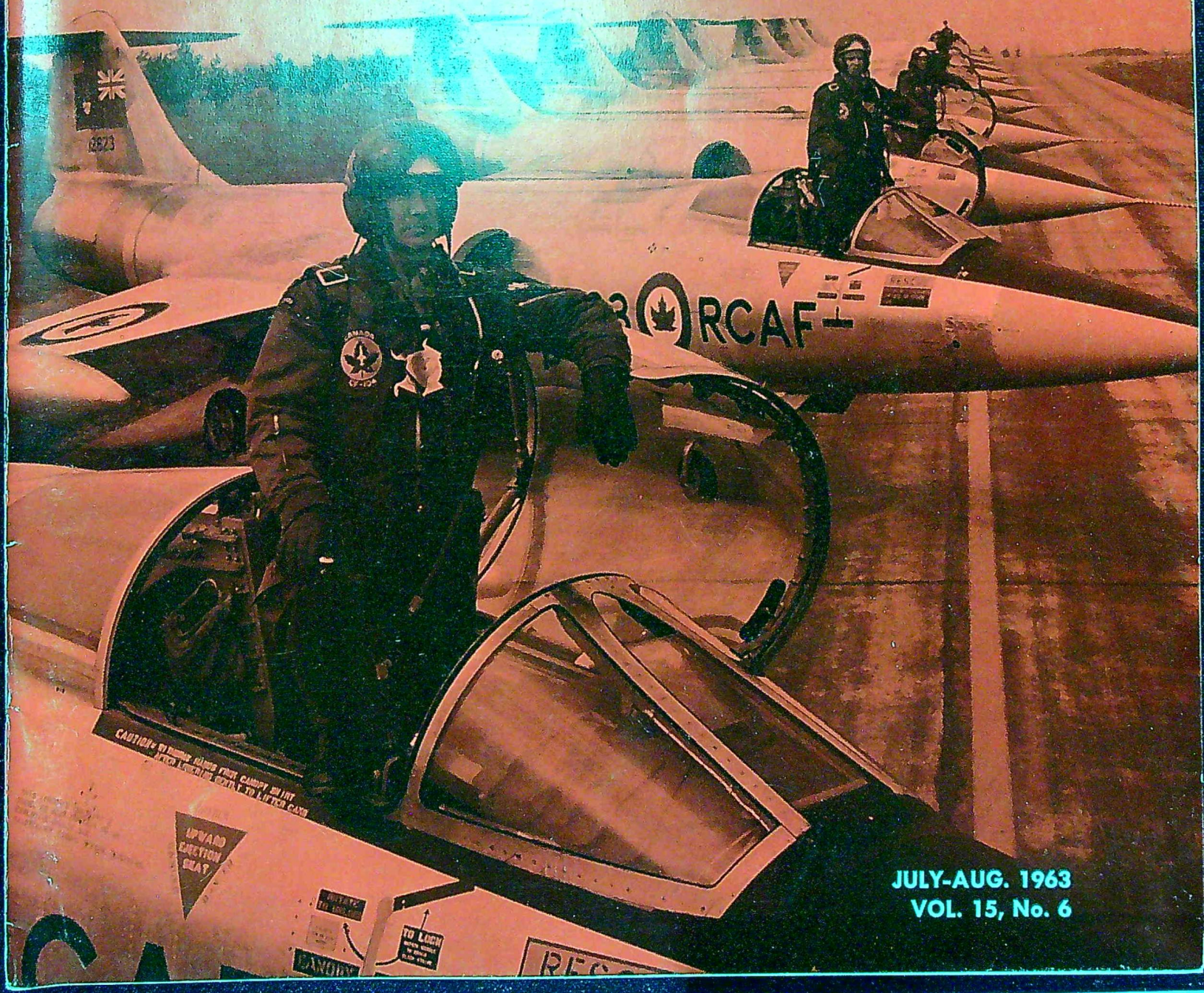


# ROUNDTEL



JULY-AUG. 1963  
VOL. 15, No. 6

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# ROUNDEL

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

**JULY-AUG. 1963**  
**VOL. 15, No. 6**



COVER CAPTION

On the line at RCAF Zweibrucken, F/L J. G. Joy and friends in their Canadian-built Super Starfighters are part of NATO strike-reconnaissance force soon to be nuclear armed. See also pages 2 and 3.

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A/C D. A. R. Bradshaw

THIS summer many servicemen and their families are on the move, either to new RCAF assignments or simply on holidays. We don't normally mention transfers or retirements in *ROUNDEL* but feel justified in breaking this unwritten rule for the following:

In Metz, France, A/V/M L. E. Wray, OBE, AFC, hands over the reins of No. 1 Air Division to A/C D. A. R. Bradshaw, DFC. Air Vice Marshal Wray is retiring after 33 years of RCAF service.



A/C C. H. Greenway

In Winnipeg, A/V/M H. M. Carscallen, DFC, is being succeeded as AOC Training Command by A/C C. H. Greenway, OBE. Air Vice Marshal Carscallen retires from the air force after 31 years.

In Halifax, A/C W. I. Clements, OBE, relinquishes his position as AOC Maritime Air Command to A/C F. S. Carpenter, AFC. Air Commodore Clements is retiring with 32 years of service.



A/C F. S. Carpenter

A FEW weeks ago Ron Dodds, author of the story on Britain's first strategic bomber force (page 4), visited Air Ministry in London to do some historical research. In reply to a request for material on RFC training in Canada during World War 1, he was told that one of the finest definitive works on the subject had recently come to hand.

Whereupon, the air ministry man produced four recent copies of *ROUNDEL* containing a series entitled "Canada's First Air Training Plan", by Mr. R. V. Dodds.

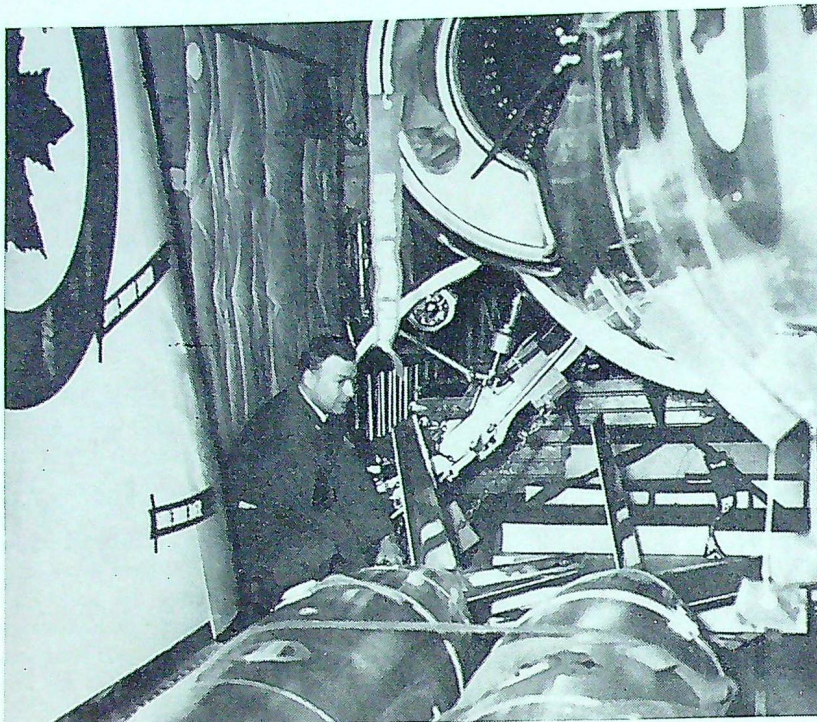
ONE sure way to get an authoritative article on an organization or a place is to ask a person who is particularly well versed on that organization or place to do the writing. Such a person is the author of this month's station story (page 12). Flight Lieutenant Dave Wick is PRO for Uplands so, when he's not gazing down at the station from some lofty level in a T-33, he is busy seeing the unit from ground level as he goes about his secondary duty of writing press releases about Uplands personnel. Since he has both a thorough knowledge of the station and the ability to put his thoughts on paper, he was a natural choice to write the story of Uplands.

SWIMMING for survival by the "drown-proof method" is a basic course for airmen attending the RCAF's Survival Training School at Namao. Drownproofing adapts natural body buoyancy to a travel stroke, so that the floater propels himself forward while keeping his head well above water.

Fortunately, swimming instruction in the air force is not limited to survival school students. An RCAF-wide program, especially popular at this time of year, is described on page 20. Bearing in mind the practical points mentioned therein, let's all head for the old swimming hole and have fun. See you here in September.

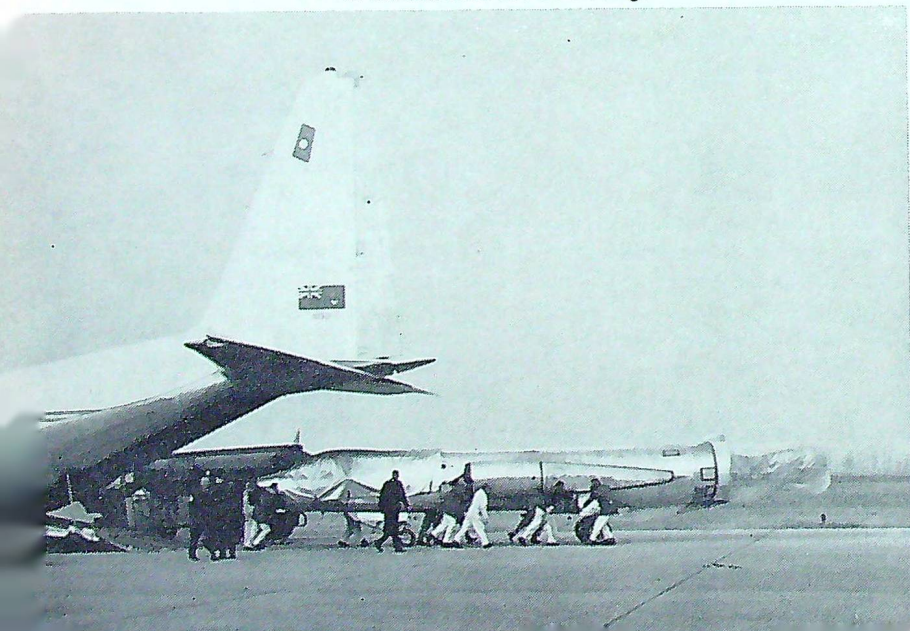
*At Paton* 5/2  
Editor

Photostory by SQUADRON LEADER R. M. L. BOWDERY,  
Staff Officer Public Relations,  
Air Transport Command



At Cartierville airport, near Montreal, a Super Starfighter is loaded into the hold of a Hercules and LAC C. Smith checks the tie-downs.

An aeroplane disgorges an aeroplane as the dismantled CF-104 is rolled out of the Hercules at No. 4 Wing.



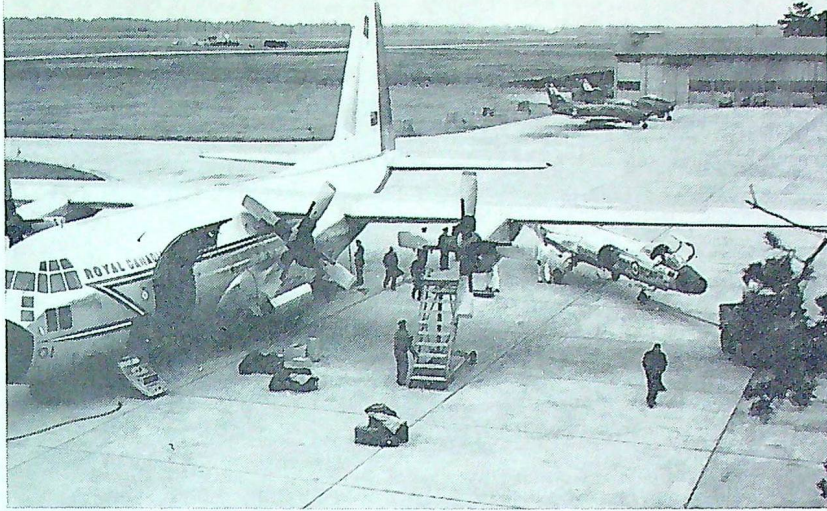
# OPERATION RHO DELTA

THE sweep on the navigator's radar painted a ghostly image of the Irish coastline as *Hercules* 10301 made landfall. Some seven hours earlier, the big turboprop transport and its crew of six had departed Cartierville, P.Q., bound for No. 4 Wing, Baden Soellingen, Germany.

Operation Rho Delta, the airlifting of CF-104 *Super Starfighters* from the Canadair plant near Montreal to the RCAF's No. 1 Air Division Wings in Europe, began last December. The project will continue until all CF-104s slated for Canada's NATO-assigned force are delivered by No. 435 (Transport) Sqn.

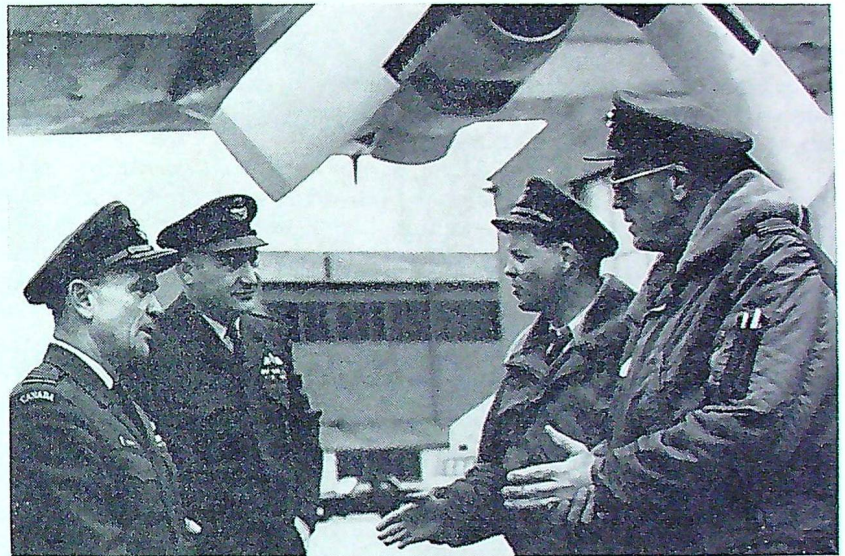
The CF-104, stripped of wings, empenage, and nose cone, is carefully winched into the spacious hold of the *Hercules*. Placing the fuselage diagonally across the cargo compartment of the big transport leaves ample room for wings and tip tanks. The 3,200-mile journey from Cartierville to the RCAF's European bases generally takes about 10 hours, unless meagre westerly winds require a refuelling stop at Gander, Nfld. On a non-stop flight, the *Hercules* carries its maximum fuel load, 45,000 pounds or just over 6,000 gallons.

Why the name Rho Delta? No Greek scholar needs to be told that these words mean 104. ©



On the tarmac at No. 4 Wing a safely-delivered CF-104 is hauled away to a hangar. In the background are two Sabres which are being replaced by Super Starfighters.

Group Captain J. J. Jordan, AFC, Commanding Officer of No. 4 Wing and W/C R. D. Schultz, DFC, bid farewell to the flight crew of the Hercules (l. to r.): S/L H. R. Cram and W/C E. E. Hurlbut, DFC.



The line-up grows as Rho Delta deliveries are made.



# BRITAIN'S FIRST STRATEGIC BOMBING FORCE:

## NO. 3 (NAVAL) WING

By Mr. R. V. DODDS  
Air Historical Section

THE famed No. 6 (RCAF) Group, which played such a vital strategic bombing role during World War II,<sup>\*</sup> was not the first Canadian bomber force. More than a quarter-century previously a long-range bomber formation, most of whose pilots were Canadian, was attacking German industrial targets.

The force was No. 3 (Naval) Wing, part of the Royal Naval Air Service, and it operated from fields near Nancy in northeastern France during late 1916 and early 1917. It was the first British air component formed for long-range strategic bombing and its main targets were the German steel works in the Saarland region.

The two British flying services, the Royal Flying Corps and the Royal Naval Air Service, had carried out bombing operations from the very early days of the war, and the development of weapons and techniques had been rapid. Practically all the bombing, though, had been against tactical targets and until the formation of No. 3 Wing, the British had no force, even on a small scale, comparable to the strategic bomber forces of World War II.

There is little doubt that the German airship raids on Britain, begun in early 1915, played a part in the decision to form Three Wing and hit back at targets within Germany. With one exception, though, the wing's attacks were against selected industrial plants or other targets such as air fields and rail junctions. The exception was a double raid on the German town of Freiburg, openly announced as a reprisal for a submarine attack on a British hospital ship.

### ORGANIZATION

The wing was assembled at Maidstone in Kent during the spring of 1916 and arrangements were made with

the French for it to operate from a field at Luxeuil-les-Bains, in the Vosges region northwest of Belfort, within easy flying range of the heavily-industrialized Saar area and northern Lorraine, where much of the German iron and steel production was concentrated. The senior officers, including the flight commanders, were all British, as were the air gunners and ground crew, but most of the pilots were Canadian. This was not by accident. The wing's commander, Captain W. L. Elder, had been in Canada during 1915 and had then recruited more than 150 young Canadians for the RNAS. Many of these recruits were finishing their service training in England and it was decided to keep them together as a group.

The first Canadian casualty came before the wing left England. Flight Sub-Lieutenant George K. Williams of Toronto was killed on 10 June when his aircraft collided with another in the air.

Most of the headquarters staff and ground crew went out to Luxeuil in June and in early July the pilots began ferrying their aircraft to the base. The wing was to have 55 or 60 machines by the end of July and plans called for an eventual buildup to 100. It never did reach this ultimate figure, though, and its buildup to a point where it could begin regular operations at all was much delayed. Aircraft intended for the wing were diverted to the hard-pressed RFC on the western front, and by the end of August the wing had only 29 aircraft.

The wing was initially equipped with *Sopwith 1½-Strutters* in bomber and fighter versions. This was a machine that had already made a name for itself. The fighter version was a two-seater and was the first British plane to enter service with synchronizing gear that permitted a fixed machine-gun to fire through the propeller arc. In addition to the pilot's synchronized Vickers, the rear gunner had a Lewis mounted on a bracket in the rear cockpit. The bomber version was structurally identical, but without the rear cockpit, its

<sup>\*</sup>ROUNDEL, Apr. '63.



Officers of No. 3 (Naval) Wing, October 1916: Capt. W. L. Elder, commanding officer, and W/C R. Bell Davies, VC, operations officer, are seated. Standing (l. to r.) are Canadians (1) Raymond Collishaw, (2) G. S. Harrower, (3) K. G. MacDonald, (4) C. E. Burden, (5) S. T. Edwards, (10 — face only visible) F. C. Armstrong, (11 — holding camera) J. A. Glen, (13 — profile) J. E. Sharman, (14) L. E. Smith.

*Sopwith 1½ Strutters* based at Luxeuil-les-Bains.



place being taken by a bomb compartment. The bomb load, consisting of four 65-lb. bombs, was stowed internally. Freed of its bombs, the single-seater bomber version became a fighter on its own, for it carried a forward-firing Vickers. The bomber version, with a 130-h.p. Clerget engine, had a speed of just under 100 m.p.h. at 10,000 ft. Both types were fitted with extra fuel tanks that gave them an endurance of more than seven hours.

#### FIRST OPERATIONS

The wing's first operation was on July 30, when three of its *Sopwiths* joined forces with six aircraft of

the French 4th Bomber Group, also based at Luxeuil, and attacked gasoline stores at Mulheim, to the east just across the Rhine. Two of the aircraft were flown by Canadians. F/S/L J. A. Glen of Enderby, B.C., was the pilot of a *Sopwith* bomber which unloaded 260 lbs. of bombs on the target and F/S/L Ernest Potter of Winnipeg flew one of the two-seater fighters. All the raiding aircraft returned safely and French intelligence reported "considerable damage" in the target area.

Elder received orders, however, not to carry out further raids until he had enough aircraft to enable large-scale operations, and the next raid did not take place until October. As a stop-gap for the *1½-Strutters*

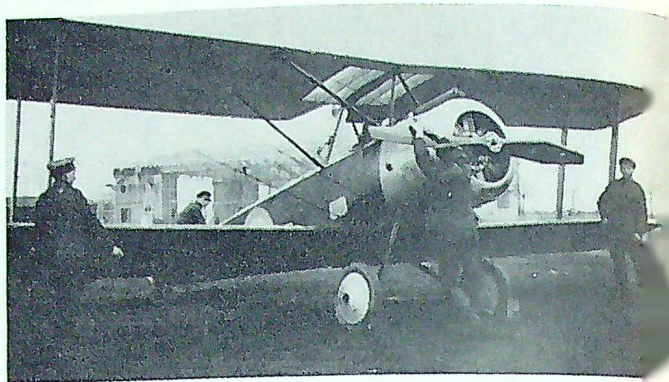
that the wing should have had, the Admiralty provided a number of French *Breguet* bombers. These pusher biplanes arrived in August or September, and with the *Sopwiths* were used on the wing's first large scale attack, made on 12 October.

The raid was again a joint effort, made with the French, and the target was the Mauser arms works at Oberndorf, on the Neckar river more than 100 miles to the northeast of Luxeuil. The French bombers, nine *Breguet Michelins*, took off first, followed by the Three Wing bombers and fighters, which were airborne just after lunchtime. Twenty-six RNAS aircraft took off, although several were forced to return and another crashed on its way to the target. Twenty-one Three Wing planes are officially listed as having carried out the attack; nine *Sopwith* bombers, six *Breguet* bombers, and six *1½-Strutter* fighters, although some of these did not bomb the intended target.

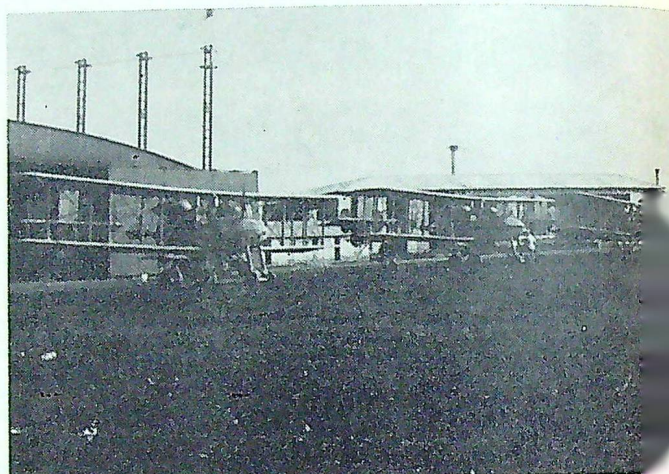
The French bombers flew under a handicap. Their fighter escort was provided by the famed Lafayette Squadron, whose pilots were American volunteers, and their *Nieuports* lacked the range to accompany their *Breguets* to the target. Instead, they flew escort as far as possible, then returned to base to refuel and take off again to rendezvous with the bombers on their return. The *Sopwith* fighters, however, were able to accompany the RNAS bombers to the target and back.

The RNAS force was made up of four flights, divided into what were known as the Red and Blue squadrons, and the *Sopwiths* bore distinctive colour markings for identification in the air. Things went smoothly for the Red Squadron, made up of two *Sopwith* flights of bombers with protective fighters. They located and bombed the target without undue difficulty, despite anti-aircraft fire and some enemy fighter opposition as they crossed the Rhine, and they returned to base without loss. One of the Red Squadron pilots was F/S/L Stearne Edwards from Carleton Place, near Ottawa. He flew a *1½-Strutter* bomber and his log book shows that his formation flew at 10,000 feet, going down to a lower altitude to bomb. He was airborne for 10 minutes short of four hours and he logged the distance to target as 108 miles. As did most of the Canadians who flew with Three Wing, Edwards became a fighter pilot, winning the DSC and Bar and being credited with downing 12 enemy aircraft.

The Blue Squadron had more difficulty. It consisted of a flight of *1½-Strutter* bombers and fighters, and another flight of six *Breguets*, with two *1½-Strutter* fighter escorts. Three of the Blue Squadron *Sopwiths* failed to make their rendezvous after breaking through cloud, and returned to base as ordered. Another crashed, leaving the squadron with only its *Breguets*

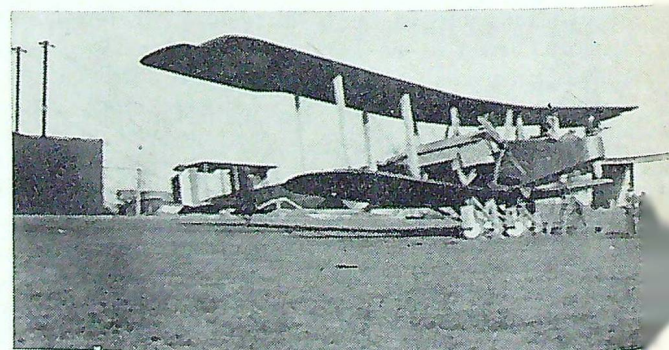


A prop is swung and another bombing raid on German industrial targets is underway.



*Breguet* bombers of the French bombing group, September 1916.

One of the two *Handley-Page* O/100 twin-engined bombers flown on raids by No. 3 (Naval) Wing.



and their escorts. Flying with the *Breguets* was W/C R. Bell Davies, the wing's operations officer, who had won the VC at the Dardanelles in late 1915. He has explained that the Flight had difficulty gaining altitude to cross the German lines, which put it behind schedule. Then, preoccupied with German fighter attacks, it was not able to pay full attention to navigation, and found itself over the Black Forest, with no recognizable landmarks. Approaching a town which the lead bomber pilots took to be Oberndorf (the escort fighters flew in the rear of a "Vee" formation) the flight formed into single line and went down to attack. Davies was doubtful that they had found the proper target and he was right. They found out later that they had bombed Donau-Eschingen, some distance to the south.

#### HOMeward BOUND

Reforming, the flight turned to the southwest for home but it had drifted far to the south and was in danger of finding itself over Switzerland. Davies, in the rear, realized the navigational error and had visions of the whole formation being forced to land in neutral Switzerland and spending the rest of the war in internment. As he was wondering how to draw the flight's attention to the danger one of the other *Sopwith* fighter pilots suddenly cut in front of the formation and turned sharply to starboard, the rest of the machines following. The pilot was F/S/L R. F. Redpath of Montreal, who in 1921 served briefly as Director of the Canadian Air Force.

The *Breguets* ran into heavy anti-aircraft fire and were again attacked by enemy fighters. Three planes

were lost, two British-flown *Breguets* and a *Sopwith* bomber, piloted by F/S/L C. H. S. Butterworth of Ottawa. All managed to land safely, although they came down in enemy territory and the crews were taken prisoner.

By the time the *Breguets* neared base it was dark and not all found the Luxeuil field, where a flare path was laid out. Several made crash landings and one of the *Breguets* put down on a railway line, but there were no serious injuries.

The French losses were heavier than those of the RNAS. They found Oberndorf and bombed it but six of their nine bombers failed to return. This caused the French commander to abandon daylight operations in favour of night-time raids. The RNAS wing, though, with its long-range escorts, stuck to daylight attacks. The official RNAS report of the raid credited one of the British flight commanders with having shot down and destroyed an enemy plane and said that another *Sopwith* pilot, F/S/L L. E. Smith from Mystic, B.C., had damaged and had "probably brought down" another of the attackers. The French claimed four German aircraft. The Germans disclaimed any losses at all.

As for the target, the RNAS dropped 3,867 lbs. of bombs, although not all were released over Oberndorf. It is doubtful that the actual munitions factory was badly hit, if at all, although new unoccupied buildings being constructed for the works were badly damaged.

Of the 26 RNAS aircraft that took off, 17 were flown by Canadians and the percentage of Canadian pilots on most of the subsequent raids was even higher. In addition to those mentioned, F. C. Armstrong, Brockville, Ont.; P. G. McNeil, Toronto; G. R. S. Fleming,



Canadians in this group of pilots and observers at Luxeuil-les-bains, September 1916, are: front row (1) G. R. S. Fleming, (2) J. A. Glen, (3) P. E. Beasley; middle row (5) A. B. Shearer, (7) F. C. Armstrong; back row (1) S. T. Edwards, (2) P. G. McNeil.

Toronto; G. G. MacLennan, Eugenia, Ont.; A. B. Shearer, Neepawa, Man.; J. E. Sharman, Oak Lake, Man.; C. E. Burden, Toronto, and Ernest Potter flew 1½-strutter bombers. Raymond Collishaw of Nanaimo, B.C., and J. A. Glen flew 1½-strutter fighters, and P. E. Beasley, Victoria, B.C.; L. H. Parker, Leeds Village, P.Q.; and J. H. Keens, Toronto, flew *Breguet* bombers. All held flight sub-lieutenant rank at the time.

While not a complete success, the Oberndorf raid established a number of "firsts". It was Three Wing's first large-scale operation, and it was the war's first big combined bombing raid, made by British and French forces. In fact it involved four national groups—Canadian, British, American and French.

#### MOVE TO OCHEY

During the latter part of October the French commander moved his squadrons to a field at Nancy and invited the RNAS wing to join him there. Because of overcrowding, in early November the RNAS *Sopwith* flights and the French moved to Ochey, between Nancy and Toul. The wing headquarters stayed at Luxeuil and handled administration, supply, transport, and major repair work and overhauls on the aircraft. Only the *Sopwiths* moved to the forward position at Ochey. The RNAS officers were not happy with the *Breguets*, and although they were still short of their complement of aircraft, more *Sopwiths* and crews were arriving, and they were expecting some of the big twin-engined *Handley-Page* bombers. The *Breguets* were little used, if at all, after the Oberndorf raid. The positioning of the operational flights at Ochey brought the wing even closer to the enemy's steel plants in the Saar basin and henceforth these comprised the majority of their targets, with the French hitting by night and the RNAS *Sopwiths* following by day.

While still based at Nancy, the *Sopwiths* made one raid. The French bombed the Thyssen steel works at Hagendingen on the night of 22 October, and the following day the Three Wing pilots hit the plant. Thirteen *Sopwith* bombers, escorted by seven fighters, attacked the works, and dropped just under 3,000 pounds of bombs. The bombers approached the target in formation and then formed into a single line, going down to bomb in succession. Direct hits on the blast furnaces were seen, adding to the damage done the night before by the French. Some anti-aircraft fire was encountered but there was no fighter opposition. There were no RNAS losses.

After moving to Ochey the RNAS *Sopwiths* visited the steel works at Volklingen, some 70 miles away, near Saarbrücken. Nine RNAS planes bombed the plant on 10 November and the next day 14 *Sopwiths*

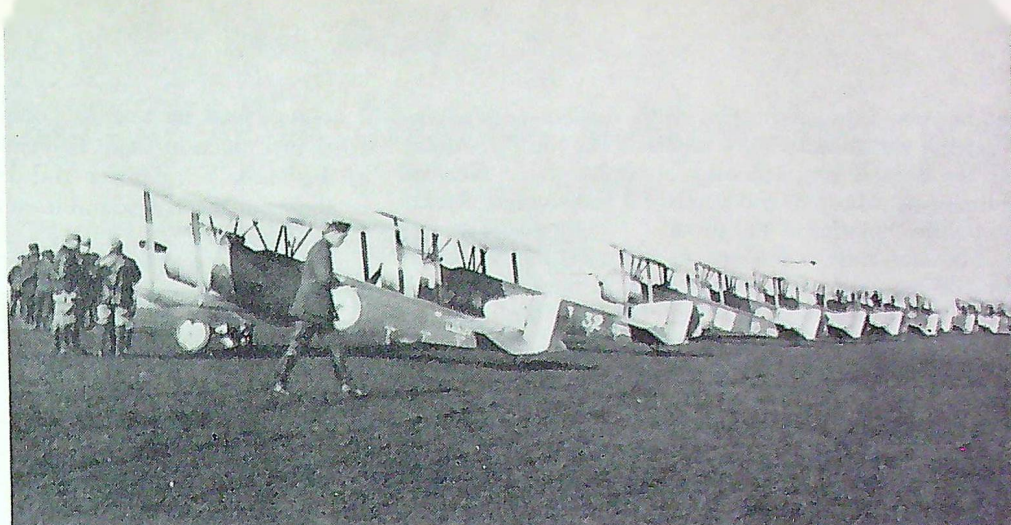
returned. No RNAS machines were lost, although the Germans sent up fighters. Five enemy fighters attacked the formation on the first raid, and were driven off, and three more made an ineffective attack during the second raid. The St. Ingbert blast furnaces, also close to Saarbrücken, were attacked on 12 November, again without loss. The last two raids of the year were against the Dillingen iron works, on 24 November and 27 December; nine RNAS bombers reached the target on each occasion and reported numerous direct hits. All the Three Wing planes returned from the two raids, and on the first one they reported shooting down one of the enemy attackers.

The Three Wing tactics were for the bombers to approach the target in close formation, escorted by the fighters, and to reform after bombing and return to base, still under close fighter escort. The Canadian bomber pilots soon realized that once freed of its bombload, the *Sopwith* bomber with its forward-firing Vickers was a formidable fighter on its own. They developed the habit of opening their throttles and going off on a series of individual hunts for German planes after having dropped their bombs, instead of reforming according to orders. Davies, in charge of flying operations, at first disapproved. "I gave up trying to stop it," he has recalled, "for it was resulting in quite a number of Germans getting shot down."

#### DINNER PARTY

Bad weather hampered operations during December and the RNAS officers took advantage of the lull to invite their French friends to dinner at Nancy. Amongst their guests were the French bomber group commander and his officers, as well as officers from a French regiment stationed near the Ochey field. The dinner party was a great success and numerous toasts were drunk. As the evening progressed and the wine flowed, the party became increasingly noisy, which caused the café's proprietor some apprehension. He was known to the Canadians as "Tirpitz" because of his luxuriant, flowing side whiskers, similar to those worn by the German admiral. The proprietor's worry stemmed from a recent tightening of discipline in the Nancy area, enforced by the Commandant de Ville, in the words of Davies a "sort of glorified provost marshal" who was a French colonel with "a ferocious reputation".

The party was at its noisiest when "Tirpitz" came rushing in, and wringing his hands in anguish explained that the Commandant de Ville, with his full "troupe", was outside, having been attracted by the din. Before anything could be done the Commandant de Ville strode into the dining-room. The French officers quailed under his glare, suddenly sobered.



Sopwith 1½ Strutters before a morning bombing raid from Ochey field.

“The situation was saved by the Canadians,” Davies recounted. “Not realizing the awful majesty of a Commandant de Ville, they at once gave him three loud cheers. Hoisting him to their shoulders they carried him around the room and then set him on a table and demanded that he make a speech. He was somewhat taken aback at first, but rose splendidly to the occasion. He saluted the entire company, called out ‘Vive la France et vive l’Angleterre!’, accepted a drink and then departed, taking his ‘posse’ with him.”

#### 1917 OPERATIONS

Bad weather, including heavy snow, continued to hamper the wing’s operations during the opening months of 1917. The hangars at Ochey were unheated and freezing weather made it difficult to keep the aircraft serviceable. Stearne Edwards’ log book contains an entry during January concerning a test flight that he made in a *Sopwith* “to see if the oil would freeze” at altitude. The recorded ground temperature on this day was 20 degrees above zero, a definite problem in the days before cold-weather flying techniques were developed. In addition, the valleys in which many of the enemy’s industrial targets were located were often shrouded in fog. Nevertheless, raids were flown at intervals. The majority of the targets continued to be those in the Saar basin, with the addition of some in the heavily-industrialized portion of northern Lorraine, annexed by Germany, with most of Alsace, after the War of 1870.

On 23 January the wing hit at the Burbach blast furnaces, near Saarbrücken. The cold at altitude was intense and out of 24 aircraft that took off, only 10 bombers and six fighters reached the target. They bombed from 7,000 feet, scoring some direct hits. A bomb hung up in one of the *Sopwiths* and although the pilot landed safely, it fell off and exploded as

the plane was being taxied to a hangar. Two naval mechanics who were holding the wing tips were killed outright and a third died later. The pilot, F/S/L M. H. Stephens of Toronto, lost a leg but survived to return to RNAS service in late 1917. An attack on the Brebach iron works in the Saar was made by 13 bombers on 25 February and one of the Canadians, L. E. Smith, the British Columbian previously mentioned, was killed during the raid. Brebach was struck again by 10 aircraft on 4 March and also on 22 March, by six *Sopwiths*. Other raids that month included an attack by six bombers on the German airfield at Morhange, 23 miles southeast of Metz, on the 16th.

#### NIGHT RAIDS

Sometime during this period the wing received at least two *Handley-Page* O/100 bombers, big machines that could carry up to sixteen 112-lb. bombs. Whereas the wing’s *Sopwiths* flew on daylight raids, the *Handley-Page* attacks were made at night, the first being on the night of 16/17 March against the railway station at Moulin-les-Metz, just outside Metz itself. During April several more night raids were flown by single *Handley-Pages*. The railway junction at Arnaville was bombed on the 5th and blast furnaces at Hagendingen were struck on the 14th. The German depot and airfield at Chambley, to the west of Metz, were also bombed. F/S/L’s E. B. Waller of Toronto and L. A. Sands of Moncton, N.B., both served with the wing as *Handley-Page* pilots.

The only organized daylight raids during April were made on the 14th. Two attacks were made on the same day, in conjunction with the French. They combined to send a total of 21 bombers, escorted by 17 fighters, over the German town of Freiburg, just over the Rhine to the east of Luxeuil. Fifteen of the bombers and eight of the fighters were RNAS. They dropped just

under two tons of bombs, with leaflets announcing that the two attacks were reprisals for the torpedoing of the British hospital ship "Asturias" by a German submarine. Many of the bombs hit in the most thickly populated quarter of the town.

The first raid was flown in the morning, followed by the second in the afternoon, and opposition from anti-aircraft and fighters was encountered. All the French bombers returned safely but three of the RNAS two-seater fighters were lost. The three gunners, all British, were killed, and the pilot of one of the *Sopwiths*, George Fleming, was taken prisoner and died of wounds three days after the raid. Another Canadian pilot, F/S/L Harold Edwards from New Aberdeen, N.S., (during World War II Air Marshal "Gus" Edwards, Air Officer Commanding-in-Chief, RCAF Overseas) was also taken prisoner, after being forced down in German territory. He remained a prisoner until the war's end but saw further service after the armistice in South Russia, flying in Collishaw's squadron in support of Denikin's White Russian forces. The third pilot lost, also taken prisoner, was one of the British flight commanders.

One of the Canadians, Sharman, flew on both attacks as a flight commander. Other Canadians believed to have flown on the Freiburg raids were McNeil, A. B. Shearer, Parker, Keens, and Beasley, all previously identified, and F/S/L's J. A. Page, Leeds Village, P.Q.; A. C. Dissette, Toronto; G. S. Harrower, Montreal; C. E. Pattison, Winona, Ont.; W. R. Walker, Kildonan West, Man.; W. E. Flett, Toronto; C. B. T. Drummond, Montreal; W. M. Alexander, Toronto; A. W. Carter, Calgary; E. V. Reid, Toronto; and H. S. Murton, Toronto.

#### DISBANDMENT

The 14 April raids were the last operations of the wing, as by this time additional fighter squadrons were desperately needed on the western front. No. 3 (N) Wing represented the main source of experienced RNAS pilots. The Admiralty drew upon it to man several fighter squadrons being formed to help the RFC, and this meant the end of Three Wing. Five of the Canadian pilots were posted away in early February. Others followed during March and April and the wing was disbanded in May 1917.

The Admiralty was possibly influenced by the views of Sir Douglas Haig, the British commander in France. Haig felt strongly that bombing should be confined to tactical attacks, in direct support of the ground forces. Long distance bombing, he said, was entirely secondary to more squadrons on the battle line.

It may well be that the desperate position of the RFC in France in early 1917 justified the withdrawal of the Three Wing pilots, and the eventual dissolution of the wing. A considerable amount of damage was done to the enemy's steel works and to other targets, but no crippling blows were struck. There is strong evidence, though, to indicate that civilian morale was lowered and that output was affected, far beyond the direct physical results of the bomb damage itself. In addition, the wing's operations, combined with those of the French squadrons, compelled the Germans to divert aircraft, skilled personnel, materiel and labour to the building up of a home defence organization, necessarily at the expense of the German forces in the field.

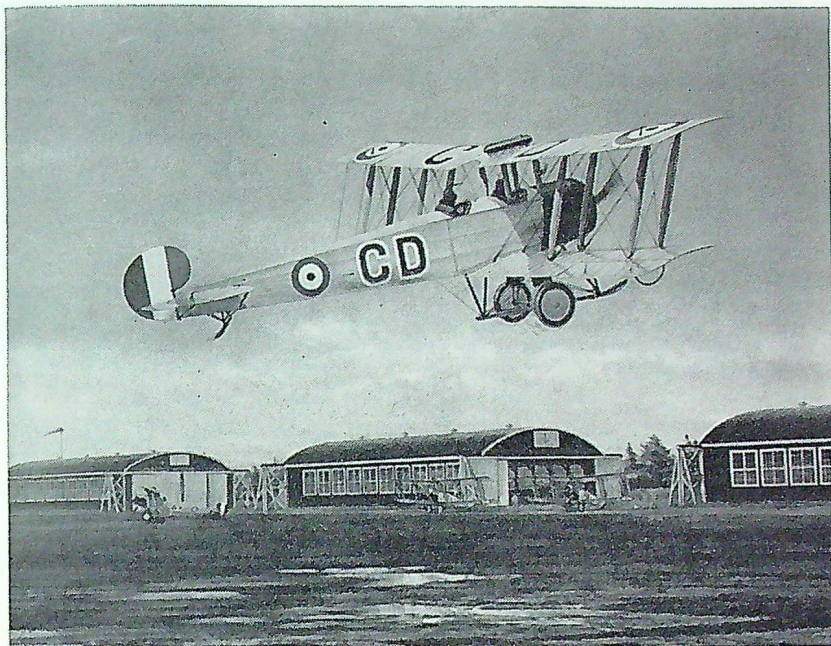
Despite the opposition to strategic bombing from Haig and others, Three Wing was followed by other long-range bomber forces, capable of striking much heavier blows at strategic targets. They operated from the same area as had Three Wing, from late 1917 until the war's end, and although their Canadian pilot content did not match that of Three Wing, many of the pilots and observers were Canadian.

In all, 47 Canadians are recorded as having served with the wing. Many of these have been identified in connection with specific raids. Others included F/S/L's G. B. Anderson, Ottawa; W. H. Chisham, Toronto; G. D. Kirkpatrick, Toronto; J. J. Malone, Regina; D. H. Masson, Ottawa; K. G. MacDonald, Victoria, B.C.; G. E. Nash, Stoney Creek, Ont.; J. D. Scott, Montreal; T. R. Shearer, Calgary; Q. S. Shirriff, Toronto; A. T. Whealy, Toronto; H. D. N. Wallace, Blind River, Ont.; M. R. Kingsford, Toronto, and J. S. T. Fall, Cowichan, B.C.

Almost all of the Canadians who left Three Wing went on to highly distinguished careers with the RNAS and RAF, and many of them, headed by Collishaw, won wide acclaim as fighter "aces" and commanders. Roughly a third were killed before the war's end.

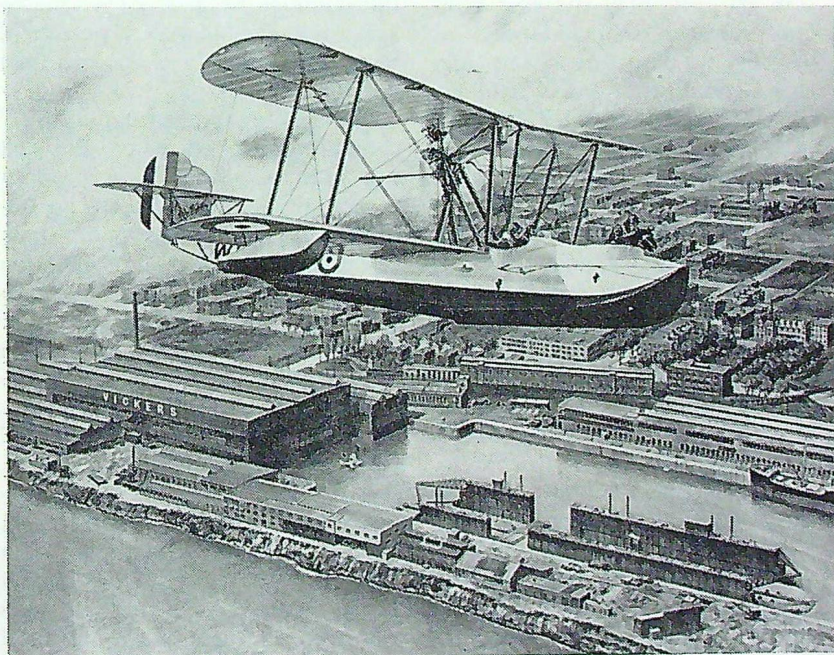
Nearly 35 years after the days of Three Wing, Canadian airmen returned to the area, when the RCAF's NATO Air Division formed in France and Germany. Metz, the division's headquarters site, is not far from the Ochey field, and many of the targets of Three Wing were at points well-known to division members. Nancy, where the Canadian RNAS flyers had their adventure with the Commandant de Ville, is but 30 miles to the south of Metz, and is a favourite Sunday afternoon visiting spot for many Canadians and their families now with the Air Division.

## EX-RCAF ARTIST CREATING MUSEUM COLLECTION



Avro 504

Vickers Vedette



A COLLECTION of water colour paintings of historic Canadian aircraft in appropriate settings, created by Canadian artist R. W. Bradford from information supplied by the National Aviation Museum, is attracting the attention of museum visitors at Ottawa's International Airport terminal.

Some of the paintings, such as the two reproduced here, depict important stages in the development of military aviation in Canada. Others highlight pioneering aircraft in civil operations. For instance, the Fairchild FC-2 (Razor Back) is shown moored on a northern lake while its bush-pilot occupants prepare to strike camp. Another painting features the Fokker Super-Universal G-CASK over the barren lands.

"Subjects chosen for this series are ones for which no colour photographs exist. We give Mr. Bradford such research material as is available and he brings it to life," said Mr. K. M. Molson, museum curator.

The artist is an ex-RCAF World War II pilot who now works as a technical illustrator for de Havilland Aircraft of Canada Ltd. in Toronto. Previously he was employed by Avro Aircraft Ltd. in the same capacity. As an extra-curricular activity, he plans to complete four paintings a year for the National Aviation Museum. During the coming year Mr. Bradford will add to the collection paintings of the Burgess-Dunne, Curtiss Canada, DH-9A (over the Rockies on the first trans-Canada flight) and the Norseman. ©

## Stations of the RCAF: **UPLANDS**

By FLIGHT LIEUTENANT L. D. WICK



RCAF Station Uplands, 1940

CONTRAILS above Ottawa, visible reminders to the citizens of the nation's capital that their air force is on the job, likely are formed by high-flying jets based at an airfield located only six miles from the Peace Tower – RCAF Station Uplands.

Long before the RCAF had any interest in what is now Uplands airport, the area was used for civilian flying. On 19 July 1919 a privately-owned JN-4 *Jenny* aircraft landed in a pasture beside what is now the Ottawa Hunt and Golf Club. Thus, the era of aviation opened in Canada's capital. The next incident of note was in the summer of 1927 when Charles A. Lindbergh landed his "Spirit of St. Louis" there during a goodwill tour that followed his solo crossing of the Atlantic earlier that year. As a result of that visit, the aerodrome was known for many years as "Lindy's Field."

After the British Commonwealth Air Training Plan (BCATP) agreement was signed at Ottawa in December 1939, Uplands was selected as the site for one of the first

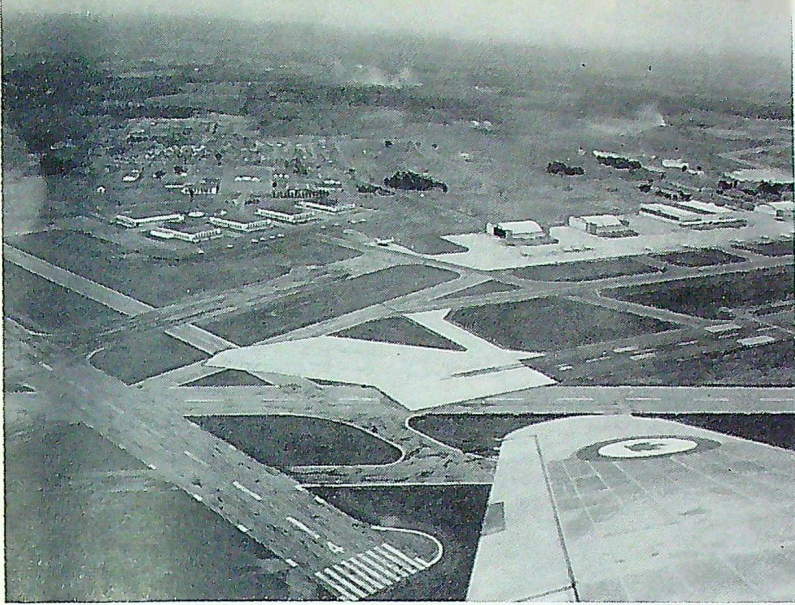
Service Flying Training Schools (SFTS). Although called No. 2 SFTS, it was actually the first new SFTS in the Plan; No. 1 SFTS, which had opened two weeks earlier at Camp Borden, was at the site of and a development from an old pre-war training establishment.

On 26 July 1940 the first *Harvards* for the school landed at Uplands and on 5 August the Governor-General, the Earl of Athlone, officially opened No. 2 SFTS. From the beginning, this school held a special place in the training plan. It was the experimental and demonstration unit for the SFTSs and those in the RCAF and allied air forces who wished to see and study the BCATP in operation, visited Station Uplands.

Because of its proximity to the capital, Uplands also became a showplace for the BCATP, attracting scores of visitors, heads of state, diplomats, officers and officials from virtually every one of the allied powers. In time the visitors' book of No. 2 SFTS began to look like a "Who's Who". News media representatives, photographers, ra-

dio stars, commentators and movie celebrities were conducted around the station to see at first hand how Canada was becoming the "aerodrome of democracy". It was at Uplands that many of the scenes of "Captains of the Clouds", starring James Cagney, were filmed in the summer of 1941. This movie also gave selected station personnel their one and only chance to take part in a movie.

The final chapter of No. 2 SFTS' career was ended when the last two courses received their pilots' wings on 28 March 1945. The following day another ceremony took place to symbolize the termination of the BCATP. The Governor-General and representatives of many of the allied nations were in attendance to present wings to representatives of all seven branches of aircrew graduates assembled from schools across Canada. Represented in this combined ceremony were RCAF, RAF, RAAF, RNZAF, Royal Norwegian Air Force, Royal Netherlands Air Force, French Air Force and men who wore on their RCAF and RAF



RCAF Station Uplands, 1963

uniforms the “flashes” of Poland, Czechoslovakia, USA and many parts of the British Commonwealth.

After No. 2 SFTS closed down Station Uplands served as a non-flying unit to provide the necessary services for AFHQ Practice Flight and Construction Engineering and Aeronautical Engineering. When Maintenance Command was formed at Uplands on 1 October 1945 the station organization was no longer needed so RCAF Station Uplands was disbanded. Maintenance Command remained at Uplands until March 1947 when it moved to Air Force Headquarters. Then, for over three years, the RCAF had no connection with Uplands except for some brief activities of the AFHQ Practise Flight.

#### UPLANDS RE-OPENED

Towards the end of 1950, as the RCAF began to expand in keeping with Canada’s growing international commitments, Uplands was re-activated as an Air Defence Command station. New runways and buildings were constructed.

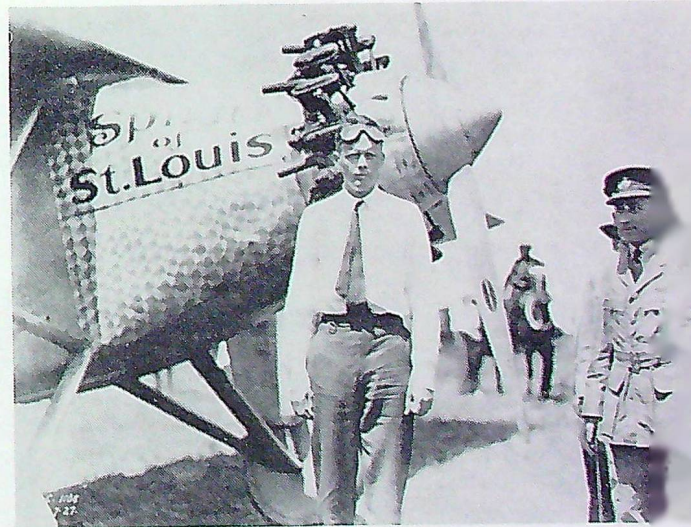
For its air defence role Uplands acquired No. 416, a *Mustang*-equipped fighter squadron, in January 1951. By July this squadron re-equipped with *Sabres* and two months later a second *Sabre* squad-

ron, No. 439, was formed.

Uplands picked up where it had left off in 1945 in the role of welcoming royalty, heads of state and dignitaries of many nations. The first post-war visit of a ruling monarch was in April 1952 when Queen Juliana and Prince Bernhard of the Netherlands landed at the station. In the years that followed other eminent visitors arrived at Uplands, including Queen Elizabeth and Prince Philip, the Queen Mother, Prime Ministers Mendes-France, Anthony Eden, Robert Menzies, Pandit Nehru, Mohammed Ali and President Dwight Eisenhower.

In June 1952 No. 439 Sqn. was transferred from Uplands to England to help form the nucleus of the RCAF’s No. 1 Air Division. A month later No. 434 Sqn. was formed to fill the vacancy. Number 416 Sqn. left for Europe in September 1952 and No. 422 Sqn. was formed at Uplands as a replacement. In 1953 the numbers game was played again at Uplands as

A historic day at Ottawa airport in 1927 when Charles Lindbergh landed with his Spirit of St. Louis.





The then Prime Minister W. L. Mackenzie King, opens No. 2 SFTS on 5 August 1940.



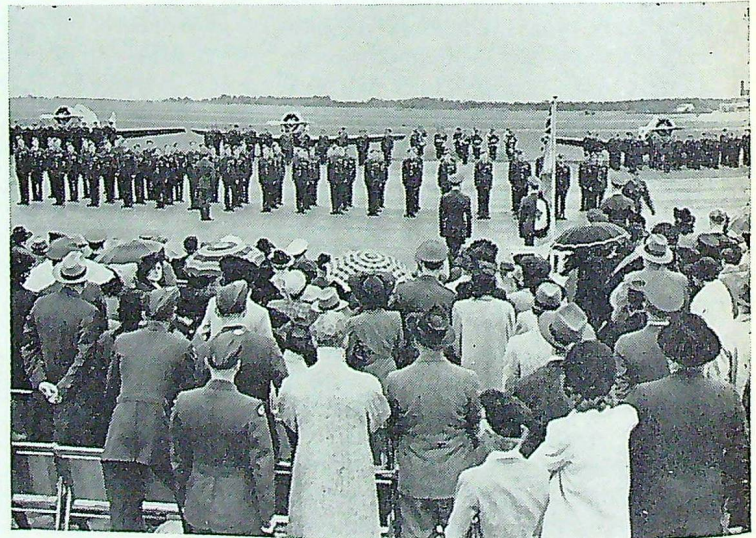
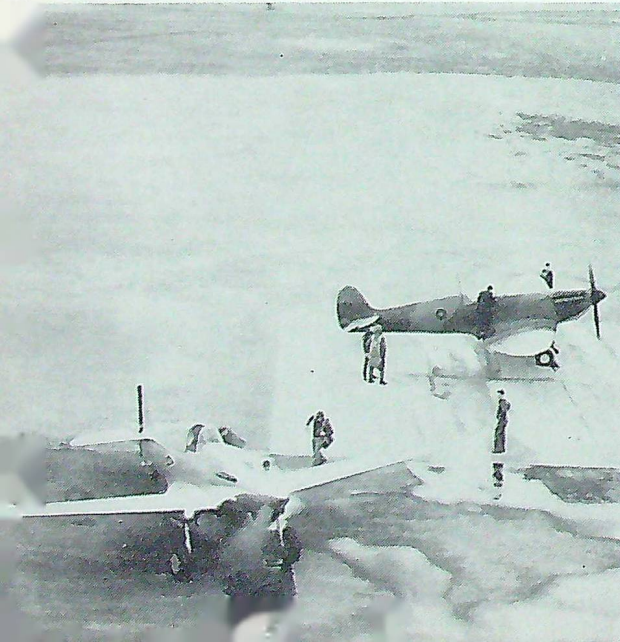
James Cagney and an RCAF airman in a scene from "Captains of the Clouds."

Her Majesty the Queen . . . Sir Winston Churchill . . . and Hungarian refugees all passed through Uplands.



A Spitfire and an American P-40 on the ramp in 1940.

A ceremony repeated many times during World War II at No. 2 SFTS was Wings Parade.



Nos. 434 and 422 departed for Europe; No. 445 Sqn., equipped with CF-100s, was transferred in followed by No. 428 Sqn. in June 1954. With two more shuffles No. 445 Sqn. leaving Uplands for Europe and No. 410 Sqn. leaving Europe for Uplands, the stations' complement of interceptor squadrons was completed. In late 1961 advancing technology brought about another change in the composition of aircraft at Station Uplands. The CF-100 aircraft, which had been the mainstay of the RCAF's Air Defence Command, became obsolete and were phased-out. This resulted in No. 428 Sqn. being disbanded and No. 410 Sqn. being re-equipped with *Voodoos*.

#### UPLANDS TODAY

RCAF Station Uplands, commanded by G/C W. L. Gillespie, is now the home of five flying organizations from two different commands and from AFHQ. Air Defence Command is represented by No. 410 (Cougar) Sqn., under the command of W/C K. W. Macdonald. Originally a World War II night fighter unit, re-activated in 1948 as the RCAF's first jet fighter squadron, No. 410 today flies *Voodoos* and is one of five NORAD-assigned RCAF interceptor units.

Number 410 Sqn. has also been a pioneer in noise abatement programs for jet fighters in Canada. Although other RCAF interceptor squadrons are faced with noise problems, nowhere is the problem so acute as at Station Uplands because of its proximity to the city of Ottawa. This difficulty has been largely overcome by limiting maintenance run-ups to certain areas of the airfield and to certain hours, by installation of special noise suppressor equipment for ground-testing engines, and by the observance of special departure procedures.

Air Transport Command has two

"lodger units" at Uplands — No. 412 Sqn. and a detachment of No. 408 Sqn. The latter flies specially-equipped T-33 aircraft on high al-



G/C W. L. Gillespie  
CO Stn. Uplands

titude photographic assignments, augmenting the work of its Rockcliffe-based *Lancaster*-equipped parent formation.

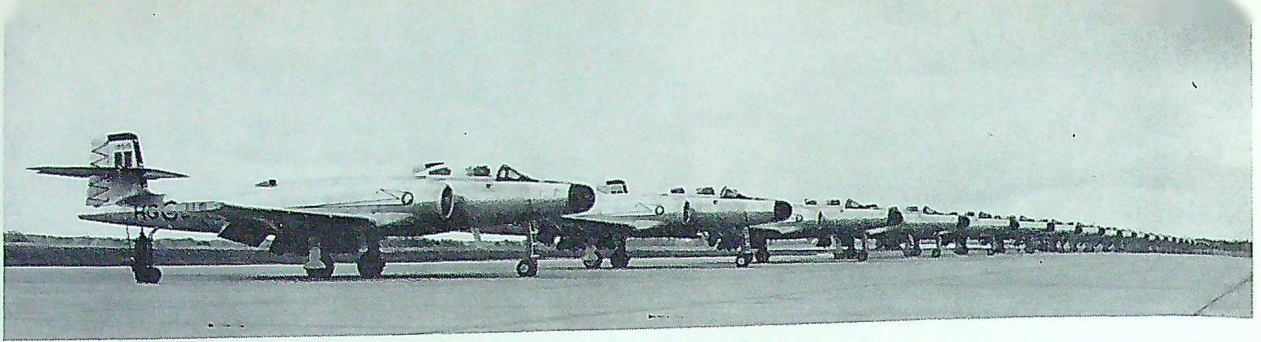
Number 412 Sqn., commanded by W/C J. W. Borden, DFC, is known for its globe-circling missions carrying royalty, parliamentary leaders, top-ranking military officers and government officials. Because of the type of passenger carried, No. 412 Sqn. works on a rigid timetable. "Ramp-time" is a key-word to the aircrew of this squadron as there are often guards of honour and dignitaries on the ramp waiting to greet the aircraft's passengers.

In addition to operating special flights, No. 412 has carried parachute troops to Norman Wells, entertainers to the Arctic, UNEF soldiers to the Middle East, freight to remote areas and patients from isolated settlements. The squadron operates a variety of aircraft, including the aging *Comet* (No. 412 Sqn. became the first agency in the world to provide jet trans-Atlantic service in 1953.) The acquisition of *Cosmopolitan* aircraft, now the mainstay of its domestic operations, brought about a new standard in passenger comfort and high-speed freight capability, while the giant *Yukon* today neatly fills the trans-oceanic role.

Some idea of the amount of air transport which flows through Station Uplands can be gathered by examining the workload of No. 3 Air Movements Unit. This AMU handles approximately 412,000 pounds of freight and baggage plus about 2200 service and government passengers per month.

Uplands' largest single unit, albeit a "lodger" reporting directly to AFHQ, is the Central Experimental and Proving Establishment (CEPE), whose commanding officer, G/C H. A. Morrison, DSO, DFC, AFC, is being succeeded this summer by G/C A. U. Houle, DFC. The first feature which would arrest a CEPE visitor's attention is the wide-assortment of aircraft parked on the ramp beside the CEPE hangar. Unlike other flying organizations in the RCAF, CEPE by the very nature of its work has as many different types of aircraft as it can handle at any one time.

CEPE handles numerous projects each year which range in magnitude and complexity from the evaluation and acceptance of new aircraft to investigating the lubricating oil in watches and clocks. To carry out its flight testing program CEPE operates aircraft ranging from the T-33 to the *Yukon*, and has



For several years CF-100s lined the tarmac.

several detachments throughout Canada.\*

Still on the operational side there is AFHQ Jet Training Flight which was formed in October 1956 to provide jet proficiency flying facilities for aircrew in the Ottawa district. This flight also provides aircraft so the pilots of No. 410 Sqn. can maintain their instrument proficiency. To carry out its tasks the flight has a fleet of 13 T-33s.

Uplands also provides house-keeping facilities for two army units: No. 208 RCEME workshop which is responsible for the operational fitness of the electrical and mechanical equipment of the regular and militia units in Ottawa; and an RCASC Detail Issue Depot which supplies food to the local military, RCMP and civil defence

organizations.

Station Uplands has approximately 3700 servicemen and dependents on the station. Some 2500 personnel live in Elizabeth Park, the married quarters area, and in the self-help housing project, a unique scheme started in 1961 to provide more low cost housing for aircraftmen and junior NCOs when more PMQs could not be obtained. Arrangements were made to obtain a low-interest loan for construction of 300 units which would be rented to air-men for about \$90 per month including all utilities and taxes. This project derives its name because, unlike standard PMQs, the tenants help with minor maintenance and some of the aspects of development such as the landscaping. The response to this project was so encouraging that another 245 units have subsequently been built.

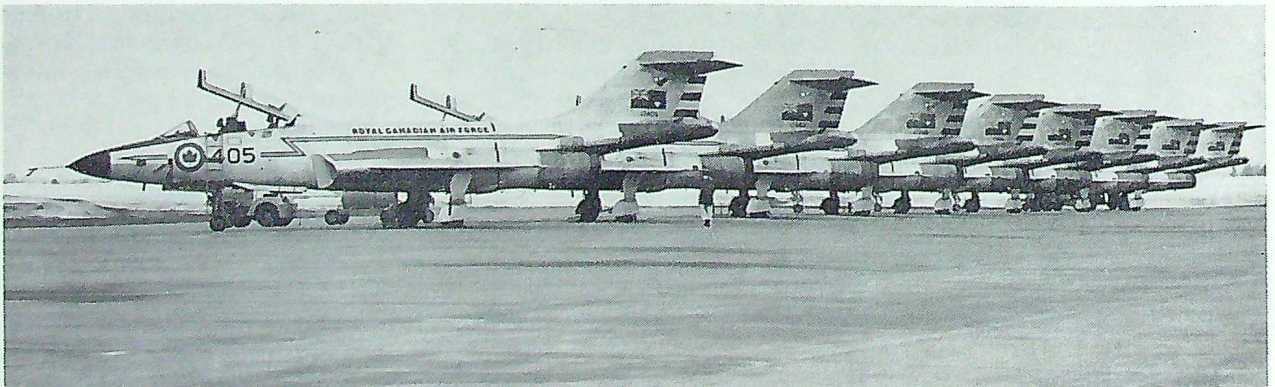
Uplands personnel are proud of their recreational facilities—most of which have been provided at their own expense. These include

an 18-hole golf course complete with pro shop and clubhouse. Other summer sports facilities include swimming, boating, softball, soccer, football and archery. And, for diversion during the winter months, there is an excellent curling club, hockey arena and a well-equipped recreation hall for indoor sports such as badminton, basketball, bowling and squash. For those who like to tinker with their cars or who are interested in hobbies, the auto club and hobby shops provide excellent opportunities for wood-working, leathercraft and ceramics.

RCAF Station Uplands is an important link for the air force in both air defence and air transport operations. In addition to having a dual operational role, Uplands holds an unique position among stations of the RCAF. Because of its assigned task of welcoming eminent visitors to Canada and also because of its nearness to Canada's capital, Uplands is proud of its unofficial title, "Showplace of the RCAF".

\* A feature length article on CEPE was published in *ROUNDEL*, May '63.

Today, CF-101Bs stand in readiness.



## ENGLISH CADETS ARE GUESTS AT GROSTENQUIN



ATC cadets of No. 430 Squadron visit No. 430 Squadron, RCAF.

Group Captain R. E. MacBride, DFC presents a certificate to cadet FS J. F. Scarfe. Flying Officer S. Taylor, RAF, looks on.



JULY-AUG. 1963

TWENTY-ONE English teenagers, members of No. 430 Sqn. of the Air Training Corps at Droylsden near Manchester, spent a week of their holidays as guests of No. 430 RCAF Sqn. at Grostenquin, France. The visit was the result of a combination of coincidences, not least of which is the fact the two squadrons have the same number.

The Air Training Corps, like the Royal Canadian Air Cadets, is an organization for boys between the ages of 14 and 18. Individual squadrons give the boys training in all aspects of aviation. No. 430 Sqn.'s commanding officer, F/L A. E. Grubb, wrote to No. 1 Air Div. HQ at Metz requesting information on the RCAF's No. 430 (Silver Falcon) Sqn. to be used in the unit's training syllabus.

The natural tie of the two squadron numbers which had appealed to F/L Grubb also caught the imagination of the commanding officer of the RCAF squadron, W/C J. T. Mullen, and the requested historical information was supplied. An invitation to W/C Mullen and some of his pilots to attend the opening of the cadets' new headquarters building soon followed. Through no result of design or planning, the

building had been built predominantly of Canadian cedar, and the opening ceremonies were held on 1 July 1962, Canada's birthday. The Canadians unofficially adopted the cadet squadron and, during the opening, presented the cadets with a replica of the squadron badge: a large wooden falcon head.

When the cadets and their instructors repaid the visit at Grostenquin earlier this year, they were welcomed by G/C R. E. MacBride, DFC, No. 2 Wing CO, and by W/C Mullen. The activities planned for the boys included a daily sports period in which the cadets took on station teams in their respective games. Conducted tours of the different sections showed all aspects of an RCAF flying station. A short flight over the surrounding area showed the cadets the surrounding French countryside from the air and bus tours to the nearby historical cities of Metz and Strasbourg gave them a closer view of French life.

As a memento of their visit all members of the cadet group were presented with No. 430 Silver Falcon Squadron lapel pins before returning to their homes. ©

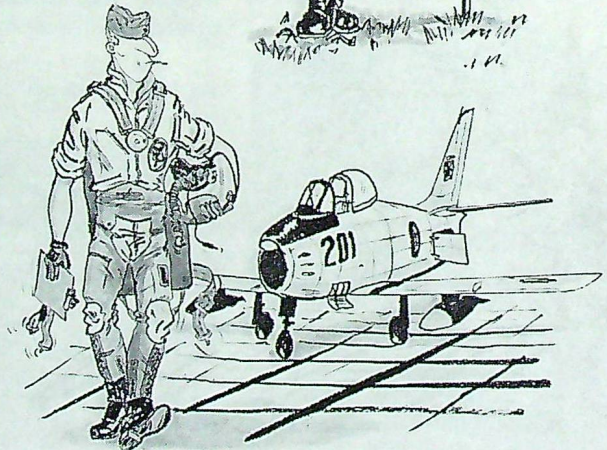
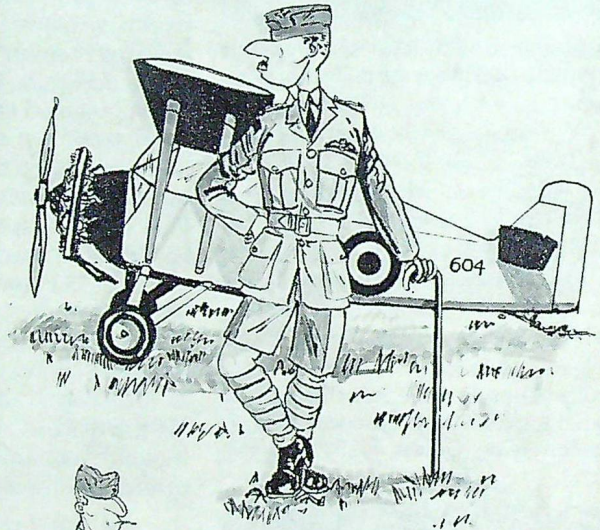
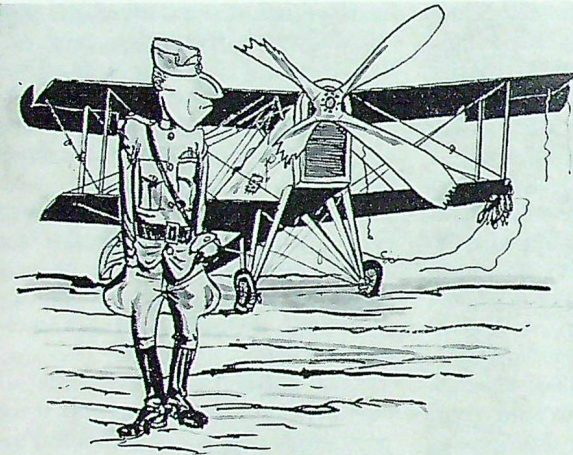
An RCAF sergeant explains technical points of a Sabre to visiting English ATC cadets.





Now that we've all been wearing flat hats for a couple of years, let's pause and shed a nostalgic tear for the wedge – "Cap, Field Service" to you, George. Seldom worn in the approved manner, this item is best remembered for its wide variety of uses, misuses and abuses.


Origin of this utilitarian article is lost in antiquity. But, we do know that it popped up on the heads of fledgling eagles just after the turn





of the century, and despite temporary replacement by the current style from period to period, it has persisted as the most popular airman's topdressing ever since. Wedgies were extremely adaptable, facilitating the wearer's personality expression at the drop of a hat. No chapeau ever defied gravity to this extent, which could very well be the reason it has so recently been withdrawn from service.

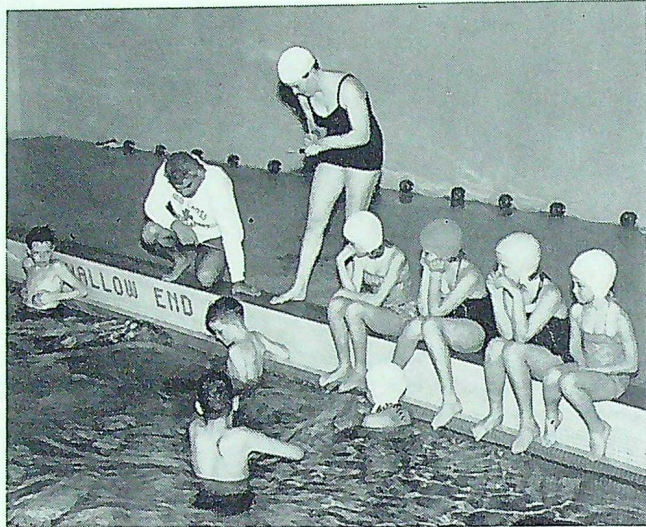
In addition to being an interesting bit of wearing apparel, the wedgie was an indispensable tool in some of the more technical aspects of an airman's life: e.g., it made an excellent polishing rag, a mediocre pillow or, at times, a fairly lethal weapon. One of its more vexing variations was the "epaulet engager" which rarely, if ever, graced its owner's brow for fear of ruining the studied casualness of a painstakingly casual hair-do.

And now, like the DH-4, *Vedette* and *Mustang*, the wedgie fades into the dusty corner of fond memories. Once again, the more sedate "Cap, General Service" has taken its place on the pates of all ranks. Once more, RCAF airmen enter the hallowed halls of "best dressed" military men . . . or do they? 



# WATER SAFETY IS EVERYBODY'S BUSINESS

Typical scene at RCAF swimming pools across Canada is this one of children's class at Stn. Chatham, N.B. Thousands of servicemen and dependents learn water safety techniques from qualified instructors each year.

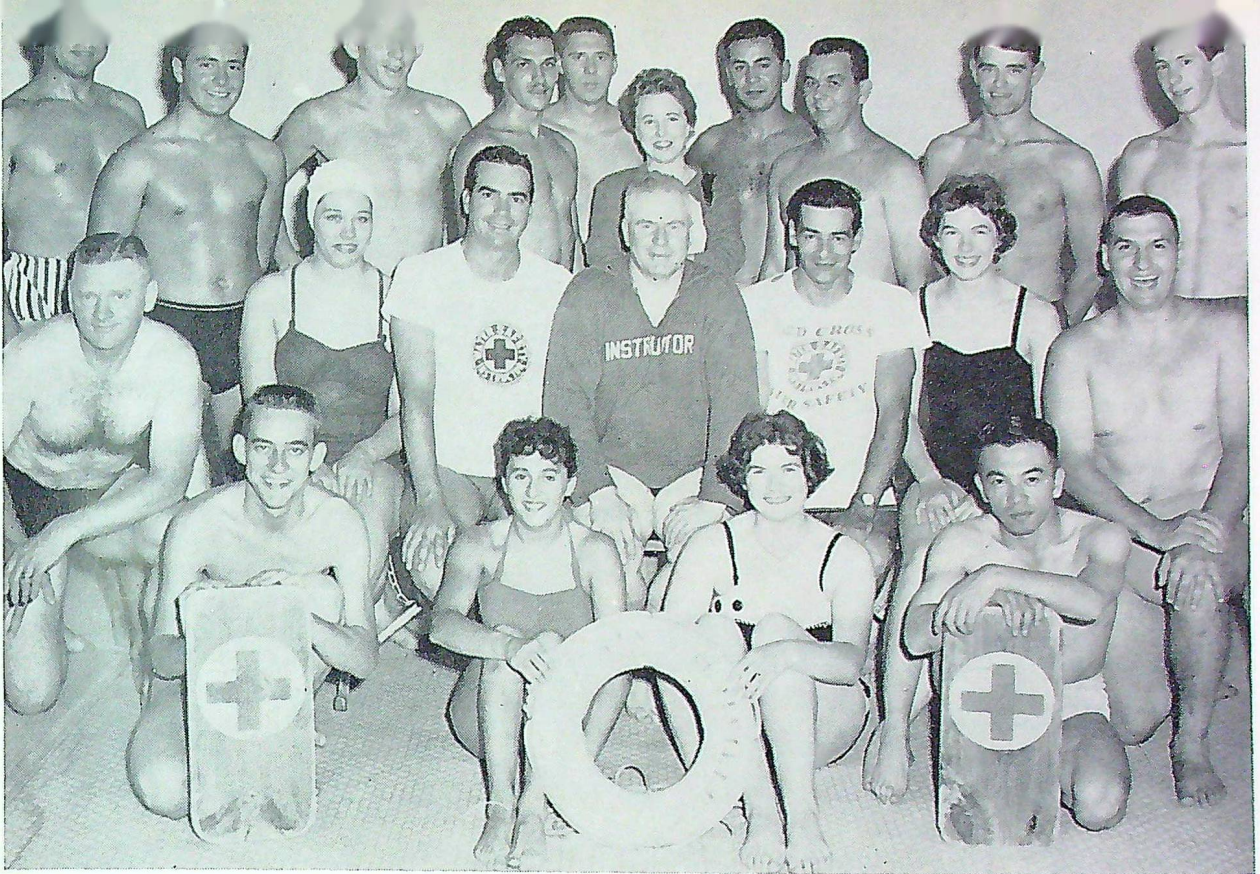


"SUMMERTIME and the living is easy," go the words of a well-known song. Summertime, unfortunately, is also the time of increased drownings. But, if statistics mean anything, they mean that the RCAF is doing much to ensure that water safety is everybody's business.

The RCAF, the Canadian Red Cross Society and the Royal Life Saving Society work in co-operation to provide water safety classes for air force personnel. One of the services provided by the Red Cross in each province is a Water Safety Department which offers technical assistance, instructor training, public education and incentives such as the badge system to interested communities. There is an agreement between the Red Cross and



At RCAF Stn. Chatham WO1 T. Foster instructs adult class.



Instructors and students of a Water Safety Instructors' Course pose beside the pool at RCAF Station Bagotville.

the RCAF which states that the society will train water safety supervisors from the air force who will in turn train instructors to teach at each station.

At present there are 14 RCAF water safety supervisors and approximately 240 water safety instructors. In addition to service personnel 70 dependents have qualified to instruct in the program.

Supervisors obtain films and illustrative material for classes, demonstrations or shows, as well as providing technical assistance to any program in their area. Thus, the organization and groundwork is established for a water safety program at each station. Last summer, more than 8,000 service personnel and dependents took advantage of this program to qualify at various

proficiency levels. The RCAF is well equipped to teach water safety since there are 53 swimming pools in operation on 44 stations.

What happens in a water safety class? Is it a straight learn-to-swim lesson or is it just a lecture on a group of DON'TS which are impractical and spoil everyone's fun? There are really two aspects of the classes: self-survival and rescue of others. The safety of oneself is taught through talks on water safety knowledge, instruction in correct and efficient strokes and through the teaching of safety skills such as moving through water using only the hands, or safe entries for rough water. Rescue of others is taught by training in when and how to make a swimming rescue. Also, correct procedures in artificial respiration

are covered in the water safety classes.


Examples of the need for education in some of these areas points out the importance of water safety for most people. Early one morning last summer, a Red Cross examiner arrived at a small community in Ontario to test the children for their Red Cross badges. As he approached the beach area, he noticed a police car, several boats, and a water safety instructor along with pupils at the far end of the beach. On inquiry, he found that dragging operations were being set up for a man who had drowned the night before. The victim and his friend, after a drinking party, decided to take a boat and go fishing. The boat was not equipped with either lights or life jackets. In standing up to get

a better cast, one of the men had tipped the boat. Both tried to swim for shore. One made it. The tragedy of this death was emphasized to the examiner as he realized that each of the children waiting on the beach had the knowledge necessary to have prevented such an accident. Never go boating after drinking. Equip a boat with night lights and life jackets. Remain seated in boats. If you should tip, hang on to the boat; don't swim to shore.

Men such as Dr. Peter V. Kar-

povich, research professor of physiology at Springfield College, and Dr. P. Safar have been doing extensive research in the field of artificial respiration. The need for training in this area is evident from some of the statistics compiled to date. If a person has ceased breathing, the chance of his recovery is 98% if competent artificial respiration is started within one minute. However, after four minutes, the chance is only 50% and after ten minutes, only one in a million people have

regained consciousness. The need for instant and competent aid is obvious. In the water safety classes, artificial respiration is taught and the pupils are thus equipped to handle emergency situations.

The instructors and classes are available to you. Last year almost 1,000 people lost their lives in, on or around water in Canada. It is a tragic figure but increased participation in water safety education can reduce it drastically. The decision is yours. 

## READ AND LEARN THESE STEPS

**PLACE VICTIM ON BACK  
BEGIN RESCUE BREATHING IMMEDIATELY**



**1**

IF CHEST FAILS TO RISE, SWEEP FINGERS THROUGH THROAT TO CLEAR TONGUE OR FOREIGN OBJECTS.

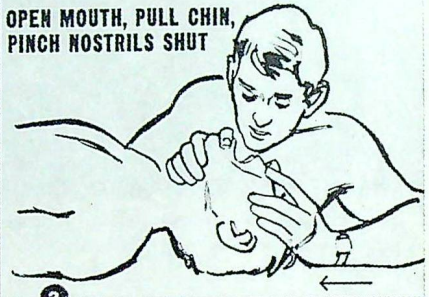
**LIFT NECK AND TILT HEAD FULLY BACK**



**2**

MAINTAIN THIS POSITION WITH THE HEEL OF THE HAND ON THE FOREHEAD.

**OPEN MOUTH, PULL CHIN,  
PINCH NOSTRILS SHUT**



**3**

MAINTAIN THE OPEN MOUTH BY GRASPING THE CHIN.

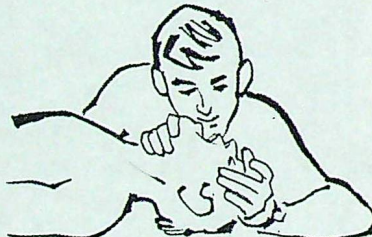
**SEAL LIPS AROUND MOUTH AND BLOW**



**4**

WATCH FOR CHEST TO RISE. IF JAW LOCKS, HOLD LIPS CLOSED AND BLOW IN THROUGH NOSE.

**REMOVE MOUTH AND RELEASE NOSTRILS**



**5**

WATCH FOR CHEST TO FALL. LISTEN FOR SNORING, A SIGN OF OBSTRUCTION. PRESS BELLY IF AIR CAUSES IT TO BULGE.

**IF FLUID IS PRESENT**

**DRAIN FROM VICTIM'S MOUTH  
BETWEEN RESCUE BREATHS**



PLACE SHOULDER UP OVER YOUR KNEE TO RAISE THE CHEST AND PRESS OVER BELLY.

**REPEAT STEPS 4 AND 5 CONTINUOUSLY, 12 TO 18 TIMES PER MINUTE**

**FOR INFANTS AND CHILDREN** Cover their entire mouth and nose with your mouth. — Use small puffs up to 20 times per minute.

# OPERATION BLIND TWINKLER

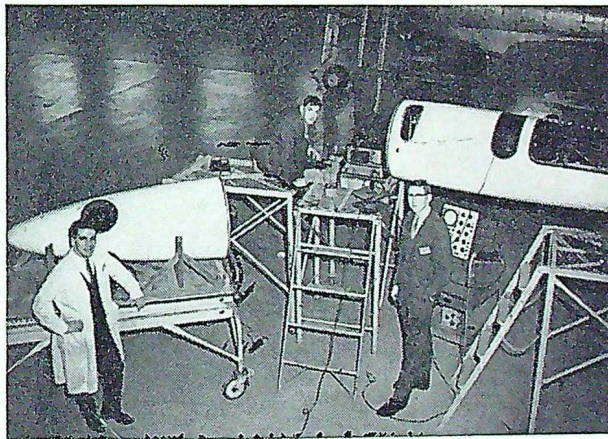


F/L J. C. Fortin demonstrates his ability as an igloo builder.



Two RCAF airmen complete a between-flight inspection of a specially-equipped CF-100 at Thule, Greenland (l. to r.): LAC J. H. Crann and Corporal R. L. King.

Canadian civilians figure prominently in Operation Blind Twinkler (l. to r.): Mr. G. Senecal (de Havilland); Mr. M. Corbeil (CARDE); and Mr. S. Ogletre (de Havilland).



Personnel of Operation Blind Twinkler pose by a hangar at Thule.



For the third time in little more than a year an RCAF team is operating at "the top of the world" gathering data on the use of infra-red as a method of detecting inter-continental ballistic missiles.

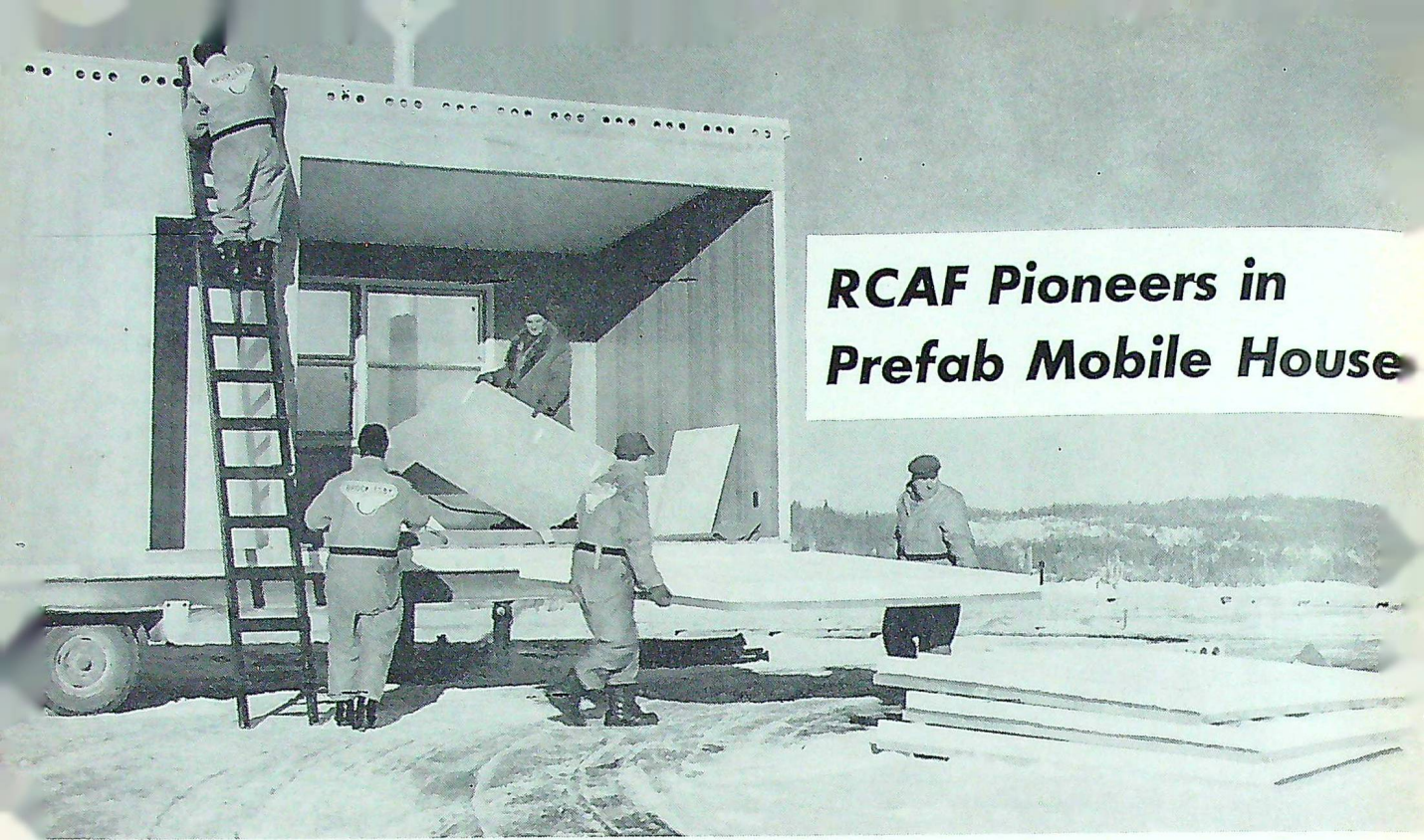
Operating from the USAF base of Thule, Greenland, 22 members of the RCAF and five civilian scientists from the Defence Research Board's Canadian Armament Research and Development Establishment are carrying out an operation dubbed "Blind Twinkler". Two Central Experimental and Proving Establishment CF-100 aircraft are used on the operation. It is the furthest north these aircraft have ever operated.

Approximately 30 high-altitude trips are being flown by the CF-100s during the course of their six-week investigations. The RCAF team is commanded by F/L J. F. Dyer and FS J. Jaffray is the NCO in charge of maintenance. Logistic support for the operation is handled by Air Transport Command using a *Yukon* and a *North Star*.

Although far-removed geographically, the work carried out from Thule is of a related nature to that carried out in the South Atlantic from Ascension Island during 1960-61\* by a combined Canadian military and civilian team. The accompanying photos were taken during Phase Two of "Blind Twinkler" earlier this year. ©

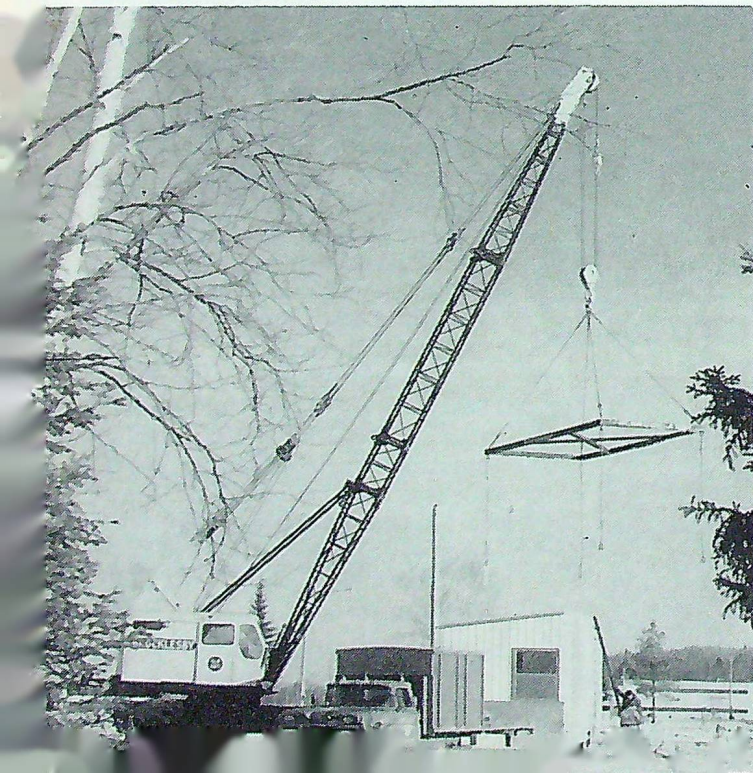
\* ROUNDDEL, Apr. '60 and Mar. '61.

## **RCAF Pioneers in Prefab Mobile House**

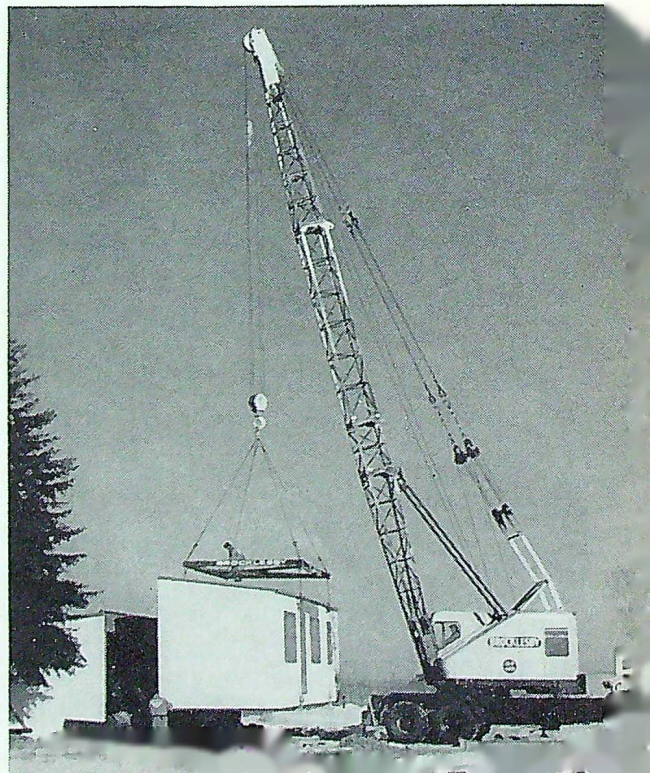


A prefabricated house is delivered to the site by road transport.

The first part of the house is lowered onto piles, sunk up to eight feet in the ground.



The second unit is carefully moved into position.

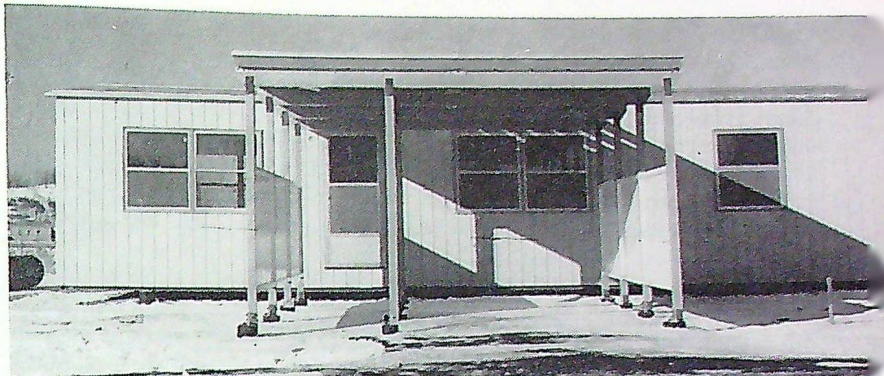


THE Royal Canadian Air Force is responsible for a new architectural development in married quarters for military personnel. In answer to a recurring need for a type of semi-permanent housing which could be dismantled and moved to other locations as the roles of the service change, RCAF architects and engineers have developed a surprisingly simple, yet extremely comfortable home.

The result of many months of experimental designing and testing was a compact three-bedroom bungalow now in use at Knob Lake, La Macaza, Chibougamau and St. Sylvestre, Que., Moosonee, Ont., Cranberry Portage, Man., and Dawson Creek, B.C. Having acquired experience with pre-fab homes, air force architects and engineers then improved the design and type II homes were erected at Gypsumville, Alsask, Yorkton and Dana, Sask. Some type II homes were also fabricated for army use at Dawson Creek and for the Department of Northern Affairs.

At most sites where the types I and II homes were erected, several storage units were also provided. These are of the same size and general construction as the homes, but are divided into cubicles to provide individual storage space for each home. A further design, type III, has now been developed. This home is formed of two halves, each 10 feet by 48 feet, as distinct from the 10 by 45 foot dimensions for the types I and II homes. Storage space is provided within the type III homes and carports are provided.

The homes can be transported to almost any road-accessible location in the country. Two trucks with trailer hitches and two trailer dollies are all the required equipment for the cross-country movement of these new houses. In transit the halved building resembles two ordinary house trailers. The trailer



Fully assembled, the prefabricated mobile home waits for its occupants at La Macaza, Quebec.

unit for the type III homes weighs from nine to ten tons and drivers say it gives them no more trouble than any 45-foot house trailer. Road clearance is 10 feet in width and under 14 feet in height.

On any proposed site the preparations for installing the prefab houses include clearing the area, levelling the house location, installing piles, piers or mud sills, then leading in the power, water and sewage connections. At La Macaza, Canada's second *DOMARC* base, the electric wiring, telephone cables, water and sewage lines are all underground. Since the carports can be attached in more than one position, the houses can be arranged to take advantage of landscaping.

To erect a home, a mobile crane may be used to lift the first unit from its wheel base and lower it carefully while a work crew centres it on the foundation. In some cases homes are lowered onto foundations with jacks or specially designed forklifts. Next the units are secured to the foundations with steel clamps. The plywood sheathing is then removed from the openings in the centre walls. This done, the electrical or gas connections and water and sewage connections

are made.

While the first unit is being anchored, the open area of the living room is unloaded. During transit, this area is used to hold the oil tank, its metal stand, the back porch roof and entrance steps. These components and all appliances and cupboard doors are well braced, padded and taped to prevent damage. On the living room floor of the second unit of the house the carport, complete with supporting columns and painted side panels, is piled and strapped down. When the carport has been removed and the first unit bolted to the foundation, the front half of the house is hoisted from its wheels.

This second unit of the house contains the front half of the living room, the entrance and closet, and the two front bedrooms. Placing this unit is a little more difficult than the first because bolt-hole openings, floors and ceiling must be lined up. The base of the house is held together by seven-inch bolts, one through each end of the centre "I" beams. Once the holes are lined up for these bolts the supporting cables are released and removed, leaving the unit on its foundation.

The bolts are then tightened and the two halves of the house drawn

together. Between the two halves a heavy rubber seal on each unit has been compressed to form an air and water-tight seal but, as an extra measure, caulking is applied along all outside seams between units before the aluminum covers and ridge plates are fastened down. All exposed joints between halves on the interior of the house are then covered with suitable cover strips.


Most of the interior walls are constructed with woodgrained hardboard covering and the floors with cool colour combinations of linoleum tile with vinyl tile in wet areas. The bathroom walls are of painted plywood with kalistron dado around the bath. Although the living rooms in the various houses vary in dimensions and layout, they are all spacious. In one of the layouts two living room walls are solid, the third broken by a large window and the fourth contains the entrance and the kitchen door. The ceiling, finished in white 12-inch acoustic tiles, is broken in the centre by the ridge beam, panelled in the same wood grain as the walls.

In one of the types of houses, a door opens to the master bedroom on the right and the living room is open to the left. A large closet forms the rest of the hall and backing on to this closet is a storage room which opens into the kitchen.

The kitchen itself has been the subject of careful planning. In some of the designs these are arranged in an "L" shape from the door to the living room, a 30-inch electric range and oven, counter space, the sink, more counter space and a nine-cubic foot refrigerator. Over these items and below the counter, the designers have included as much cupboard space as will be found in most modern kitchens. A door opens to the outside of the house from beside the refrigerator and the end wall of the room is formed by a pair of panel doors behind which the hot water heater and quiet-running furnace have been installed. Leading off the kitchen is a hallway opening into the master bedroom, the other two bedrooms and the bathroom. All the rooms have aluminum framed windows, with screens and

self-storing storm panes. The closet doors are either sliding wood panels or fold-type doors.

The exteriors are finished in coloured aluminum panelling which, in addition to being attractive, keeps maintenance costs to the minimum. At the La Macaza site the colours are pleasant combinations of yellow, buff, white and red-brown. Accent colours have been used on the door frames, the window sills and in the carport posts and side panels, providing a lively, exciting atmosphere to the base housing areas. In addition to designing prefab homes, the RCAF has also designed furniture to complete homes at remote sites and this air force-designed furniture is now in use at RCAF Station Moosonee.

The homes are fully insulated and the RCAF is looking forward to low maintenance and running costs on the project. All indications point to a successful answer to a long-standing need for mobile family accommodation, both easy to transport and easy to erect, for semi-permanent installation in any part of Canada. 



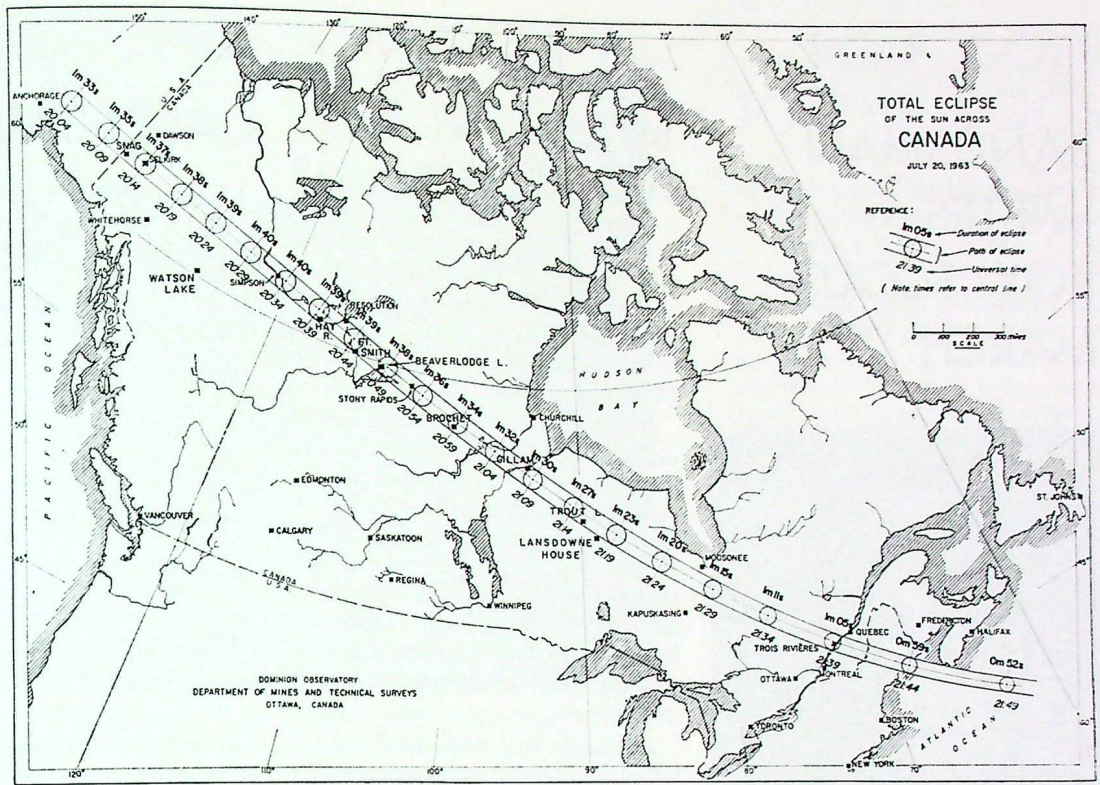
## Thunderbirds To Formate On Trenton

*Attention all members — all ranks, all trades — who have served at any time with No. 426 (Thunderbird) Squadron from inception to disbandment!*

*You are invited to join in a three-day re-union starting Friday, 30 August, for the Labour Day weekend at RCAF Stn. Trenton.*

*For further particulars, ex-Thunderbirds should write to:*

*No. 426 Sqn. Re-union  
Box 426, RCAF Station,  
Trenton, Ontario.*



## TOTAL ECLIPSE OF THE SUN THIS MONTH

ON 20 July there will be a total solar eclipse. When that occurs the RCAF will be doing its part to help scientists gather as much data as possible.

The main RCAF contribution will be provided by No. 412 Sqn. and by Central Experimental and Proving Establishment. Both organizations are located at RCAF Station Uplands. The transport squadron will provide a *Yukon* and crew to airlift scientists to the area of best viewing, while CEPE personnel will ensure that the special observation equipment being installed in the *Yukon* is compatible with the airframe.

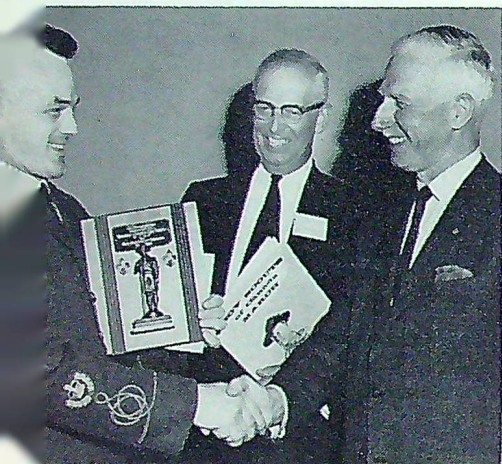
The path of the total eclipse commences at dawn in northern Japan,

sweeps north-eastward to Alaska, eastward across Alaska and Yukon, then south-eastward across Canada and northern Maine, concluding at sunset in the mid-Atlantic. It will occur at noon near the eastern boundary of the Yukon where the duration is greatest. For the most part, the eclipse path crosses areas of northern Canada which are relatively inaccessible and remote. A few established communities are to be found to the west of the noon hour position in Alaska and Yukon and to the east of the noon hour position in the region of Great Slave

Lake and Lake Athabaska. To the south-east, the eclipse path crosses a heavily populated section of Canada and the USA (see map).

This will be the first total solar eclipse in Canada since 1954 and the last until 1972. For the 14 scientists on board the RCAF *Yukon*, 20 July 1963 will be a long day. Taking off from Uplands, they will fly non-stop to the Great Slave Lake area and return. This 6,000-mile round trip of approximately 15 hours duration will allow the scientists only about one-and-a-half to two minutes to make their observations.

## BANDSMAN WRITES BOY SCOUT MARCH



WO2 C. Furey, staff arranger with the RCAF's Central Band, receives congratulations and a commemorative plaque from Commissioner L. H. Nicholson, Deputy Chief Scout of Canada, on the acceptance of the official march written by WO Furey for the Boy Scouts of Canada.

National Boy Scout Council President R. C. Berkinshaw (centre), holds a hand-drawn conductor's score of the march, bearing the inscription "Dedicated to the many RCAF officers, airmen and airwomen who have given so freely of their time and interest to the Boy Scout movement around the world."

## BENEVOLENT FUND HAS RECORD YEAR

The RCAF Benevolent Fund has concluded a record year for grants and loans. The annual report was presented by W/C D. P. Jamieson, MBE, chairman of the board, at the 20th annual meeting recently.

The RCAF Benevolent Fund was established in order to assist serving and former members of the RCAF and their dependents in time of financial distress. Since the end of World War II assistance extended by the fund has increased steadily. As well as making loans to those in financial difficulties, educational assistance to university and vocational students also increased during 1962.

At the close of 1962 the Fund totalled \$8,711,527 and the generous contributions of the active service units have helped maintain this healthy financial position. During the year, the Fund extended grants and loans to the sum of \$446,000 to service and ex-service applicants. Of the total of 1,144 applicants for help received during the year, only 55 were rejected.

The new president of the Fund is W/C H. E. Langford, who succeeds A/V/M F. S. McGill, CB. Air Vice Marshal McGill replaces W/C Jamieson as chairman of the board. Air Marshal C. R. Dunlap, CBE, succeeds A/M Hugh Campbell, CBE, as honorary president. Mr. H. G. Norman, CMG, remains honorary life president. Air Commodore D. E. MacKell, CBE, who retired as manager of the Benevolent Fund early this year, was replaced by Mr. J. C. Carrothers.

## CASEY BALDWIN AWARD WINNER

Wing Commander W. M. McLeish recently won the F. W. (Casey) Baldwin Award, presented annually by the Canadian Aeronautics and Space Institute to the author of the best technical paper published in their journal.

The silver medal, named for the first Canadian to fly in 1908, was presented to W/C McLeish by Dr. J. J. Green, president of the institute and distinguished Canadian pioneer in the field of defence scientific research. Entitled "The Long and the Short of Runways", W/C McLeish's paper summarizes his experiences while he was chief project engineer with CEPE. He is now stationed at 4 ATAF, Ramstein, Germany.





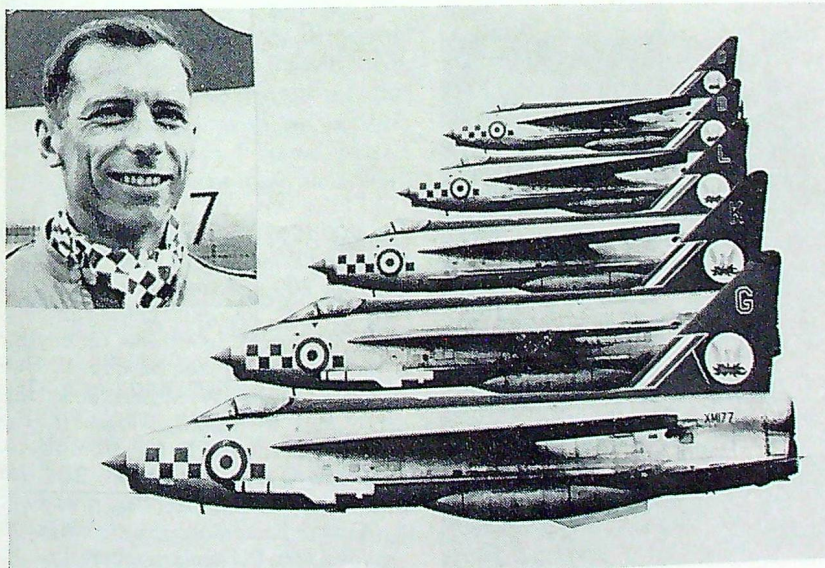
Seventeen RCAF airmen stand at "parade rest" with their sentry dogs prior to receiving diplomas as the first RCAF personnel to become dog handlers. The airmen, taught by the USAF, are stationed at No. 4 Wing.

## RCAF GOES TO THE DOGS

SOMETHING new has been added to the security arrangements at Numbers 3 and 4 Wings of No. 1 Air Division. The first group of RCAF dog handlers, along with their four-footed companions, are now on guard duty.

At the completion of a five-week course, 17 air force policemen and a similar number of German Shepherd dogs, graduated from the USAF's Sentry Dog Handlers Course at Hindenburg Kaserne, Germany. The original group of personnel were sent to the RCAF station at Zweibrucken while the second graduating class set up their kennels and their canine patrols at Baden Soellingen.

Prior to this course, several air force policemen at RCAF units overseas acquired dogs to aid them in their security work but there was no organized training program nor official recognition of sentry dogs. Now, where the man/dog teams are employed, they constitute their unit's first line of security defence.



## CANADIAN IN RAF AEROBATIC TEAM

Flight Lieutenant T. R. Thompson, an RCAF exchange officer with the RAF, is now a member of the Firebirds aerobatic team. Flying an English Electric *Lightning*, the RAF's Mach 2 interceptor, F/L Thompson (inset) is touring Britain this summer with his team mates from No. 56 Sqn.



# RCAF ASSOCIATION

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

## First In A Series On Wings of the RCAFA: NO. 700 (CITY OF EDMONTON) WING

IN Canada's fastest growing city, it is not surprising that the RCAF Association has taken root in a big way. No. 700 (City of Edmonton) Wing has become a giant in the Association, dwarfing all others.

How did this happen? Good planning was the key to success. A forward-looking executive, currently headed by President Geoff Gradwell, looked to the future in a progressive way rather than relying on the past for inspiration. Here is a short résumé of some recent activities sponsored by 700 Wing. One produced astonishing financial results and has placed the wing in a very solvent position to proceed with its new premises; the other adopted a human approach towards recreational facilities for teenagers.

Last March at the Edmonton Gardens, No. 700 Wing held a \$20,000

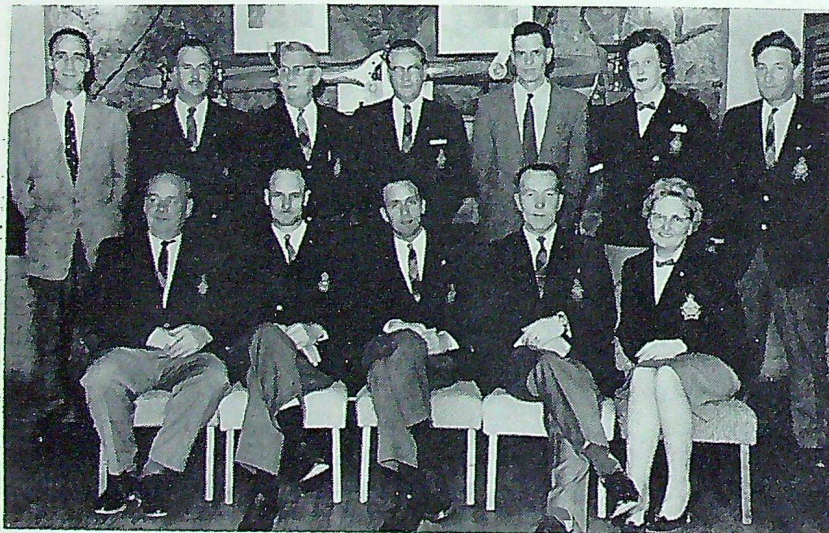
cash bingo, consisting of ten games with prizes valued at \$1,500. and one game with a cash prize of \$5,000. Valuable consolation prizes such as electric frying pans, deep fryers, blankets, etc. were given away in this largest such bingo ever conducted in Edmonton. The net profit realized was \$25,000, which was used to commence building operations this spring. How come this one operation produced slightly more than one third of the total revenue of the entire National Headquarters budget? Planning, of course.

Preliminary meetings were held under the chairmanship of Vice-President Jack Frost in late January. Due to previous experience, the committee was able to move ahead rapidly appointing a treasurer, extra card sellers, checkers, city and

country ticket sales and publicity. 8000 special lap cards were prepared to which were glued the serialized bingo sheets. Full publicity was accorded the event in city and country newspapers, radio stations and TV facilities. Approximately 140 wing members and their wives and the Ladies Auxiliary participated, plus 50 parents of the Air Cadets sponsored by 700 Wing.

The bingo surpassed all expectations and the Edmonton Gardens sold out its entire capacity of 8000 seats for the first time in its history! Approximately 1500 were turned away and many more were tied up in traffic jams. It was a truly momentous evening which speaks volumes for the organization abilities of 700 Wing and the community spirit of Edmonton as a whole.

We now turn to another aspect



No. 700 (City of Edmonton) Wing was selected "Wing of the Year" for 1962. The No. 700 executive committee are: Back row (l. to r.): F/L M. Labrosse, RCAF Liaison; D. Johnstone, air cadets; J. Kimmitt, acting membership, K. Hutchings, publicity; W. Mason, entertainment; Miss R. Knight, Alberta group representative; and L. Allbon, welfare. Front row (l. to r.): W. Hunt, 2nd vice president, J. Frost, 1st vice president; A. Craig, immediate past president; and Mrs. E. Fleming, secretary.

of 700 Wing's program. Profit is not all that they seek; the humanities play a large part in their thoughts. Youth has always interested 700 Wing, so it is not surprising that they should turn their attention to teenage recreation. Approximately four years ago, spearheaded by Ken and Grace Hutchings, a Teen Time Club was formed. Bi-monthly dances are held in the No. 700 Wing hall on Saturdays from 2.00 to 4.30 p.m. The first half of the afternoon is devoted to promoting various "Teen Orchestras" and the remainder to a platter party conducted by Don Lamb of radio station CJCA. A nominal charge of 25¢ is made. This admission includes a bottle of pop and a hot dog. The pop is supplemented by donations from the Coca Cola and Pepsi Cola Companies.

The primary purpose of these dances is to provide a place for children to go on Saturday afternoon where they may learn the usual social amenities. These dances became such a success that all the children attending decided unanimously to add an extra 10¢ to the admission fee to purchase a wheelchair for the Edmonton Rehabilitation Centre. Six dances produced enough revenue to purchase one wheelchair which was presented formally to the Centre recently. No. 700 Wing is very proud of this group of children who out of their own enjoyment and social betterment produce happiness and comfort for others.

These are only two of the many activities that 700 Wing sponsors. Ever since it was chartered it has carried out RCAF Association projects. The following activities also take an important place in the Edmonton Wing calendar.

"Sports for the Disabled" is a project very dear to the heart of 700 Wing. This program was proposed originally by Miss Beth Rowand and now plays an impor-

## Group Meetings Prelude National Convention

Groups have now all held their annual meetings and preliminary reports indicate that the 1963 Convention Resolutions Committee will be confronted with a heavy agenda. This is the channel through which Wings make known their wishes to the Annual General Meeting, scheduled for 26-27-28 September at the Bayshore Inn, Vancouver, B.C.

Group presidents elected for the ensuing year are:

Atlantic Group — A. T. Goodwin,  
Moncton

Quebec Group — Gordon Shaw,  
Montreal

Ontario Group — Leon J. Schedlin,  
Toronto

Manitoba N.W. Ontario — Terry  
Penton, Brandon

Saskatchewan Group — Herbert  
Flook, Yorkton

Alberta Group — Al Craig,  
Edmonton

tant part in the lives of the participants. The meetings are held once a month on a Saturday afternoon at the RCAF Kingsway Recreation Centre where facilities are available. The two most popular sports undertaken are bowling and swimming. These occasions are not only of great therapeutic value to paraplegics but let them know that someone cares about them. And to add a very pleasant touch, the Ladies Auxiliary of 700 Wing always provide a lunch.

From the outset 700 Wing has participated in the Air Cadet program, currently sponsoring four Air Cadet squadrons in the Edmonton area. Edmonton youth is therefore well served by the RCAF Association: the Teen Time Club providing



His Honour J. L. O'Brien, lieutenant-governor of New Brunswick, presents the RCAF Association Banners to five N.B. Wings. The Wings are: No. 250 (Saint John); No. 251 (Madawaska); No. 252 (Lord Beaverbrook); No. 253 (Moncton); and No. 254 (Miramichi).

recreational facilities and instruction in the social graces, and the Air Cadets the training, discipline and deportment required by tomorrow's airmen.

And finally a word about the Ladies Auxiliary which plays such a big part in the success of many Association projects. No. 700 Wing has a very active Ladies Auxiliary. They sponsor a child through the Canadian Save The Children Fund. Her name is Lai Ting Lo and she lives in Hong Kong. They sponsor bingos and generally supply all the amenities that mean so much to the success of any Wing in the Association.

No. 700 Wing may be called the "Family Club" of Edmonton because it provides facilities to all. As a club it provides luncheon facilities for members and normal club facilities throughout the week. When its new premises are completed, it should take its position in the first rank of social clubs.

# Letters to the Editor

## XBX TOO EASY?

Dear Sir:

I want to express to you my admiration for your Exercise Plans for Physical Fitness. I have, through the years, tried many systems of physical exercises, but I abandoned them one by one after finding them lacking and ineffective. Yours, on the other hand, have been stimulating and the results have been astonishing.

I am 66 years old, yet I have been able to reach level 30 on Chart 3 and the same is true of my sister who is 60.

I have recommended your booklet (as published by "This Week") to many friends and they feel as enthusiastic about those progressive exercises as we are. So please convey our thanks to the person who devised this exercise plan for physical fitness.

Mrs. George F. Porter,  
Ojai, California, U.S.A.

*(Level 30 on Chart 3 of the XBX Program is that level recommended for 26-30 years of age. Possibly the RCAF should stiffen up its requirements. — Editor.)*

## REBUTTAL TO REGAN

Dear Sir:

After reading S/L J. Regan's poem "Night Flight — A Voodomic Fantasy" (May '63) I would like to submit an LAC's interpretation of same.

### "DAILY FLIGHT" — A VOODOMIC MYSTERY

Moon, ochre pale, a loser after night,  
Vanquished as in ages past, by a far  
[intenser light.

The *Voodoo* waits,  
Its ills we always dream of.  
With probe in hand,  
Inquiring minds inspect for flyability;  
Ben Caseys of the hangar,  
Motto lived, "Serviceability".

Sickness found far from cured,  
The *Voodoo's* pulled asunder.  
To fly again, this piece of tin  
Would fill the gods with wonder.

By sweat and toil,  
This dart of foil,  
Rejoins its fellow members,  
Through portals wide.  
Outside  
Are twilight's dying embers.

The *Voodoo* watches,  
At last no ills to dream of.

LAC E. J. Hobson,  
Box 1361,  
RCAF Stn. Cold Lake, Alta.

## MEDICS' BASIC TRAINING

Dear Sir:

Reference is made to your issue of May '63 and the excellent article on the Central Officers' School.

It states that "COS carries out basic training for aircrew flight cadets and non-flying list officers". Later, it goes on to say "if any junior officer has not yet been on a course at Centralia, he will be sooner or later."

I feel it only right that your readers should understand that all officers' indoctrination and basic training of medical officers and nursing sisters in the RCAF is carried out at the Canadian Forces Medical Services Training Centre here and not at Centralia.

G/C I. H. Barclay,  
Commandant, CFMSTC  
Camp Borden, Ont.

## FORGOTTEN HEROES

Dear Sir:

I read with a great deal of interest F/O H. A. Halliday's article Six Group (April '63). I am one of the many to whom such names as Eastmoor, Leeming, Linton-on-Ouse, etc. did indeed arouse cherished memories of those momentous and eventful days.

On page 22 of your article you relate the heroic deed — heroic it truly was — performed by A/C Ross. If my memory serves me well, on the same tragic occasion another serviceman — a corporal or an LAC — whose name I can't recall unfortunately, displayed similar gallantry and valour, and was awarded the George Medal. If this is the case, as one of those who, like him, laboured in obscurity, I say 'Hats off' to him also. Will *ROUNDEL* join in?

G. St-Pierre,  
College Militaire Royal de  
St. Jean, Que.

*(Mr. St. Pierre is quite correct, A/C Ross had gallant help and these people deserve to be mentioned. Flight Sergeant J. R. St. Germain and Corporal N. Marquet were awarded the George Medal for their heroism and LACs M. M. McKenzie and R. R. Wolfe each won British Empire Medals . . . Editor.)*

## POWER OF THE PRESS

Dear Sir:

In your January issue, you published our station library committee's request for books. The response has been exceptional and our library is now adequately stocked.

Many stations answered our call and

we even received a very nice letter and a shipment of books from a member of the RCAF Association, Mrs. Thomas, of the Kleinburg Public Library. Mrs. Thomas also procured some books for us from Mrs. Bell of the Woodbridge Public Library. The enthusiastic response is a convincing victory for *ROUNDEL*; it indicates the wide circulation and interest realized by your publication.

Please accept our most sincere thanks for your co-operation and convey the appreciation of Station Chibougamau to your readers for their donations.

W/C L. G. Lacombe,  
Commanding Officer,  
RCAF Station Chibougamau,  
Que.

## WING'S WELL WISHES

Dear Sir:

I have been asked to write you, on behalf of the executive and members of No. 700 Wing, to express our appreciation to all who are responsible for the publishing of *ROUNDEL*. This is one magazine that is much read and enjoyed by our members. The articles are interesting and well written, and often the cover picture is nice enough for framing.

Keep up the good work!

Mrs. Betty Fleming,  
Secretary, No. 700 Wing, RCAFA,  
Edmonton, Alta.

## TEST TORCH

Dear Sir:

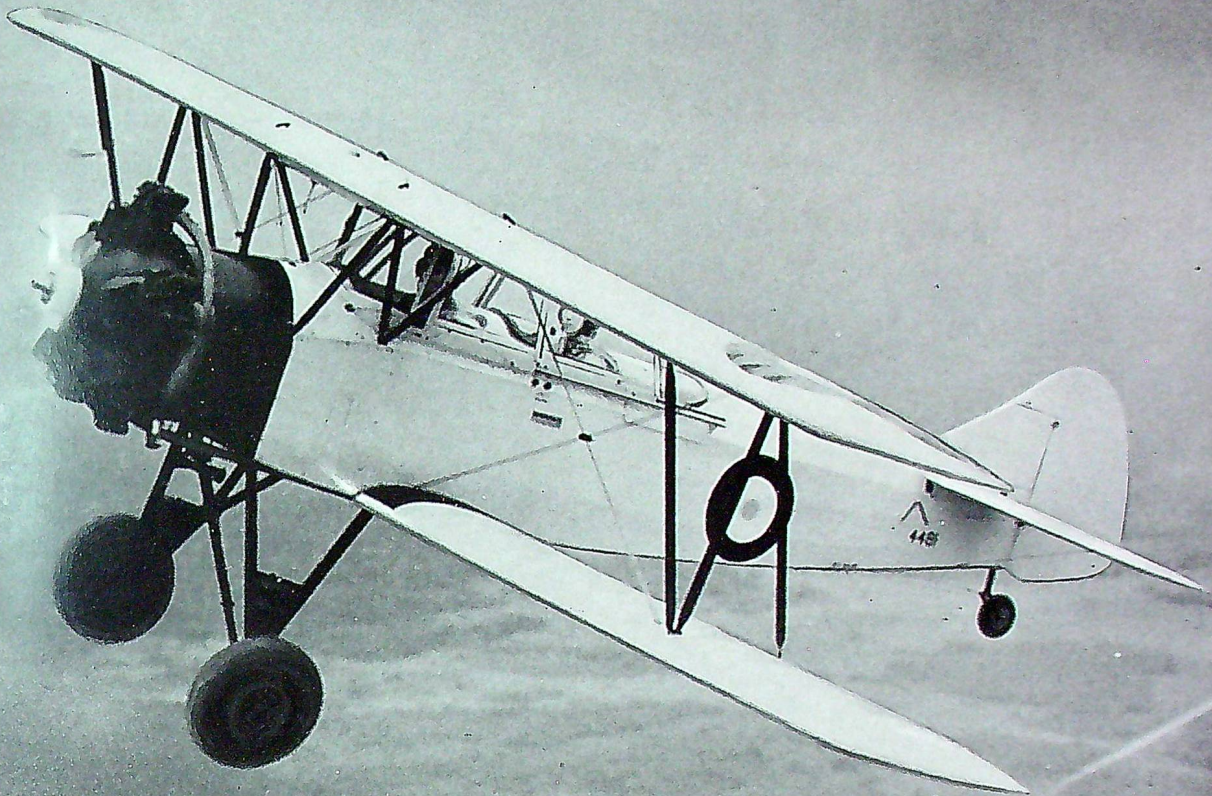
The article by S/L West on Testing the Starfighter Escape System (Apr. '63) was of extreme interest in this aerospace age.

The original unit for test and evaluation was Test and Development Establishment. Change of name to Central Experimental and Proving Establishment did not initiate the realistic approach to aircrew safety and armament operation. Professor T. R. (Tommy) Loudon, Aeronautics U of T; Dr. Green (S/L) National Research Council; Sgt. George Bennet, parachute expert, Bill Beeston and Manny Powers were a few of many who evaluated even the most fantastic ideas, then built and tested the prototype to improve safety, armament and logistics, and carried on the tradition of safety and improvement, which was inherent in the RCAF from its beginning.

The "test torch" would seem to have been caught by capable hands. May such people as S/L West and FS Steeves advance in the aerospace, supersonic age with an unlimited objective.

A. R. Baker,  
8 Poplar Ave.,  
St. Hubert, Que.

*ROUNDEL*



# Aircraft ALBUM:

## *Fleet Finch*

The *Fleet Finch* was an outgrowth of the *Fawn*, an aircraft designed by Consolidated Aircraft Corporation and manufactured in Canada. It differed from its predecessor in having revised wing and tail surfaces, and the addition of a sliding cockpit canopy. The *Finch* entered service in 1940, just as the *Fawns* were being retired.

A total of 661 *Finches* were flown by the RCAF. They were used as primary trainers at Nos. 3, 4, 7, 9, 11, 12, 13, 21, and 22 Elementary Flying Training Schools. It was a pleasant aircraft to fly, but from the summer of 1942 onwards it was retired as increasing numbers of *Tiger Moths* and *Cornells* became available. However, a few *Finches* were still in service as late as February 1944.

Powered by a Kinner B.5 engine of 125 h.p., the *Finch* had a top speed of 113 m.p.h. and cruised at 98 m.p.h. Service ceiling was 15,000 ft. and cruising range was 320 miles.

*Roger Duhamel*

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