

ROUNDEL

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Contributions and all other correspondence should be addressed to:

The Editor, ROUNDEL
RCAF Victoria Island,
Ottawa 4, Ont.

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COVER CAPTION

The anti-submarine warfare team in action, depicted here by artist Cpl. Pete Fong, is the theme developed in the first half of this month's issue.

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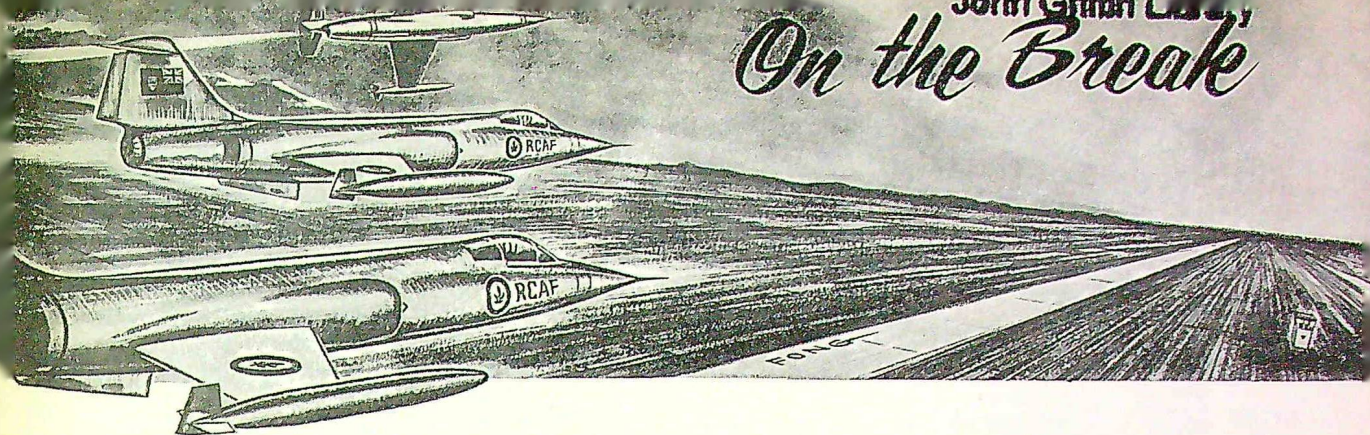
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WHEN the military history of our age is written a large chapter will be devoted to the defensive efforts that are being made to keep abreast of overwhelming increases in offensive power. Consider the case of the submarine.

Twenty years ago the basic problem was to protect a convoy, a moving target in mid-ocean, and to ensure that no submarine penetrated a five-mile defensive screen. The adversary was slow, of limited endurance, and had to spend much of his time on or near the surface. Short-range striking power forced the submarine to approach the convoy's defensive network. A combination of air and surface defence capitalized on the enemy's vulnerabilities, and the convoy-attacking submarine was eventually brought under control.

Scientific advances since World War II have eliminated many of the shortcomings of the submarine as an offensive weapon. While improvements in submarine power plants, and the range and destructiveness of its weapons, have lifted the submarine threat to a new dimension, the defenders have had to cope with relatively marginal increases in efficiency.

There is no reason to suppose that this condition will be permanent. True, long-range detection of underwater objects is a difficult problem, but it can be stated with certainty that there are crash programs

working on it in every one of the world's great maritime nations.

Whether the answer comes through the patient, step-by-step improvement of existing devices or through a breakthrough idea now existing in some backroom brain, there will undoubtedly come a time when defensive forces will engage the submarine on more equal terms. Meanwhile, one works with the equipment and the men on hand, and Canada is probably as well fixed to battle the submarine as is any nation. The RCAF and the RCN are both equipped with modern weapons and detection devices, functional within the limits of their design, and men trained to use their equipment with high efficiency.

The problem is to use existing men and weapons in the most effective way; to devise the military doctrine and tactical procedures which provide the most effective and economical protection for our maritime interests, and for the cities and inland military installations now threatened by the missile-firing submarine.

The seriousness of the threat, and Canada's undertaking to protect certain defined segments of our surrounding oceans, have made obsolete former clear-cut and independent roles. The Canadian answer is the integrated RCAF-RCN team wherein the anti-submarine warfare capabilities of air and surface units are molded into a single combat force, directed by a single commander, and trained to operate in closest co-ordination.

On the following pages, with major assistance from the three contributors pictured alongside, we have attempted to describe in some detail how this maritime team operates off both our Atlantic and Pacific coasts.

F/L J. C. Paterson
... Victoria



F/L C. J. Dunbar
... Halifax



F/L C. E. Cooper
... Ballykelly



J. C. Paterson 5/L
Editor

MARITIME AIR COMMAND

RCAF units of Maritime Air Command last year flew a combined total mileage approximating 11 round trips to the Moon. They did this on anti-submarine patrols, training exercises and search and rescue operations off both Atlantic and Pacific coasts.

Air Commodore W. I. Clements, OBE, who retires from the service this summer, has been MAC Air Officer Commanding for the past five years. During that time the command has doubled in personnel strength and its operational equipment has been completely replaced.

Now flying the *Argus* are Nos. 404 and 405 Sqns. located at RCAF Stn. Greenwood, N.S., No. 415 Sqn. at Summerside, P.E.I., and the Greenwood-based *Argus* Conversion Unit. The *Neptune* is flown by No. 407 Sqn. at Comox, B.C., and No. 2 O.T.U. at Summerside.

Albatross, *Otters*, *Dakotas* and helicopters are used by No. 103 Rescue Unit at Greenwood and *Lancasters* by No. 107 R.U. at Torbay, Nfld. Other MAC formations include a Maritime Proving and Evaluation Unit at Summerside, No. 9 Field Technical Training Unit at Greenwood and No. 101 Communications Flight at Shearwater, N.S.



As one of his first official acts as Canada's new Minister of National Defence, Hon. Paul Hellyer welcomed Admiral R.L. Dennison, USN, to Ottawa on his farewell visit prior to retiring as Supreme Allied Commander Atlantic in April.

Rear Admiral K. L. Dyer (left), Flag Officer Atlantic Coast, is Maritime Commander Atlantic and A/C W. I. Clements is his deputy in the combined RCN-RCAF headquarters in Halifax which exercises operational control over designated naval and air forces.



LIGHT BLUE + DARK BLUE = MARPAAC



By FLIGHT LIEUTENANT J. C. PATERSON
Staff Officer Public Relations,
No. 5 Air Division

ON Canada's western seaboard Maritime Pacific Command (MARPAAC) controls the operations of our armed forces assigned to the anti-submarine warfare role.* These forces maintain surveillance of surface and underwater traffic approaching our shores from the North Pacific and are constantly

* The joint RCN/RCAF Maritime Atlantic Command was described in *ROUNDEL* Vol. 13, No. 8, Oct. '61.

training to maintain a high degree of integrated proficiency.

MARPAAC is commanded by Rear Admiral W. M. Landymore, Flag Officer Pacific Coast; Air Commodore G. G. Truscott, Air Officer Commanding 5 Air Division, is deputy commander.

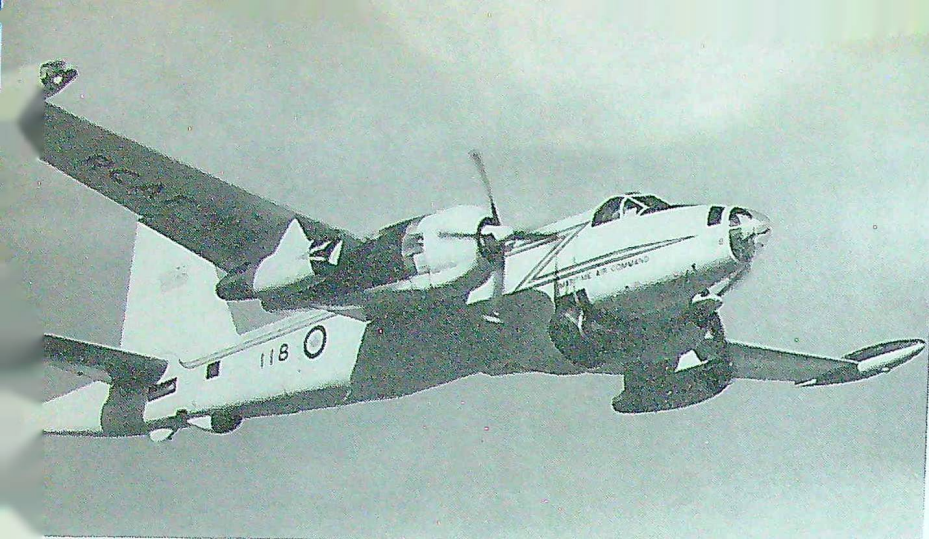
To accomplish its mission MARPAAC operationally controls one air and two naval squadrons. The RCN contributes the 2nd Destroyer-Escort Squadron, consisting

of six destroyer-escorts, and the 4th Escort Squadron of seven frigates — both formations being based at Esquimalt. The RCAF provides No. 407 (Maritime Patrol) Squadron, flying *Neptunes* out of Comox. Named the "Demon" Sqn. when first formed in Coastal Command during World War II, the unit claimed four submarines destroyed and seven damaged and attacked a total of 400,000 tons of enemy shipping from 1941 to 1945.

The two-service headquarters building, situated at Esquimalt Harbour in HMC Dockyard, near Victoria, B.C., is an old red brick structure whose plain front door bears a sign, "Restricted Entrance". Inside is a staff of navy-air force personnel, set up on the approved pattern of commander and deputy, with the two services holding the alternate positions. A corridor, with offices on either side, ends in the main control room where officers and men in light and dark blue uniforms maintain the information on maritime activity in the MARPAAC area and direct the forces under MARPAAC control. A huge

MARPAAC Commander and Deputy Commander
R/Adm. W. M. Landymore A/C G. G. Truscott





Neptunes of No. 407 Sqn. based at Comox patrol Pacific area.

wall-size plotting board gives operations officers all available current information for the MARPAC area which joins U.S.-controlled areas to the north, south, and west. Each known surface and underwater vessel is identified by a small plaque indicating position, heading and approximate speed. Contacts or sightings which conflict with known information are immediately investigated, just as NORAD scrambles to identify unknown aerial traffic. *Neptunes* from Comox drone out on daily patrol and the constant Pacific swell is never free of the thrashing propellers of Esquimalt-based vessels.

Adequate defence against a missile-firing submarine demands that the protective forces be instantly and continuously aware of its location, and be able to counter offensive action at a moment's notice. Nature and international law combine to compound the difficulties. Underwater detection devices are short-sighted and confused by variations in the ocean floor, changes in water temperature and pressure, and are hard to use under bad-weather conditions. Further, because of the law of the sea with respect to off-shore national boundaries, submarines can take station with impunity three miles from our coast.

Since international law does not allow us to clear the danger area, and an automatic intelligence system on underwater movements is difficult to establish, the MARPAC forces maintain air and surface patrols. Ship and air crews are trained to make optimum use of their sound, magnetic and other detection systems. Improved equipment is devised and installed as it



Destroyer escorts of RCN Pacific fleet move out from Esquimalt.

HMCS *Grilse* is the only submarine operated by Canada's navy. She is used on ASW exercises in the Pacific.



becomes available. Most important, through daily operational contact, through training exercises, sometimes in combination with American forces, the ships and aircraft are learning to operate together, exploiting their collective capabilities.

Operating in the unstable media of the air and the sea, the anti-submariner is vitally concerned



Lt/Cdr. J. G. Mills and S/L D. K. Sam plot ship movements at MARPAC headquarters.

with the weather. MARPAC staff includes DOT and military meteorologists who plot the North Pacific weather systems as information flows in from ocean weather stations, merchant ships and maritime patrol aircraft working far out to sea. Present and forecast weather conditions are key pieces in the interlocking operational pattern.

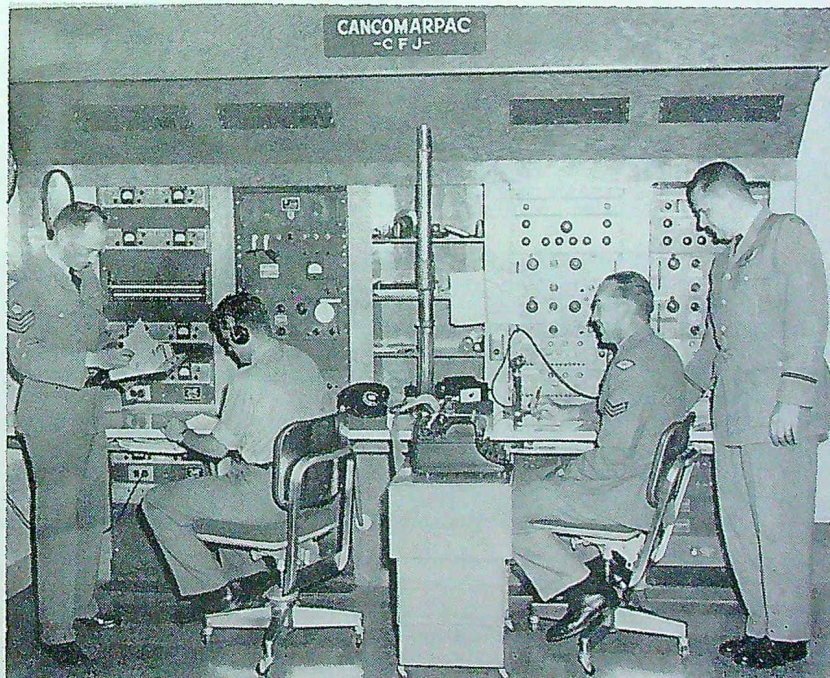
A powerful force is useless unless it can be instantly and effectively put into action. The communications system at MARPAC transmits command decisions to the units directly under its operational control, and links Canadian and American headquarters throughout the whole North Pacific region. A report received from hundreds of miles out in the ocean can, within

minutes, cause a destroyer-escort to change its heading, or send the standby aircrew scurrying across the Comox tarmac. Just as quickly, U.S. forces to the north or south can be alerted, and the whole defensive anti-submarine network from the Aleutians, to San Diego, to Hawaii mobilized.

Operating modern equipment in a combined force, in conjunction with allies, creates a condition of inter-dependence. The MARPAC commander's knowledge, judgment, experience and skill can be jeopardized by an aircrew member or naval rating misreading a sonar response. While individual technical perfection is the first step towards operational efficiency, aircraft and ship personnel must furthermore learn to mesh their dissimilar functions into an integral pattern. Additionally, Canadian personnel must be familiar with the procedures, techniques and capabilities of their American counterparts. This immense and complex training requirement is further complicated by the vast scope which professional judgment must play in counter-acting the natural advantages of the opposing submarines.

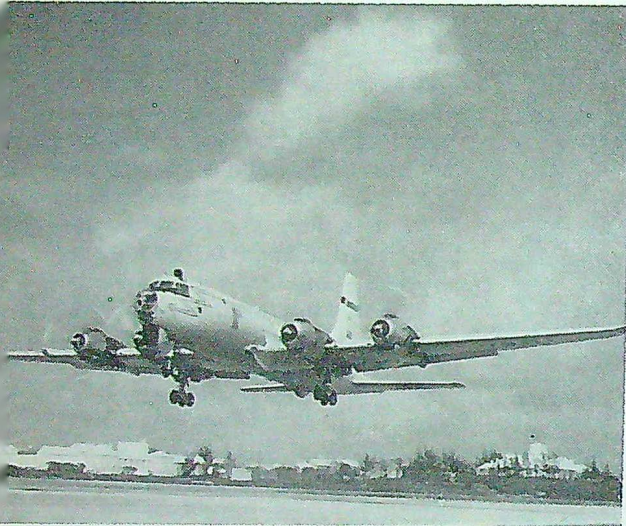
Constant training can bring individuals up to technical standard but judgment is the result of experience. In MARPAC the experience is gained in combined exercises, using as decoy HMCS "Grilse" (formerly USS "Burrfish", now on loan to the RCN), the only submarine operated by Canada's navy. The procedure is to have the "Grilse" go out and hide, evade, and simulate offensive strikes, while the aircraft, destroyers and frigates combine to hunt her down, attack and theoretically destroy. Thus goes the deadly "game" of hide-and-seek, attack and counter-attack, detect and destroy; thus the maritime defenders sharpen their wits and tools against the potential enemy.

RCAF detachment at Esquimalt mans and services MARPAC communications centre.



ANTI-SUBMARINE WARFARE MEANS TEAMWORK

By FLIGHT LIEUTENANT C. J. DUNBAR
Staff Officer Public Relations, Maritime Air Command



Taking off at dawn from Kindley AFB, Bermuda, a No. 415 Sqn. *Argus* crew heads for the exercise area and teams up with a *Tracker* crew from VS 880 Sqn. to search for USN Sub. "Sea Owl". Joining the aerial attackers is an RCN squadron of destroyer escorts led by HMCS "Mackenzie".

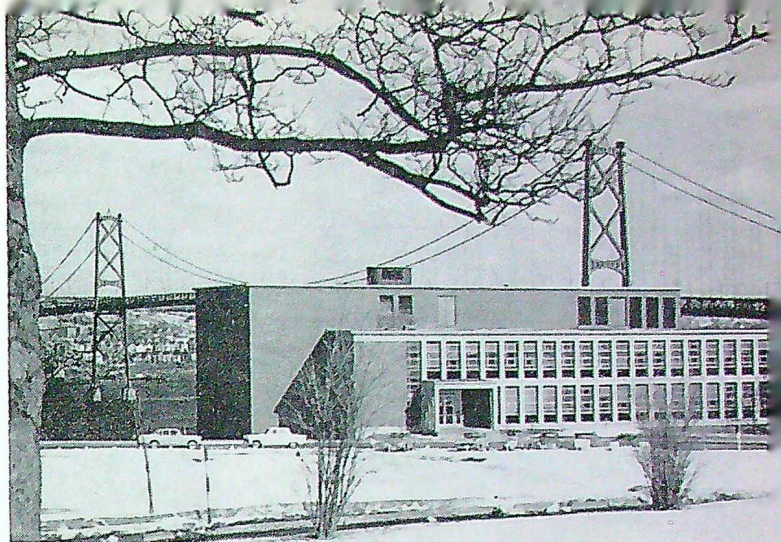
THIRTY miles south of Bermuda a submarine slides beneath the surface of the Atlantic Ocean. Heading towards it are five ships of the Royal Canadian Navy. Overhead an RCN *Tracker* and RCAF *Argus* aircraft manoeuvre into tactical operating position.

For the next four hours sub-surface, surface and air participants in this serious game of hide-and-seek dive, twist and turn under the sub-tropical sun. After several days of such exercises sailors and airmen get together on shore to compare notes; then go at it again, determined to correct errors and improve their anti-submarine warfare (ASW) techniques.

Five times a year Operational Team Training Courses are conducted by the Joint Maritime Warfare School (JMWS) based at HMCS Stadacona, Halifax, N.S. These courses are considered of prime importance in maintaining the high degree of professional ability required by RCN and RCAF elements assigned to the ASW role.

Organized in 1950, JMWS is staffed by navy and air force personnel to provide a joint services training centre, study tactics and suggest improvements. Dual directors at present are Cmdr. J. R. Coulter, RCN, and W/C A. M. Halkett, RCAF. The school conducts courses for senior officers, with emphasis on ASW's strategic implications and the importance of inter-service co-operation; for junior officers, as a general introduction to advanced ASW tactics; and for aircraft crews and ships' command teams in techniques of inter-service co-operation in maritime warfare. The latter course, known as OTT, is the one described in detail in this article.

Designed to give RCAF and RCN forces operational team training in the practical application of ASW tactics in joint operations, these courses consist of a one-week



Joint Maritime Warfare School at HMCS Stadacona, Halifax.

academic phase and two weeks of joint sea/air tactical exercises. During the academic phase, lectures are given by school staff members and field experts on the latest disposition of Allied and other ASW forces and the operational capabilities and limitation of these forces, communications procedures and a thorough review of anti-submarine tactics. In addition to lectures, course members are given tactical situations which they are required to solve.

To carry out this portion of the training, students are divided into syndicates where an RCAF mem-

ber may be required to "captain" a ship or a submarine and an RCN member may be "captain" of an *Argus*. After working out on paper their solutions to the tactical situations presented, syndicate members go to "cubicles" on the trainer floor to apply their tactics on the "trainer".* Following the exercise, course

* A huge electronic computing device used in simulated anti-submarine exercises. All movements initiated by course members operating aircraft, ships or submarines from "cubicles" simulating control centres, are recorded on the trainer screen. All units move at relative speeds and their position is indicated by a representative dot of light on the screen.

Co-directors of the Joint Maritime Warfare School
Cmdr. J. R. Coulter W/C A. M. Halkett





Syndicates at the school work out tactical situations on paper . . . then apply their tactics on the trainer floor.

members have an opportunity to review the tactical actions taken and thereby evaluate their effectiveness. This procedure greatly increases the end result when the same situations are executed by course members during the sea/air phase of the OTT.

After the academic phase of the course has been completed, sea-going RCN members embark on their ships and proceed to the exercise area and the RCAF and RCN aircrews fly their aircraft to the base of operation for the next two weeks. Elements participating in the scene which introduced this story were two RCAF *Argus* aircraft and three *Argus* crews from No. 415 "Swordfish" Maritime Patrol Squadron based at Summerside, P.E.I.; four RCN *Tracker* aircraft and five *Tracker* crews from VS880 Anti-Submarine Squadron based at Shearwater, N.S.; the RCN Destroyer Escorts (DDEs) "MacKenzie", "Algonquin", "Nootka",

"Cayuga", and "MicMac" of the 1st Canadian Escort Squadron based at Halifax, N.S., and the U.S. Navy Submarine "Sea Owl".

The officer conducting the tactical phase was Lt. Cmdr. C. J. Benoit; S/L H. A. Carswell was detachment commander of No. 415 Sqn.; Lt. Cmdr. D. W. Etchells was detachment commander of VS880 Sqn.; and W/C A. M. Halkett was the senior JMWS representative at

Bermuda during the sea/air phase of the OTT.

Before the course, members had completed their week of academic training in Halifax, an advance party of RCAF and RCN personnel proceeded south to make ready for the arrival of the exercise participants. Airlifted to Kindley AFB, Bermuda, by an RCAF *Yukon* of No. 437 (Transport) Sqn., the advance party members set up and

In temporary operations room at Kindley AFB, Sub. Lt. R. Mason, RCN, receives message from Cpl. A. R. Bolster. Communications with exercise forces was maintained from this centre.



manned the radio communication system in the "Canadian Operations Room" at this USAF base. Provisions were made for servicing the RCN and RCAF aircraft when they arrived and accommodation and messing arrangements were completed. Also weather and crew briefing rooms were acquired and equipped for the operation.

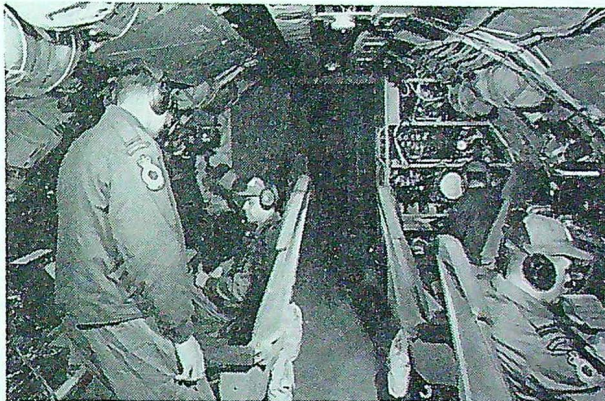
Bermuda was chosen for the OTT because of several factors. Of primary importance in conducting ASW exercises is the "sea" condi-

sonobuoys^o dropped from an aircraft, even though it was well within the normal range of reception. Water conditions in the Bermuda area are much better than off Canada's east coast because of fewer thermal layers. Flying weather in Bermuda, especially in the winter months, is better than in the Maritime Provinces. During the two-week period only two sorties were cancelled due to adverse weather conditions.

The first portion of the OTT sea/

maintain "contact" with the submarine. During each exercise, usually of four hours, the *Argus* would be the active participant, e.g. dropping charges, for half the time and the *Tracker* would monitor the tracking operation; during the remainder of the time, the *Tracker* would be the active member and the *Argus* the passive participant.

Exercises including participation by aircraft and surface ships called for the submarine to position itself in a pre-determined area and to



Argus captain F/L S. E. Mohr makes a selection on the sonobuoy homer . . . while in the back of the aircraft other crew members operate detection equipment . . . and one drops a practise depth charge.

tion with reference to the "thermal layers"^o in the water. These layers have a bending effect on underwater sound waves such as those emitted by a submarine, or by a ship's sonar. If there are varied thermal layers in the water, the bending of the sound waves could be such that a submarine might not be detected by ships' sonar, or by

air phase consisted of tracking exercises with the "Sea Owl" and *Argus* and *Tracker* aircraft. During these exercises the submarine submerged and proceeded in a known direction in the exercise area. One *Argus* and one *Tracker* then carried out tracking operations with sonobuoys and small explosive charges dropped from the aircraft, so as to

operate on the surface or snorting.^o Ships were positioned some distance away, awaiting the signal from the searching aircraft that the quarry had been sighted. As soon as the submarine was located, it dived and operated in an unrestricted manner. It then remained the task of the aircraft and the ships to carry out joint ASW tactics to re-

^o Distinctive layers in the water in which the temperatures are different. Sound waves passing through these layers react much the same as light rays through a prism.

^o Portable battery operated radio receiver/transmitters. Underwater sound picked up by a "hydrophone" suspended from the floating sonobuoy is automatically transmitted and is received by the aircraft when it listens on the pre-set frequency of the sonobuoy.

^o A snorting submarine obtains air for its diesel engines from a snorkel mast protruding above the superstructure of the submarine. When operating under this condition, only the snorkel mast of the submarine is above the water.



Ground servicing crews take a breather at Kindley AFB while awaiting return of *Argus* from an exercise.



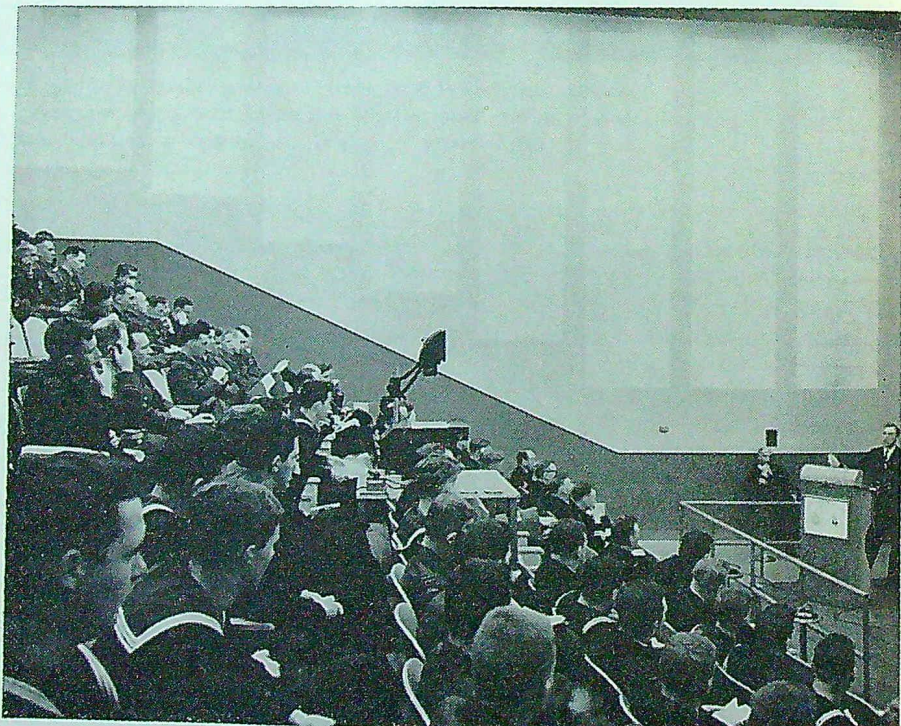
Airman inspects retro-launch doors beneath tail of a No. 415 (Swordfish) Sqn. *Argus*.

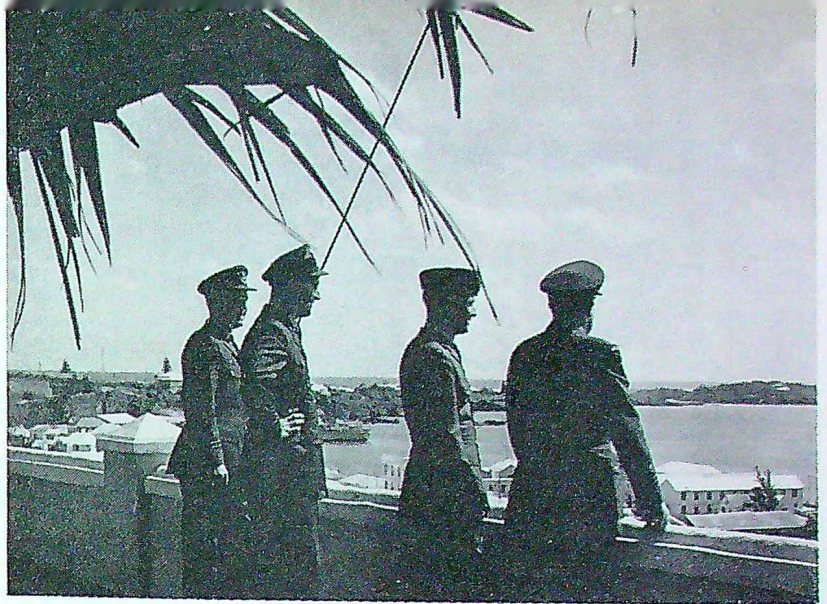
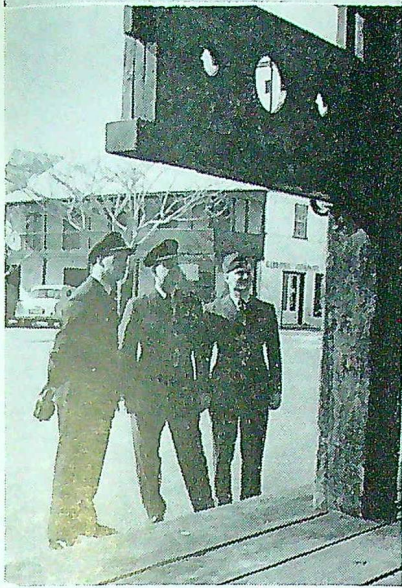
locate the submarine and carry out a simulated attack on it.

During the joint exercises with the ships, the aircraft were required to execute the correct procedure for joining the surface forces. This procedure requires that the aircraft first establish radio contact with the ship having the Operational Tactical Commander (OTC) on board. Once this has been executed, by the use of tactical call signs, the aircraft advises the ship of its fuel and armament load and serviceability state. The OTC then requests that the aircraft carry out a patrol or other tactical action commensurate with the aircraft's stated operation capability; e.g. the aircraft might be ordered to investigate a radar contact position given as a bearing and distance from the ship or as a position on a "grid chart"* used by all participating forces.

* A grid chart is divided into degrees of longitude and latitude. A known position can be placed anywhere on the chart and used as a reference point for all manoeuvres by ships and aircraft. Both forces can then give their exact position at any time as a bearing and distance from the reference point.

Mid-way through the sea/air phase of the operational training program, all participating personnel gather in Bermuda for a "hot wash up" conference.





Relaxing in Bermuda, *Argus* crewmates F/Ls S. E. Mohr, D. F. Akhurst, M. Boyko and D. E. Cameron go sight-seeing in St. George. Founded in 1612, the town maintains its "pillory stocks" as a tourist attraction in the square.

Because ASW procedures are common to all participating forces in joint RCAF/RCN sea-/air exercises, the crew of an RCN *Tracker* aircraft can give a relieving *Argus* crew, or vice versa, control of a sonobuoy pattern or have them continue tracking a submerged submarine merely by exchanging information on the tactical operation in progress.

Mid-way through the program, a conference called a "hot wash-up" was held at Kindley AFB to evaluate interim results. Captains and crew members of all the RCAF and RCN forces and the captain of "Sea Owl" attended this meeting. Here one of the recently-concluded exercises was reviewed in detail. A plot of the movement of ships and aircraft during the exercise was displayed and the captains of the ships and aircraft were called upon to comment on the tactics they employed. Comments were also invited on any difficulties or discrepancies which had occurred. The "Sea Owl" captain presented

an outline of the submarine's movement during the exercise. As a result, all participants were able to determine how effective and correct their tactics had been and, as well, were able to determine why negative or poor results were obtained if such were the case. On completion of the wash-up participating crews carried out the remainder of the program.

Benefits derived from Operational Team Training are of great value to all forces engaged in ASW. During the exercises records are kept by all participating forces. Submarines are required to record all their movements as well as all transmissions by radio or radar. Ships are required to record their movement, their contacts by radar or sonar and also to maintain a weather condition report. Aircraft are required to log and chart their flights and to maintain logs of all electronic transmissions and contacts.

On the completion of the OTT, all the information from the par-

ticipating units is submitted to the Joint Maritime Warfare School, where staff members carefully review each exercise. The movements of all forces are plotted and all contacts and transmissions are noted. From these re-enacted exercises, it is possible to determine the effectiveness of the tactics used and the authenticity of reported radar contacts, visual sightings or other incidents. In some instances new tactics are used for evaluation purposes. The evaluation of the findings from these re-enacted exercises is made available to all participating forces so that they will know how effective their particular phase of the operation was.

This is a brief outline how Canadian anti-submarine warfare forces carry out programmed training exercises. It is only through the constant participation in these manoeuvres that RCAF and RCN personnel are able to maintain their high degree of professional ability in joint anti-submarine operations.

SHAMROCKS, SHILLELAGHS AND SUBS

By FLIGHT LIEUTENANT C. E. COOPER

(In the never-ending struggle to develop new anti-submarine equipment and techniques the exchange of ideas is an important commodity. To further this reciprocity of knowledge the RCAF exchanges personnel with various air forces to compare notes and gain additional experience. The author of this article is now serving with the RAF, learning the British approach to the anti-submarine problem. — Editor).

MY excited family and I departed from RCAF Station Summerside last June on our way to a two-year exchange posting with the RAF Air Sea Warfare Development Unit (ASWDU) at Ballykelly, Northern Ireland. After a pleasant but tiring trip by *Yukon* from Trenton to Marville, *Dakota* from Marville via London to Ballykelly, we were met at the aircraft by my predecessor who took us to our new home; thus ended probably the longest and undoubtedly the easiest move we will ever make.

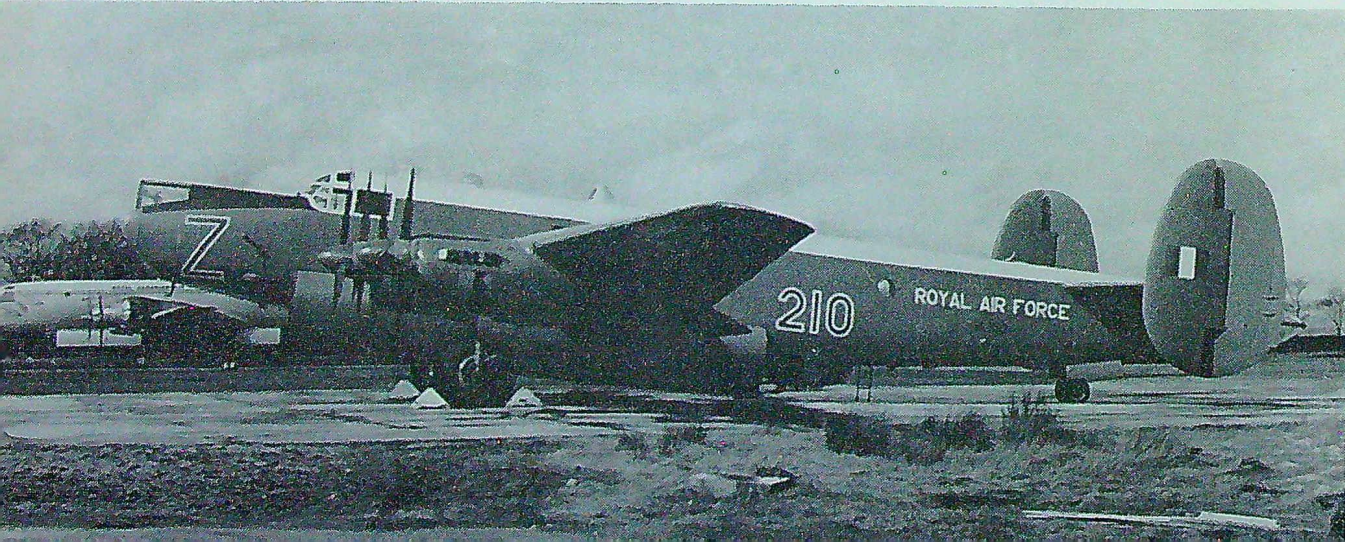
RAF Ballykelly opened as a

Coastal Command station in June 1941 and remained as such until it closed in 1946. Aircraft stationed here were engaged in anti-submarine patrols, convoy escorts, and frequently took part in air/sea rescue operations. The aircraft flown from Ballykelly included *Flying Fortresses* and *Liberators* of Coastal Command and *Swordfish* and *Baracudas* of the Fleet Air Arm. The station re-opened on a non-operational basis in 1948 when the ASWDU moved here. Besides ASWDU there are three operational squadrons, each comprised of six

Shackleton aircraft, and a naval helicopter squadron. In addition to the five resident units, all NATO and Coastal Command squadrons attending courses at the Joint-Anti-Submarine School, Londonderry, are temporarily based at Ballykelly. Without a doubt the names Ballykelly and Londonderry bring back memories to many wartime RCAF members.

The ASWDU is comparable in its role to the Maritime Proving and Evaluation Unit at RCAF Station Summerside. The unit flies two *Shackleton* aircraft which, although

The *Shackleton* aircraft is the workhorse of RAF Coastal Command. RCAF *Argus* is parked in background.





Ireland is world-renowned for its beauty spots. Glendalock is a fine example of green hills and rushing blue water.

"Little Canada House", where the RCAF exchange officers at Ballykelly live.



becoming veterans, are dependable and well capable of fulfilling the Coastal Command role. As the name implies, the unit is engaged in development and trials of equipment and tactics to be used in air sea warfare. My job is concerned with electronic equipment development and I fly as an air electronics officer (AEO) with the ASWDU crews. Owing to the nature of the work the unit is involved in, we visit many bases in the United Kingdom and abroad, and frequent opportunities arise to meet service people and civilians involved in air sea warfare work.

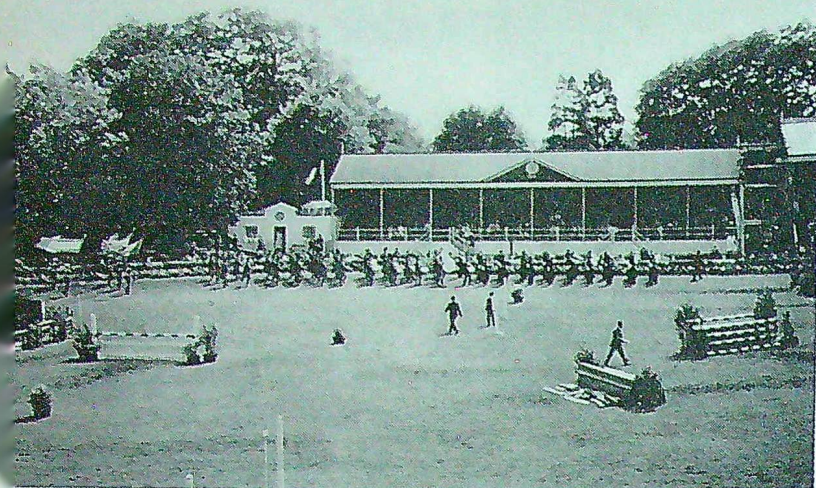
The flying procedures used here are similar to those used by the RCAF's Maritime Air Command.

There are, of course, exceptions. In the RAF's Coastal Command on radio range flying the navigator is responsible for flight planning and communications work en route. He also keeps an up-to-date plot of the aircraft's progress. Other differences are that the AEO or signaller (RCAF radio navigator) is responsible for reading out the check lists. Additionally, since the aircraft on this unit never flies without a full crew, all crew members have the "pleasure" of participating in circuits and bumps.

My present job is very interesting and provides an excellent insight into Coastal Command operations. Being the only RCAF exchange officer in Northern Ireland, I have

inherited the enjoyable sideline job of acting as unofficial liaison officer to RCAF crews which land at Ballykelly for squadron exchange visits or to attend courses in Londonderry.

RCAF administrative matters pertaining to exchange personnel in Great Britain are handled by the Canadian Joint Staff in London. Each exchange officer receives a weekly envelope from CJS containing AFROs, DROs, current affairs information and other material which keeps him informed on Canadian events both civil and military. Also included in the envelopes are copies of *ROUNDEL*, *FLIGHT COMMENT* and the *RCAF OBSERVER*. These publications are read with much



The Royal Dublin Horse Show provides an interesting and colourful sight for visitors.

interest by myself and other members of the unit.

Besides being an excellent place to work, Ballykelly is also a fine place to live. Although the latitude here is equal to that of Cold Lake, the warming influence of the Atlantic prevents any extremes in temperature. The average temperature in the coldest month is 40° to 42°F and in the warmest month 50° to 60°F. There is a saying that if you can see Binevenagh Mountain (Bentwitch to local aviators), it is going to rain and if you can't see it, it is raining. Although we do get a fair amount of rain, I think this is a slight exaggeration as the climate in summer and winter compares favourably with that of the B.C. Coast.

Living conditions in Northern Ireland are similar to those in Canada. We were rather surprised to find many Canadian products stocked by the local grocer. Rural living, such as at Ballykelly, offers many conveniences not found in some rural areas at home. We have daily mail and milk delivery and the bakers, grocer, and laundry call

several times a week. The bus stops just below our house and offers frequent service into the surrounding villages and towns. We live in a modern split-level bungalow which might be called "Little Canada House" as both previous exchange officers lived here.

The Irish are a friendly, kindly and hospitable people who are never in too much of a hurry to stop and spend a few minutes talking. One never tires of listening to the pleasant Irish brogue and a good half of my fishing time is spent sitting on the river bank discussing various subjects with the local people. They seem genuinely interested in Canada and have a high regard for Canadians. The Irish people profess they are no longer superstitious; however, we are told that if there is cloud on Benevenagh the salmon won't bite, if the first of March falls on a Sunday the rooks will not start building their nests until Monday, and if a wild bird flies into a house it is a sign of sickness or death.

Ireland is justly famous for its scenery which includes lakes, rivers,

mountains and a coastline dotted with beauty spots. The main roads are seldom crowded and a Sunday drive is always a pleasure. My wife and I have spent a day in Londonderry walking about the well-preserved walls of the city and visiting the cathedral; driven over the Glenshane Pass through the Sperrin Mountains, country abounding in fields of grazing sheep, hillsides covered in heather and peat bogs; visited Portstewart and Portrush; explored the Giant's Causeway which is outstanding as one of the world's geological curiosities; driven up Lough Neagh and into Donegal, home of Ireland's most famous tweed; and visited Dunluce castle where vestiges of what was once a magnificent fortress are now slowly crumbling into the sea. All over Ireland there are ports known as Fairy Rings dating back to ancient times. They are circular mounds of earth with trees growing around the circumference. Even today there are people who believe that some of them are frequented by "the little people" and they are afraid to go near them. Market day, a weekly event in the villages, is a unique experience. The livestock are driven to market, stalls are set up along the streets selling all manner of goods and the auctioneers can be heard making their calls.

An exchange tour in Ireland, the land traditionally associated with shamrocks and shillelaghs, is a most interesting way to spend two years. In addition to the fact that this is a pleasant country with a grand race of people, the RAF base at Ballykelly provides, in effect, a post-graduate course in the business of anti-submarine warfare. I have learnt much from my RAF colleagues and I hope that they have benefited from learning about RCAF anti-submarine warfare techniques. All in all, this tour is one which will long be remembered by my family and myself. ☉

CANADIAN CREWS WIN

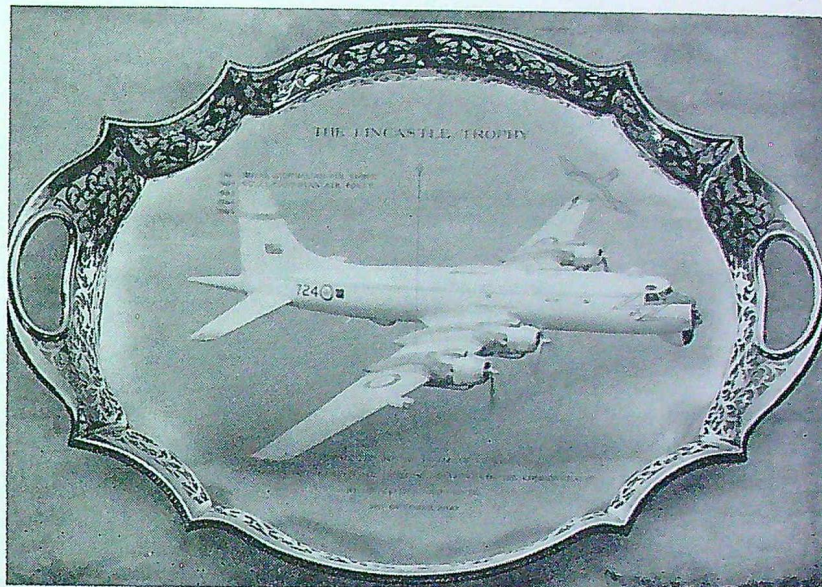
COMMONWEALTH MARITIME TROPHY

The Fincastle Trophy, emblematic of bombing supremacy among maritime squadrons of the Commonwealth Air Forces, has been awarded to the RCAF's Maritime Air Command for 1962.

The Fincastle Trophy was donated by Mr. and Mrs. A. Whyte of London, England, in memory of their son who lost his life during World War II while serving as an air gunner. The trophy is named after the Whyte family home in Scotland. Maritime patrol squadrons of the air forces of Great Britain, New Zealand, Australia and Canada are eligible for the competition.

To qualify, maritime crews had to carry out three consecutive bombing attacks against a moving surface target closely resembling a snorkeling submarine. These attacks, at an altitude of 100 feet, had to be carried out in a five minute time limit. In Canada the bombing results of the highest scoring maritime crews at RCAF Stations Greenwood, Summerside and Comox were submitted to RAF Coastal Command HQ for comparison with the bombing results of the other Commonwealth air forces.

As a result of the comparison, the RCAF Maritime Air Command was declared the winner and W/C A. J. Ireland, commanding officer of No. 404 Sqn., received the trophy on behalf of the command. The captains of the winning crews from each of the RCAF Maritime Stations: F/L G. A. Elliott (Greenwood); F/L F. C. Wier (Summerside); and F/L W. T. Stedman (Comox).



CANADIAN ASW INVENTION

CANADA has taken a big step towards breaking the "underwater sound barrier." The Defence Research Board's invention of a big metal fish — dubbed Variable Depth Sonar — plugs a major gap in anti-submarine warfare. It is an outstanding scientific achievement which took the DRB, in partnership with the Royal Canadian Navy, a decade of determined teamwork, plus an outlay of \$2 million, to perfect. Already \$7 million worth of the gear has been sold — to our navy, and those of both Britain and Australia. It is the first time that Canadian operational equipment has ever been bought by the navies of other nations.



Apple Blossom



RCAF float in 1962 festival parade, from which "Princess Greenwood" LAW Barbara Couling waves a greeting, depicted Garden of Eden apple episode, complete with tree-entwined serpent.



Not only beautiful apples grow in Nova Scotia. These lovely ladies were candidates last year for the honour of representing RCAF Stn. Greenwood in the Apple Blossom Festival. L. to r.: LAW M. C. Bates, LAW B. Couling, AWI N. F. Lloyd, LAW M. F. Poirier.

Group Captain R. A. Gordon, RCAF Stn. Greenwood commanding officer, installs LAW Couling as 1962 Princess Greenwood.

Time in the Valley

EACH spring Nova Scotia's Annapolis Valley celebrates the departure of winter and anticipates another bountiful harvest with the observance of the annual Apple Blossom Festival. As part of the N.S. community, RCAF Station Greenwood does its part in ensuring that the four-day festival is a success.

During this festival every town down the entire length of the valley, from Windsor to Digby, joins in the festivities. Floats are con-

structed with fervour and secrecy and are not unveiled until the grand parade, when each is judged according to its merits. In the competition for local honours the greatest interest and highest spirits are generated by the contest to decide which of the towns' beauties will be selected to reign over the festival as "Queen Annapolisa".

The judging is difficult, for the valley is as noted for its feminine pulchritude as for its scenic beauty.

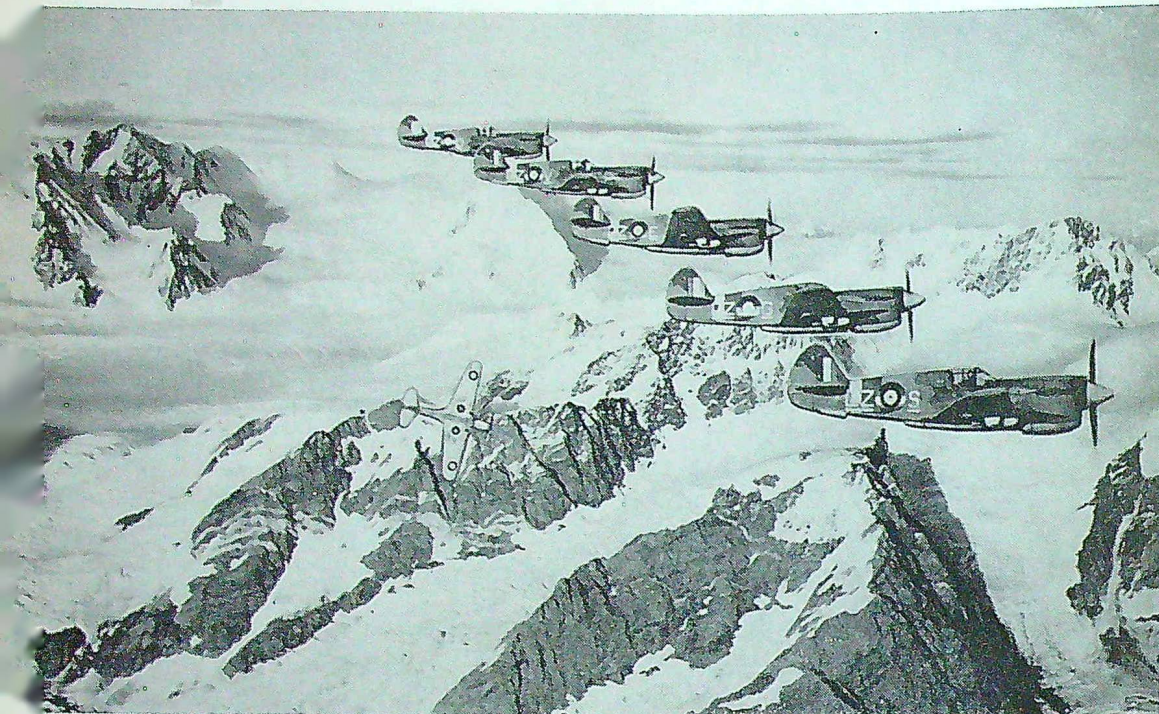
This year, as it has for the past

11 years, Station Greenwood will participate in the festival. The station band will play in the parade, leading a flight of air force marchers, and at a band concert afterwards. The high point of the festival occurs on Apple Blossom Sunday, 2 June this year, when visitors from all parts of eastern Canada and the United States congregate at historic old Grande Pre for services.

The accompanying photos depict RCAF participation in the 1962 festival.

THE ALEUTIAN CAMPAIGN

By FLIGHT LIEUTENANT F. J. HATCH
Air Historical Section



Flight of RCAF *Kittyhawks* over Alaskan mountains.

Second of Two Parts

No. 111 SQUADRON

DURING its first month in Alaska (June 1942) No. 111 Sqn. had been detailed to "fly flag pole" — in other words, to provide routine defence patrols for the Elmendorf area. This unenviable assignment came as a result of the Canadians having made the trip north without their *Kittyhawks* being equipped with long-range belly tanks, essential for flying between the widely separated bases along the Aleutian chain. The

belly tanks were put on at Anchorage and shortly thereafter came the welcome announcement that a detachment of 12 RCAF *Kittyhawks*, 21 pilots and 60 ground crew was to be sent to Umnak, the most forward base in the Aleutians, to relieve an equivalent number of personnel in No. 11 Pursuit Sqn., USAAF.

Preparations for the 1,000-mile flight to Umnak, routed through Naknek and Cold Bay, were completed on 10 July but the anxious

Canadians remained weather-bound until the 13th when the first section got away. It consisted of seven *Kittyhawks* and three U.S. transports carrying nine more pilots, the ground crew and a medical officer. On the last leg of this flight, from Cold Bay to Umnak, the RCAF experienced its most tragic mishap in the Aleutians.

What happened might be told in half a dozen words — a thick fog, a hidden cliff. The squadron commander, S/L J. W. Kerwin (a former

member of No. 1 (F) Squadron in its Battle of Britain days) and four other pilots were killed. Only one *Kittyhawk*, that flown by P/O O. J. Eskil, and two transports carrying the nine pilots, 17 ground crew and the medical officer, got through. W/C G. R. McGregor, who had been flying ahead of the formation of six *Kittyhawks*, narrowly missed hitting a rocky ledge himself as he circled low on the edge of the fog bank, calling "all *Kittyhawk* aircraft". Eskil was the only one of the six who answered. After trying vainly for half an hour to find the others, McGregor returned to Cold Bay to organize a search.

The loss of five experienced pilots was a hard blow, not only to the squadron but to the RCAF as a whole. To find replacements AFHQ had to take men from key positions in Canada. The over-all effect of the accident may be measured by the fact that RCAF Overseas HQ was asked to "send six experienced pilots to Canada to assist organization and training our fighter squadrons."

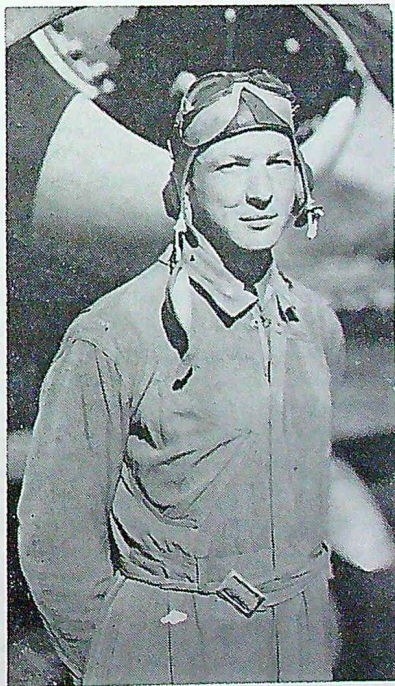
At Umnak the 10 RCAF pilots, using aircraft loaned by the USAAF, were formed in "F" Flight and worked in close co-operation with the 11th Pursuit Sqn., commanded by Maj. John S. Chennault, son of Maj. Gen. Claire Chennault of Flying Tiger fame. But Umnak was still 500 miles from Kiska. The return trip was barely within the operational limits of the *Kittyhawks* and the pilots once again were committed to a routine of defensive patrols with an occasional stint of flying control duty thrown in. Fact blended with fiction when Col. D. F. Zanuck, the celebrated motion picture executive, arrived at Umnak to shoot scenes for a production film. The 111 Sqn. detachment gladly took time out to do an unrehearsed performance.

On 22 August No. 111 Detachment personnel met their new com-

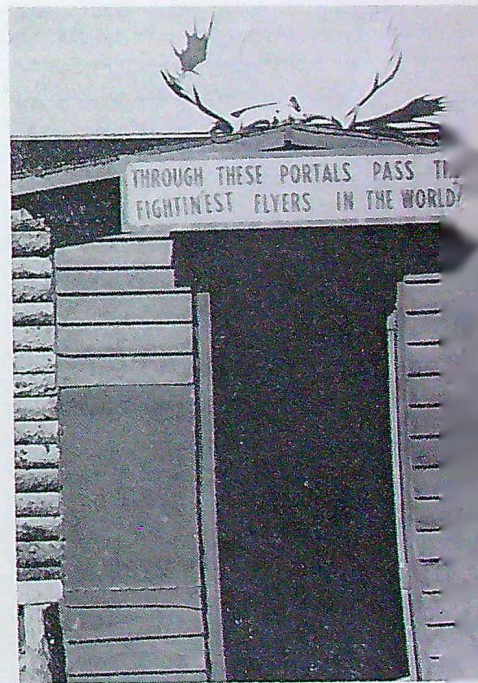


Members of No. 111 Sqn. pose with the Thunderbird totem which was represented to them by the West Coast Saanich Indians. Front row (l. to r.): P/O J. C. Clark, F/L H. Gooding, P/O G. R. Blair, FS G. B. Young. Back row (l. to r.): FS G. A. Costello, WO2 W. D. Peacock, F/O G. G. Miller, F/O R. Lynch, P/O A. L. S. Harrison, F/O S. V. Garside, FS J. L. Sabourin, WO2 G. O. R. Clacken, F/O B. E. Middleton, P/O W. L. Pigden.

John S. Chennault in the U.S. Army Air Corps during World War II.



RCAF pilots lived up to this slogan which hung over the door of an American fighter pilot mess.



manding officer, S/L K. A. Boomer, who arrived from Anchorage in company with W/C McGregor. Boomer had already served two years overseas with No. 411 Sqn. (one of Canada's top fighter units in the United Kingdom) and had two enemy aircraft to his credit. Like everyone else at Umnak, Boomer was hoping for an opportunity to tangle with the Japanese *Zeros*. About a month after his arrival he had the satisfaction of telling his detachment that an air attack was planned for Kiska; he had volunteered RCAF assistance and he and three other Canadians, F/O R. Lynch, F/O J. G. Gohl and P/O H. O. Gooding, were to fly with the American formation.

The fighters were to take off from Fireplace, a temporary base some 250 miles from Kiska. After at least two postponements because of the weather the attack went in on 25 September—a red-letter day, for the RCAF scored its only victory against the Japanese Air Force. At 1000 hours the force of nine *Liberators*, 12 *Airacobras* and 20 *Kittyhawks* arrived over Kiska with fighters leading the bombers and other fighters providing top cover. The RCAF flyers had been assigned to take out the anti-aircraft defences and in their enthusiasm for the task flew almost at deck level.

They had crossed the island on their first run and were returning to strafe the gun positions again when a flight of three *Zero* float-planes rose to meet the American fighters. After a brief display of aerobatics, an over-confident procedure sometimes indulged in by Japanese pilots, the leader came in with his cannon and machine guns trained on the tail of an American *Kittyhawk*. At that very moment, to quote Boomer's words, "I climbed to a stall practically, pulled up right under him. I just poured it into him from underneath. He flamed up and went down."

A/V/M L. F. Stevenson (right) wishes No. 14 Sqn. pilots good hunting just before they leave Sea Island for the Aleutians. L. to r.: F/L Hodges, S/L Walker, F/O Stiles, F/O Fanning, FS Bell, F/O Wakeling, F/O McLean, F/O Roseland, F/O Galbraith, G/C McGregor, G/C Bennett, W/C Morrow.



The other Canadians caught a glimpse of the Japanese pilot, who was not wearing a parachute, leap from his plunging aircraft just before it fell into the sea. In the meantime Maj. Chennault had downed another *Zero*. Other Americans were blasting away at a submarine surfaced in the harbour. The four Canadians joined in the attack but whether or not the submarine was sunk remained undetermined for the area was becoming too hot for anyone to take time out to assess the damage. Having expended their ammunition the fighters made rendezvous with the bombers and returned to base.

The Canadians were looking forward to more such encounters but spirits made jubilant by the success of the first Kiska mission were soon deflated by the news that the RCAF

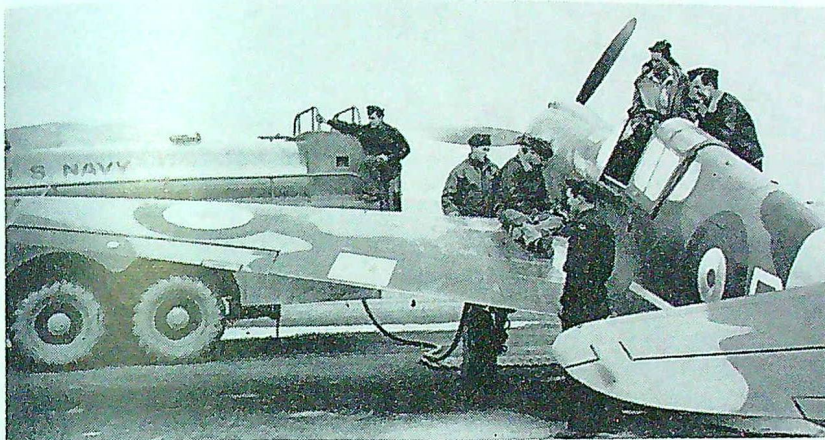
detachment was to return to Elmendorf as soon as possible. The reason, not immediately revealed, was in due time made known. General Butler had been warned that he was to lose three of his fighter squadrons that were needed in the South Pacific theatre and he wanted No. 111 to replace one of them on defensive reconnaissance at Kodiak Island to protect the growing naval base there from a sneak attack. Before the Canadians left Umnak Major Chennault addressed the following letter to the CO of XI Fighter Command at Seattle:

"It is with great regret that we see the departure of 111 Fighter Squadron, Royal Canadian Air Force. Their entire tour of duty here has been noted for the sincere cordiality, total co-operation and the frank and easy manner in which they mingled with our personnel stationed here . . . We are proud to be brothers-in-arms with them."



Ingenuity and scrounging ability were important assets in overcoming hygienic problems.

Refueling an RCAF *Kittyhawk* in the Aleutians.



Until August 1943, when it returned to Canada, No. 111 maintained its headquarters at Fort Greeley on Kodiak Island. On 29 December Canadian morale was raised to a peak by the news that Boomer,* Lynch, Gohl, and Gooding were awarded the U.S. Air Medal. The New Year's list brought more honours; Boomer received the DFC for his "unflagging zeal and devotion to duty" while McGregor, who in the words of General Butler had worked "heart and soul" to make the Aleutian operation a success, won the OBE.

About the same time, W/C McGregor was promoted to group

* Boomer was killed on operations over Germany on 22 October '44 while serving with No. 418 (Intruder) Squadron.

captain and was transferred to RCAF Station Patricia Bay as CO. His successor as commander of the Aleutian Wing was W/C R. E. E. Morrow, DFC, another outstanding flyer who had led No. 402 Sqn. on fighter operations overseas for almost two years. The new commander was injured in an accident on 6 May which might have been far more serious had it not been for a certain amount of luck intermingled with considerable courage and determination. It happened when Morrow was forced to jump from a disabled plane just off Umnak Island. The tail plane of the aircraft struck him as he bailed out, paralyzing his lower limbs and knocking him unconscious. Fortunately the impact caused the parachute to open and the pilot came

to before landing in the water. He managed to throw off his parachute harness and struggle into the dinghy, only to find that the rubber life boat stubbornly resisted his attempts to propel it landward. In spite of his injuries he abandoned the dinghy and swam for shore, encouraged by some American soldiers who had watched his descent and waded out through the surf to the rescue. Using an improvised stretcher, made from the perverse dinghy which ironically had drifted in behind Morrow as he swam, they carried him to a nearby unit where American doctors attended him. The incident did not end Morrow's Aleutian tour. After spending several weeks in a Vancouver hospital, he returned in July to head the Canadian Wing during the remaining two months of the campaign. In the meantime, while Morrow was recuperating in hospital, his place was temporarily taken by W/C P. B. Pitcher, another Battle of Britain pilot whose name added yet more lustre to the gallant band of airmen that Canada had despatched to the distant Aleutian Islands.

No. 14 SQUADRON

"When do we get into action?" These impatient words were recorded in the daily diary of No. 14 (F) Sqn. on 9 January 1943. There were plenty of rumours about an impending move but if the CO, S/L B. R. Walker (veteran of more than 50 fighter sorties with the RCAF Overseas), had learned anything about his squadron's future during his visits to Western Air Command Headquarters, he was keeping it a closely guarded secret.

The suspense was finally broken on 5 Feb. when G/C McGregor briefed the squadron for their 2,500-mile flight to Umnak. On 11 Feb. 15 *Kittyhawks* took off from Sea Island and followed the coastal route to Alaska, encountering the usual bad flying weather that never

fails to come to the Pacific coast in winter. Minor accidents added to their trials and tribulations. At long last on 18 March the 15 aircraft appeared over the aerodrome at Umnak, which was indeed a welcome sight for the ground personnel who had been waiting there since 2 March, having made the journey to Alaska by boat.

The squadron was disappointed to find that Umnak was still far from the scene of enemy activity, but to everyone's satisfaction it was soon learned that arrangements had been made for the two RCAF squadrons to maintain between them a flight of 12 pilots at a more forward base for operations against Kiska. No. 14 was to have the first go and was to be relieved by No. 111 in about a month's time.

On 31 March S/L Walker and 11 of his pilots left by American air transport for Adak Island, about 250 miles from Kiska, where they were briefed on operations for the next day. Unfortunately bad weather set in and continued for two weeks. By the time it had improved the American engineers had a base ready at Amchitka, just 75 miles from Japanese-held Kiska. The Canadian flyers moved forward to Amchitka on 17 April and here they practically merged with elements of Nos. 11 and 18 Sqns. of the USAAF, procuring their every need from American stores and flying American aircraft. Each of the American squadrons operated three flights from Amchitka and the RCAF detachment formed "B" Flight of No. 11 Sqn. Although as a rule the Canadians flew together as a flight, they volunteered to fill in whenever and wherever the American units were short of pilots. They attacked aircraft and ships in Kiska harbour, radar installations, runways, anti-aircraft guns and the general camp area in an effort to persuade the Japanese that there was little to be gained by remaining



Engine cowlings of No. 14 Sqn. aircraft were decorated with the fierce-looking shark's mouth insignia made famous by Maj. Geo. Chennault's Flying Tigers in China. Here F/L A. Grimmins, on the left, points out some choice targets to other members of the squadron.

in the inhospitable Aleutians.

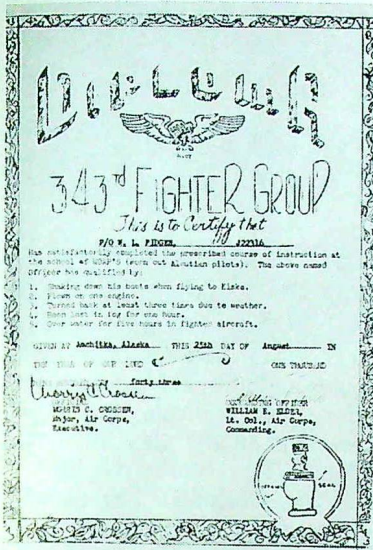
No. 14 Sqn. made its debut in the Kiska offensive on 18 April when four of its pilots escorted an American formation of bombers. After the latter had dropped their bombs and had turned homeward the *Kittyhawks*, each carrying a 500-pound bomb beneath the fuselage, returned to dive-bomb enemy gun installations. The squadron diary noted, "All pilots returned safely to base and enjoyed their mission, looking forward to good times to come."

This time the Canadians were not to be disappointed. For the next four months, with responsibility alternating between the two squadrons, the RCAF detachment flew on offensive operations whenever the weather permitted. No. 14 Sqn. completed two tours at Amchitka, representing almost 400 hours of operational flying. From 17 April to 15 May its detachment recorded 14 missions comprising a total of 88 individual sorties; from 4 July to 12 August 16 missions (102 sorties)

were chalked up. In the interval, from 15 May to 4 July, No. 111 Sqn. flew 274 hours on Kiska operations.

On 6 May, as No. 14's first tour was coming to an end, the personnel on Amchitka were thoroughly briefed for the big attack by air, land and sea on the Japanese stronghold at Attu. Although Canadians were allotted no part in the Attu phase they eagerly awaited the arrival of the next day. The attack didn't go in until the 11th and although Attu was considered to be the weaker of the two garrisons, the assault turned into "a thoroughly nasty little campaign" to quote Col. C. P. Stacey in his "Six Years of War". After a final Banzai charge on 29 May the Japanese dead numbered 2,300 — almost five times the number of American casualties.

The fall of Attu marked the beginning of the end of Japanese occupation and the people on the west coast of Canada and the United States slept more easily than they had since June of 1942. Ad-



Diploma for WOAPs (worn out Aleutian pilots).

miral Kogo's plans for a counter attack were discarded after serious second thoughts and the Japanese wisely decided to retreat from the Aleutians. By early August it was obvious to the pilots at Amchitka that the situation at Kiska had changed for the better. Anti-aircraft fire, which had always been conspicuous (though shockingly inaccurate), was noticeably absent on the third as the RCAF *Kittyhawks* plunged through a break in the overcast to bomb the camp. It was a week before the weather permitted No. 14 to operate over Kiska again and by this time there was little sign of life below.

It had not been expected that the Japanese would leave their fortification so quietly and for the past month an invasion force of 34,426 soldiers (5,300 of whom were Canadian) had been preparing to drive them out. The invasion was scheduled for 15 August. On the evening of the 14th the aircrew at Amchitka gathered in the mess to be briefed for their part in the at-

tack; they were on alert the next morning at 0500 hours only to find that the weather had closed in. The invasion was carried out without their assistance, which as it turned out was not needed anyway. The attackers discovered that the foe had fled 18 days before under cover of a dense Aleutian fog.

For the Americans the fall of Kiska and Attu was but the signal for the beginning of bombing offensive against the Kuriles and the undertaking of other arduous tasks in the Pacific; for the Canadians it meant a return to the war in Europe. Both No. 111 and No. 14 Sqns. were due to move to the United Kingdom at the end of the year where they were to continue their careers under new numbers — 440 and 442 respectively. Actually No. 111 had been withdrawn without replacement on 10 August. After turning all but two of its aircraft over to No. 14 it ended its tour in the Pacific by embarking for Canada on a boat appropriately named the *S.S. Aleutian*. As soon as it was known that the Japanese had been driven out of the Aleutians the Canadian government indicated that No. 14 was to return to Western Command as soon as possible. At 1700 hours on 6 Sept. Gen. Butler issued his last order to the squadron when he instructed that it was to stand down from readiness and prepare to leave for Canada.

The curtain closed on a memorable last scene which is perhaps best described in the words of F/O Griffin:

“Maj. Gen. N. E. Ladd jumped into his command car and drove to the RCAF field at Umnak. He was carrying seven U.S. Air Force medals. There was a ‘pukka’ parade in the best RCAF tradition, with the United States Army band playing ‘The Star Spangled Banner’ and ‘God Save the King’. He pinned the medals on RCAF officers. The citations mentioned ‘Attacks pressed home in the face of enemy opposition, with a courage, skill and determination that reflects the highest

credit on the force in which they serve.’”

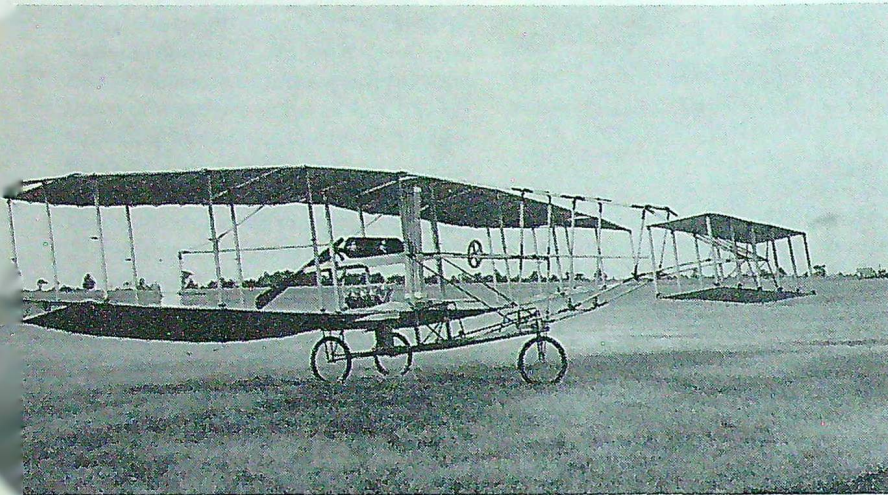
As the members of the Canadian air expedition to the Aleutians made their way back to British Columbia, either along the coast by boat or over the rugged mountains by air, they were probably too pre-occupied with thoughts of their homecoming to dwell philosophically on the unique and close relationship that had been established with the American Air Force in the Aleutians. It is true of course that elsewhere, for example on both the Pacific and Atlantic seaboard, components of the American and Canadian military forces had worked together in close collaboration. But in these instances the units involved remained under the immediate direction of their parent commands — in the case of the RCAF this was Eastern Air Command and Western Air Command. It is also true that the RCAF had a wing of two squadrons based at Annette Island in Alaska, but again these units were operationally controlled by Western Air Command as their main function was to provide protection for the growing city of Prince Rupert.

Only in the Aleutians did the two air forces serve together under one command and nowhere else did they work together so intimately as in this remote theatre. In spite of the considerable differences that exist in organization, procedure, custom and tradition between the American and Canadian services, X-Wing had enjoyed the most satisfactory relations with all branches of the USAAF. It augured well for the future co-operation of the two forces in the defence of freedom. Thus the RCAF had done more than lend its support to a military operation; it had added a new dimension to Canadian-American defence relations. Herein lies the significance of the RCAF contribution to the Aleutian campaign. ☉

A HERITAGE ON DISPLAY

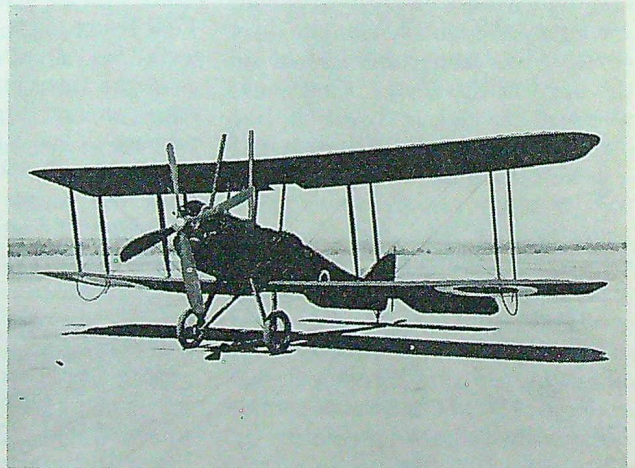
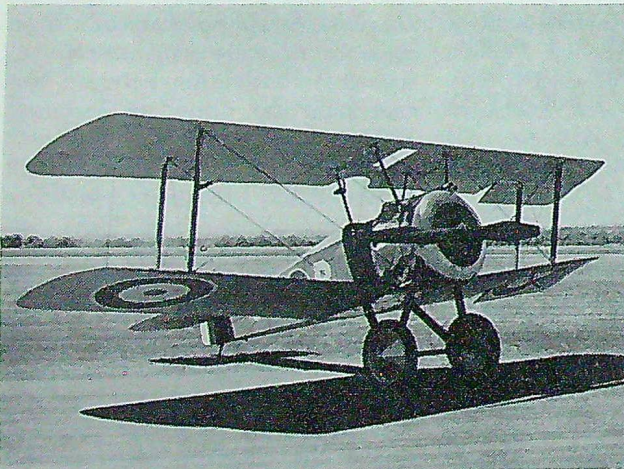
SIX historic aircraft borrowed from museums and individuals, augmenting the eight on display last year, are featured in the 1963 National Air Force Day static display at RCAF Stn. Rockcliffe this month.

These machines emphasize dramatically the development of military aviation over the past half century. Illustrating the advances made in fighter design, a Sopwith *Camel* rubs wings with a *Spiritfire* and a *Sabre*. These three types played major roles in the conflicts



Silver Dart (replica)

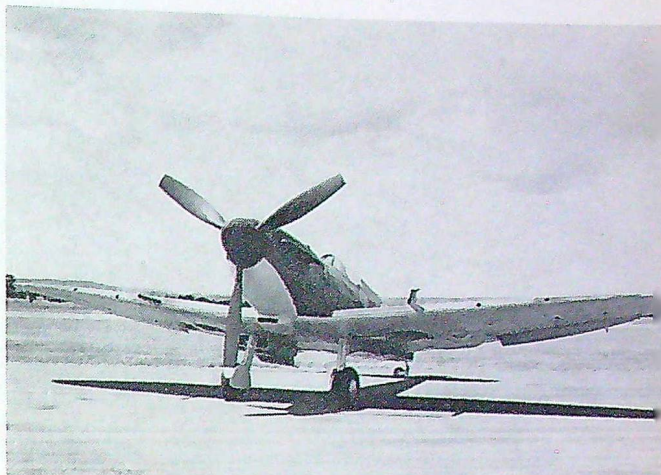
Camel



BE2C



Tiger Moth

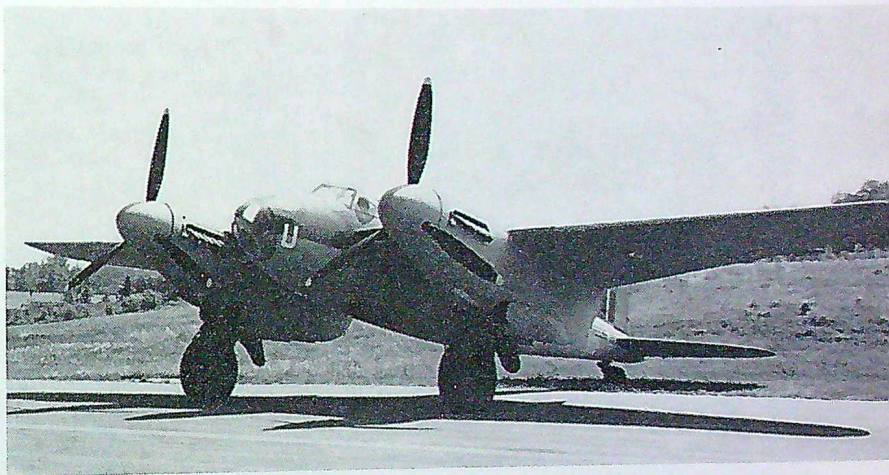


Spitfire

of their day – 1918, 1941 and 1951 respectively.

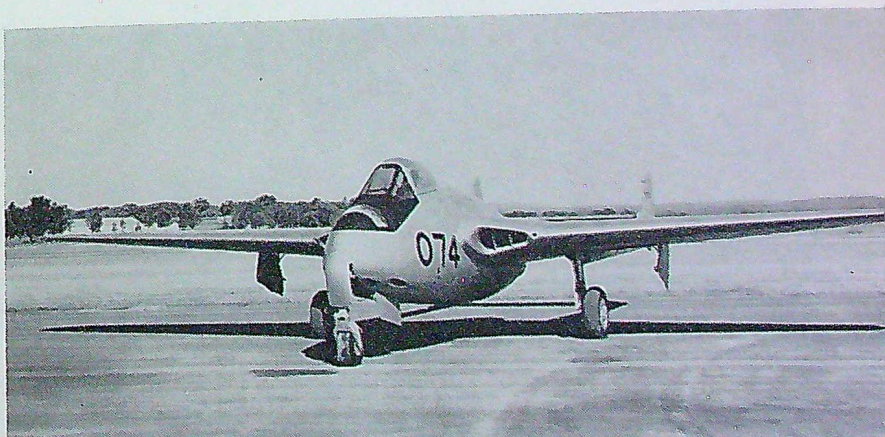
The remains of the *Snipe* flown by Major W. G. Barker, VC, DSO, MC, is displayed beside a *Fokker D-VII*. Major Barker won his VC after a long air battle at odds of 80 to one against a German force comprised mainly of D-VIIs.

Other “newcomers” this year are a *Nieuport 17*, a *Junkers W34*, an *Avro 504K* and a *DH60 Moth*. Each represents important milestones in a 50-year evolution, and the Air Historian has provided interesting data to refresh memories on the men and machines who helped build this heritage. ©



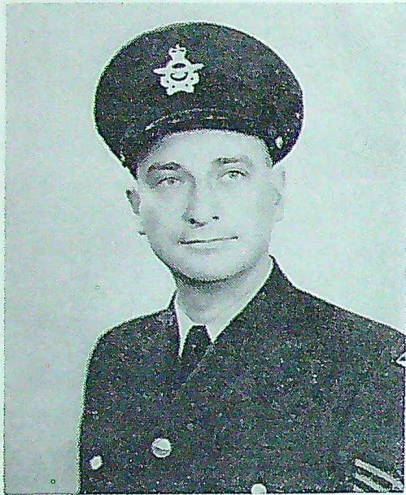
Mosquito

Vampire



The Suggestion Box

FS M. G. Geberdt of Stn. St. Margarets suggested an in circuit transistor and crystal diode checker adopted officially by the publication of EO 35BD-5FST2-5A/2 dated 10 Jan. '63.



Sgt. J. E. G. Maurais of AFHQ/AU Supply made a suggestion concerning defective airmen's polyester raincoats.



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.

Other award winners:

F/L P. F. Hope
 WO1 H. L. Dole
 WO2 A. Ceci
 WO2 J. Logus
 WO2 O. W. Scheuneman
 FS D. E. Cousins
 FS R. N. Taylor
 FS H. W. O'Brien
 FS A. Jones
 Sgt. J. G. Hawryluk
 Sgt. J. M. Findlay
 Sgt. F. J. Ault
 Sgt. D. W. Gilzean
 Sgt. R. Buydens
 Sgt. F. M. Atkinson
 Sgt. H. Ferland
 Sgt. L. Schmidt

Sgt. R. V. Neziol
 Cpl. J. H. Hanson
 Cpl. N. L. Westfall
 Cpl. G. R. Currie
 Cpl. H. J. Reid
 Cpl. W. W. Casey
 Cpl. G. E. McMullen
 Cpl. D. Walsh
 Cpl. J. E. Simpson
 LAC G. B. Tamlyn
 LAC R. E. Wall
 LAC J. R. Lesieur
 LAC J. A. Walton
 LAC R. Fearon
 LAC F. D. Cook
 LAC N. Easton
 LAC L. W. Agesen
 LAC T. A. C. Wilkison
 Mr. F. O. J. Lavallee

Cpl. L. J. A. Toutant of Stn. North Bay made a suggestion concerning a pitot static tube protector for CF-101 aircraft adopted officially by the publication of EO 05-185A-5A/5 dated 5 Sep. '62.



Cpl. D. A. Elder of 3043 TTU (Aux.) Saskatoon made a suggestion concerning the cap moulded brush assembly on Argus aircraft.



Alouette 20th Anniversary Re-union

Approximately 500 ex-members and friends of No. 425 (Alouette) Sqn. gathered in Montreal on the weekend of 19-21 April to celebrate the 20th anniversary of the squadron's formation. A famous heavy bomber unit during World War II, No. 425 now flies *Voodoos* from its Bagotville, P.Q., base.

Numerous dignitaries were at the head table for the banquet, including the Hon. Senator C. G. Power, former minister of national defence (air) and founder of the Alouette Sqn. in 1942; and A/M C. R. Dunlap, chief of the air staff, under whose command the unit operated in North Africa during World War II. Also at the head table were the squadron's first three commanding officers, G/C J. St. Pierre, G/C B. Richer and W/C L. McLernon.



MR. HELLYER VISITS EUROPE

Following conferences in London last month with British defence officials, Canada's new defence minister the Hon. Paul Hellyer flew to the RCAF's No. 3 Wing at Zweibrücken, visited nearby Fourth Allied Tactical Air Force HQ at Ramstein, and concluded his quick German tour with a visit to the Canadian Infantry Brigade Group HQ at Soest.

Pictured here at 4 ATAF HQ are (l. to r.) Brig. Gen. R. Loeytved-Hardegg, GAF, deputy chief of staff logistics and administration, 4 ATAF; A/V/M J. G. Kerr, RCAF, chief of staff, 4 ATAF; Mr. Hellyer; Gen. Truman H. Landon, USAF, commander 4 ATAF; A/V/M Larry E. Wray, RCAF, AOC 1 Air Div; and Gen. de Corps Aerieenne R. V. Marias, FAF, vice commander 4 ATAF.



At a Dominion Square remembrance service, a wreath was laid on the cenotaph by (l. to r.): Armand Meilleur, Montreal section vice president; Real St. Amour, Alouette Club founder and national president; Rev. Daniel Barnabe, No. 425 Sqn.'s first R.C. chaplain; Lucien Marcotte, and Mrs. J. J. Anderson, mother of a squadron pilot killed during the war.

Wartime Alouettes Roger Pelletier and Hank Marcotte present No. 425 squadron standard to present-generation crew, F/Ls Robert De Athe and Lorne Jokinen, a *Voodoo* team based at Bagotville.



dilemma at gopher creek

RCAF Station Gopher Creek is a full-bore unit, due largely to the idiosyncracies of the C.O., G/C J. C. Brandleberry, DSO, DFC. Indeed, many of his subordinates claim he runs the station as if it were still in the front sector of the Battle of Britain. Privately nicknamed Scrambleface (because of a recurring wartime facial twitch), the G/C is always on readiness and, on the whole, manages to instill this quality into the troops under his command. Gopher Creek has — or at least had — the reputation of being a happy station.

Long-time residents say Scrambleface's twitch became more pronounced the day F/O Harry Green was transferred to Gopher Creek as station supply officer. Not that Harry isn't a good supply type; he just seems to be in a compromising situation whenever his and the C.O.'s paths cross. Like the time he

playfully threw a bundle of IBM cards to his secretary just as Scrambleface unexpectedly entered his office. It wasn't Harry's fault the bundle broke open in mid-flight and the G/C, knocked flat on his back by the fleeing female, was showered with pasteboards.

One morning G/C Brandleberry, seated as usual at 0802 hrs. behind the desk in his "ready-room", rang the claxon horn in his PAdO's outer office. At this signal, F/L Paperweight brought in the mail, assorted red-flagged files and the orderly officer's report. Paper to an operational type is always distasteful and Scrambleface rapidly shuffled through the pile — coming to a sudden stop at a Vehicle Accident Report on which appeared the name F/O H. Green. The C.O.'s eyes became glazed and his left cheek began to twitch.

"Bring that dunderhead Green in here!" he fired. The subject, who had anticipated such a summons and was obligingly waiting just beyond the door, entered and whipped up a smart salute.

"Green," the C.O. greeted him, "It says here that you, a duly authorized user-driver, while driving an RCAF stake truck last night, ran into and virtually destroyed a civilian passenger car legally parked outside the main gate. Is this true?"

"Yes, sir," Green admitted cheerfully.

The cheek muscles quickened their tempo as the G/C asked in a low growl, "And do you know who owns the civilian vehicle you so stupidly ruined?"

"Yes, sir," said Green again. "I do."

The C.O., who had shifted his gaze from his supply officer to the seat pack hanging on the wall beside him, swivelled back in anger. Then his face slowly creased into a grin; a chuckle escaped his lips, grew into a polite laugh, then a resounding roar of mirth. He slapped the desk so hard his chute fell off its hook. Between spasms he gasped for air and eventually choked:

"Your car! Green, I'm beginning to like you."

After another fit of uncontrolled hilarity, he dismissed his visitor.

Harry paused at the door, turned and said softly, "Sir, I'm suing the Crown for damages to my car."

Scrambleface fixed the F/O in his sights and instinctively recalled the fighter pilot's tactics for the kill. Throttling back at the last moment, he croaked, "Green, you can't do that."

"Sir, my car cost \$3,500, and on an F/O's pay, I . . ."

"Get out," commanded G/C Brandleberry.

F/L Jimmy McLaren, the aircraft repair officer, presided over the board of inquiry. On the third day of investigation he said to F/O Green, "Harry, we're not getting anywhere. Let's go over it again, slowly. Now, your statement as the truck driver . . ."

"I was minding my own business," Harry said. "I looked behind before backing up, and pow! If that stupid civilian hadn't parked his car so far out —"

"I understand you parked — or rather the civilian's car was parked within the lines laid down on the pavement. Is this not true?"

"Yes, but just — just inside. Good gosh, aren't there any grey areas? Just inside is as bad as ten feet out. He should have been away inside. Any nincompoop who pushes his luck ought to be smacked. I'm a careful driver and that civilian driver ought to pay for the broken tail light. Lucky, I wasn't killed!"

"I'm not too sure," sighed Jimmy, "But anyway, that seems to check. Now, you as the civilian driver, what have you to say?"

"Well, it's just as I said yesterday, and the day before. I was parked within the limit laid down. How far are you expected to park behind the line — 10 feet? I was parked legally and wham — some incompetent RCAF driver pulverizes my \$3,500 car, and on F/O's pay that's not —"

"Yes, yes, I know, but don't you think the RCAF has good drivers?"

"Of course they have good drivers, but there's an exception oc-

asionally, and I, of all people have to be rammed by one I consider to be the worst of the lot!"

"But you're saying that you are a lousy driver. Is that not so?"

"I won't answer that until I find out whether I'm speaking as the RCAF truck driver, or the civilian owner."

"I give up," said F/L McLaren and next day he handed his report to Scrambleface.

The results of the board were rejected three times by the C.O., three times by Command, and finally arrived in the cavernous halls of AFHQ. At AFHQ the temporary docket which held the board's findings had a near record of 68 minutes attached before it reached a recent Air Council meeting.

G/C Brandleberry, meantime, was worried. He twitched as he practiced his deflection shot on a CF-104 howling on final, and he was getting tired of seeing F/O Green on O.O. duty every time he went to the mess after work.

Then one day the sun dawned brightly on RCAF Station Gopher Creek. As on previous mornings the readiness bell was rung, and the mail brought in. The C.O. quickly searched through the pile of papers for the answer he knew must be

forthcoming soon to his dilemma.

"Ah — this is it!" He twitched, on both sides of his face. "Oh my — oh! Paperweight!" He didn't ring the readiness bell!

The PADO rushed in, along with others from the orderly room. They saw Scrambleface lying on the blue carpet.

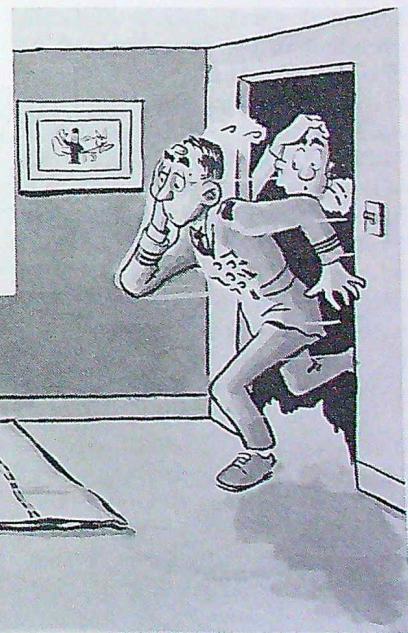
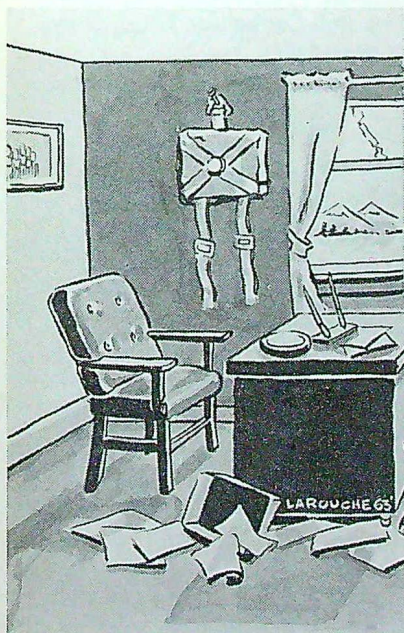
"Oh migosh! He's fainted. Open the window!"

"Look, there's a message in his hand" said someone.

The PADO bent over and took the message, spread it out and read:

FM — CANAIRHED
TO — RCAF STN GOPHER
CREEK

INFO — CANAIRFOG
FOR CO PD ACCIDENT OF
F/O GREEN YOUR UNIT PD
TO FORESTALL ANY LEGAL
ACTION CONTEMPLATED BY
GREEN CMM YOU ARE TO OF-
FER HIM YOUR STAFF CAR AS
PAYMENT PD REPLACEMENT
WILL BE IN 1966-67 ESTI-
MATES PD SUGGEST YOU USE
STATION BUS SERVICE IN
INTERIM





RCAF ASSOCIATION

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

WINGS ACROSS CANADA HOST NATIONAL PRESIDENT

NATIONAL President P. F. Connell returned home to Saint John, N.B., last month after a cross-country tour which took him from Toronto to Vancouver and Victoria, then back across the Rockies to Edmonton, Calgary, Lethbridge, Regina, Winnipeg and the Lakehead. At all stops Mr. Connell was impressed with the good work being done by Association wings and wishes to take this opportunity to thank everyone for their kindness and consideration during his tour.

At a Toronto reception, organized by inter-wing committee chairman Ken Cook, Mr. Connell addressed a good turnout of members and compared notes with another honoured guest, Arnold McGrath, president of the New Zealand Air Force Association, who happened to be in Toronto at the time.

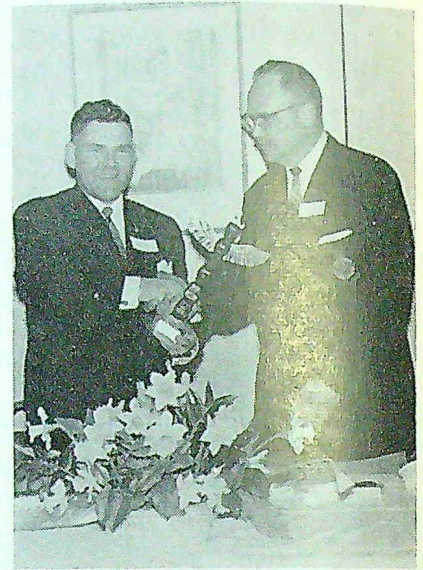
Flying from there to Vancouver, Mr. Connell conferred with No. 802 Wing members and reports they have arrangements for the September national convention well advanced. He then visited No. 800 (Pacific) Wing in Victoria. At both points coastal hospitality was at its best.

Alberta calls included No. 700 (Edmonton), No. 701 (Calgary) and No. 702 (Lethbridge) Wings, and Mr. Connell was deeply impressed with what the Association is accomplishing in these cities. At No. 600 (Regina) Wing the national president was provided an excellent opportunity to meet members from

several Saskatchewan wings and find out first-hand what is being done in that province.

Next stop was Winnipeg where again representatives of several Manitoba wings gathered for a special meeting. To complete his survey of the west, Mr. Connell, accompanied by Herb Bell, visited No. 501 (Lakehead Memorial) Wing and was greeted by enthusiastic Port Arthur-Fort William members.

At those points where a regular RCAF unit was in the vicinity, the national president met with serving personnel and was pleased with the friendly reception afforded him.



On the west coast, Phil Connell receives a miniature totem pole from Frank Porter, president of No. 800 (Pacific) Wing in Victoria.

In the foothills, (l. to r.): F/L A.J. Dumont, F/L T.L. Harris, Norman Bullied, Hector Negrello, Milt Moffatt, Phil Connell and Dick Grey, Alberta Group president.





Chief of the air staff and friends at luncheon in Gloucester St. mess, Ottawa, during NEC meeting last month.

NATIONAL EXECUTIVE COUNCIL ANNUAL MEETING

Members of the National Executive Council gathered in Ottawa the first week in May, primarily to settle outstanding items of business prior to the convening of group meetings and the national convention.

After entertaining RCAF officers and friends at a reception Thursday evening, National President P.F. Connell and his council members were briefed on Friday morning by A/M C.R. Dunlap, chief of the air staff, on current RCAF operations. Air Marshal Dunlap and several AFHQ officers hosted a luncheon for the Council following the briefing. Later that day members visited RCAF Stn. Rockcliffe. Saturday was devoted entirely to Association business.

Due to his presence in England and Europe at the time, the Hon. Paul Hellyer, minister of national defence, was unable to address the Council but he left a message of welcome which was read at the opening business session.

Highlights of the meetings included:

- Charlottetown, P.E.I., being confirmed as the 1964 National Con-

vention site.

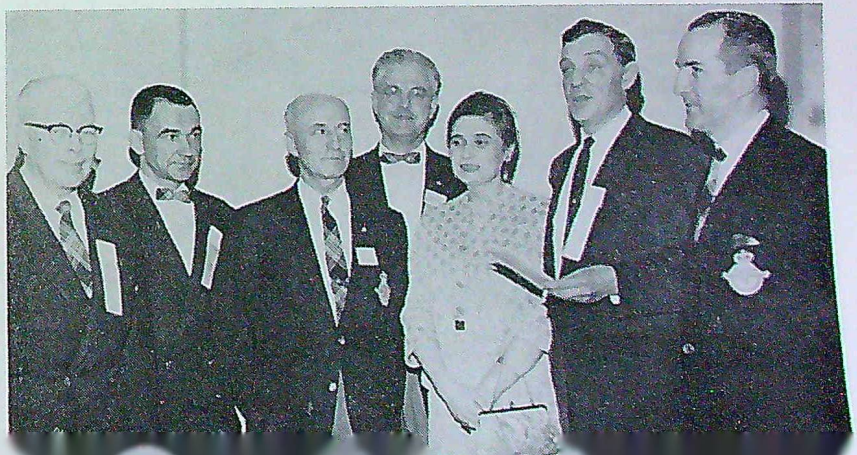
- Decision to undertake an Association national project to commemorate the Centenary of Confederation.

- Montreal Wings request that 1967 National Convention be held in Montreal.

- Approval for a Member-at-Large Campaign, to be conducted on an individual basis with every Association member — objective: 1500 new members by 31 July 1963.

Manitoba-Northwestern Ontario Group held their annual meeting in Brandon recently. The officers for the coming year are: (l. to r.) Art McLeod (502 Brandon Wing), secretary-treasurer; Pat Donaghy (503 Flin Flon), director; Herbert M. Bell, third vice-president (National); A. W. Aldrich, (500 Winnipeg) director; Evelyn Halliday (501 Lakehead Memorial Wing), W.D. representative; Terry Penton (502 Brandon Wing), president; and John McCullough (501 Lakehead Memorial Wing), vice-president.

The Royal Canadian Air Force Association, incorporated under Part II of the Companies Act, is recognized as a charitable organization for federal income tax purposes. Accordingly donations to the Association may be claimed as an income tax deduction by the donor.



Letters to the Editor

WOMEN IN WAR, TOO

Dear Sir,

I have just read your article about No. 6 Bomber Group (Vol. 15, No. 3, Apr. 63). Can you tell me why it is that in all the articles you publish about war-time formations there is never a mention of the part the Women's Division played?

Being a former WD and one who served as a wireless operator with No. 6 Group HQ at Allerton Hall, I am naturally interested. I am sure there are many other ex-WDs who hold nostalgic memories of their time spent overseas. It might be well to remember that, though we are women, "we too served."

(Mrs.) Y. C. Hamon,
ex-WD LAW G. Y. Hamilton,
33 Clearview Crescent,
Dartmouth, N.S.

(How could any of us who were in No. 6 Group forget you wonderful gals! Your wrath is indeed justified. However, if you look closely at the picture on page 18 of that issue you'll see we didn't overlook you completely. — Editor.)

"P" FOR PUBWASH

Dear Sir:

Depicted on page 16 of the April ROUNDEL is a Halifax III bearing the name Pubwash. You might be interested in the origin of the name and the reason why beer steins and not miniature bombs were painted on its side.

I spent many interesting hours in this aircraft, which was actually B-Baker in No. 434 Sqn. Because 434 was "adopted" by the City of Halifax and because it was the "Bluenose" Sqn., the ground crew of B-Baker sought the name of a Nova Scotia community to give their bomber. They selected the community of Pugwash to honour but, because all were irreverent Westerners, they corrupted the name to Pubwash and used a beer stein rather than a bomb to signify the successful completion of an operation.

Paul E. Burden,
769 Montgomery Street,
Fredericton, N.B.

VETERANS AND CREDIT UNION

Dear Sir:

After reading about the RCAF-operated credit unions (Vol. 15, No. 3, Apr. 63), I am interested to know if retired members of the RCAF are permitted to join. If so, to whom should I write for the full details?

I am on pension after 25 years service, and am intrigued by the advantages which such an organization appears to offer.

F/L H. C. Brisco,
240 Fernand St.,
Fabreville, P.Q.

(Retired personnel who are interested in membership should apply to the nearest service credit union. Additional information can be obtained from the Defence HQ Credit Union, 330 McLeod St., Ottawa.

Our recent article failed to note a flourishing credit union at Allison, Ont., of which more than 90% are RCAF personnel from Camp Borden. It has achieved assets in excess of \$400,000. Thanks to reader WO1 (ret.) E. F. Bullis, manager of the Alliston Community Credit Union, for bringing us up to date. — Editor.)

BATOOLOO TWO

Dear Sir:

You may recall that some years ago No. 442 (City of Vancouver) Sqn. was presented with a mascot called Batooloo — an Indian rock-python (Vol. 9, No. 10, Dec. 57). The sad news of Batooloo's death in March 1963 was announced at the recent No. 19 Wing annual mess dinner.

Not wishing to see No. 442 without a mascot, Stanley Park zoologist Allan Best has replaced the deceased with a six-foot boa constrictor, known as Batooloo Two, who made his debut at the same mess



dinner. I had the honour of presenting the new mascot to the squadron commanding officer, W/C J. L. T. Edwards. W/C Edwards, who hates all types of snakes, was taken aback when called upon to accept the gift but is now recovering satisfactorily.

F/L M. W. Bluck,
Public Relations Officer,
No. 19 Wing (Aux.) H.Q.,
Vancouver, B.C.

WHO IS A WO?

Dear Sir:

Following Cpl. Mowatt's letter, captioned "Somebody Goofed" in your Apr. 63 issue (Vol. 15, No. 3), you entered

your "apologies to the two NCOs concerned." Forsooth and forshame, sir! Somebody doubly goofed!

Is this what happens when the guiding benevolence of a true NCO is retired from an organization and not immediately replaced? It is evident that the men in the field must take swift, sure action to save your faltering magazine. I am sure all warrant officers join me in declaring that Sgt. Shatterproof should and must be recalled to active duty, or a replacement be obtained.

Do I still detect puzzlement on the lofty editorial brow? Let us then examine your quoted apologies to the "two NCOs", WO2 M. Shopka and Sgt. T. L. Williams. Venture forth from Ye Ivory Victoria Tower and join now in a rousing "Who am I?" search using these clues:

QR (Air), art 1.02 — I am not defined here, but Sgt. Williams is covered in (xlvi).

QR (Air), art 3.01 (2) — At least I am listed, after all!

QR (Air), art 3.01 (3) — This doesn't include me — and I haven't a signed confirmation to frame either.

AFAOs 5.00/01 and 5.00/03 — I am assured of service responsibilities; so is Sgt. Williams.

AFAO 14.00/01 para (27) — The last sentence doesn't include me. What happens in my case?

AFAO 14.00/03 para (3) — I am not included again — perhaps I should feel rejected, although other paras do indicate I can occur.

AFAO 26.08/05 paras (2), (7), (18), (20): these discount me entirely yet para (9) admits I do exist. Para (16), for once, even makes so bold as to direct that there is an assessment form for me.

The best of luck to you, sir.

WO2 J. F. Mornan,
RCAF Stn. Trenton, Ont.

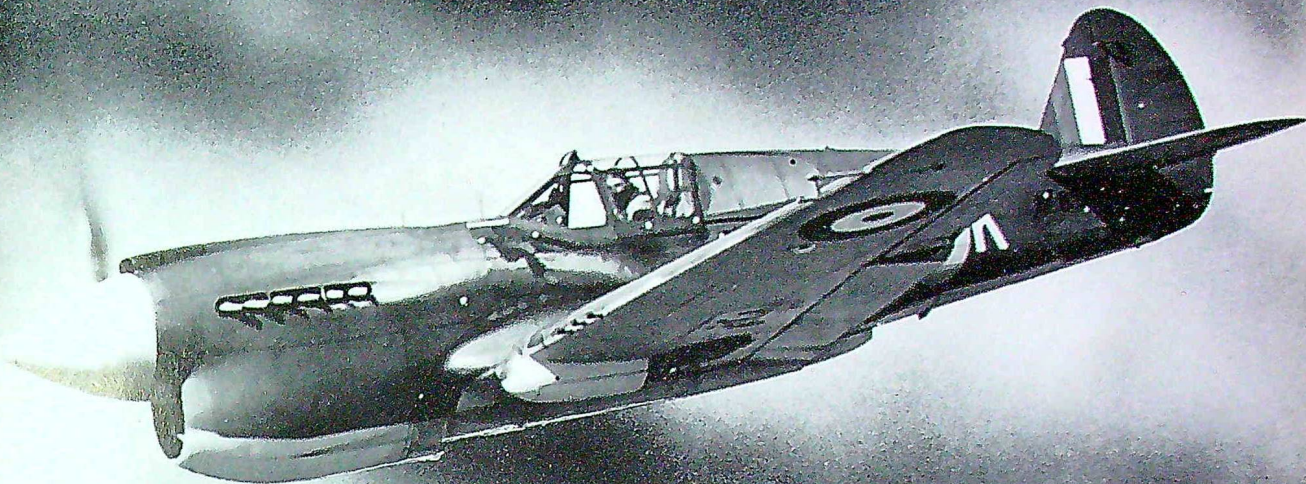
(The methodical research by WO2 Mornan has produced much soul-searching in the "Ivory Tower". As a result, the pertinent QR (Air) references will be reworded and an amendment made to AFAO 14.00/01 para 27 and 14.00/03. Well done, WO2 Mornan. — Editor.)

AND AGAIN

Dear Sir:

Your response to a letter from Cpl. Mowatt of Stn. Winnipeg in the April '63 issue of ROUNDEL referred to a sergeant and WO2 as "the two NCOs concerned." I wondered for a while what struck a discordant note in the above and found in QR (Air) article 1.02 (xlvi) that 'NCO' refers to a flight sergeant, sergeant or corporal of the air force. This would seem to place a warrant officer in a category other than that of an NCO.

Cpl. G. J. Loyton,
3000 TTU (Aux.),
Toronto 12, Ont.



Aircraft ALBUM:

Curtiss Kittyhawk

The Curtiss P-40, developed from the radial-engined P-36 and the experimental YP-37, was probably the most widely-used fighter of the war. It was flown by more than a dozen air forces, including those of Russia and China. Improved versions were named *Tomahawk*, *Kittyhawk*, and *Warhawk*.

Tomahawks had two .303 calibre machine guns in the nose and four more in the wings. Power was an Allison engine of 1,090 h.p. Overseas, four RCAF squadrons, beginning with No. 403 in March 1941, flew *Tomahawks* on defensive patrols, reconnaissance, army-co-operation duties, and training. By February 1943, all four squadrons had converted to *Spitfires* and *Mustangs*.

Kittyhawks had increased power and revised armament. The nose guns were removed and four (later six) .50 cal. machine guns replaced the .30 cal. guns in the wings. Racks were fitted for 1000 pounds of bombs. *Kittyhawks* Marks II to IV were known as *Warhawks* in the USAAF. Six RCAF squadrons flew *Kittyhawks* in Canada, two of them (Nos. 111 and 14) operating in the Aleutian campaign. At the end of the war, all RCAF *Kittyhawks* were retired. Top speed was 345 m.p.h., and normal range was 810 miles.

Roger Duhamel

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