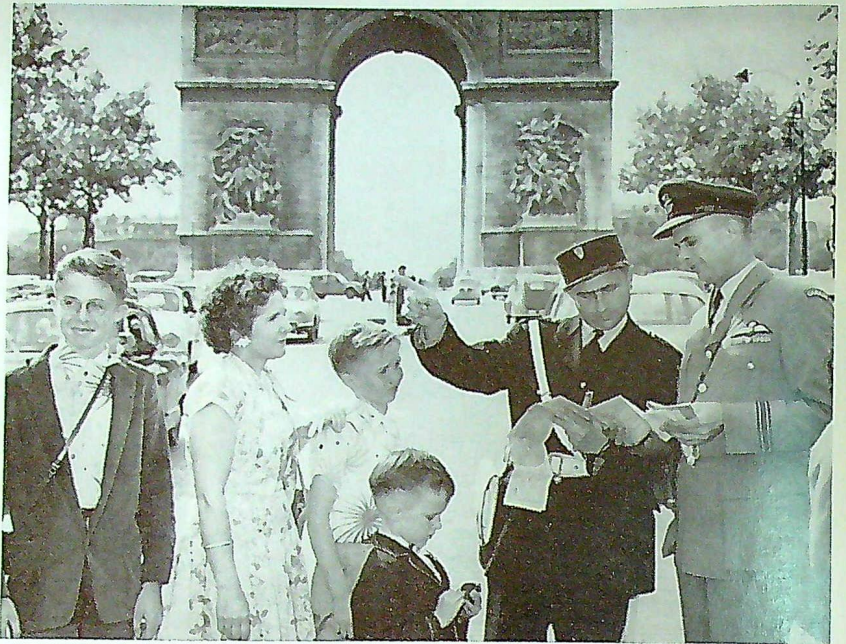
But the biggest and perhaps most important point is that it makes it easier to meet and get to know the people of the host nation and to learn their language. With the best of intentions, families in PMQs — with other Canadians all around them — never get a chance to “integrate”. The problem doesn’t exist when your next-door neighbour is French or German.

To get the most out of an overseas transfer, you really should know something of the language of the host country. For people really wanting to learn, it isn’t too difficult, it just takes a little effort and determination. Language classes are available at every base, paid for by NPF, and private lessons can be arranged at home at a low cost.

Once you learn something of the language and the ways and customs of your new temporary “homeland”, and maybe even begin to shop with a measure of confidence in the local stores, your overseas stay begins to mean much more.

At some of the Air Division bases trailer camps have been set up, and families rent or own the individual units. It isn’t a way of life that suits everyone, particularly those with large families, but it can be cheaper than renting a house or apartment, and it’s one way out of a tight accommodation situation. Most trail-erites are enthusiastic about their way of life, and take great pride in their homes, which in most instances long ago ceased to be mobile.

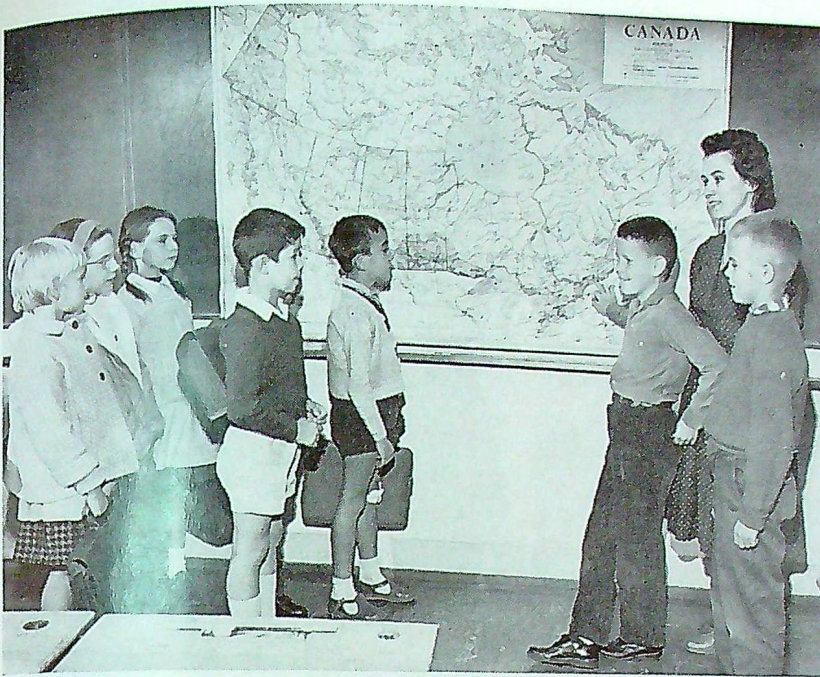
Life in the RCAF in Europe has a great deal to offer, while at the same time presenting new problems for the children.



In Paris, F/L E. Thornhill and family receive directions from a gendarme near the Arc de Triomphe.

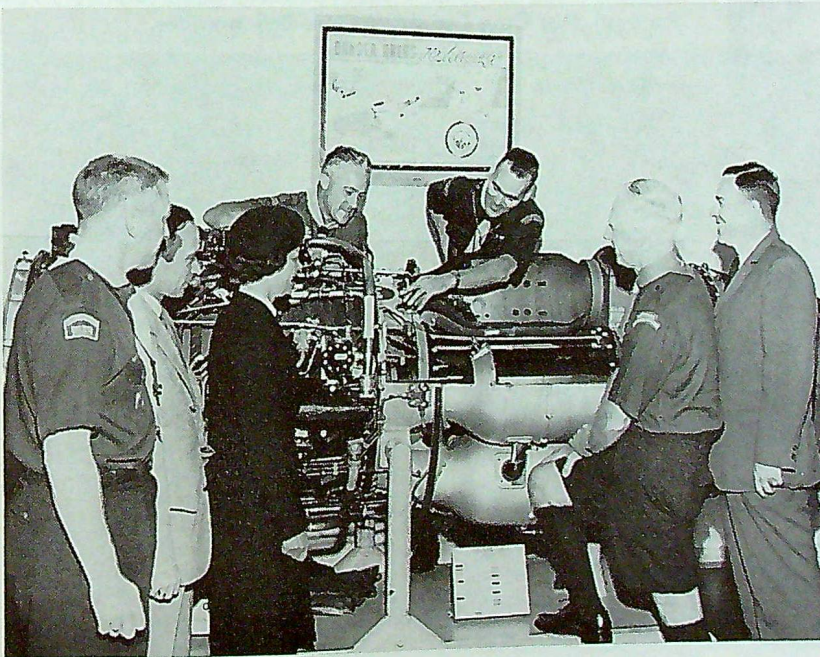
In Metz, five-yr.-old Susan Green, daughter of Cpl. and Mrs. R. Green, meets St. Nicholas and Pere Fouettard at traditional pre-Christmas ceremony.





Canadian students R. Stewart and C. Young, with their grade 4 teacher Mrs. J. Cooper, explain map to visiting French children at Gen. Navereau School.

In Zweibrucken, Boy Scout and Girl Guide leaders tour No. 3 Wing facilities. Representatives from Army's Red Patch and RCAF's Maple Leaf regions conferred with officials from Canada.



At most of our bases, the winter climate is damp and cold, and the children pick up coughs, colds, and 'flu more easily than at home, particularly during their first winter here. Medical attention is available from service doctors for both wives and children although it must be paid for by the individual. Through an arrangement with U.S. military authorities, specialist attention is available at certain American military medical centres. Dental care is also available to dependents through civilian dentists, hired through NPF, and charged through the Service member's pay account.

Schooling is no problem, modern elementary and high schools are provided by the Canadian government, staffed by teachers borrowed from school boards across Canada. The curriculum is designed to enable children returning to Canada to fit into the academic system in any part of the country.

Air Division parents also find they put themselves out for their children more than at home. Many people find for the first time that Brownie Packs, Scout Troops and the like just don't run themselves. They come to realize that it's only through the volunteer work of parents like themselves that such groups function, rather than being maintained by some mysterious means or by people "who like that sort of thing".

One of the minor inconveniences faced by the Air Division family is the lack of telephones. They're available, but the installation and service charges are high, and besides, none of your friends will have one anyway.

THE SHOPPING PROBLEM

Shopping in Europe is a mixture of wild joy and frustration, with a dash of plain confusion thrown in. "PXs" and grocery stores are operated by NPF at all RCAF bases, and they're a vital factor in day-to-day life.

Here you can find most of the familiar brands and types of food-stuffs at comparable Canadian prices. Apart from the expense factor though, the station grocery stores save the homemaker much time and trouble. With no telephone and no home delivery, the Air Division wife's lot would be much harder without the convenience of the on-base facilities.

The PX (which is actually a U.S. Army term for "post exchange") specializes, for the most part, in such items as cameras, watches, radios, electrical appliances and sporting goods. The grocery stores and PXs don't, of course, sell everything, and Air Division families quite often find themselves shopping on the economy for many items. But there's a big difference between picking up the odd item downtown and shopping for the week's supply, which in Europe can mean a trip to several different shops.


For practically everyone, the big advantage offered by a transfer to the Air Division is the opportunity to travel. It's rare indeed to find an RCAF family without a car, and during leave periods, the "CDN" signs on back fenders can be seen all over Europe.

Camping, in tent or trailer, is extremely popular as well, particularly with families with children. Luxury hotels and fine restaurants may be cheaper in some parts of Europe than back home, although in other parts they can be even more expensive. In any case, they're out of reach for most Air Division families.

In addition to whatever entertainment is available on the economy, and this varies a great deal from unit to unit, the bases themselves provide a pretty full range of social activity and entertainment. There are church guilds, bowling leagues, dances, "dress-up" dinners, bingoes, movies, and numerous other activities organized by the

RCAF people themselves. They've even created their own annual "Grey Cup Europe" football game, staged each fall.

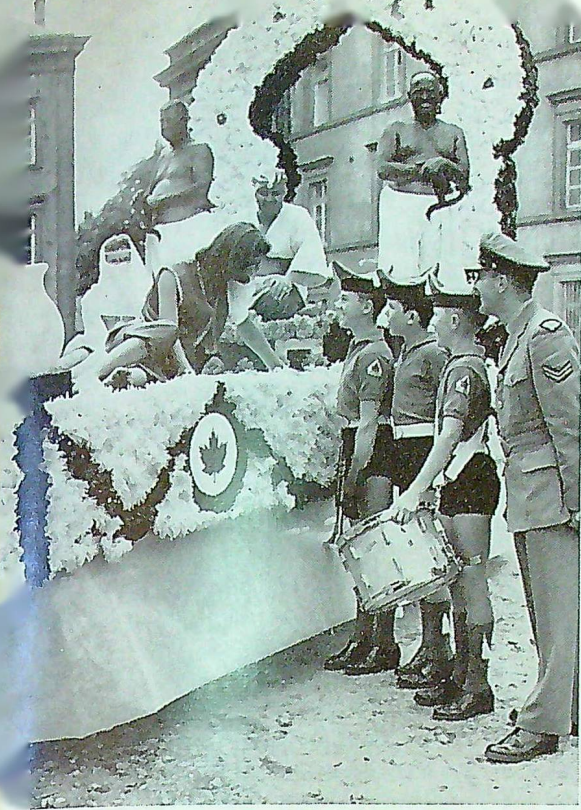
So you can see that a transfer to

the RCAF's Air Division in Europe has many advantages, plus some few drawbacks. One thing is certain: practically everyone agrees that it's the experience of a lifetime. 

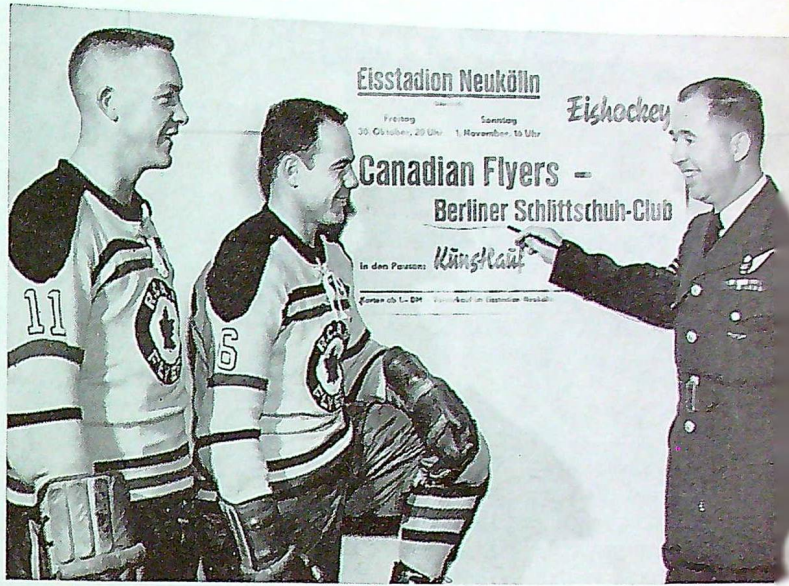


"Grey Cup Europe" has become traditional day at Metz. Above: one of the entries in last year's pre-game parade. Below: A/C D. A. R. Bradshaw, Air Div. chief staff officer, kicks off before seventh annual east-west game (won 28-13 by the east). Miss Grey Cup, LAW Clare Bell, presides.





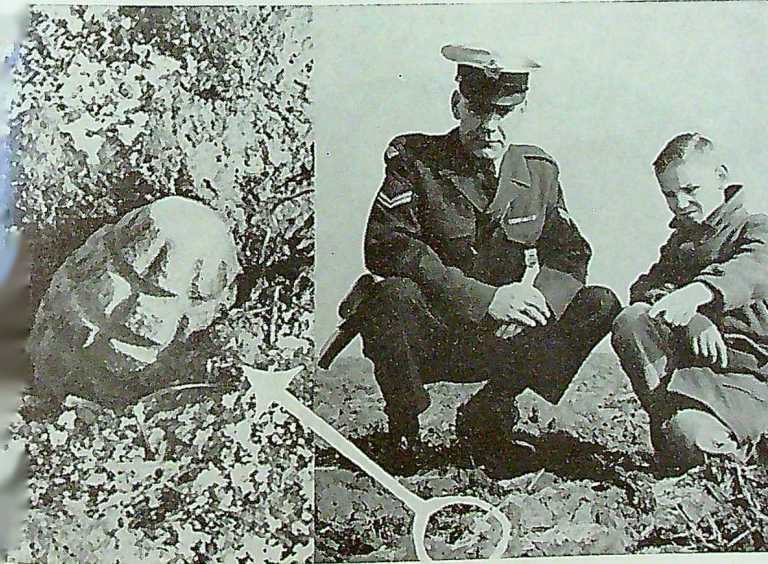
"Ali Baba and 40 thieves" was theme of RCAF float in annual Mirabelle Parade at Metz last year. LAW Norma Sills greets visiting cadets from Shawinigan Boys' Band.



RCAF Flyers from No. 3 Wing played exhibition hockey in Berlin last October. L. to r.: LACs W. Aker and R. Rochon and their coach Sgt. R. Goodhue.

Small Canadian ambassadress meets pint-sized Sardinian donkey and his master near Tchiesi, Sardinia.

Harold Skaarup, son of LAC and Mrs. A. C. Skaarup, points out to Cpl. Precour the World War II Mills bomb which he found near Zweibrucken. Canadian children are briefed to beware of such menaces.



A PADRE'S TRAVELS IN EUROPE

By WING COMMANDER E. W. S. GILBERT

PREDECESSORS and colleagues of mine have undoubtedly had equally exciting experiences — but to have tea with Her Majesty Queen Elizabeth II and members of the Royal Family at Buckingham Palace; an audience with Pope John XXIII in St. Peter's Basilica, Vatican City; a five-day tour of duty 500 miles behind the Iron Curtain in Warsaw; to have twice seen the world famous Oberammergau Passion Play; and to have visited 21 countries in the past three years are among the highlights of my European tour of duty which I shall always cherish.

The visit to Buckingham Palace and the Queen's garden party in July, 1960, was preceded by a three-week tour on annual leave that started with a trip to Oberammergau, Germany, to see the renowned Passion Play, produced only once in every ten years. Here in this small Bavarian town, the villagers are specially chosen for the various roles well in advance. It seemed surprising that men and boys delighted in letting their hair grow long for a year before the play was scheduled. The Passion Play itself lasted all day from eight A.M. until six o'clock in the evening, with a two hour intermission for lunch. It was awe-inspiring, and exceptionally well produced.

From Oberammergau we travelled over the Alps to Venice, then back to Vienna by way of the infamous Mauthausen concentration camp. Mauthausen left us with a feeling of depression, diametrically opposed to that of the Passion Play, for here

man's inhumanity to man had not the saving grace of Christ.

As we journeyed northward through Germany, down the beautiful Rhine River towards Belgium through Brussels and on to Amsterdam, my wife and I were beginning to get a feeling of excitement about our visit to Buckingham Palace. Through membership in the Royal Overseas League, we had been extended an invitation to attend one of the Queen's garden parties.

We parked our caravan at Amsterdam and flew to London in glorious July sunshine. Punctually at four P.M. we arrived at the Palace's Grosvenor Gate. As we strolled through the beautiful gardens we were impressed by their

size, situated as they are in the heart of teeming London, and by the great number of guests. The Queen presently made her way leisurely through the gardens, stopping to speak with various groups, Prince Philip at her side. The Queen Mother, the Duke and Duchess of Kent, and the rest of the royal party all mingled freely with the guests. They gradually made their way to the multi-coloured marquee tent with the royal crest above it where they had tea, after which Her Majesty received special guests. We were fortunate in having seats quite close by where we were able to enjoy an undisturbed view of the Queen and her party.

When everyone had been served



Oberammergau Passion Play was awe-inspiring experience for Padre Gilbert.



The author (foreground, middle left) joins procession to St. Peter's Basilica in Rome.

tea, Her Majesty strolled back through the garden to her palace, followed by the other members of the royal house. We climbed the front steps of Buckingham Palace and found ourselves in a beautiful reception room and rotunda, flanked with gorgeous flowers. It was a breath-taking sight. Although Mrs. Gilbert and I have seen many palaces in Europe, the beauty and graciousness of Buckingham Palace make it outstanding.

The audience with Pope John XXIII was in conjunction with the Eighth Annual Allied Air Forces Europe Chaplains' Consultative Committee (AAFECCC) Conference, which was held in Rome during May, 1960. The members of this conference include the senior chaplains (RC) and (P) of the NATO air forces. The RCAF was represented that year by W/C Poirier, who was then serving as Staff Officer Religious Administration (RC), No. 1 Air Division HQ, and his "opposite number", the author of this

article. Father Poirier had acted as official interpreter at three former AAFECCC Conferences, and this particular year was invited to be the conference chairman (as well as interpreter).

The hospitality extended to us by our host nation was superb. Although highlighted by the audience with His Holiness, it also included a reception in our honour by the Bishop Ordinary to the Italian Forces at his palace; a further reception by the Italian Air Ministry at Rome; a three-afternoon conducted tour of the eternal city; a visit to Naples and a full briefing at the headquarters, Allied Air Forces Southern Europe. As if this wasn't hospitality enough, our hosts went on to include a Mediterranean cruise in an Italian corvette, with lunch on board, highlighted by a four-hour stop-over and tour of the Isle of Capri, where we visited the estates of Gracie Fields and Ginger Rogers.

Our pre-arranged audience with Pope John took place at exactly

noon. The 24 of us were met on the steps of St. Peter's Basilica by the famous Swiss Guards, and were escorted as a group to our reserved places at almost the foot of the stairs leading to His Holiness' throne. This was an excellent position, and right on the centre aisle.

Synchronized with the first appearance of the Pope, and as the main doors were opened, every light in the basilica went on simultaneously. Carried aloft in his pontifical chair, high on the shoulders of his bearers, with guards and attendants before and behind in colourful procession, Pope John XXIII gave his blessing to all present as he was borne down the centre aisle, around the high altar, and eventually lowered to the floor immediately in front of us.

He ascended the six steps to his throne, where he sat throughout the audience. Numerous groups present were welcomed by name, including "The NATO Chaplains in Conference", after which he gave a 15-minute address on the theme of the day, being the Feast of Saint Philip and Saint James' Day. Terminating his address, the Pontiff descended the stairway from his throne, sat in his chair, and was again hoisted onto the shoulders of his bearers.

In procession, he once more made a circuit of the high altar and down the centre aisle, continually making the Sign of the Cross in blessing as he passed the assembly, some of whom were in regional costumes or, like ourselves, in uniform. All too soon he and his attendants made their exit through the main door, the lights in the basilica were dimmed, and the audience was over.

As I walked through crowded St. Peter's Square immediately after-

wards, the CANADA shoulder badge of my uniform sponsored many a friendly greeting. People from Windsor, Toronto, Winnipeg, Edmonton, Philadelphia, Boston and San Francisco stopped me to inquire about my hometown.

There was something of a boom-erang reaction, however, when having just taken a picture of some beautiful Spanish señoritas in native costume, presumably from Madrid or Barcelona, one of them called out to me in perfect English, "Hi, Canada where are you from? We're all from Vancouver!" which also happens to be my hometown.

The visit behind the iron curtain was initially suggested by the Committee of the Anglo-Episcopal Congregation, comprised mostly of embassy and attache staffs of the NATO components. An invitation had been sent to Air Force Headquarters for an RCAF Anglican chaplain to come to Warsaw to officiate at the Battle of Britain church services in September, 1961. It was my good fortune to be the padre chosen.

After much detailed preparation, which included the procurement of a special diplomatic passport and visa and travelling in civilian clothes, I flew by commercial air transport

from Paris to Prague, and then on to Warsaw.

Arrangements were made to hold the service in one of the large reception rooms in the British Embassy, where church furnishings were set up, converting the room into a tastefully decorated chapel. Among the 95 parishioners who attended were three Polish colonels, one of whom had actually fought in the Battle of Britain.

The hospitality extended during this visit to Warsaw included a whirlwind round of social engagements and sight-seeing tours. British, Canadian, American and Norwegian ambassadors and military attaches were all most kind and hospitable.

I particularly enjoyed the theatre night when the internationally-known Polish singers and dancers entertained an audience of 2,800 enthusiastic spectators in one of the seven theatres on the ground floor of the Palace of Culture, a fabulous multi-million dollar building constructed by the Russians and donated to the Poles.

The sight-seeing tours included a visit to all the city's important places of interest, among the most historic being the winter and summer palaces of the former kings of

Poland. These royal residences were undergoing extensive repairs from war damage.

The Warsaw Ghetto, where over 600,000 Jews were confined at one time, was seen to be almost completely torn down, except for one large building and a portion of the original 28-mile, 12-foot enclosing wall on top of which a guard tower still stands. This whole area is being converted to a housing development under the direction of the communist party.

The enormous civic stadium, seating over 100,000 spectators, was another spectacular sight in the very heart of Warsaw, as were the Party Headquarters buildings, the Russian Embassy, the market square of old Warsaw, and the Roman Catholic cathedral, all of which have been constructed or rebuilt since 1945. It is difficult to believe, when viewing these buildings, that 80 to 85 per cent of this city of 1,250,000 people was completely demolished during the war. Evidence of war damage, though sparse, is still noticeable. This is particularly evident at the Tomb of the Unknown Soldier, where the pillars and columns have been shorn off, and will purposely remain so, as a constant reminder of the horrors of war. ☺

CONSCIENTIOUS EJECTORS' CLUB

WHAT is probably the most exclusive club in the world has been formed. There are no initiation dues, membership fees or regular meetings and there is certainly no waiting list of prospective club members. Those wishing to join the club, however, must be qualified to be enrolled. This qualification involves a certain degree of risk namely, ejection from an aircraft. Having thus qualified the door is open to membership in the Conscientious Ejectors Club.

At the moment, there are three

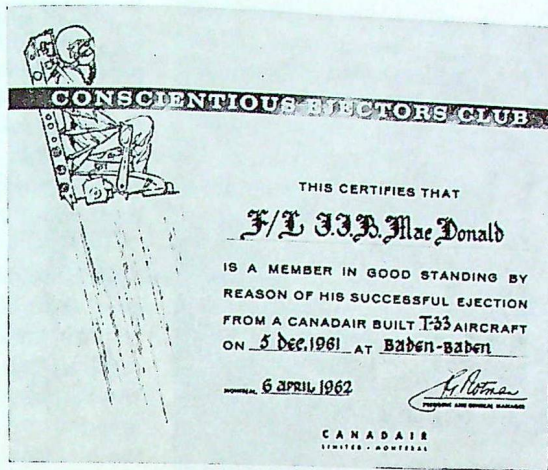
members in the club, two RCAF fliers (F/Ls J. J. B. MacDonald and R. Smith) and an ex-RCAF flier who is now a Canadair test pilot, Mr. Bruce Fleming. Flight Lieutenants MacDonald and Smith became charter members of the organization during a dark December night in 1961 when their T-33 was involved in a mid-air collision with an American T-33 during a cross-country exercise over Germany.*

The two aircraft collided in a near

*FLIGHT COMMENT July-August 1962

head-on at a combined speed of approximately 1,000 mph at an altitude of 31,000 feet. The Canadian T-33 had its port wing and fuselage from the tail assembly right up to the rear ejection rails, sheared off. It was time to part company with the "bird" so MacDonald and Smith punched out.

They automatically separated from their seats then started the long drop to terra firma. After what must have seemed an eternity their parachutes opened and they settled



F/L J. J. B. MacDonald and the certificate that proves he's a member of the exclusive Conscientious Ejectors' Club.

slowly towards vineyard and farm country. The landing should have been uneventful but, unfortunately, there was a strong wind gusting to 40 mph when the two pilots hit. Flight Lieutenant Smith escaped without a scratch but F/L MacDonald was less fortunate and received a broken ankle. With difficulty he crawled down a hillside towards a small house at the edge of a village.

When he had worked his way to within 300 feet of the house his cries for help aroused the occupants who proceeded to stab the night with flashlights in an effort to locate him. Within minutes F/L MacDonald was being carried to the farmhouse by a group of sturdy German farmers. A crowd soon gathered to see the fliager who had dropped in on them and, according to F/L MacDonald, he couldn't have made more of an impression if he'd sprouted another head and said, "Take me to your leader". Eventually he was loaded into a Volkswagen and driven off at a high rate of knots for the local hospital via a local pub. After being fortified

by generous gulps of cognac the injured flier was able to take the jarring ride over cobblestone streets in his stride.

At the German hospital F/L MacDonald phoned his commanding officer to report his condition. He was told to stay where he was and he would be picked up by a military ambulance. He also learned that his companion, F/L Smith was back on the ground safe and sound and had also phoned in. Some time later an American ambulance arrived and took F/L MacDonald to a US Army base. The driver and medical aide parked at the guardhouse and departed saying that it would take them a few minutes to get a clearance to proceed to the American hospital at Landstuhl.

Meanwhile F/L Smith, who had landed uninjured, walked about a mile to the nearest village and hailed a passing motorist who drove him to a US Army captain's home. The captain decided that he would take the Canadian flier to the local American hospital for observation. The two of them walked out of the captain's home and headed for the

guardhouse when they spotted an ambulance. Unknown to them it was the same ambulance in which F/L MacDonald was lying with a broken ankle. Just as F/L Smith and the army captain reached the ambulance the ambulance driver and the medical aide returned with their clearance. The medical aide looked at F/L Smith with amazement and said, "Hey you shouldn't be walking around like that".

Flight Lieutenant Smith naturally replied, "What do you mean I shouldn't be walking around like that?" The airman answered, "I mean with that leg of yours and all". "What do you mean?". Then the light dawned and the airman said, "Say, we must have your buddy in here".

The ambulance door was opened and the re-union was complete much to the joy of both RCAF pilots. Since the accident both pilots have returned to flying duties. Flight Lieutenant MacDonald later wrote to the Canadair Aircraft company commending them on building such a fine aircraft as the T-33. In closing his letter he asked if they knew of the existence of any club, comparable to the Caterpillar Club, but intended for persons using an ejector seat to escape. Canadair carried out some research on the query and when it was discovered that no such club existed, they organized one. As mentioned earlier, there are only three members in the club but club membership is open to all who qualify.

Eligible persons are invited to write to Canadair giving details of the incident and verified by their commanding officer. The address is:

Mr. R. C. V. Norsworthy,
Assistant Director,
Product Support, Technical,
Canadair Limited,
Montreal, Que.



A wreath specially designed by members of 250 Saint John Wing was placed on the National War Memorial by RCAFA President L. N. Baldock during the NEC meeting in Ottawa in July. Council members participated in the ceremony.

COUNCIL RE-ORGANIZATION

One of the main items carried over from both the national convention and the Council's annual meeting was the report of a special committee set up to make recommendations on a re-organization of the National Executive Council. The acting chairman of the committee, Mr. P. F. Connell of Saint John, presented the committee report in detail, after which debate on each point was entered and a firm Council recommendation established.

The end result is that the proposed new Council will consist of 31 members rather than the present 25. Of that number, 13 will be honorary members, as against only two honorary members at the present time. The present Council consists of 12 members elected by Groups within the Association and 11 elected by the national body. The proposed new Council would have 10 elected by ballot at the national convention and eight elected by Groups. The remaining 13 honorary members, it is proposed, will be appointed annually by the elected members.

The 10 members to be elected annually at the Association's annual convention will be: Grand President, National President, Vice-President, five Directors, and a W.D. Representative (National). The immediate Past-President becomes the 10th member of the nationally-elected segment of Council.

Each Group will elect one Director to the National Council, except that where a Group has a membership of more than 2,000 regular members, two Directors will be elected. Membership figures at this time would permit eight Directors in all to be elected and they would



RCAF ASSOCIATION

NATIONAL EXECUTIVE COUNCIL MEETING PRELUDES HALIFAX CONVENTION

AN increase in annual dues for membership in the RCAFA Association appears a distinct possibility following a special meeting of the National Executive Council in Ottawa on 20-21 July. Council members approved a motion recommending an increase from three to four dollars per year. The additional dollar will apply to national memberships only; the amount of local dues, as in the past, will be set by the individual Wings.

The proposal will go before the

Association's Regular General Meeting in Halifax this month and must have the sanction of the assembled delegates before going into effect for the 1963-64 fiscal year.

The special meeting of Council was called to deal with business items arising since its regular annual meeting last November and to draft Council recommendations to the 12th Annual National Convention. Chairman of the meeting was National President L. N. Baldock of Windsor, Ont.

take office with other members of the proposed new Council at the national convention each year.

The 13 honorary positions listed in the proposal are: Honorary Legal Adviser, two Honorary Chaplains, and an Honorary Advisory Committee composed of not more than 10 members.

This proposal for re-organization, endorsed by the Council, will now be recommended for approval by delegates to the Association's Regular General Meeting in Halifax 27-29 September.

STAFF INCREASE

An increased staff at Association Headquarters was favored by the Council in discussing the employment of a public relations director and an organizer. Both matters were referred to the administrative subcommittee with authority to take action on the PR appointment and instruction to make recommendations to Council on the full-time employment of an Association organizer.

ASSOCIATION BANNER

The National President announced that an RCAF Association banner had been approved by the College of Arms and was presently being manufactured in England. The banner, he said, will be dedicated and presented with appropriate ceremony during the National Convention in Halifax.

CONVENTION PLANS

In attendance at the meeting were A/V/M A. L. Morfee, Honorary Chairman, and Mr. A. Neily, Chairman of the Host Wings' Convention Committee, who outlined arrangements for the reception and entertainment of delegates in Halifax. Present plans include a lobster dinner on the shores of St. Margaret's

Bay, some 30 miles from the city, and a carnival night which will this year incorporate the traditional Group "At Homes."

The Council re-affirmed the decision it reached at its annual meeting to recommend to the national meeting that the invitation of 802 Wing to hold the 1963 convention in Vancouver be accepted. Acceptance of an invitation from 201 (Confederation) Wing to hold the 1967 convention in Charlottetown was also approved.

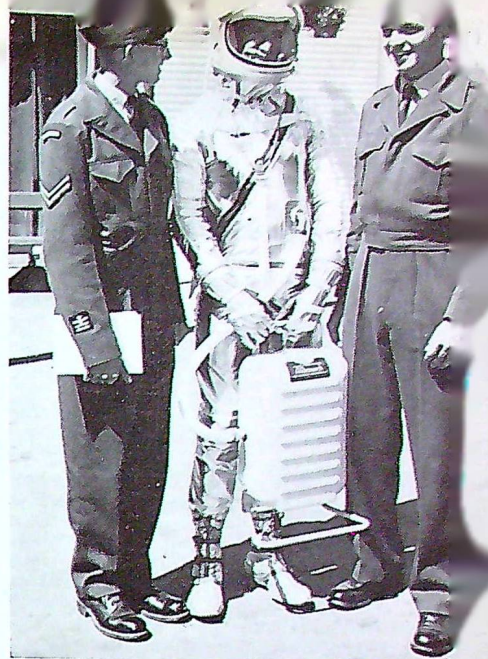
SPORTS FOR THE DISABLED

A new type of national project was envisaged in the approval of a recommendation that Wings across Canada become involved in the sponsorship of a sports program for disabled persons in their communities. W. D. Representative (National) Miss E. Rowand reported on the success of this program in Edmonton by 700 Wing and moved the recommendation that it be promoted nationally.

AVIATION EDUCATION

The Association will endeavour to take a more active role in aviation education with the establishment of a committee to study ways and means of disseminating aero-space information. A display of aviation education literature will be set up at the national convention.

During the two-day Ottawa meeting members of Council were guests of the Chief of the Air Staff and his officers at a formal luncheon at which Mr. Baldock gave a jocular account of a recent visit to Britain



Sponsored by 700 Edmonton Wing, a trip to the Seattle World's Fair was a highlight for air cadets attending summer camp at RCAF Stn. Sea Island. Here Cadets Gordon Arndt and Bill Roeske of No. 2 Edmonton Sqn. inspect a real space suit at the NASA exhibit.

and the continent accompanied by the Association Secretary-Manager, Mr. J. C. Gray. This was followed by the presentation of a gift to A/M Campbell from the Association on the occasion of his forthcoming retirement.

The Council visited RCAF Station Uplands where they were received by the Commanding Officer Group Captain W. L. Gillespie, and entertained at a buffet. On the evening of their arrival in Ottawa the members were tendered a reception by the National President and before their departure were entertained by the executive and members of 410 (Ottawa and District) Wing. Ⓞ

BATTLE OF BRITAIN SUNDAY

The 22nd anniversary of the Battle of Britain will be observed on Sunday, 16 Sept. Association Wings will, wherever possible, join the RCAF regular force to mark the occasion. Wings in areas where no RCAF unit is located will arrange their own programs.

Letters to the Editor

APPRECIATION FROM NATO

Dear Sir:

Congratulations on the NORAD issue (June 62) of THE ROUNDLE. It was excellent.

John E. McGowan,
Director of Information,
North Atlantic Treaty Organization,
Paris, France.

EX-AIR CADET MAKES GOOD

Dear Sir:

Although we in our air cadet squadron read each copy of THE ROUNDLE, this is the first occasion we have had to write to you.

In the July-Aug. issue there is a whole page on the activities of LAC Paul G. Wood, one of the RCAF's ATCA personnel at Station Trenton. This is the sort of article we like to see, as it makes us proud of the fact that one of our ex-air cadets, only one of many from our squadron who have gone into the services, can command so much space in the official RCAF publication.

LAC Wood had his basic radio training in one of the extra-curricular subjects carried on in our squadron and it is results like this that make the time and effort being put into air cadet work worth while. Thanks again for the article — we're as proud of it as LAC Wood must be.

S/L L. A. Shelly,
Commanding Officer,
No. 23 Sqn., RCAC,
St. Catharines, Ont.

AIR SHOW APPRECIATION

Dear Sir:

This evening we were privileged to witness a group of jet planes flying over our town in a precise formation spelling RCAF.

I feel an urgency to tell someone in authority how much their display was appreciated. What a thrill of pride they inspired! Except for a beautiful sunset or a brilliant display of Northern Lights, this is the most magnificent sight I have ever seen in the sky.

May God always be with you and bless our wonderful Royal Canadian Air Force.

Mrs. Mona Milks,
Box 206,
Gananoque, Ont.

(This letter was personally answered by S/L P. L. Gibbs, leader of the T-33 formation which was practising for the National Air Force Day airshow. Composed of instructors from RCAF Stns. Portage la Prairie and Gimli, the team repeated its fly-past at the International Air Show in Toronto this month. — Editor.)

McGILL C.O.T.C. 50th ANNIVERSARY

Dear Sir:

On 12 October McGill University contingent of the C.O.T.C. will mark its 50th

anniversary by holding a re-union mess dinner in Bishop Mountain Hall. The planning committee, under the present C.O., Lt. Col. J. B. Bird, issues a special invitation to all former members of the contingent to attend.

Formed two years before the outbreak of World War I, the McGill C.O.T.C. was the first unit of its kind in the British Empire, outside the UK.

Further details on the anniversary program may be obtained from the undersigned.

Rowan C. Coleman,
Chairman, Press and Publicity,
3574 University St.
Montreal, PQ.

ENTHUSIASTIC ELEPHANT

Dear Sir:

It was very interesting to read "The Flying Elephants" history. As a member of the original No. 436 Sqn. and one of those in the picture on page 24 of the May issue, I found the series brought back many pleasant memories.

We have a number of ex-squadron members who still get together periodically. We were proud to be associated with this famous unit and note it is still doing a good job for the RCAF.

A. E. Nunns,
2232 Kings Ave.,
West Vancouver, B.C.

WE WERE WRONG

Dear Sir:

Regarding the *Canso* vs *Catalina* controversy, I am more inclined to believe WO M. A. Westell of Camp Borden than your note published with his letter in the June issue of THE ROUNDLE.

During the war, as an Aircraft Inspector at the Clark Rust repair plant at Eastern Passage, N.S. (now Fairey Aviation Ltd.), I had access to the specifications for these aircraft. Both types were in that plant for repairs at one time or another and because all the *Cansos* we saw were amphibians and all the *Catalinas* were flying boats, the popular conception regarding the names was the same as yours. By dragging out the specifications, however, I proved to my co-workers that a *Catalina* was a PBY built to British specifications and a *Canso* was a PBY made to Canadian specifications. Both specifications provided for an amphibious version designated by an "A" after the name.

Whether any *Canso* flying boats or *Catalina* "A" amphibians were ever built, I cannot say. Perhaps other readers can cast further light on the subject which is an interesting one from a historian's point of view.

F/L F. R. Benjamin,
RCAF Station Greenwood

Dear Sir:

I would like to add that a check of No.

422 Sqn.'s history would show its beginning in June 1942 with one *Lerwick*, one *Canso* and three *Catalinas*.

In August-September 1942 three *Catalinas* were operational from the Shetlands to Murmansk. This was accomplished by installation of three overland petrol tanks below the flight engineer's position. Later (October 1942), after returning nine crews to Canada to pick up "Cats" at Boucherville and fly them to Great Britain, No. 422 Sqn. converted to *Sunderlands* to continue in anti-submarine and convoy tasks. Thus, No. 422 was also a *Catalina* squadron, although for only a short period of time.

Mr. R. M. Shepherd,
103 Campbell Bldg.,
1029 Douglas St.,
Victoria, B.C.

Dear Sir:

Further to WO Westell's letter on "*Canso* or *Catalina*" (June 62), I would like to point out that the model PBV-5 went into service in 1939-40 and this model was adopted by the RAF and named the *Catalina*. This name was recognized by the US Navy in 1941.

The model 28-5A is an amphibious version of the previously described aircraft. As well as being manufactured in the US, it was also built in Canada by Boeing Aircraft of Canada Ltd. and Canadian Vickers.

The Canadian-built amphibious version was named "*Canso*" but the same type of aircraft that saw service with RAF still retained the name *Catalina* 3.

LAC J. R. Shortt,
RCAF Station Uplands

Dear Sir:

It is not my intention to keep up a running discussion on the *Canso-Catalina* question as it is past history. However, as an ex-member of No. 116 Sqn. from its formation until its disbandment, I am prompted to say that both WO Westell and yourself are partly right.

The first *Catalinas* in the RCAF were with No. 5 BR Sqn. Dartmouth in June 1941. This aircraft, a flying boat, was built to RAF standards and carried RAF registration numbers. Number 116 Sqn. was formed from this flight of No. 5BR Sqn.

Number 116 Sqn. operated with *Catalinas* until they converted to *Canso* "A" aircraft at Botwood, Newfoundland. The "A" designated an amphibian aircraft.

No. 117 Sqn., operating out of North Sydney, was equipped with a flying boat built to RCAF specifications. This aircraft was named *Canso*. WO Westell was WO i/c of this squadron during that period.

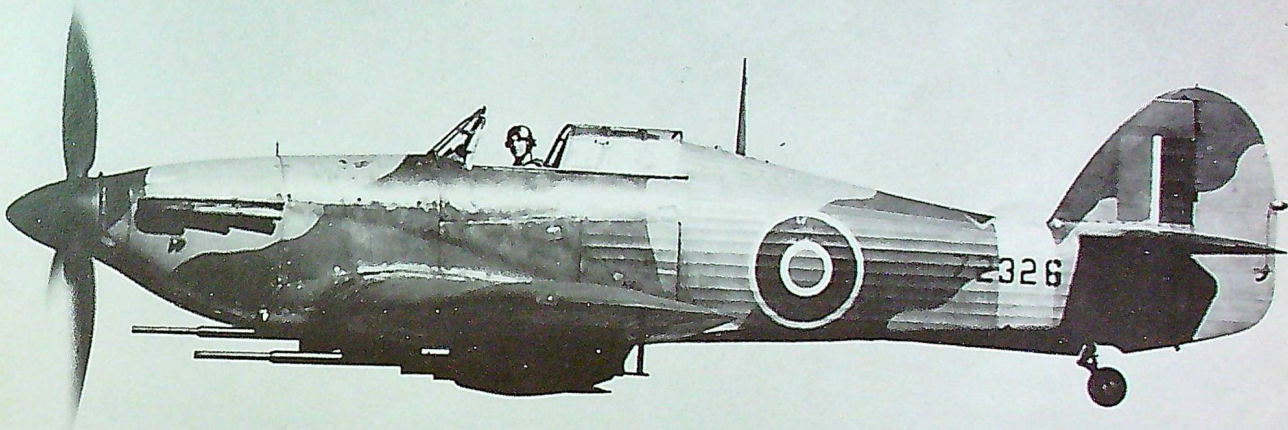
It can be said that the RCAF was equipped with three versions of this famous aircraft: the *Catalina* (RAF specifications); the *Canso* (RCAF specifications) — both flying boats; and the *Canso* "A", the amphibian version (a picture of this aircraft appeared in your March 62 issue).

I do hope this settles the *Catalina* — *Canso*, *Canso* "A" question.

WO1 H. Jones,
RCAF Stn. Centralia.

(So do we — Editor.)

Aircraft Album: Hawker Hurricane



FIRST flown in 1935, the *Hurricane* served throughout World War II in every theatre of operations. The RCAF received its first *Hurricanes* in February 1939. The first RCAF squadron to fire its guns in anger, No. 401, flew them in the Battle of Britain. Two other RCAF squadrons, 402 and 417, flew the type on overseas operations, while ten squadrons operated *Hurricanes* in Canada.

Canadian production was begun in January 1940 by the

Canadian Car and Foundry Co. at Fort William. A total of 1,451 *Hurricanes* were built in this country. While not so spectacular as its fighting mate, the *Spitfire*, the *Hurricane* was a more robust machine and was adapted to carry 20 and 40 mm cannon, rockets, and up to 1,000 pounds of bombs. The Mark I, used in the Battle of Britain, had eight Browning machine guns, climbed to 20,000 feet in 9.0 minutes, had a top speed of 330 mph. at 17,500 ft., and a service ceiling of 36,000 ft.

Roger Duhamel

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