



THE

Roundel

VOL. 14, NO. 10

DECEMBER 1962



PACE ON EARTH



FONG



THE

Roundel

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

VOL. 14, NO. 10

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	<i>page</i>
Christmas Messages	1 and 14
Consolidated Index 1962	2

ARTICLES

Hot Aircraft at Cold Lake	4
Quizzes Are Their Specialty	10
Canada's First Air Training Plan — Part Two	16
Stay Back and Live	22

PICTURE STORIES

"ME-Air"	24
Sailors in Air Force Blue	28

FEATURETTES

Underground in Europe	9
New Rehabilitation Program	13
Record Arctic Airlift	15
NORAD Chief in Canada	26
RCAF Units Honoured by Night Fighters	26
Northern Nurses	27

DEPARTMENTS

On the Break	3
The Suggestion Box	27
RCAF Association	30
Letters to the Editor	32
On the Line	32
Aircraft Album: Tiger Moth	inside back cover

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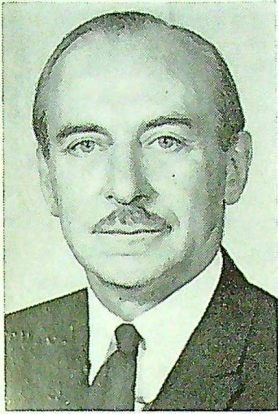


THIS MONTH'S COVER

Season's Greetings to readers, contributors and critics from the ROUNDel staff and editorial committee.

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

Christmas Messages – Messages de Noël



I wish to extend greetings of the season to members of the Royal Canadian Air Force.

Throughout the past year the RCAF has carried out its responsibilities to the full in widely scattered parts of the world. In so doing, it has helped to maintain peace, a condition which is uppermost in our minds as we celebrate the birth of our Saviour.

It is my earnest wish that in the year ahead of us the world will move closer to lasting peace founded on trust, goodwill, and friendship.

I hope that all members of the RCAF and their loved ones will enjoy a full measure of happiness at Christmas and throughout the New Year.

A handwritten signature in dark ink, appearing to read "D. S. Harkness".

D. S. Harkness,
Minister of National Defence

C'est pour moi un très grand plaisir d'adresser mes vœux personnels à tous les membres de l'Aviation royale du Canada à l'occasion de Noël.

Une année des plus mouvementées se termine, une année où les relations internationales sont restées tendues et où nos espoirs d'une paix durable ont été mis à rude épreuve. Continuons cependant d'espérer qu'au cours de la Nouvelle Année le monde réussira à résoudre les nombreux problèmes qui assaillent les peuples et que la bonne volonté et l'amitié parviendront à rapprocher toutes les nations de l'univers.

Ma plus fervente prière est que les membres de l'A.R.C. et leurs familles connaissent un joyeux Noël ainsi qu'une Nouvelle Année de paix et de bonheur.

A handwritten signature in dark ink, appearing to read "P. Sevigny".

P. Sevigny,
Ministre associé de la Défense Nationale



I am happy to have this opportunity to extend to all members of the RCAF and their families my warmest Christmas greetings and sincere good wishes for the New Year. I deeply regret that essential duty abroad or in isolated posts means that some of you cannot be with your families during this Christmas season.

Let us continue our efforts in the cause of peace and international understanding, and hope for a New Year in which "peace on earth and goodwill towards men" will prevail. I hope that each one of you, wherever you are serving, will have a merry Christmas and a happy and prosperous New Year.

A handwritten signature in dark ink, appearing to read "C. R. Dunlap".

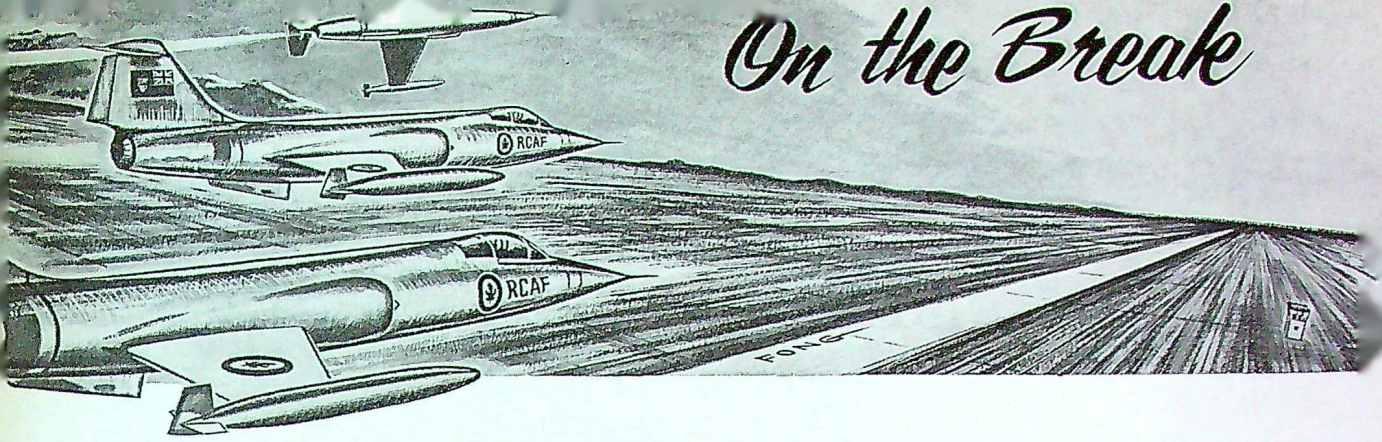
C. R. Dunlap,
Air Marshal, Chief of the Air Staff

VOL. 14 CONSOLIDATED INDEX

1962

AIRCRAFT ALBUM		
Canso	Mar.	
Lysander	Apr.	
JN4 Jenny	May	
Spitfire	June	
Anson	Jul.-Aug.	
Hurricane	Sept.	
Bolingbroke	Oct.	
Lancaster	Nov.	
Tiger Moth	Dec.	
AWARDS		
Winnipeg Wins Telecommunications Trophy	Mar.	
St. Sylvestre Wins Fire Prevention Award..	Mar.	
1961 McKee Trophy Winner	May	
Squadron Quarter-Century Club	June	
Highway Safety Award to M.A.C.	Oct.	
RCAF Association Awards	Nov.	
RCAF Units Honoured by Night Fighters.	Dec.	
CURRENT OPERATIONS — IN CANADA		
Salvage Saga	Jan.-Feb.	
Evolution and Current Status of:		
Air Transport Command	Mar.	
Air Materiel Command	May	
Training Command	Jul.-Aug.	
Golden Hawks on Tour	May	
Stop those Decibels	Oct.	
RCAF Materiel Laboratory	Oct.	
Record Arctic Airlift	Dec.	
CURRENT OPERATIONS — OVERSEAS		
Overnight in Nigeria	Jan.-Feb.	
Technical Liaison in Bonn	Jan.-Feb.	
Fourth Allied Tactical Air Force	Apr.	
On the Threshold of a New Era	Sept.	
Co-operation at Oldenburg	Sept.	
Our Men in the Desert	Oct.	
RCAF in New Guinea	Oct.	
Airlift Aid to Iran	Oct.	
HISTORY		
The Captive Years	Jan.-Feb.	
RCAF's Flying Fortresses	Jan.-Feb.	
Story Behind the McKee Trophy	Jan.-Feb.	
First Airmail to Labrador	Jan.-Feb.	
The Flying Elephants — No. 436 Sqn.		
History (Four Parts)	Mar., Apr., May, Jul.-Aug.	
Genesis of the Deterrent	Apr.	
The Royal Rhodesian Air Force	Jul.-Aug.	
A Decade Under the NATO Flag	Sept.	
Canada's First Air Training Plan:		
(First Two of Four Parts)	Nov., Dec.	
HUMOUR		
Overweight Airmen	Jan.-Feb.	
According to Methuselah	Mar.	
Eclipse — By Order	Apr.	
Balloon Bombing Brainwave	Apr.	
PEOPLE		
Marooned in the Ice	Jan.-Feb.	
Tigering to Tijuana	Jan.-Feb.	
Telecom Oldtimers Club	Jan.-Feb.	
Air Force Art	Mar.	
The Harvard Goes Civilian	Apr.	
Missile Monitors	May	
Manning the DEW Line	June	
“A Day With” Series:		
Air Traffic Control Assistant	Jul.-Aug.	
Flight Attendant	Oct.	
Farewell to the CAS	Sept.	
Conscientious Ejectors' Club	Sept.	
Family Life With the RCAF in Europe	Sept.	
A Padre's Travels in Europe	Sept.	
A Tiger for Some Tigers	Oct.	
Stay Back and Live	Dec.	
Sailors in Air Force Blue	Dec.	
SPECIAL ISSUES		
North American Air Defence Command	June	
No. 1 Air Division 10th Anniversary	Sept.	
STATIONS OF THE RCAF		
Greenwood	May	
Bird	June	
North Bay	June	
Victoria Island	Oct.	
SPACE TECHNOLOGY		
Man's Advance Into Space:		
A Review of Space Research	Mar.	
Man in Space	Apr.	
Potential Uses of Space	May	
Operation TIREC	Apr.	
Find a Fallen Star	Jul.-Aug.	
Big Eye in the Sky	Oct.	
Alouette in Orbit	Nov.	
TRAINING		
Starfighter Conversion at Cold Lake	May	
Meals for the Messes	Jan.-Feb.	
Teaching Teachers to Teach	Apr.	
How Our NATO Aircrews Stay On Top	Sept.	
Tri-Service Medical Training	Oct.	
Hot Aircraft at Cold Lake	Dec.	
Quizzes Are Their Specialty	Dec.	

On the Break



As we reported last issue, RCAF *Hercules* transports are now airlifting Canadian-built CF-104 *Super Starfighters* to No. 1 Air Division bases in Europe. This month the first of eight strike-reconnaissance squadrons is being formed overseas. As additional CF-104 squadrons become operational, the Air Division's defensive *Sabres* will be stood-down and follow the CF-100s into honourable retirement.

Meantime, at RCAF Station Cold Lake, a full-scale training program on the supersonic "missile with a man in it" has been underway for several months. A progress report on this exciting prelude to Air Div's new era is this month's lead story (page 4).

DURING childhood our happy anticipation of the approaching Christmas season was impeded by the reality of school examinations. We longed for the day when these academic hurdles would be behind us, only to discover that in the RCAF exams come just as inevitably, no matter what rank level one has attained.

Even though you may not be faced with such an obstacle this month, undoubtedly you will be soon if you intend to progress in the service. For that reason, we feel F/L McDonald's article "Quizzes Are Their Specialty" (page 10) should interest all *ROUNDEL* readers. The author, whose hometown is Truro, N.S., has been on the staff of the Central Examination Board in Trenton since July 1960. A World War II observer, F/L McDonald left the RCAF in 1946 and re-enlisted in the education branch early in 1951.

ANOTHER topical article (because, unfortunately, fire is an increasing menace around Christmas-time) starts on page 22. We like F/L Brown's analogy of a football

and fire-fighting team, as it gives us an opportunity to refer to the Grey Cup game (sorry we can't name the 1962 winner, as this is being written in November).

Did you know that 20 years ago this month an RCAF team won the Grey Cup? The RCAF Hurricanes' players were not "professionals" picked by the air force just to play football; the majority of them were aircrew trainees and at least seven were later killed in action. Two members of that illustrious team were F/Os Lew Hayman (coach) and Jake Gaudaur (line-man), who today are general managers of Toronto Argos and Hamilton Ti-Cats, respectively.

THUS we wrap up another volume of *THE ROUNDEL*. The consolidated index opposite records the 1962 coverage but it is you, the reader, who decides how successfully we have told the RCAF's unfolding story.

Before writing "30" to Vol. 14 we wish publicly to say thanks and godspeed to G/C G. F. Jacobsen, assistant to the chief of the air staff for the past four years. One of his many duties has been that of chairman of our editorial committee — and a most diligent one he has been.

Publishing a military journal is much like walking a tight-rope; one serious slip and the editor's (or rope walker's) career can come to a shattering stop. Since November 1958 G/C Jacobsen has ensured no such catastrophe occurred. Now he takes leave of the Ottawa scene to become a student at the Imperial Defence College in London, where we trust he will find the pace slightly less nerve-racking.



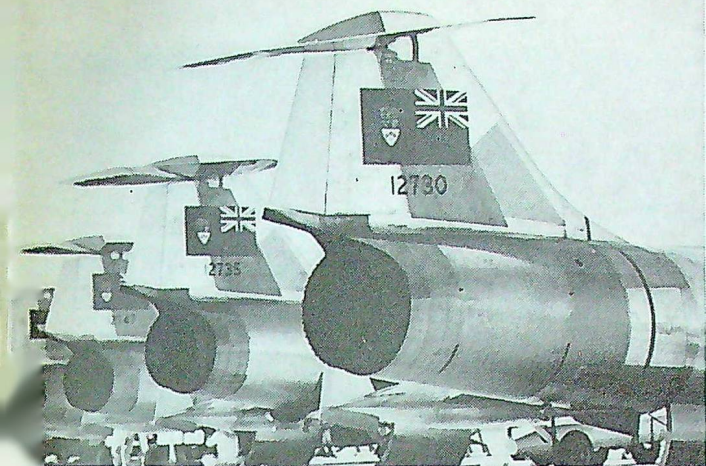
A. J. Paton 5/12
Editor.

HOT AIRCRAFT AT COLD LAKE

By FLIGHT LIEUTENANT T. G. COUGHLIN

Assistant Editor, THE ROUND





Vanguard of CF-104 Pilots Train for New Air Division Role of Strike/Reconnaissance

THE low-flying aircraft raced along at tree-top level and at near supersonic speed. The pilot was a picture of concentration. The aircraft rolled onto a final heading, seconds ticked away then a button was pressed. A practice bomb was dropped and slanted towards the target as the aircraft sped away over the northern Alberta terrain. Another air force pilot was learning the RCAF's new role of strike/reconnaissance.

When the government decision was made on 2 July 1959 to give the RCAF's No. 1 Air Division a strike/reconnaissance role, it foretold a new era for Canada's aerial contribution to NATO. The strike/recce role consists of penetration of enemy-held territory into well-defended

areas under all weather conditions. The aircraft chosen by the RCAF to fulfill this role was the *Super Starfighter*, "the missile with a man in it". It will be the first aircraft, capable of level supersonic flight, used overseas by the RCAF.

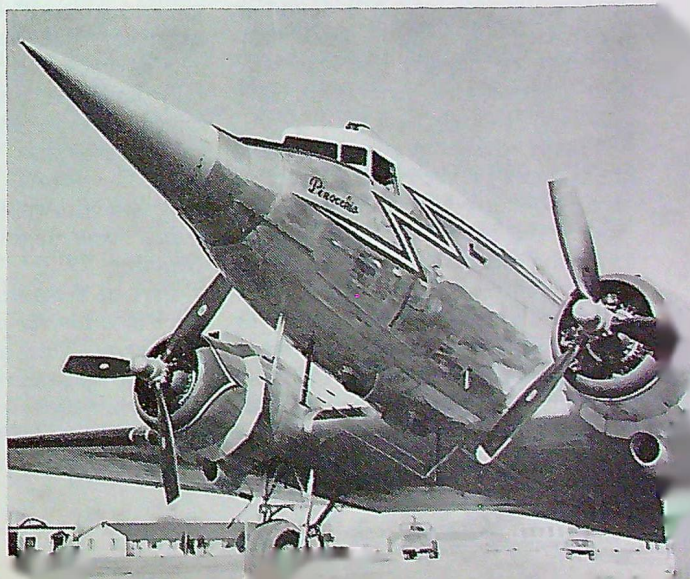
In Canada Air Defence Command was given the responsibility of training personnel for their new role. It is a demanding and challenging task, but one which is now being achieved through the dedicated efforts of No. 6 Strike/Reconnaissance Operational Training Unit, RCAF Station Cold Lake.

The OTU course consists initially of ground school, then a combination of ground school and flying, and finally a full-day flying program.

In addition to all the normal subjects taught to pilots at an operational training unit, students at No. 6 OTU are introduced to the complexities of inertial navigation and the techniques of weapon delivery. They are also given a thorough technical knowledge of the CF-104 by spending many hours at No. 10 Field Technical Training Unit. A further period is spent in that extremely complicated machine known officially as the Operational Flight and Tactics Trainer. This device, which requires five rooms to house it and its miles of wires and many thousands of tubes, can simulate a fantastic total of 15,000 different emergency situations.

The pilots, who have just gradu-

Before No. 6 OTU students can fly practise low-level missions in *Super Starfighters* (left), they become familiar with the new equipment in drastically-modified *Dakotas* (right). The needle-nosed *Daks* have been christened "Pinocchio", "Woody Woodpecker" and "Dolly's Folly."





W/C K. C. Lett, officer commanding No. 6 OTU, and S/L W. G. Paisley, chief flying instructor.



These No. 6 OTU instructors have an aggregate of 13,000 single-engine aircraft flying hours, plus considerable twin-engine time. L. to r.: F/Ls G. L. Fitzsimmons, R. D. Russell, E. H. Saunders, W. G. Hollingshead and H. J. Rowe.

ated from the *Sabre* Transition Unit at RCAF Stn Chatham, begin their flying training at Cold Lake on the venerable old sub-sonic *Dakota*. Like everything else at Cold Lake, however, these *Dakotas* are different. Built with a needle-nose and resembling no other *Dak* in RCAF service, these ex-transport aircraft are used as flying classrooms. Equipped with the same type of radar and navigation gear which is found in CF-104s, the slow-flying *Daks* allow students to become familiar with and operate this equipment at a relatively leisurely pace.

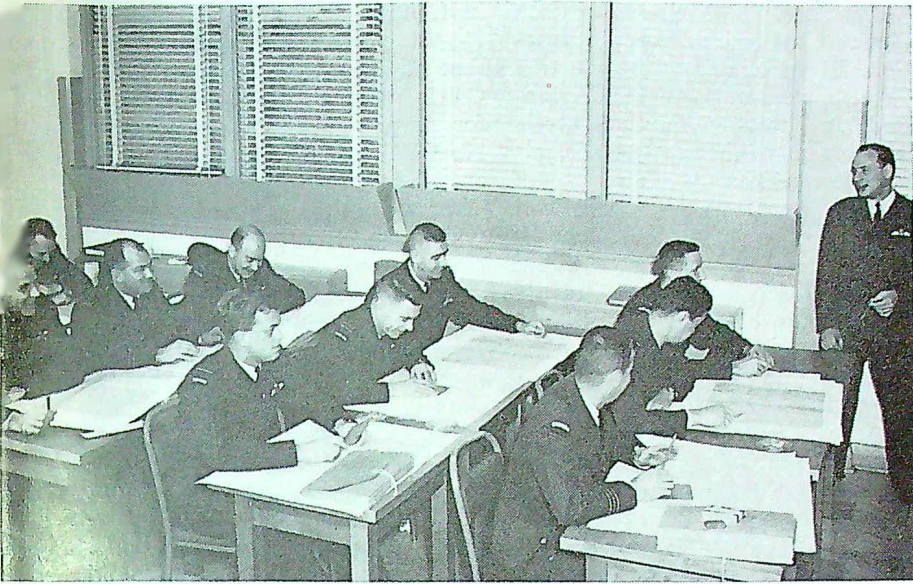
Finally, the great day arrives and the trainees get their first instruction in a two-seater CF-104. The check-out on the aircraft is actually quite brief and after only three dual trips the students go solo. After a few solo flights are entered in their log books, including aerobatic, formation and high altitude trips, the latter at twice the speed of sound, the trainees finish the transition phase

and pass on to more advanced work. Since the type of navigation and the equipment used to navigate are new to students, and to the RCAF, much emphasis is put on this segment of the course. For most of the trainees, this is their introduction to "black boxes". One of these black boxes, the Station Storage Unit, is a little item not much larger than a package of cigarettes which could guide an aircraft across Canada if necessary. But, before the students can sit back and relax feeling that they have the navigation problem licked forever, they are informed that their primary navigation aid is still a line drawn on a map. Getting that line drawn is a little matter which may take many hours of planning.

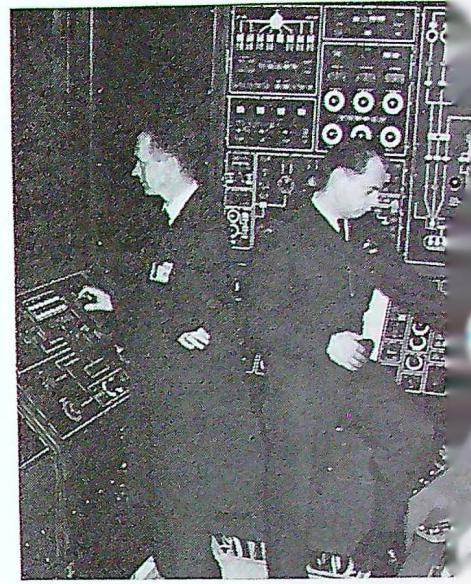
Part of the role of a strike/recece pilot is to deliver a bomb to a specified target. This, as the saying goes, is easier said than done. To prepare their charges for their duties, the staff of No. 6 OTU make the train-

ing missions as realistic (the students would probably say, as difficult) as possible. Before each such flight a student is given an intelligence folder with the latest information about the "enemy". From this information he plans his route to the target. When the student finally decides upon his route, he makes up a strip map on which he draws his track to the target. The potential strike/recece pilot takes off and flies on his round-about route to his objective. To ensure that he obeys all the rules a number of his flights are monitored by an instructor in another CF-104. On these flights the instructor checks the student's accuracy of height control, quality of navigation, time on target and accuracy of bomb drop.

In some ways students at Cold Lake will find No. 6 OTU different from any other flying training school they have attended. For example, the flying instructors also instruct at groundschool, in the simulator



In No. 6 OTU's Ground Instruction School, F/L J. A. DeSmedt lectures on navigation systems. Without exception, these *Super Starfighter* students previously have flown with No. 1 Air Div. or Air Defence Command squadrons.



F/Ls E. J. Allison and W. G. McEwen at the instructors' console of the Operational Flight and Tactics Trainer.

and in the radar-equipped *Daks*. In this way the instructors know exactly how their students are doing in all phases of the course. Students will also find that radio-navigators enter into pilot training more than is customary at other training establishments. Highly qualified radio-navigators teach the operation of radar and tactical navigation, then accompany the student-pilots in the *Dakotas*.

The CF-104 itself provides a new experience for students. It is the only aircraft in the RCAF which doesn't require lift to fly. The CF-104 takes-off and flies with brute force. When the pilot releases the brakes and cuts in the afterburner he has in excess of 15,000 pounds of thrust working for him. *Sabre* pilots wanting to go through the sound barrier point the nose of their aircraft straight down and open the throttle wide. Then, the *Sabre* will, with great effort, struggle through Mach 1. The *Super Starfighter*, with-

out extending itself, will go through the sound barrier in a climb and, in another attitude of flight, will scorch along at better than Mach 2. Speed, however, is relative and pilots who once flew at a maximum speed of 600 mph find that 1400 mph is easily taken in stride.

Number 6 OTU took a major step towards becoming a strike/recece school on 16 January 1962. On that date W/C K. C. Lett, officer commanding the OTU, and S/L W. G. Paisley, the chief flying instructor, ferried in the first of the CF-104Ds, a dual-trainer version of the aircraft. Within one week the first course of instructors began groundschool. Since the RCAF had no *Super Starfighters* of its own, before the inception of No. 6 OTU, some of the flying instructors went to the Lockheed Aircraft plant at Palmdale, California to learn to fly the aircraft. Prior to this they had received approximately 25 hours instruction in the

F-100 at the USAF Nellis Air Force Base.

The initial nucleus of instructors returned to Canada and proceeded to Cold Lake where they were met by other pilots selected as instructors at the strike/recece school. The first few weeks at Cold Lake were exceptionally busy. The rest of the instructors were checked out in the *Super Starfighter*: syllabi for the forthcoming groundschool were written; the instructors took the complete groundschool course themselves and the flight line was prepared for the influx of students.

Ground school personnel were also given special training for their forthcoming task of service and maintenance of the CF-104s. One group of tradesmen was sent to George USAF base in California, another group went to Chanute USAF base in Kansas while safety equipment personnel were sent to the Canadair plant at Montreal. In addition to training personnel for



CF-104 practise bombs can be quite touchy, as the signs on their crates indicate.

duty on the flight line or in ground school, personnel had to be prepared for instructional duties at No. 10 FTTU Cold Lake and No. 5 FTTU, Zweibrucken, Germany.

Although they have various backgrounds, the staff at No. 6 OTU have at least one common denominator — experience. The officer commanding, for instance, is a “professional” from way back. Wing Commander Lett became a fighter pilot during World War II when he flew *Spitfires* with No. 402 Squadron. Later, he flew jet fighters in Canada, and was transferred overseas in 1953 to command a squadron in No. 1 Air Division. He was serving at No. 1 OTU, Chatham, when he was selected to head the strike/recce school at Cold Lake.

The flight commander of “B” Flight, F/L S. J. Newsom, has a flying career which parallels the RCAF’s advance into the jet age. In 1950 F/L Newsom went overseas with an RCAF *Vampire*-equipped squadron. The aircraft were the RCAF’s first jets and the squadron was Canada’s first to go overseas. When the RCAF converted to *Sabres*, so did F/L Newsom. He then went overseas for a second tour in the Air Division. Now, F/L Newsom is using his considerable experience to show students how to handle this latest and fastest RCAF aircraft.

The groundcrew personnel also illustrate the result of careful selection. In an office bearing the title “Warrant Officer in charge of Avionics Snags” works WO1 G. S. Steele who has more than 20 years of air force service. Throughout his lengthy career, WO Steele has worked on almost every type of fixed and rotary wing aircraft. Warrant Officer Steele believes that the designers of the CF-104 must have had maintenance personnel in mind because it is relatively easy to install and remove components of the aircraft when they are due for maintenance. He also said that unlike some aircraft where part of the equipment seemed to be jammed in as an afterthought, in the CF-104 everything has a place, indicating that the engineering aspect of the aircraft was well thought out.

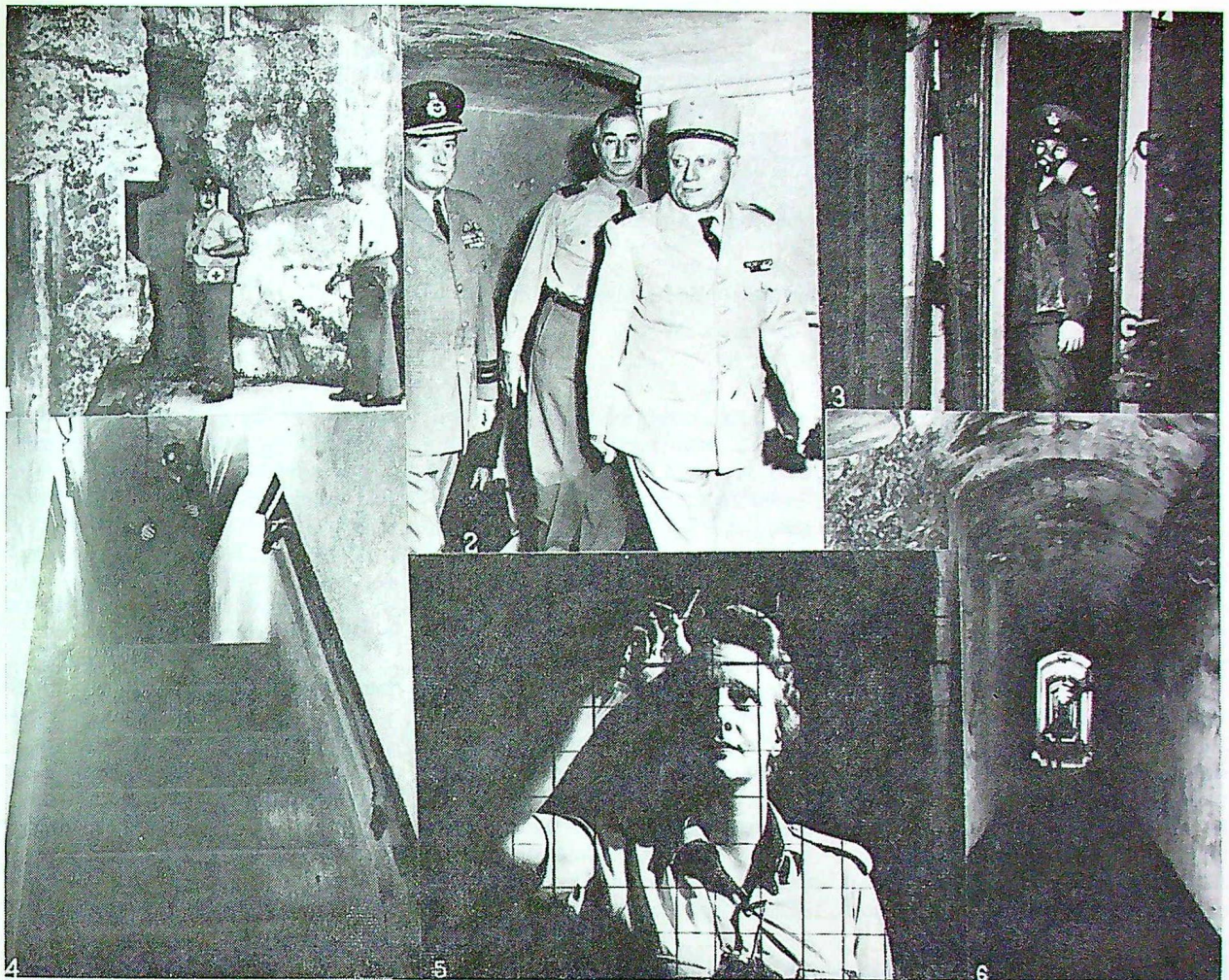
Flight Sergeant W. E. Gregory is another NCO in whom the RCAF is placing much responsibility for keeping the *Super Starfighter* flying. Flight Sergeant Gregory has served with the RCAF both overseas and

in Canada during war and peace. He was posted to Cold Lake when that station was the home of No. 3 OTU. When No. 3 OTU departed for Bagotville to make way for No. 6 OTU almost the entire groundcrew personnel were transferred. Thus, by process of elimination, FS Gregory became one of the senior residents of the station. Having worked on both the CF-100 and the CF-104, FS Gregory is able to make comparisons. It is his expert opinion that the *Super Starfighter* is causing no undue hardship from the standpoint of servicing.

RCAF Station Cold Lake is engaged in training pilots to carry out a role which is different from anything the RCAF has ever done. Since they are breaking new ground their problems are unprecedented and their solutions original. But whatever the problems, the task will be done. Before long CF-104s will be silhouetted in European skies and the pilots trained and ready will be the proud product of No. 6 Operational Training Unit. Ⓢ

Unloading a *Super Starfighter* from the belly of a *Hercules* at Zweibrucken, Germany. First CF-104 squadron is being formed at No. 3 Wing this month.





UNDERGROUND IN EUROPE

THE RCAF'S NATO Air Division underground headquarters consists of some 14 miles of tunnels and command posts, dating from the year 1870. The Metz, France, area is the historic invasion route into this sector of Europe, and fortifications started during the Franco-Prussian war have been added to over the years. Four-foot concrete walls protect the tunnel entrances.

Each fall a NATO-wide exercise is held to test the combat-readiness of the participating forces in the NATO Shield. The above photos were taken during the recent exercise. No. 1: Two nuclear defence tech-

nicians, LAC M. McKenzie (left) and Cpl. J. G. R. Hogue enter Fort Jury. No. 2: A/V/M L. E. Wray, AOC, G/C E. R. Emond, SPSO, and French Gen. Pierr Jacquot inspect one of the bunkers. No. 3: LAC R. Preseault checks a tunnel entrance. No. 4: The miles of tunnels and stairs are shown in a good state of repair. No. 5: LAW Claire St. Germain exhibits her skill at writing backwards on a plexi-glass board in the operations centre. No. 6: One of the tunnels under RCAF control.

RCAF CENTRAL EXAMINATION BOARD . . .

QUIZZES ARE THEIR SPECIALTY

By FLIGHT LIEUTENANT D. G. McDONALD

THIS year some 28,000 officers and airmen in the field and in the various ground training schools throughout the RCAF will attempt nearly 50,000 final examinations. To personnel of the RCAF, examinations remain an integral part of their service experience. Trade examinations, qualifying examinations, end-of-course tests, aircrew annual proficiency examinations—all are measures of qualifications which must be met by RCAF personnel seeking advancement in their careers.

Responsibility for the preparation of these examinations, the promulgation and detailed analysis of results, and the general administration of the examining program is delegated

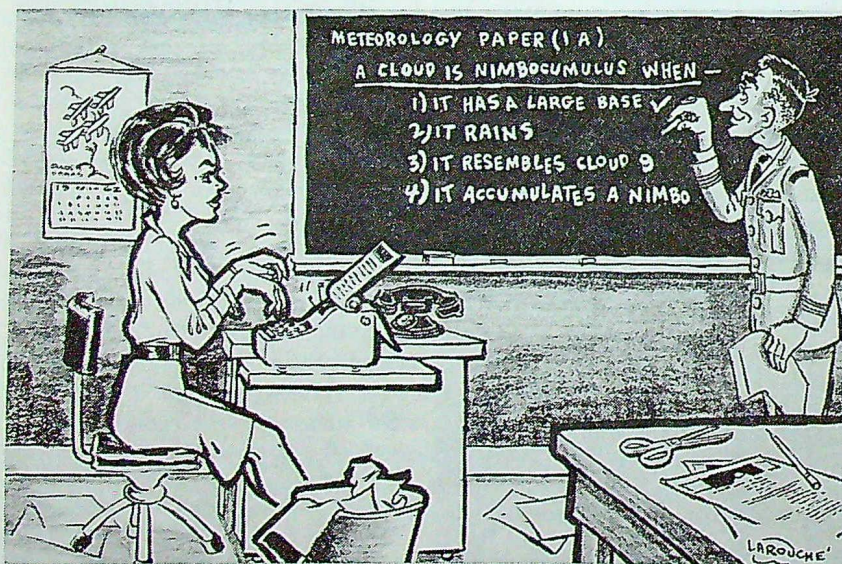
to the Central Examination Board (CEB), an integral part of Training Standards Establishment (TSE), Training Command lodger unit located at RCAF Station Trenton. To perform its training function TSE has two separate roles. The first, control of examinations, is exercised by the CEB; the second, preparation of syllabi, lists of references, study guides and study material is the responsibility of the Trade Study Guide division of TSE.

Measurement of airman trade proficiency in the RCAF used to be the responsibility of itinerant trade boards. The task of "boarding" even a small number of airmen was slow, tedious and expensive in both time

and travel. The vast expansion of the training program in the RCAF brought about by the Korean conflict emphasized the need for standard instruction, teaching material, and measurement and evaluation methods. The CEB was established, in the summer of 1951, to meet this latter requirement.

The work of the Board began with the construction of examinations for the officers' and airmen's promotional series (Qualifying Examinations), and was almost immediately expanded to include annual aircrew proficiency tests, examinations for the RCAF ground training schools at Aylmer, Clinton and Camp Borden, and the RCAF-wide trade examinations for airmen. At this time the Board also inaugurated an advisory, examination statistics, and review service for the flying schools, charged with the responsibility of preparing ground examinations for undergraduate pilots and navigators. This advisory and review service is now available to all schools and training units in the RCAF.

Acting as the central agency, CEB provides the most important single means of securing standardization of air force tradesmen, and is one of the best sources of information regarding the technical quality of tradesmen generally. It ensures that a candidate, whether undergoing formal courses at a training school or preparing for higher trade qualification by on-the-job training, will



Title Draughtsman CE Group 4	Title Stationary Engineer Group 4
LIST/BRANCH AS/Nuclear Defence (Regular)	Examination Series S/L Promotion and Staff College Entrance
Annual Para-Rescue Examination	Meteorology Paper 1A Edition 8

CONFIDENTIAL

Dec 62

Examination
Instrument Rating
Aircrew Proficiency

Navigation/Flight
Procedures
Paper 59-1B (HA)

ROYAL CANADIAN AIR FORCE EXAMINATIONS
ISSUED BY THE
RCAF CENTRAL EXAMINATION BOARD

MARKS ALLOTTED - 124 TIME ALLOWED - 3 HOURS

RCAF Flying Training Scholarships	Title CikAdm Group 1
Title FtrCop Group 3	Title Graphic Artist Group 3
Title Elect (A) Group 1	Title SE Tech Group 2

meet the same standard of achievement regardless of the activity from which he receives his training. The many and varied examinations administered by CEB come from a variety of sources. CEB maintains detachments at Clinton and Camp Borden which prepare final end-of-course examinations for all of the trade courses given at these schools, and also prepare Group 2 and Group 3 examinations for the trades represented in these schools. Examinations for Group 4 and for those trades in which no basic course is given are prepared for the most part at CEB in Trenton. Other examinations within the Board's jurisdiction, such as officers' and airmen's qualifying examinations and aircrew annual proficiency tests, are mainly prepared there also.

Examinations are mainly of the objective type (multiple choice, multiple completion, and matching) and of the semi-objective type (short answer and extended answer). In all cases the correct answers to questions are pre-determined so that, where the questions cannot be machine-marked (short answer and extended answer), the score obtained by the candidate will be much the same in the event that the markers did not take part in the preparation of the examination.

Objective examinations are used wherever possible because of these advantages:

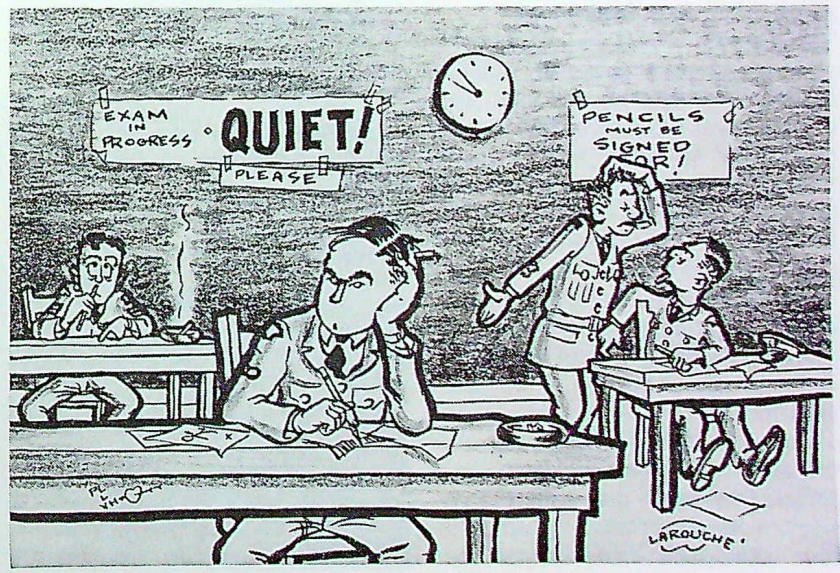
- the candidate does a minimum of

writing, thus permitting a much greater coverage of the subject matter in a given time; the aim of the examination being directed toward testing knowledge, not writing ability;

- the candidate simply selects an answer, hence his answer can be scored in only one way. Shades of correctness or incorrectness are written into the response to the item by the examiners rather than by the candidate;
- the candidate is assured a fair and impartial score result, entirely free of personal opinion or bias on the part of the markers; and
- the examinations can be marked quickly and accurately permitting

results to be promulgated for use in the field in a much shorter time —an important factor where thousands of candidates are involved.

Although objective examinations are by far the most widely used means of testing in the RCAF, they are not used to the exclusion of the essay type examination. There are testing situations in the air force where it is desirable to have a candidate interpret and discuss a problem in his own way. The essay is a good means of determining how well a candidate can organize his subject material, present his arguments in clear, concise language, and develop his theme to a logical conclusion. If the prime objective of the examina-



tion is to test a candidate's writing ability, then the essay is used. Essay examinations are relatively easy to prepare but they are limited in their coverage of the subject-matter. They are difficult to score and consequently the results may tend to be unreliable.

The construction of a multiple choice item is not a simple task. Examinations made up of four-response items are designed on the statistical assumption that a completely ignorant candidate could, by chance, achieve a score of approximately 25% of the possible score by simply guessing. If one or more of the responses in an item can be eliminated by reason of some fault in the construction of the item, then the guessing factor will affect an individual's score to a much higher degree. To eliminate such an adverse condition, each item is carefully reviewed and wherever a possible clue is detected the response is rewritten to eliminate the give-away answer.

The protection of the examination from the guessing candidate, however, is only one aspect of the rigid control of the items. The same care and accuracy is exercised on behalf of the candidate. Items are written so that the terminology is technically correct for the subject-matter area. The language and grammatical construction are as simple and straightforward as possible so that the examination does not become in part a test of language skill, thus detracting to some extent from its essential purpose of measuring knowledge of the specific subject-matter.

As many items as possible are designed so that the candidate is required to apply the facts and principles he must know to a practical situation. Such items are the most difficult to construct but they are the most useful from several view points. Such items discriminate to a greater degree between good and poor candidates; they appeal to

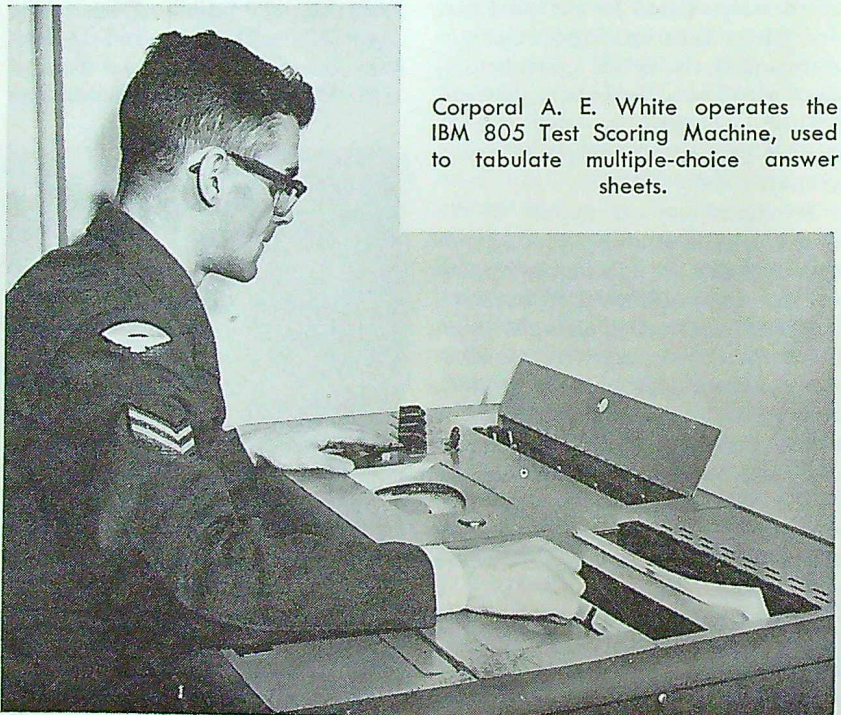
both candidates and instructors as being representative of practical problems; and they more closely approximate an actual trade situation. If the idea being tested is essentially non-verbal, illustrations are used. They add realism to the examination and often permit testing of situations which might otherwise have to be omitted. Rote memory of facts is avoided. When factual recall is being tested the words of the text are paraphrased so that the candidate is required to demonstrate his understanding as well as his memory.

The preparation of examinations is a detailed and painstaking process. The first step is a careful analysis of the subject-matter to be covered. The materials used are the standard trade study guide, textbooks, trade study manuals, charts, and other applicable publications. A detailed outline of the proposed examination (examination plan) is prepared which must adhere closely to the content being tested. Topics and subtopics in the outline are then assigned a

weight according to their importance.

Working from the available material and the examination plan, items are constructed abiding by the principles and procedures outlined in the preceding paragraphs. When the items have been constructed to sufficient number and variety to give adequate coverage of the area being tested, all items are reviewed by subject-matter experts. It is their task to ensure that the subject-matter content and trade terminology are accurate in every detail. The items are then reviewed from a test technique point of view to ensure accuracy of language, elimination of ambiguity, and that the items do not in any way present a problem to the candidate other than in the specific area in which he is being tested. All these checks and cross-checks have been found advisable since errors are easy to make in constructing an examination and a single error is multiplied many times by being printed.

All examinations administered by



Corporal A. E. White operates the IBM 805 Test Scoring Machine, used to tabulate multiple-choice answer sheets.

the Board are subject to a detailed statistical analysis after being written. Where the number of candidates warrant it, all multiple choice answer sheets are run through the choice-counting device of the IBM marking machines, thus producing a graph to show the percentage of candidates selecting each response on each item in the examination. The choice-count data for each item are checked for proper balance. If, for example, no candidates have selected a particular response on an item, the item is examined closely and if the response is weak as a mislead it is revised to make it more attractive to those candidates who do not know the correct answer. Any marked lack of balance among the misleads is investigated. All information ob-

tained from the statistical analysis is made available to the examiners for necessary revisions and assistance in compiling future examinations.

A further safeguard on behalf of the candidate is afforded through a preliminary item count (PIC) run on an examination before the actual making of the answer sheets is done. From the PIC it is possible to detect a possible faulty item through a marked imbalance in the responses. A change in a procedure, for example, may have occurred between the time the examination was prepared and the time it was written, thus resulting in an item having possibly two correct answers or no answer correct. Such questions are picked out by the PIC and if investigation reveals that the question

is in error it is deleted before formal marking of the examination. The important point here is that the candidate is not penalized because a question is invalid.

The safeguards and attention to detail exercised in the construction and processing of RCAF examinations are time-consuming and exacting. It is, however, only through periodic testing of its personnel and careful examination of the standard of its training program that the RCAF can ensure that its operational efficiency is being maintained. The Central Examination Board administers these tests and evaluates the results for the benefit of the candidates and for the air force in general.

NEW REHABILITATION PROGRAM

An RCAF rehabilitation employment assistance program, designed to help reduce problems facing retired personnel in the transition from service to civilian life, was inaugurated recently — climaxing more than two years of preparatory planning at AFHQ.

The object of the program is to assist eligible personnel in preparing for the adjustment to civilian life and to aid them as much as possible in the search for employment. Eligible personnel include all those leaving the RCAF with an annuity, all those honourably released from the service on medical grounds, and short service commission officers at the termination of a fixed term of service.

Initial interviews are carried out by station ground training officers, five years in advance of the retirement of eligible personnel, to en-

courage interest in post-release employment, provide information about academic or technical education, and indicate where training can be obtained.

The past service provided to re-

tiring officers — that of attempting to place personnel in jobs compatible with their service experience and personal desires by working closely with the National Employment Service, the Civil Service Commission, other government departments and business and industrial firms — is being continued and has been extended to other ranks.

To facilitate speedier and more effective placement of retiring RCAF personnel, two RCAF officers have joined forces with the staff of the Analysis and Production Division of the Unemployment Commission to work on a manual which will equate RCAF trades with civil employment. Sections of the manual will be printed as they are completed and distributed to National Employment Service offices across the nation.



"To tell the truth, sir, we're having a bit of trouble fitting you into the Rehabilitation Program."

Christmas Messages from the Padres

"Glory to God on the highest and on earth peace among
men of good will". (St. Luke 2. 14)

The predominant thought in the mind of every true Christian on this Christmas Day 1962 must be indeed one of profound joy because a Saviour was born to us almost two thousand years ago, bringing hope of eternal salvation to all mankind.

In the days of King Herod there were also talks of rebellion, armed peace and cold war, yet, the Angels were singing their "Glory to God on the highest and peace among men of good will".

After 20 centuries Christians have not learned to give praise to God in "harmony" and mankind has not learned to live in "peace". Never in modern times have we had more reason to hope for better things to come: the Church is in Ecumenical Council and so many nations of "good will" are now united in a General Assembly.

We can take so very little direct action to bring about peace in the World at large but there is so much that we can do to "praise God" and establish "peace" within our individual souls and families.

Why can't we imitate the humble shepherds and go at once to pay homage to the Child Jesus? "So they went with haste . . ." (St. Luke 2. 16).

Like them we will find our faith in God strengthened and our love for our fellowmen increased.

Thus, the wonderful spirit of joy and charity which is the real spirit of Christmas will come to pass . . . so fast.

Holy and Happy Christmas to all!

J. P. Davignon, G/C
Director of Religious Administration
Roman Catholic.

The Star of Bethlehem led the wise men to Jesus, but Herod never saw it. His jealous fear and self-vaunting ambition made him blind to the glory that hung above him. How poor, as a result, was his life as compared to that of the wise men.

Though we may live in a time so troubled that even stars grow dim, the agonies of a distressed world leave untouched the happiness of Christians in their Saviour's birth. Not that Christians are careless of world sorrows; on the contrary, the spirit of Christmas creates concern for the loveless, the despised, the persecuted, the homeless and the lost.

Man rejoices, in spite of all tribulations, because God cares, even to stable loneliness and the agony of a Cross. The wish: "A Merry Christmas" is not dependent upon changes and chances of this life but rests on the certainty that all men, if they will, can be eternally saved through Christ from all tribulation into the Babe of Bethlehem's eternal joy.

Such is the wonder and the simplicity of God's appearance. He will come at this Christmas tide, simply, generously, graciously. Will we be too busy to see the Star and its meaning, will we know the difference between the wonder of shepherds and the noisy excitement of heedless men? May Christmas remain Christmas for you and yours because He was born in Bethlehem. Thanks be to God for His unspeakable gift.

E. S. Light, G/C
Director of Religious Administration
Protestant.

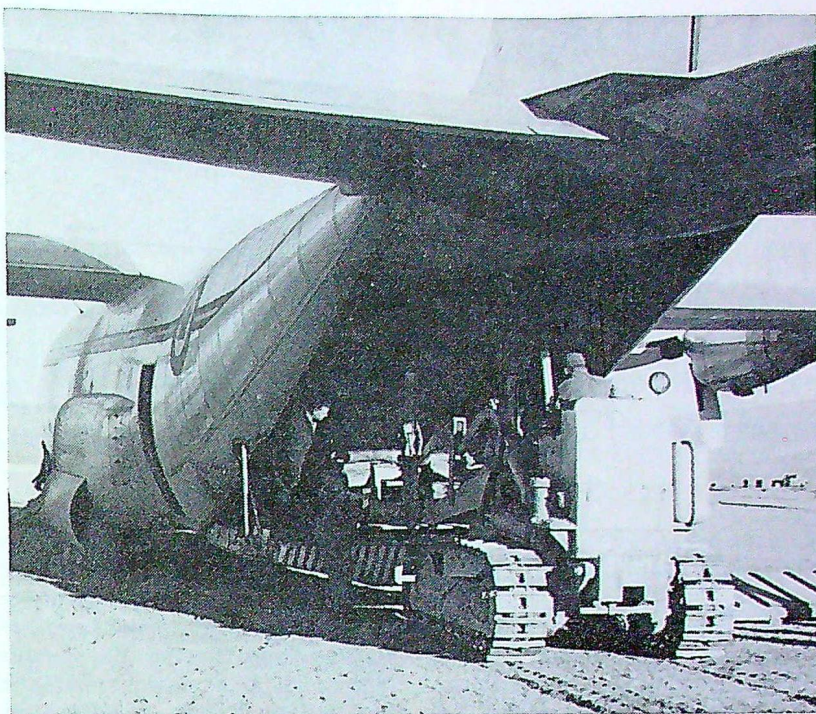
RECORD ARCTIC AIRLIFT

CANADIAN children will be casting anxious eyes into the northern sky later this month, hoping to catch a glimpse of a white-bearded, red-suited gentleman aboard a toy-laden, reindeer-drawn sleigh. As in previous years, they will follow his progress southward by radio, as reports are flashed from DEW Line, Mid Canada and Pinetree stations to the news media of the land.

Meanwhile, the RCAF's annual Christmas supply-drop to men at DOT's Arctic weather stations will be conducted by No. 435 Sqn. crews in *Hercules* aircraft — backed up, if necessary, by No. 436 Sqn. *Flying Boxcars*. No strangers to those high northern latitudes, the Namao-based airmen earlier this year completed Operation Boxtop Seven — establishing a record for RCAF airlifts which will be difficult to surpass.

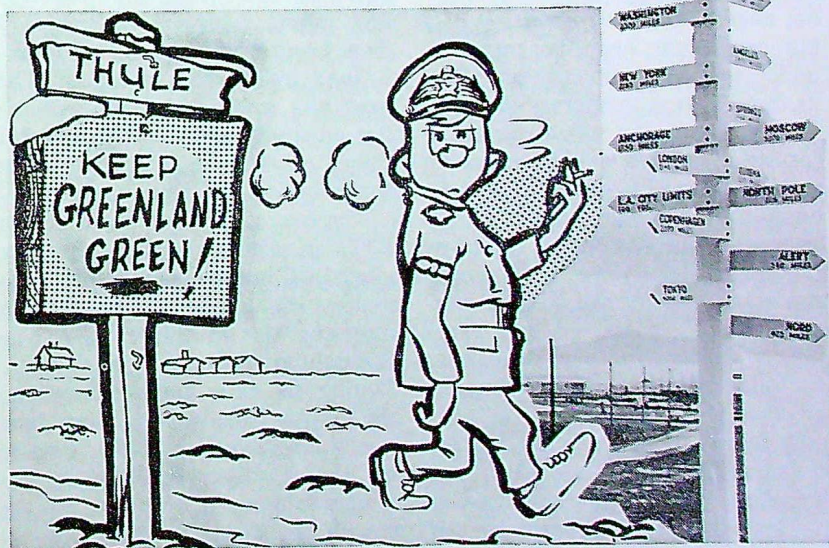
Two *Hercules* flew 113 round trips from Thule, Greenland, to Alert, on the northern tip of Ellesmere Island, carrying 3,773,212 pounds of fuel, oil and supplies. A flight was made every three hours for two weeks except for one 12-hour period when the operation was postponed due to high winds at the USAF base at Thule.

Fifty-five RCAF personnel, including four complete aircrews, operated round-the-clock to move the record cargo to the gravel airstrip at Alert, the most northerly inhabited location in the world. Every one of the 113 flights was made with near-capacity loads of 35,000 pounds regardless of type of cargo. This airlift more than doubled the previous record load for similar operations.



Unloading 35,000-lb cargo from *Hercules* at Alert, world's most northerly habitation, during Operation Box Top Seven.

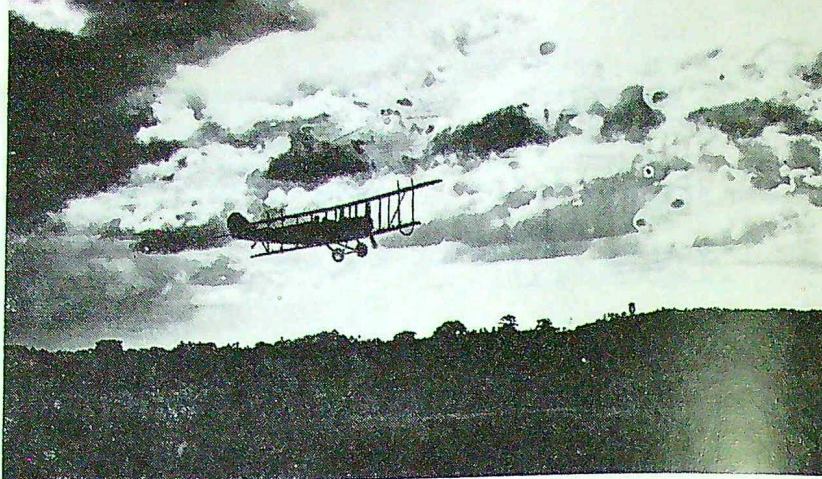
The record-breaking 3,700,000-lb. airlift operated from USAF base at Thule, Greenland, which prides itself on being the northern cross-roads of the world.



CANADA'S FIRST AIR TRAINING PLAN

By MR. R. V. DODDS

Air Historical Section



A Canadian-built Jenny takes to the air.

IT WILL be recalled that the Imperial Munitions Board had, in mid-December 1916, formed Canadian Aeroplanes Limited to build the Curtiss JN-4 for the RFC in Canada. Although there were some important differences, the machine was similar to the JN-4 made by the Curtiss company in the United States. Known still to many veteran military and commercial flyers as the "Jenny", it was a two-seater biplane with an upper-wing span of slightly less than 44 feet, weighed 2,100 pounds, and had a top speed of 75 miles an hour. The power plant was the U.S.-built Curtiss OX-5 90 hp. engine. While construction of a big new plant near Toronto was under way, the company produced its first JN-4s at temporary quarters.

The 20 training squadrons to be formed in Canada were to be known as Nos. 78 to 97 (Canadian) Reserve Squadrons, to be grouped in blocks of five at four stations, or wings as they were later known. Each squadron was to be formed from a "nucleus flight" of trained and experienced officers and men, who were to follow Lt. Col. C. G. Hoare's advance party from Britain at periodic intervals, and as sites for the squadrons became available. It was hoped to form the first squadron at Borden around the beginning of

April 1917, even though the station would not be finished by that time

Hoare did not wait for events to fall into their proper sequence before starting flying training. Borden was in the midst of construction and the first nucleus flights were enroute to Canada when the initial intake of cadets began actual flying training.

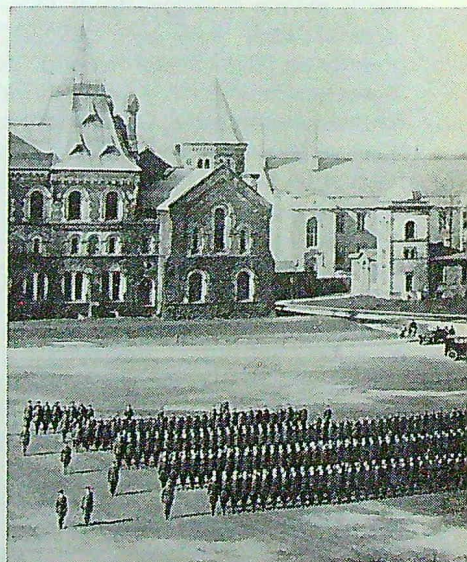
The first JN-4 from the new aircraft plant was delivered to the RFC on 22 February, and five days later Hoare had a total of three aircraft. He formed, from what personnel he had amongst his advance party, the nucleus of a squadron, called it "X" Sqn., and sent his first pupils flying on 27 February from Long Branch, the field formerly used by the Curtiss school. The field was small and facilities were not adequate, but it sufficed to get things started. A "Y" Sqn. was similarly formed later.

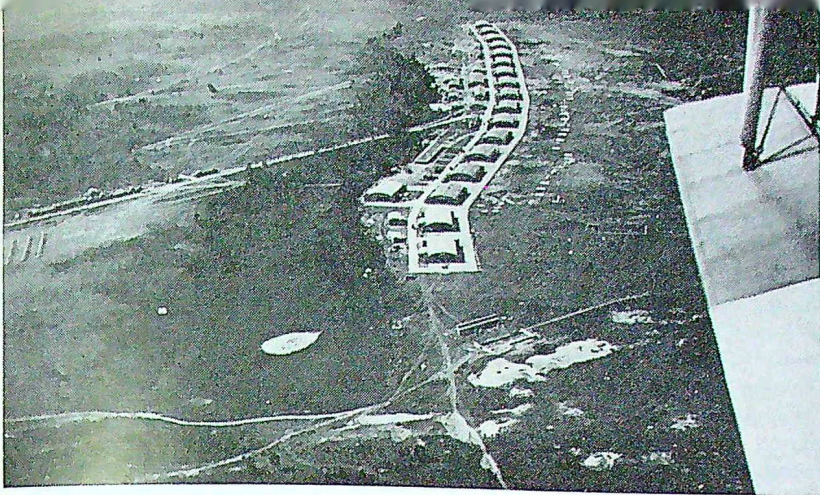
The first aircraft accepted by the RFC in Canada came from the plant of Canadian Aeroplanes Limited, which supplied the Corps with most of the machines they flew throughout their stay in Canada. During its early period, however, the output of the Canadian firm was supplemented by JN-4As made by the Curtiss company in the United States, in order to get the training plan into full swing.

Thus, the RFC had taken another big step forward. A little more than a month from the day he had arrived in Canada, Hoare had his first training squadron, his first aircraft, had recruited his first ground technicians and cadets, and had started to teach his fledgling pilots to fly.

During March the Cadet Wing, the first stage of training for the cadets, came into being. It had a staff of two officers and three NCOs,

Cadet Wing on parade at University c
used as barracks and c





Camp Borden hangar line, April 1917.

Second of Four Parts

RFC CANADA SPREADS ITS WINGS

and 30 cadets. Lectures covered artillery observation, organization of the service, military law, and aircraft engines and airframes. The wing occupied buildings loaned by the University of Toronto and accepted trainees from the Recruits' Depot. By comparison with the ground training given the cadets at a later date, the syllabus of the Cadet Wing was limited. Previously the cadets had received drill and

associated instruction with the Canadian Officers' Training Corps at the University of Toronto, and what ground instruction could be given by the overworked second lieutenant in charge of the flying at Long Branch. The Cadet Wing not only grew rapidly as the flow of cadets increased, but it undertook many added responsibilities as the scope of RFC training was broadened. Ultimately, new ground training schools were formed to look after many of the jobs of the Cadet Wing.

It was not until 2 May that the RFC took over the big new aerodrome at Borden but by that time training had started there. The RFC moved a headquarters staff in to the unfinished station on 16 March and three days later two training squadrons, Nos. 80 and 82, were formed at Borden. The first cadets reported there for training on 28 March, and two days later the first flying began, on two JN-4s which had been sent to and assembled at Borden. By the middle of April five squadrons, Nos. 78 to 82, were established there and flying training was in full swing.

Borden was not the scene of the first RFC training in Canada. Ground instruction had already started at the Cadet Wing in Toronto, and flying training was first

given at Long Branch. Borden, though, was the first flying station to begin full-scale operations, and it was the largest of the RFC fields in Canada. When completed it was, as the Imperial Munitions Board proudly reported, "generally regarded by competent authorities, both military and civilian, to be one of the finest aviation centres in the world".

Thus, by April 1917, the RFC Canada's first pilot trainees were working and flying hard — looking forward, within a couple of months, to getting on the ship for France, their new wings gleaming on their tunics.

They were badly needed overseas, for March and April 1917 were the blackest of the whole war for the RFC. The operational life span of an RFC pilot on the Western Front now stood at about 2½ months. As a result, the British authorities asked the RFC in Canada if they could get along with fewer trained personnel from the UK than envisaged. They also asked if Hoare could add to the training given in Canada to include more advanced instruction in gunnery, aerial observation and photography. If possible, he was to form a new school, where cadets would receive additional ground training after passing

Onto. Many university buildings were
oms during 1917-18.



through the Cadet Wing, and before reporting to one of the flying training squadrons. Specialists to assist in this new training would be sent from Britain, but Hoare would have to come up on his own with many more experienced ground tradesmen than originally planned.

OTHER STATIONS OPENED

While arrangements were being made for the new training that the RFC now was to carry out in Canada, work went ahead on the flying fields previously selected.

The Deseronto station was the next establishment to be brought into being. Deseronto's flying activities were divided between fields at Mohawk and Rathbun, and the station headquarters itself was located in the nearby town of Deseronto.

"X" Sqn., the first flying training unit of the RFC in Canada, was moved from Long Branch to Mohawk on 1 May and Rathbun was occupied shortly afterwards. By the end of May Nos. 83, 84, 86 and 87 Sqns. were established at Deseronto, in addition to "X" Sqn. The nucleus flights for four more squadrons were also positioned on the two aerodromes, awaiting completion of the

flying fields at Leaside and Armour Heights.

The commander of one of the training squadrons at Mohawk during the summer of 1917 was Capt. Vernon Castle, who with his wife Irene made up the internationally-famed dance team. Castle, who had flown with distinction in France, roared about the camp in a Stutz *Bearcat* and he owned a pet monkey which often accompanied him around the field, perched on his shoulder. When he left Camp Mohawk in the autumn of 1917 he left many legends behind. He was never to return to Canada, for he was killed in a crash in Texas, where his squadron had gone to escape the severe Ontario winter. In her book, "Castles in the Air", Mrs. Castle tells how she was smuggled in to one of the two-place *Jenny* trainers and taken for at least one flight by her husband, during the days of the RFC training in Canada.

GUNNERY SCHOOL IS FORMED

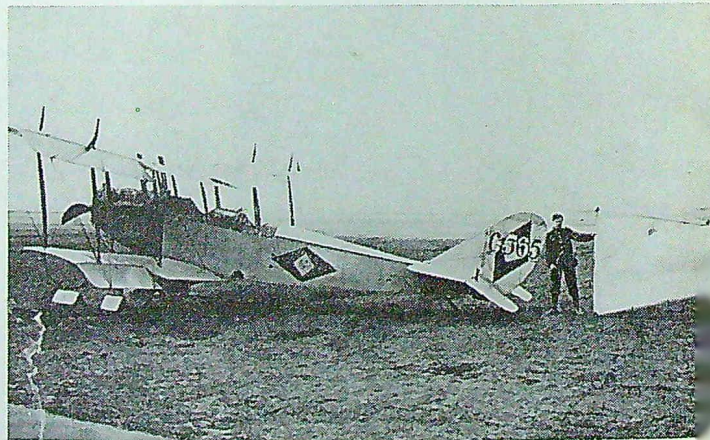
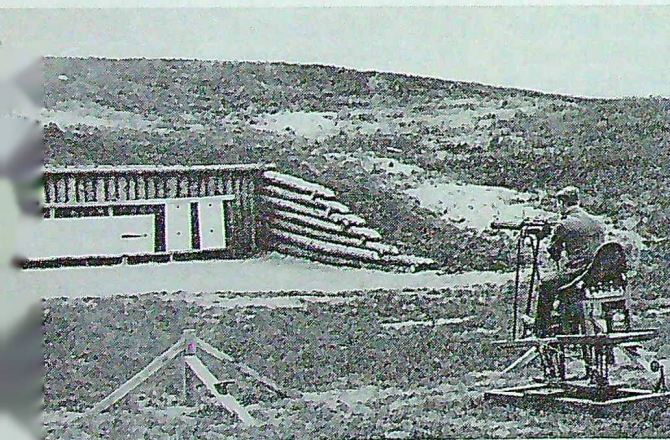
The same day that the first squadrons moved on to the new Deseronto station, the School of Aerial Gunnery was formed at Borden. The first gunnery instructors arrived in Canada from the UK on 25 April

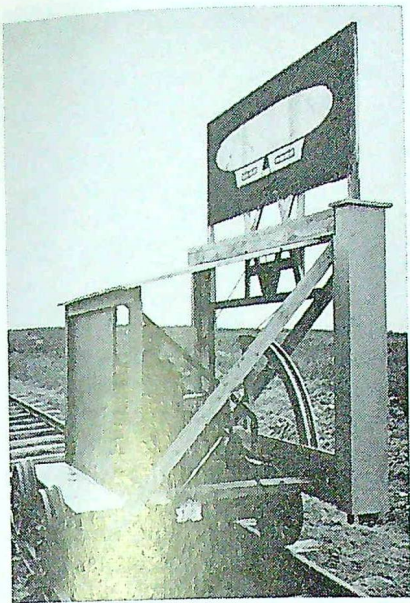


Capt. Vernon Castle and friend.

and a class of picked mechanics was formed to receive special instruction, qualifying them for instructional duties. When it opened on 1 May, the school had two machine guns and 18 pupils. They received no airborne gunnery instruction but were each able to fire 40 rounds at a ground target. The training given by the School of Aerial Gunnery

School of Aerial Gunnery syllabus included both ground and air firing with Lewis machine gun. Left: on the butts at Camp Borden. Right: checking aerial target towed by JN-4A.





Moving ground target for gunners.

The tempo of the Borden construction was matched by the progress made at the other sites selected as RFC aerodromes, and in mid-June another flying station, the RFC's third in Canada came into being. Known as North Toronto, it embraced two air fields, at Leaside and Armour Heights. The new station's first squadron was formed on 15 June, when the nucleus flight for No. 91 Sqn. arrived from the UK. The flights for two more squadrons, Nos. 90 and 88, arrived later in the month from Deseronto, where they had been accommodated until North Toronto could accept them. Early in July "Y" Sqn., one of the two squadrons formed at Long Branch, shifted to North Toronto, followed a week later by No. 89 Sqn. from Deseronto.

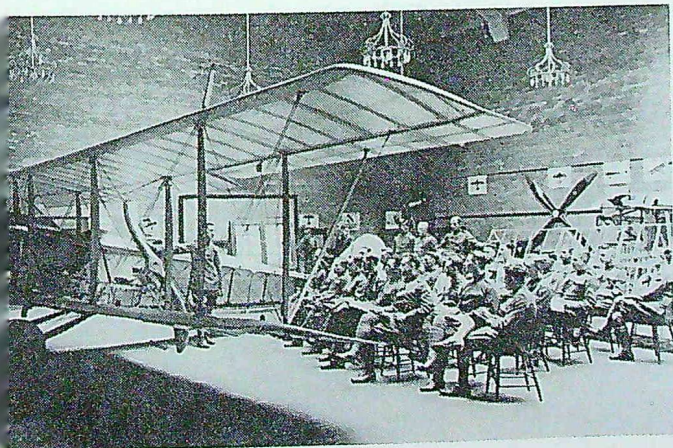
rapidly increased. The course was lengthened to three weeks, including 100 rounds from a Lewis gun in the air. In July 1917 more equipment arrived from Britain, including camera guns. Before the war's end training had been extended to a point where pupils received thorough airborne training in all phases of gunnery.

While the new Deseronto and North Toronto stations were being opened, flying was continuing at Borden, and the first course of 18 cadets completed their training there in June 1917. It was during this course's training that the first fatal flying accident of the RFC in Canada occurred: Cadet J. H. Talbot was killed at Borden on 8 April 1917.

SCHOOL OF AERONAUTICS

An addition to the growing list of RFC establishments was made on 1 July with the creation of the School of Aeronautics, which Hoare had been asked to form by the War Office. An advance party of instructors for the school, nine officers and 38 NCOs, arrived in Canada 11 June and worked in conjunction with the Cadet Wing. Officially known as No. 4 School of Military Aeronautics, the new unit took over the existing Cadet Wing organization and made its home at the University of Toronto. A new Cadet Wing was formed later in the month, and on 23 July it left the University of Toronto and moved to summer quarters under canvas at Long Branch, which had just been vacated by "Y" Sqn. The Cadet Wing resumed its independent existence on making the shift to Long Branch. The Cadet Wing continued its growth, but with the formation of the School of Aeronautics and the development of ground training at the RFC units, its character was greatly changed. Henceforth it concentrated on providing drill, physical education, discipline, and basic instruction in wireless, topography, and military law.

School of Aeronautics, set up at University of Toronto in July 1917, instructed cadets in aircraft engines, rigging, wireless, artillery observation, machine guns, instruments and bombs.



The School of Aeronautics began life with 204 cadets and the first course ran for three weeks. By the month's end the school's course had been extended to four weeks and covered aircraft engines, rigging wireless, artillery observation, machine guns, instruments and bombs.

The size and syllabus of the school grew steadily throughout 1917. Before the summer's end courses had been extended to six weeks and three courses, each of 150 cadets, separated by two weeks, made up the school's student strength. The instructional staff had grown to 19 officers and 119 NCOs and additional buildings had been provided by the University of Toronto.

During the summer of 1917 the training plan continued its growth, and many developments took place. Borden at first gave only preliminary flying training, but as the other fields became operational Borden began to specialize in providing more advanced flying training to the cadets having taken elementary instruction at Deseronto and North Toronto. No. 80 Sqn. turned to aerial gunnery, No. 78 to wireless-telegraphy, and Nos. 79, 81 and 82 gave training in cross-country flying, formation flying, and aerial photography. This continued throughout the summer of 1917 until, in Octo-

ber, a re-organization changed the training pattern at the flying stations.

ENTER THE U.S.A.

The United States had declared war against the Central Powers in April of 1917, and this was to have a drastic effect upon the RFC training scheme.

By comparison with the major warring powers on both sides, the military flying service of the United States was small and inexperienced and the Americans realized that the RFC had much to teach them. On the other hand, the RFC in Canada felt that it might well profit by the entry of the United States into the war, both with regard to widening its recruiting horizons and availability of a winter training area in a milder climate.*

Shortly after the United States entered the war the question of some sort of reciprocal pilot train-

*The question of carrying on flying training during the Ontario winter had been a matter of much concern to the RFC, even before the training scheme was set up in Canada. Despite the disadvantages of heavy rainfall and mountainous terrain, the West Coast appeared to be the best spot in Canada for winter flying training. Sites were chosen for aerodromes on Lulu Island, just outside Vancouver, and construction began in the spring of 1917. As it turned out, the RFC was never to use the fields.

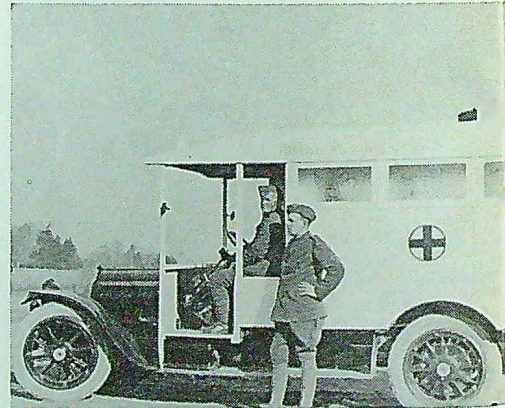
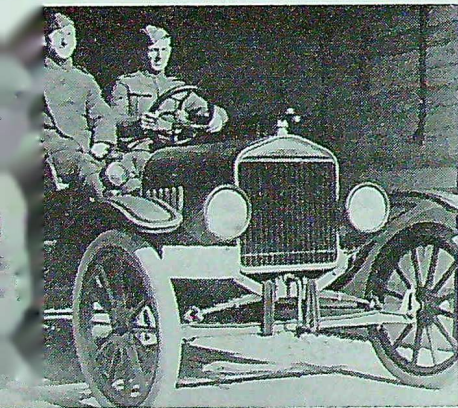
ing was discussed between the British and American governments. In June Hoare visited the War Department in Washington to discuss the matter.

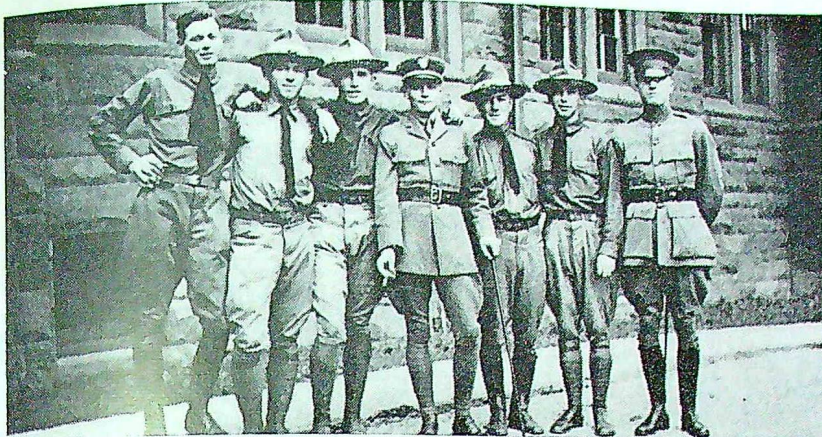
He found the Americans keen and helpful, and from his visit an agreement emerged which benefited both the RFC and the Americans. The RFC was permitted to recruit actively in the United States (officially the recruiting was limited to British subjects residing in the United States, but in fact it went beyond that) and was given training facilities in Texas, to enable it to carry on flying throughout the winter. In return, the RFC agreed to train large numbers of ground and flying personnel for the Americans.

The agreement also called for 10 squadrons to be trained by the RFC for the United States Signal Corps, involving nearly 350 cadets and officer pilot trainees and 2,000 ground technicians. The training was to start in Canada as soon as possible and with the advent of bad weather the RFC was to shift enough staff personnel to Fort Worth, Texas, to enable it to carry on training its own cadets, as well as finishing training the Americans.

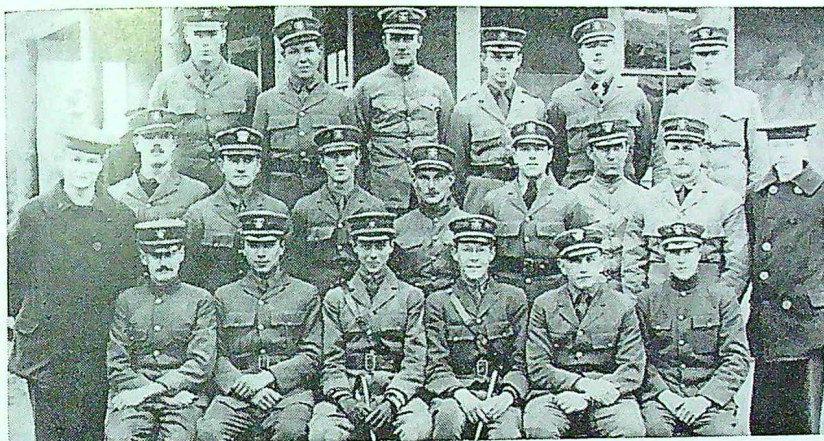
The RFC was to provide aerodromes, aircraft, accommodation, and other equipment and facilities

Forerunners of today's mobile support equipment: (l. to r.) fire-engine at Camp Borden, staff cars and stake trucks, ambulance at North Toronto.





Some 1400 US Signal Corps and two dozen US Navy cadets arrived in Canada for RFC training in 1917. One of the naval cadets was the late James Forrestal (below, back row third from right), who served as US Secretary of the Navy 1913-17 and then as the first US Secretary of Defense until 1949.



for the training done in Canada while the Americans would provide similar facilities for the Texas phase of the training. The RFC, though, was to provide gunnery, wireless and other ground instructional equipment for the training in the south. The Americans agreed to buy 180 aircraft, with spares, from Canadian Aeroplanes Limited, for use in Texas. The RFC was to look after repairs to the machines during the period it was to fly them in Texas, and was to leave the machines there for the Americans on returning to Canada.

The agreement ended the RFC's long-standing worries about winter flying in Canada, and obviated the necessity for forming a fourth flying station on the West Coast. At the same time, it was of great assistance to the Americans in training their large reserve of recruits.

The Americans were not long in coming. In July a detachment of some 1,400 men from the United States Signal Corps' Aviation Section, including some naval flying trainees, arrived at the Recruits' Depot, now under canvas at Leaside for the summer.

Apparently some of the military niceties were sacrificed to the need for haste. Lieutenant Alan Sullivan, in his book "Aviation in Canada 1917-18" writes that an American colonel, a member of the Signal Corps, described this party of trainees as being "under-officered, unorganized, without records, and . . . practically without uniforms". Matters were smoothed out, though, and the American trainees were sent to the various units where their training continued until the early autumn, when the shift was made to Texas.

Shortly before the move south the RFC's flying training stations were reorganized and were raised to wing status. The Borden station now became No. 42 Wing, the Deseronto station No. 43 Wing, and North Toronto became known as No. 44 Wing. In addition, each wing became a composite flying training school, with three of its squadrons giving elementary flying training while the other two provided more advanced instruction. Each of the advanced squadrons was divided into three flights which individually handled courses in cross-country and photography, wireless-telegraphy and bombing. Before this reorganization, advanced flying training had been limited to Borden.

The shift to the south did not see the whole of the RFC in Canada packing up and moving. Ground units such as the Cadet Wing and the School of Aeronautics remained where they were and carried on normally. One of the three flying wings, No. 44 at North Toronto, also stayed in Canada, but the other two, No. 42 from Borden and No. 43 from Deseronto, with the School of Aerial Gunnery, made the move south. With them went the American trainees and the Canadian pilot trainees who had reached the flying training stage.

(to be continued)



By FLIGHT LIEUTENANT P. BROWN
Assistant Air Force Fire Marshal

WHILE watching the Grey Cup football game the other day, I was struck by two comparisons between football and fire-fighting. One was the similarity between the teamwork requirements. The quarterback and the fire chief both call the plays; the teams work like well-oiled machinery, showing the benefit of intensive training; both football players and fire-fighters are dressed in the proper uniforms for their jobs; and to top it off, all teams obviously know what they are doing.

The other comparison was a study in opposites and, in both instances, involved the spectators. At the football game they stayed off the field. In fact, it made the headlines at the Grey Cup game in 1957 when one spectator interfered with the ball carrier and fouled up the play. In addition, although most of the spectators shouted advice, none seriously expected the quarterback to pay any attention. How different the normal fire scene! Everyone is in there pitching, and many are quite incensed if their directions are not followed.

Why is it that people, at the sight of a fire, suddenly turn into expert fire-fighters and fire chiefs? These spectators, albeit well meaning, proceed to order, cajole, direct and take part in the fire-fighting operations. The net result is that, in many cases, they do a thorough and competent job of gumming up the works — obstructing fire-fighting operations, hampering rescue procedures and generally impeding trained fire-fighters trying to accomplish their assigned mission.

Like football players, the fire fighters train. In fact, the average fire fighter's basic training takes three times longer than the football player's. Like the latter, the fire fighter has achieved a degree of efficiency like the edge of a well-honed knife. But universal acceptance of paid, trained fire departments has only come about in the last few decades.

Probably there is a scientific explanation for this inherent reaction to fire. Fire was the first wild thing tamed by man. However, as we learn each year to our sorrow, this

taming has never been perfected. Therefore, at each outbreak of the so-called tamed servant, all of us immediately try to leap into the breach and retame it.

Working on this theory, we see how thin is the actual veneer of civilization. Thousands of years of learning, experience and study are supposed to have made us thinking, rational human beings. We are supposed to maintain a level head in emergencies by using a faculty that separates us from all other animals on this planet. It's called 'reason'. Why is it, then, that we so frequently throw reason "out the window" when we see a fire?


Recently two rescues of occupants of crashed aircraft were effected by persons arriving at the scene before the fire fighters. However, these particular rescuers used reason, plus great quantities of plain guts, to do something until the crash trucks arrived. These shining examples are, alas, too often snowed under in the great mass of spectators who forget reason and pitch in after the fire fighters are already in action.

Some may take offence at these remarks and say "why shouldn't I help? I know what I'm doing". The obvious counter question is "Do you?" I wonder if people really understand the tremendous strides made in fire-fighting in the past few years, particularly in the field of crash rescue. It hasn't all been on the practical training side, either. Scientists are busy working on new extinguishing agents to keep up with the greater volatility of new materials. Foam, although now commonplace, is only a recent development. Dry chemical, once thought to be the quickest extinguishing agent ever for gasoline spills, is now being

eclipsed by the new Purple K powder, which is rated twice as good.

Volatile materials are those such as metals that burn, new rocket fuels and ordinary everyday chemical compounds, commonly used in all walks of life, that if improperly handled when fire is present are deadly. The fire officers guide lists approximately 450 items that could be encountered at any fire. Military aircraft rockets, for instance, can be extremely dangerous. When exposed to intense heat, such as at a crash scene, they will explode in less than two minutes with devastating effect to anyone within 500 feet. Getting down to more harmless-looking

items, did you know that an aircraft wheel, under certain fire conditions, will explode violently?

If you are a vehicle driver, pilot, aircraft technician, etc., just think for a moment, "Does the fire fighter horn in and try to take over your job, to the danger of the general public?" The answer, of course, is no. So, if you should witness a fire, exercise that faculty of yours which was passed to you by your ancestors and stop a minute and reason. If you're asked to help, do so, otherwise stay back and give the professionals room to do the team job they are trained for. 

Charging a more potentially deadly foe than any football team, an RCAF team of firefighters practises its trade.



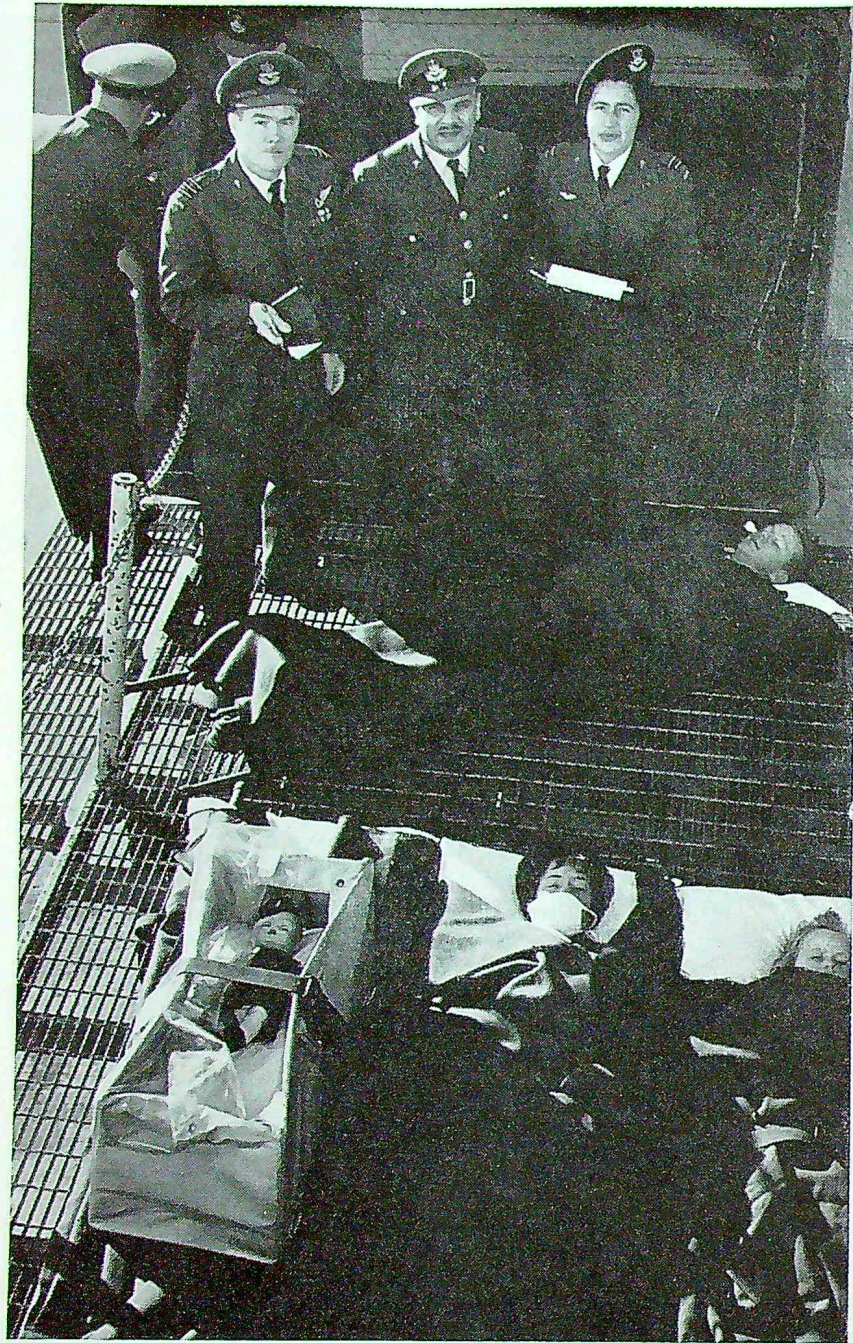
“ME-AIR”

THE aft section of *Yukon* 927 presented a scene of quiet competence as stretcher after stretcher was quickly brought in and strapped in its appointed place. Flight Lieutenant Nursing Sister W. M. Corkum, matron at the RCAF Station Trenton Hospital, checked off the names of the “injured” and supervised the mounting of each stretcher as medical assistants carried them aboard. “Patients” bore their injuries with stoic calm, and most even managed a wan smile of appreciation as one of the nursing sisters inquired as to their comfort.

Saturday, 13 October, was a red letter day for the medical staff at Air Transport Command and RCAF Station Trenton. Prior to this date, never in the history of the RCAF had 80 patients, simulated or real, been carried in one aircraft.

Med Evac 1962 (ME — AIR) was an exercise designed to test the capabilities of the *Yukon* as a medical air evacuation vehicle. Thirty-seven stretcher patients and over 40 walking wounded boarded the *Yukon* at Trenton on Saturday morning. During the six hour flight to Edmonton, these volunteers were fed and ministered to by the medical staff on board. After a short stop at Edmonton the aircraft returned to Trenton where patients miraculously regained their former health and left the aircraft under their own steam.

Later, these voluntary patients expressed their criticisms and comments to the medical people. These comments will contribute to improved techniques in medical evacuation methods used in the *Yukon*. The exercise will establish the capabilities of *Yukon* aircraft as a patient-carrying vehicle for use in national and international emergencies. ©



W/C K. W. Hamson, senior medical staff officer at ATCHQ, F/L S. A. Khan, his deputy, and Matron F/L W. M. Corkum check “ME-Air” progress at RCAF Stn. Trenton.

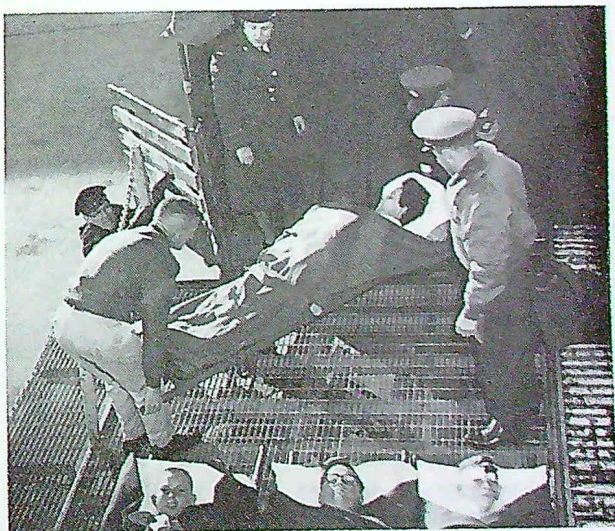
PHOTOS BY CORPORAL W. WHITEHEAD



Simulated stretcher patients are lifted into Yukon at Trenton for air evacuation to Namao. Exercise helped determine Yukon capabilities as casualty-carrying vehicle.

Flight Nurse C. A. Gray supervises loading of volunteer "patients."

Thirty-six stretcher and over 40 ambulatory "patients", plus medical staff members, made the 3600-mile trip.





NORAD CHIEF IN CANADA

General J. K. Gerhart (left), commander-in-chief of North American Air Defence Command, is greeted by A/V/M C. L. Annis, vice chief of the air staff, on arrival at RCAF Stn. Uplands for his first visit to Canada since assuming the NORAD Command. After meetings in Ottawa with the Minister of National Defence and members of the Chiefs of Staff Committee and Air Council, Gen. Gerhart visited NORAD installations at St. Hubert and North Bay, before returning to Colorado Springs.

RCAF UNITS HONOURED BY NIGHT FIGHTERS

THREE RCAF officers were among 15 members of the US Army, Navy, Air Force and RCAF honoured at the annual Night Fighters' Association re-union held at Las Vegas, Nevada, in conjunction with the USAF Air Force Association's week-long meeting last September.


Representatives of No. 425 (AW) Sqn., Bagotville, and No. 13 AC & W Sqn., St. Sylvestre, were on hand to receive engraved plaques "in recognition of outstanding contributions to the aerospace defence of North America" made by these units.

Receiving the award on behalf of the Alouettes were S/Ls H. S. Tetlock and D. L. Munro; S/L A. J. Simpson accepted on behalf of the Pinetree Line AC & W squadron. Tetlock and Munro are chief flying instructor and chief ground instructor, respectively, at No. 3 Operational Training Unit at Bagotville and had much to do with the conversion of crews to the CF-101Bs with which the RCAF's all-weather interceptor squadrons are now-equipped. Simpson is the chief oper-

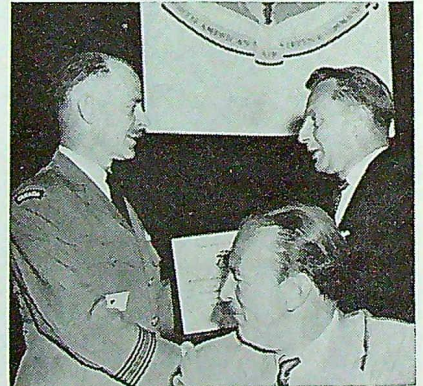
ations officer at RCAF Station St. Sylvestre.

NORAD was the theme of the Night Fighters' Association meeting this year. At the luncheon/banquet in Las Vegas the assembled guests, numbering some 500 in all, heard A/M C. R. Slemon, NORAD's deputy commander-in-chief, and Gen. L. S. Kuter (USAF ret.), former NORAD commander-in-chief

speak on aerospace defence problems.

The Night Fighters' Association was formed in 1951 by former members of World War II squadrons and expanded the following year to include personnel currently serving in USAF air defence units. This year RCAF participation was included in the event for the first time. 

Accepting certificates from Col. R. Jerome, NFA president, are S/Ls D. Munro and H. Tetlock (left) and S/L A. Simpson (right). Gen. L. S. Kuter, USAF ret., looks on.



NORTHERN NURSES



Nursing Sisters Pat Traynor and Gail Saunders shop for Christmas gifts in Hudson's Bay Co. store, Fort Churchill.

THE northern lights crackled high overhead as Nursing Sister Flying Officer Patricia Traynor made her way against the biting arctic air to Fort Churchill Military Hospital at Fort Churchill, Man.

The 70-bed hospital, located on the military base at Churchill, is responsible for the medical treatment of military people on the base, their dependents, civilian personnel attached or employed there and for the many Eskimo and Indian people at Churchill and in the surrounding district.

The term "surrounding district" is as nebulous as the dancing aurora borealis. An ailing Indian might be brought in by air from a village far to the west, or an Eskimo could arrive by dog team from many miles north.

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

The Suggestion Box



Sgt. G. W. Gibson of AMCHQ made a suggestion concerning the TACAN fitment program for T-33 and CF-100 MK V aircraft.



Sgt. D. J. Webb of Stn. Comox made a suggestion concerning dummy rounds for test firing of Librascope PDC dispenser metal and wooden.

Other award winners:
F/L E. M. Roche
F/O A. F. Gordon
F/O D. J. O'Donnell
FS T. Ogilvie
FS A. H. Ring
Sgt. A. A. Burge
Sgt. J. J. Young
Cpl. E. J. Brown


Cpl. D. Walsh
Cpl. J. Harrison
Cpl. M. D. Smith
Cpl. N. L. Westfall
Cpl. D. E. Palser
Cpl. K. E. Wesley
Cpl. J. J. Foster
Cpl. R. J. Young
LAC A. H. Johansen

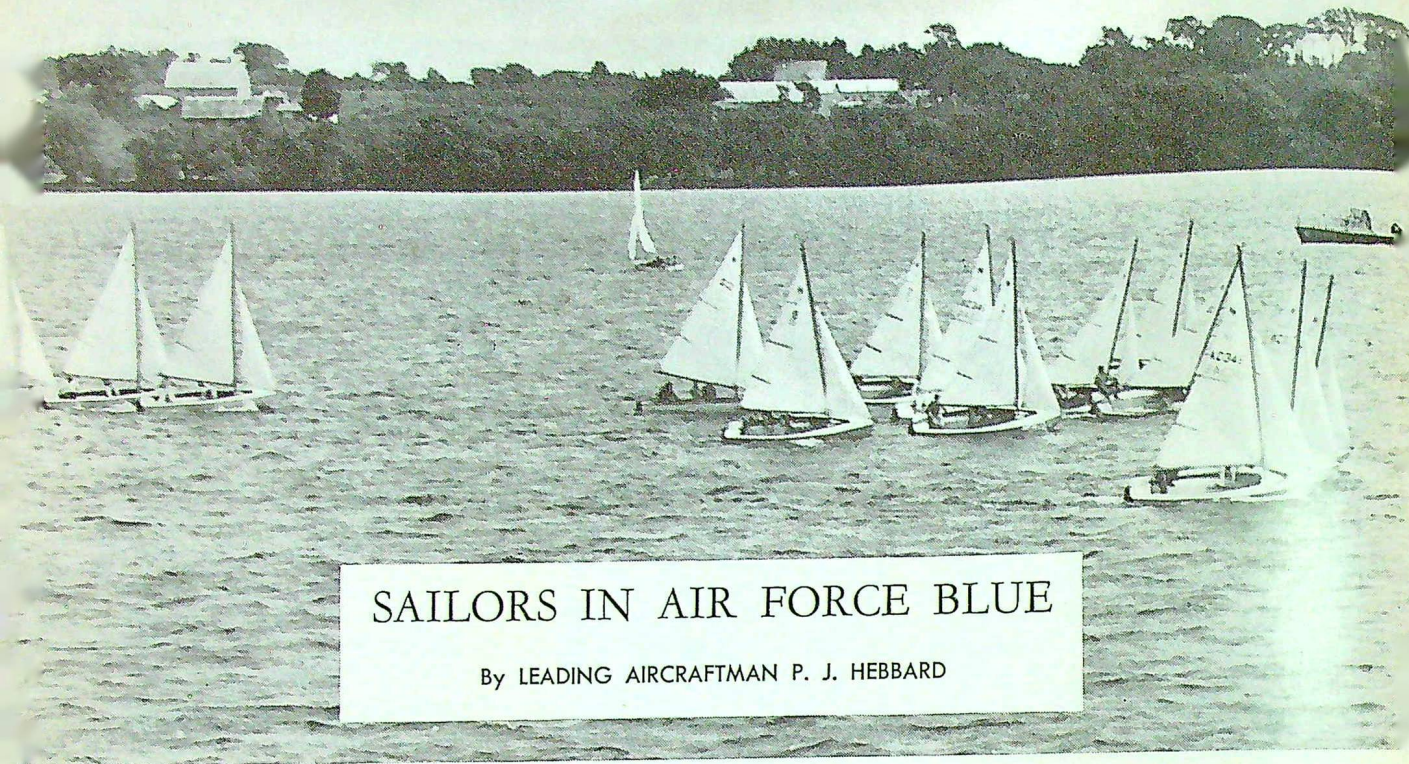
LAC M. C. McGillivray
LAC F. C. Kite
LAC A. H. MacDiarmid
LAC D. E. Bailey
LAC K. G. Wright
Mr. R. M. O'Halloran
Mr. J. F. Harding
Mr. M. H. Woody
Mr. R. A. Spencer

Radio plays a big part in the evacuation of sick people in the north. Hudson's Bay posts, RCMP detachments, radar sites, Department of Transport and RCAF airfields are radio-equipped and can advise Churchill of the nature of the illness and request evacuation services.

The hospital staff is made up of members of all three services. The present commanding officer is Major

G. W. Chapman and the anesthetist is S/L J. S. G. Benoit. Under the matron, Capt. Zilpha Sharp, there are two RCAF nurses, one RCN nurse and 12 Army nurses.

"Churchill is an interesting place to be," says F/O Saunders, "the work is certainly diversified enough — all the way from nursery to surgery." The nurses spend much of their time off reading, visiting and touring the local countryside. 



SAILORS IN AIR FORCE BLUE

By LEADING AIRCRAFTMAN P. J. HEBBARD

SAILING on Lake Ontario's Bay of Quinte became a major sport for residents of RCAF Station Trenton last summer. Not only did a revitalized yacht club acquire new members and equipment, but a clubhouse and docking facilities were built on the do-it-yourself plan. The season concluded with a regatta described by participants as an "unqualified success".


Trenton is ideally located for the small craft sailor. He finds the bay's waves less boisterous than those of the open lake, yet Quinte is sufficiently large for the winds to lose little of their vigour. For years these sheltered waters have provided a haven for the RCAF's search and rescue float-equipped aircraft and marine craft; as private sailing became more popular, the possibility of damage or hindrance to these SAR facilities could not be ignored. Thus, the decision to use Baker Island, a small out-cropping in the bay sufficiently removed from the marine

hangar, as headquarters for both the sailing club and power squadron was made by G/C D. J. Williams, the station's commanding officer.

Coincidentally, the introduction of the *Yukon* into service helped get the project started. Preparatory to the arrival of this big transport, major rebuilding of Trenton's runway and apron surfaces was necessary. Thousands of yards of fill yielded by this work made it possible to lay a causeway to hitherto inaccessible Baker Island. Volunteer labour by enthusiastic club members did much to complete the task, although the actual building of the clubhouse was done by civilian contract, financed from non-public funds. Special tribute goes to members' wives who played a large part in decorating the club and, previously, did much to relieve callouses and aching backs by providing refreshments throughout the rough-work stage.

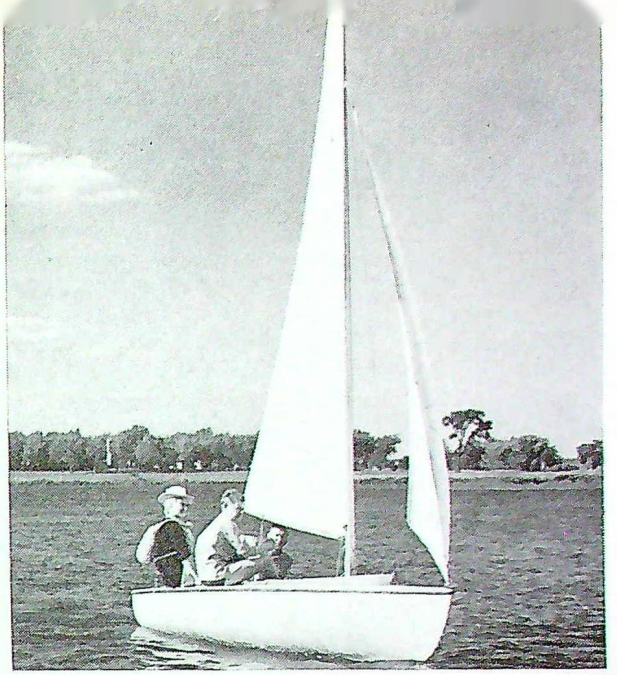
Finally, to celebrate completion

of the project, the club staged a regatta in which they invited the Bay of Quinte Yacht Club from Belleville to participate. The array of boats included everything from "home built" to impressive "keelers". Trophies, awarded for the four events, were equally divided between the two clubs.

Now, as winter's icy blasts have replaced the balmy summer breezes over Lake Ontario, Trenton's amateur sailors plan for next season. Headed by the 1933-vintage sloop "Astra", which still gives a good account of herself under sail, the club's inventory includes six NK Nordberg sailing dinghies (purchased by the officers' mess and later donated to the station) and six NKs bought this year from the station's non-public fund. But possibly the sailors who get the biggest thrill under canvas are those who have built their own craft—in hobby shops during the winter in their off-duty hours. 



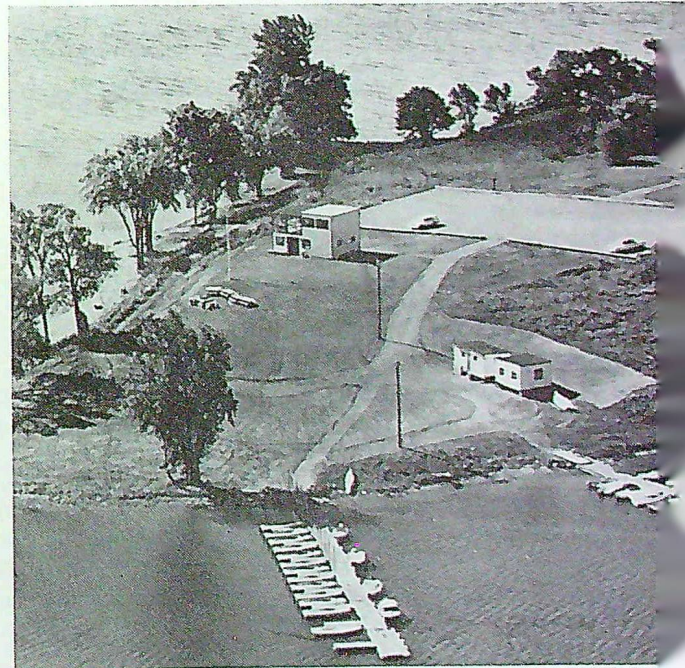
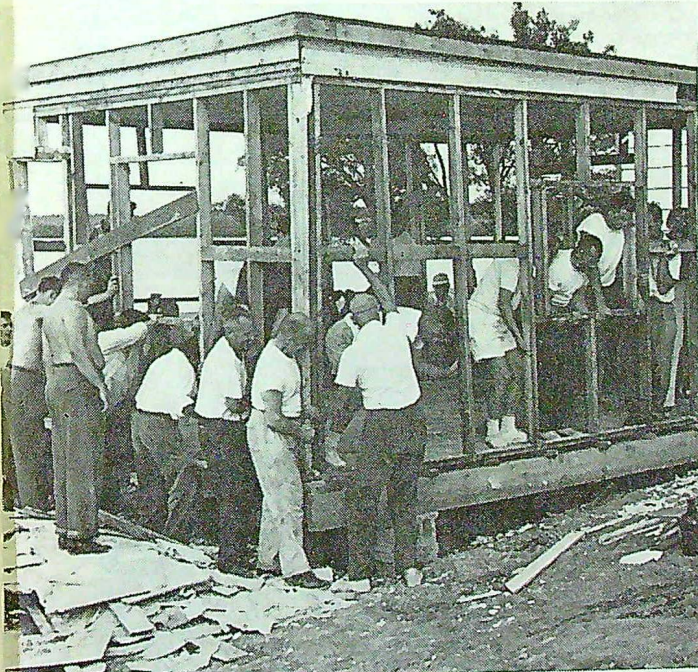
Trenton Regatta's winning keel boat, CAVA, close-hauled in a lively breeze.



The 15-ft. NK Nordberg carries 104 sq. ft. of dacron sail, is of fiberglass construction.

Dispelling popular belief that they are enemies, "raghaulers" and "stink-pots" worked together to erect club buildings.

Trenton Yacht Club facilities on Baker Island prove what can be done by concerted "do-it-yourself" effort.





RCAF ASSOCIATION

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

A MESSAGE FROM THE NEW PRESIDENT

THE delegates to the 12th Annual Convention have done me great honour by electing me to the office of national president. I am pleased to have this opportunity to express my sincere appreciation for the confidence and trust you have placed with me. I wish to assure you of my desire to further, at all times, the aims and objectives of the Royal Canadian Air Force Association.

I expect that all members have now been advised as to the outcome of our national meeting in Halifax. This meeting must be regarded as one of the most successful, in all respects, that we have held to date. Never before has our Association attained such a lofty plane with respect to pageantry and conduct of business. All members of the Association will take pride in the manner that their affairs were conducted on this occasion. It is my intention that all wings will be provided with a resume of the Halifax meeting so that all our resolutions and other matters of major concern can be communicated to the wing committees and other areas where our members reside.

The most urgent problem that faces us at the moment is our membership. This was brought to our attention forcibly at Halifax when we were forced to budget for a substantial deficit this year. In order to defray our overhead costs we must boost our membership im-

mediately to 15,000 members and eventually to 20,000 to 25,000 members. Accordingly, November was proclaimed "Membership Month" and I am confident every wing did its part in thus strengthening the fibre of our organization.

It is a source of great pride to every member of our Association to witness the continuing activities of our wings and groups. Every phase of community endeavour is covered: sponsorship of air cadet squadrons, foster children programs, bon voyage and many other projects so essential to our success as an Association. I commend you all for your interest and concern in these worthwhile community affairs.

On behalf of all members of the National Executive Council, I wish to pledge to you all that our sincere and earnest efforts will be directed to the conduct of the affairs of our Association during the coming year.

Finally, to all Association members and their families I extend best wishes for a happy Christmas season. It is my sincere hope that 1963 will bring, together with peace and goodwill, continued health and happiness to each of you.

P. F. CONNELL,
National President

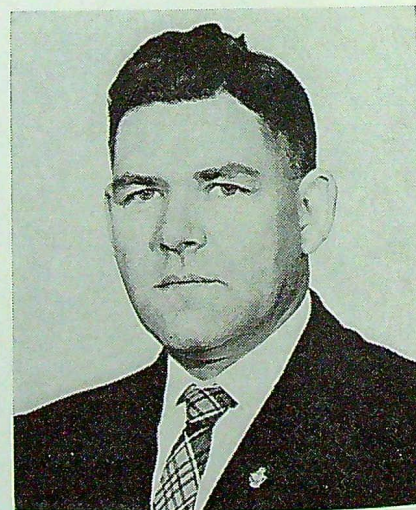
MEET PHIL CONNELL

Mr. P. F. Connell, DFM, who is a native of Saint John, N.B., had an outstanding record during World War II. He completed two tours of operational duty as an air gunner and was a charter member of the Pathfinders' Group. For gallantry in action while still an NCO, Mr. Connell was awarded the distinguished flying medal. He was commissioned in 1943.

Mr. Connell returned from overseas in 1944 to participate in the Victory Loan speaking tour. After demobilization in 1945 he became a

charter member of No. 250 (Saint John) Wing. Mr. Connell has subsequently held progressively higher executive positions at wing, group and national levels.

Since the war Mr. Connell has demonstrated a keen interest in community affairs. He has served as a member of the Saint John city council and has been director of many civic improvement organizations. These credentials bear eloquent testimony to his election as national president of the RCAF Association.



NEW WING AT CHURCHILL

No. 504 (Fort Prince of Wales) Wing, Churchill, Man. was formed on 1 October 1962 and received its Charter on Hallowe'en night. Former RCAF members stationed at Churchill should be congratulated for forming this wing on their own initiative. May many other places follow this excellent example.

We wish the president, Mr. Donald C. Taylor, and his fellow members every success for the future. They are expecting a very active winter season, with a curling team and a midget hockey team highlighting the sports program.

BURSARIES FOR YORK

Mr. Norman McArthur, president of No. 437 (York) Wing, Toronto, announced the award of a \$500.00 bursary to York University.

No. 437 Wing has the honour of having donated the university's first bursary, given three years ago in tribute to the organizational work done on the founding of the university by Air Marshal W. A. Curtis, then national president of the RCAF Association. It was continued last year to mark A/M Curtis' appointment as chancellor of York University.

The wing is very proud of the fact that through this series of bursaries their recipient, daughter of a deceased airman, has been enabled to complete her entire university course.

PR IN REGINA

Government, civic and business leaders in Regina were invited to tour the facilities of RCAF Station Moose Jaw in October as the guests of No. 600 (Regina) Wing. The tour was part of the wing's policy of acquainting the public with matters relating to national defence and the role of the RCAF. This is an excellent way to show the public how their money is being spent on defence.



Charter presentation to No. 504 (Fort Prince of Wales) Wing: (l. to r.) F/L B. B. McMahan, RCAF Unit Fort Churchill; Mr. G. Zaleski, secretary-treasurer; Mr. F. S. Meadows, 2nd vice president; Mr. J. C. MacDonald, 1st vice president; Mr. D. C. Taylor, president.

5BX SOUTH OF THE BORDER

Mr. Joe Foss, immediate past president of the USAF Association and commissioner of the American Football League, has joined the ranks of 5BX enthusiasts. In a letter to Mr. J. C. Gray, RCAF secretary-manager, Mr. Foss says:

"A note of thanks for sending along the RCAF Physical Fitness pamphlets, which I have already put to good use.

I have lost 31 pounds and many, many inches as a result of following the RCAF program. Officials and coaches in the AFL have indicated a real interest in the methods I used, and I am distributing these pamphlets among them. I most certainly appreciate your forwarding me the supply, and thank you for your prompt attention to my request."

RCAF OFFICER CADETS

Under the terms of the Defence Department's Regular Officer Training Plan, 239 students from across Canada have been enrolled this year in the RCAF as officer cadets.

Twenty-four are studying at the Royal Military College, Kingston, Ont.; 52 at Royal Roads, Victoria, B.C.; and 66 at College Militaire Royal de Saint-Jean, Quebec. The remaining 97 are attending Canadian universities.

Under the plan, which is sponsored by all three services, cadets receive their education at government expense to degree level, and on graduation receive commissions as officers of their chosen services. The ROTP program is designed to develop leadership and qualities of character while conducting a concentrated course of academic study to prepare future officers for positions of responsibility.

Letters to the Editor

BOUQUET FROM AIR DIV

Dear Sir:

I was delighted to receive the September issue of THE ROUND (Vol. 14, No. 7) which depicted the 10th anniversary of No. 1 Air Division. Reaction to this special issue has been widespread and I have received many glowing comments.

Please accept for yourself and your staff my warmest appreciation for this excellent issue.

A/V/M L. E. Wray,
Air Officer Commanding,
No. 1 Air Division HQ,
Metz, France.

HIGHWAY SAFETY

Dear Sir:

It was gratifying to see the space allotted in THE ROUND (Vol. 14, No. 8, Oct. 62) announcing the winning of the Highway Safety Award by Maritime Air Command. However, it must be pointed out that MAC did not win the trophy for the lowest accident record; it was awarded for having achieved the greatest improvement over their previous year's record.

It is in all modesty that this error is pointed out, as Air Transport Command attained the lowest accident record in RCAF in 1961.

F/L R. J. A. Grant
Staff Officer Mobile
Support Equipment,
Air Transport Command HQ,
Trenton, Ont.

ALOUETTE APPEALS

Dear Sir:

We often hear it said that our most important war experiences, even after 17 years, remain clearly engraved in our memory. That is the reason why the Alouette Club Executive has decided to write No. 425 Sqn.'s memoirs.

May we appeal through your columns to all former "Alouettes" for material, such as facts, stories, live dramas, comic events, impressions and so on, going back to the early days of the squadron. Needless to say that writing a comprehensive history will require an impressive quantity of material, such as individual and personal photographs, for example, which relate to

interesting memories, perhaps little known, or not at all. Any such photos, accompanied by written comments, would be most helpful and appreciated. They would be returned to the owner upon completion of the copy work involved.

We also wish to announce that the 20th anniversary re-union of No. 425 Sqn. will be held in Montreal on 19-20 April 1963. All ex-Alouettes are asked to write to the undersigned for further details.

Real St-Amour,
National President,
The Alouette Club,
251 Laurier Ave., E.,
Ottawa 2, Ont.

GOOSE GOOF

Dear Sir:

I enjoyed your interesting article entitled "The Greater Snow Goose" (Vol. 14, No. 8, Oct. 62). It is a pity that your illustration showed a Canada Goose, not Greater Snow Goose.

S/L A. B. Chas,
AFHQ, Ottawa, Ont.

Dear Sir:

Congratulations on your article "The Greater Snow Goose". Congratulations are in order for Cpl. Fitch, the artist. Congratulations also to the "Canada Goose" that stole the picture. You can't fool us bird-watchers — wote on the flyway.

Cpl. J. Bjurstrom,
RCAF Stn. Mont Apica,
Que.

Dear Sir:

I would like to commend you for printing an interesting article on conservation. Personally, I would like to see a few more articles in this vein as a large number of service personnel are hunters and fishermen.

Unfortunately, I have also a brickbat. The bird in the illustration's foreground happens to be a "Canada Goose" (*Branta canadensis*), not a "Greater Snow Goose" (*Chen hyperborea atlantica*). The Greater Snow Goose is completely white with the exception of the ten primary feathers on each wing. The legs and feet are a pinkish-red colour.

F/L D. Herbert,
President, CJATC Rod & Gun Club,
Rivers, Man.

If you dial a certain telephone number in Dayton, Ohio, you might get this answer:

"Main Gate, St. Peter speaking."

According to the United Press International, it isn't a joke.

The number is at the Dayton Air Force Depot. A civilian guard at the depot's main gate is named Jay St. Peter.

THE BLUE BELL

THE ROUND

On the Line

by LAROUCHE
62



Aircraft Album: de Havilland "Tiger Moth"



THE DH 82 *Tiger Moth* was the last in a long series of light biplanes, beginning with the DH 60 *Moth* in 1925, built by the de Havilland Aircraft Co. Ltd. The *Tiger Moth* entered service with the Royal Air Force in 1931, and was the standard elementary trainer for nearly two decades. The RCAF adopted the type in 1937, and it became the standard *ab initio* trainer at all Canadian elementary flying training schools under the British Commonwealth Air Training Plan. It was also used for aerobatics and blind flying instruction, and was well liked by pilots, who found it easy to fly and very sturdy.

Canadian production aircraft, designated DH 82C, had a two-piece cowling, heated cockpits, and large sliding canopies. A total of 1,384 were delivered to the RCAF, as well as 26 British-built *Tiger Moths*. In 1941, when it was

feared that the supply of engines from Britain might be cut off, a small number of *Tiger Moths* were built powered by a 160 h.p. Menasco Pirate engine. Most, however, had a 145 h.p. Gipsy Major engine. The loaded weight was 1,825 pounds, the span was 29 ft. 4 in., and the top speed 107 m.p.h.

On 10 November 1941 LAC Kenneth Gravell, a wireless operator at Number 2 Wireless School, Calgary, tried to rescue his pilot from the blazing wreckage of their crashed *Tiger Moth*. The attempt cost Gravell his life. For his heroism he was posthumously awarded the George Cross.

A *Tiger Moth* powered by a Menasco engine is one of an RCAF collection of historic aircraft displayed on National Air Force Day at Rockliffe this year.

Roger Duhamel

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