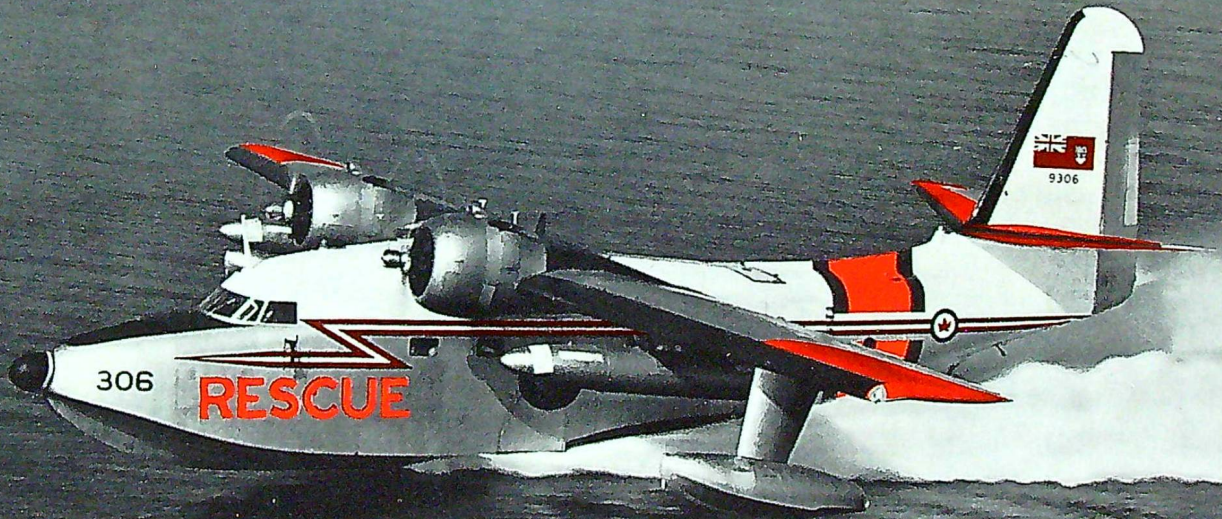


ROUNDDEL



NOVEMBER 1963

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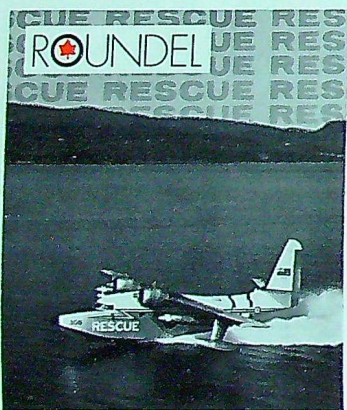
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COVER CAPTION

An Albatross churns up the water of the Strait of Georgia as it starts off on another training mission. This striking photograph is the work of Sgt. V. Bellefeuille, RCAF Station Vancouver.

	<i>page</i>
ARTICLES	
Search and Rescue Training	2
"Sea-Boots" and "Sou'-Westers"	7
The Konigsberg Incident	12
The Argot	18
This Is Your Paid-Up Insurance	21
PICTURE STORY	
A Day With a Missile Maintenance Control Officer	16
FEATURETTES	
SARAH is a Useful Gal	6
Caribous to India	15
A Tree Grows in Thule	25
Saga of the North-WAC Mess	26
Community Relations in France	27
Light on the Roundel	32
DEPARTMENTS	
On the Break	1
The Suggestion Box	15
RCAF Association — Convention Report	28
Letters to the Editor	32
Aircraft Album	inside back cover

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ON THE BREAK

VANCOUVER is the locale for several stories this month. It's the present centre for RCAF search and rescue training (page 2); a few weeks ago the RCAF Association held its 13th annual convention there (page 28); and several years back that west coast port was one of two main bases of the "air force navy" (page 7). Coincidentally, the authors of all three articles call Vancouver home town.

A veteran pilot of No. 121 Composite Unit at RCAF Stn. Vancouver, F/L Doug Metcalfe is co-director with F/L Don Hill of the Albatross Boat School there. After selling life insurance for a few years following the war, Doug re-enlisted in 1951 and now sells the knack of saving lives to RCAF aircrew destined for SAR duties across Canada.



F/L D. F. Metcalfe



Cpl.
K. R. Robinson

CLOSELY allied with the flyboys in this particular phase of air force activity, but unfortunately not so well known to the public, are the comparatively few remaining members of the RCAF marine section. Twenty years ago, recalls ex-mariner Cpl. K. R. Robinson in "Sea Boots" and "Sou'-Westers", sailors in air force blue made quite a name for themselves in the war.

Robbie joined the RCAF as a motorboat crewman in 1952 and served, on both Atlantic and Pacific coasts, on board various types of vessels. Today he is in the public information trade, stationed at RCAF Stn. Comox.

ANOTHER ex-Vancouverite whose by-line appears in this issue is W/C Roy Haines, DFC, ret. ("The Argot", page 18). After majoring in English at UBC, Roy joined the RCAF in 1940, returned for post-graduate work and a stint of lecturing at his alma mater after the war.

Re-enlisting in 1951, he found that the military had its own peculiar form of English usage — jargon which provided him with material for his amusing ROUNDEL article. Recently retired, W/C Haines is now employed by the Civil Service Commission where, it is assumed, he is carrying on his fight for the abolition of gobbledeygook.



W/C A. R. Haines

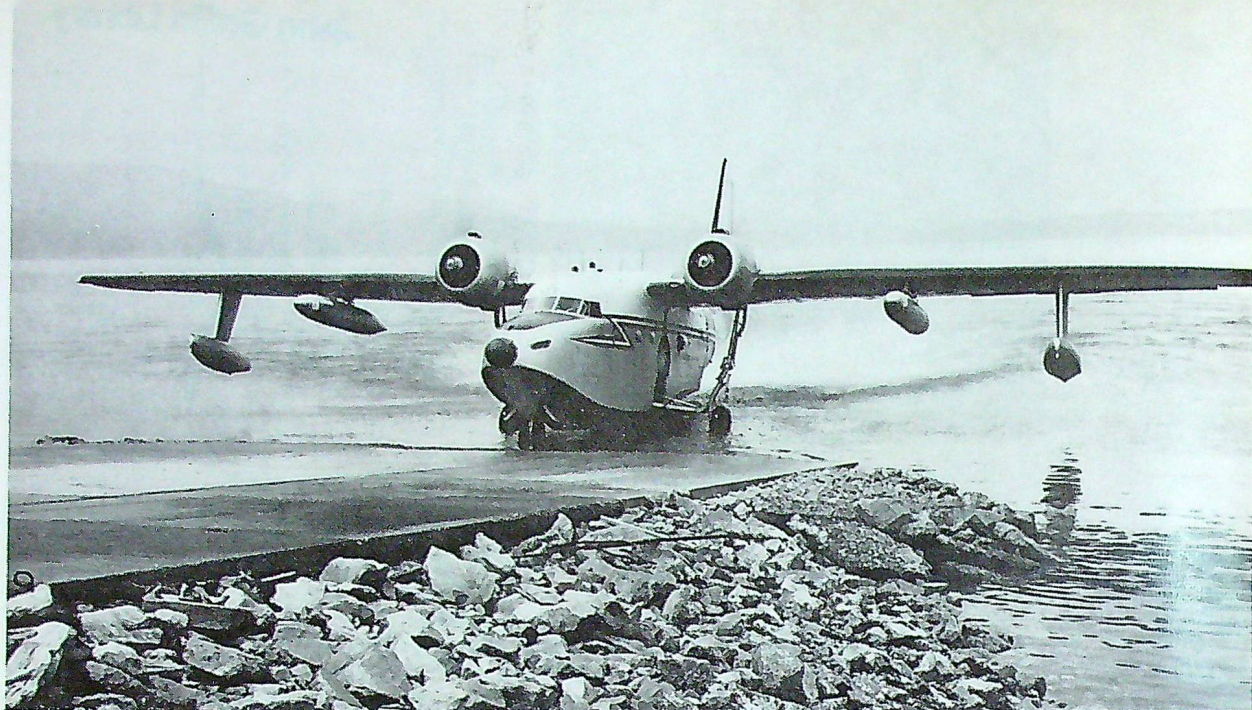
IT'S been several years since we published a comprehensive article on the RCAF Benevolent Fund. This gives us the opportunity this month not only to explain the fund, but to introduce its new secretary manager, Mr. Jack Carrothers, who wrote "This is Your Paid-Up Insurance" (page 21).

Jack joined the RCAF from his native Regina in 1939, serving first as an airman in the supply section, then as an officer piloting *Hudsons* and *Dakotas* on overseas ferry flights. His personal rehabilitation was going to work for the Benevolent Fund in 1946; early this year he succeeded A/C Dave McKell as its senior full-time official in Ottawa.



Mr.
J. C. Carrothers

A. Paton s/l
Editor



An Albatross taxis up the ramp at Pat Bay.

SEARCH AND RESCUE

AN *Albatross* takes off from the runway at RCAF Station Vancouver and heads northwest. At Comox, an hour later, the bird becomes a boat as the crew practises water landings and beachings in the sheltered harbour.

For the next three days, at B.C. coastal points such as Bull Harbour, Bella Bella, Massett on the Queen Charlotte Islands, Prince Rupert and Kitimat, the *Albatross* with RESCUE stencilled in big red letters on its fuselage is put through its amphibious paces. This training

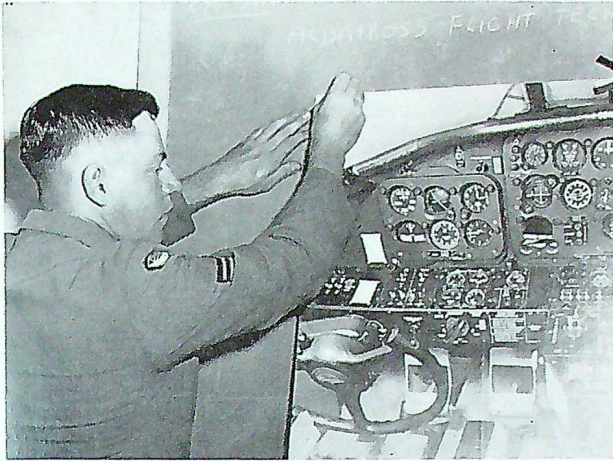
trip, over open ocean and in mountain-encircled bays, is the climax of a ten-week course at the Vancouver-based SAR School for pilots and flight technicians destined for search and rescue units across Canada.

Search and rescue activities in the RCAF date back to its formation in 1924. But, in the early days, carrying out searches and making rescues was an informal and unofficial function. In 1947, however, the RCAF was given this task officially when the Canadian government

agreed under ICAO regulations to provide SAR throughout continental Canada and adjacent waters. Today, the RCAF has SAR units at Stations Greenwood, Trenton, Winnipeg and Vancouver. There are Rescue Co-ordination Centres at Halifax, Trenton, Winnipeg and Vancouver with sub-RCCs at Torbay and Edmonton.*

The SAR School, established earlier this year at Vancouver has many facets. The first Search-master's

* ROUNDEL, Nov. '61.



Corporal Sims instructs in the air training portion of flight technician training.

F/L R. A. Keith, a student at the search and rescue school, watches as F/L D. F. Metcalfe demonstrates with a model aircraft.



TRAINING

By FLIGHT LIEUTENANT D. F. METCALFE

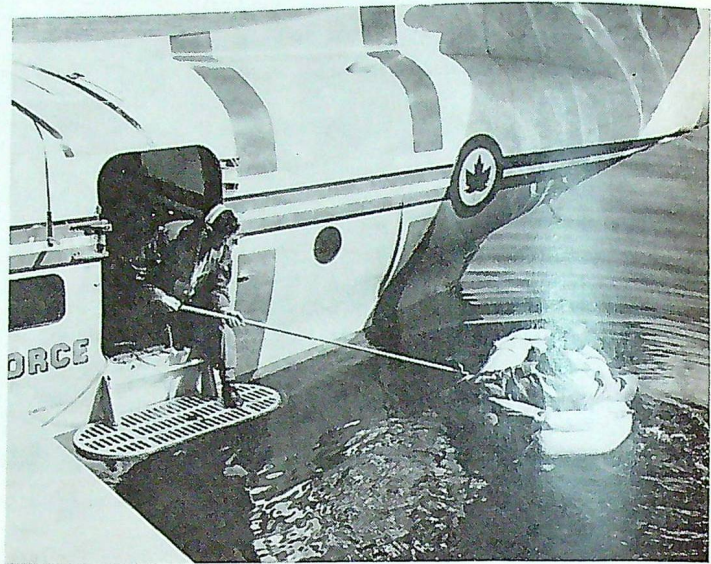
course was completed in May. The Albatross Boat School is in full swing. Last month a Basic Ground Search Course got underway. A Ground Search Leader's Course is in the planning stage and para-rescue training will develop as facilities and training areas are established. The school is also busy with the development of new techniques and evaluation of SAR equipment. Later, there will be snow checkouts and water operation in a triphibious configuration. Ultimately, sea survival may become a training reality.

Prior to the organization of the SAR School, courses relating to search and rescue were carried out as circumstances allowed. RCAF Station Trenton was generally used for SAR flying training while Edmonton and Jasper were the areas where para-rescue instruction was carried out. Grouping of all SAR training in the Vancouver area is proving to be ideal. A Rescue Co-ordination Centre and No. 121 Composite Unit are located close together. The rugged, mountainous west coast presents a training

ground which has any condition of weather or water and still is operationally suitable 12 months of the year. The tidal and current-ridden shoreline stretches from the Strait of Juan de Fuca to Stewart, B.C., a distance of 550 nautical miles. There is an abundance of beaches, shoals, sand flats, undersurface obstructions and sheltered areas. Haze and glassy water, uncomfortable for the unpractised, can be found most of the time. Peninsulas, islands, tide-washed rocks and indented shoreline are there to test the map



A crewman prepares to hook onto a mooring buoy.



Another "rescue" is completed.

reading skill of the best. In open areas the ever-present swells underlie surface waves. Harbours are in great variety, mooring buoys, docks and ramps of the old RCAF wartime bases are spotted up and down the coast and provide added facilities for the most comprehensive course. Inland lakes abound in colour, depth, altitude and size.

The Albatross Boat School, headed by F/L D. S. Hill, is primarily concerned with pilot and flight technician training. Supporting the program are two *Albatross* aircraft, training aids, a well-equipped lecture room, offices and trainee facilities in No. 121 KU's Sea Island quarters. The course is in two phases, for pilots who have no wa-


ter or SAR experience and for those who have limited experience. This results in a basic course of approximately eight weeks and a captain's course of ten weeks. Flight technician training is the same length as pilot training and provides the air training portion of flight technician requirements. Prior to starting course, both pilots and flight technicians are required to complete the FTTU course on the *Albatross*, at Trenton.

Pilots at the Albatross Boat School begin the course with sufficient flying to make them familiar with the land flying extent of the aircraft. Then, around the end of the second week, they progress to the water where they become pro-

ficient at handling the aircraft on all conditions of water surface. Later, they learn securing procedures on beaches, buoys, docks and in anchorages. Cross-country trips over salt and fresh water areas familiarize the students with a variety of operating conditions. These exercises necessitate careful assessment and a need to progress with procedures, which suit the conditions but which cannot be found in any books. Single engine raft pick-ups, the preparation and firing of JATO and the use of signals (day/night) and flares for night landings on the water are all completed.

Much of the training program requires operating with a full crew to include the navigators and radio of-

ficers. Aircrew members of these trades are drawn from the roster of No. 121 KU, the school's parent unit, as are the crewmen who look after the material needs of the aircraft.

The RCAF's search and rescue organization must remain prepared and alert for a great variety of emergencies as long as civil and military travellers are confronted with unforeseen hazards. Thus the SAR School is dedicated to teaching the professional approach to this important peacetime role of saving lives. 



F/L Keith removes a dinghy from the Albatross after a simulated operation.

Student searchmasters at the newly-opened search and rescue school receive a briefing at the rescue co-ordination centre in Vancouver. The busiest RCC in Canada, it handled a total of 783 incidents last year.



SARAH IS A USEFUL GAL

RCAF search and rescue crews invariably take SARAH along for the ride when they set out on a search for a missing aircraft. SARAH is no ordinary flesh and blood female; she is made of plastic, glass, and metal, and her name actually stands for Search and Rescue and Homing transmitter-receiver. She has long since proved herself to be an invaluable member of the crew in the locating of missing aircraft. Air force officials

strongly recommend SARAH as standard equipment for all civil aircraft, especially those flying in the more remote regions.

The transmitter half of SARAH is carried with the survival equipment on all RCAF aircraft. It is about the size of the transistor radio carried by teenagers and enables the pilot of a downed plane to transmit radio pulses for 25 hours. These pulses fan out in a cone which forms a beacon approximately 140 miles

across at a height of 10,000 feet.

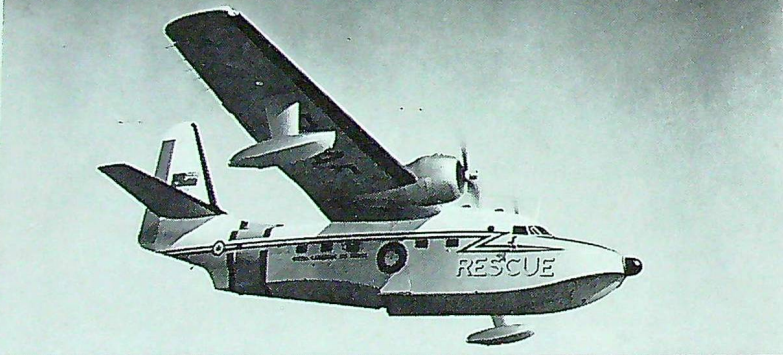
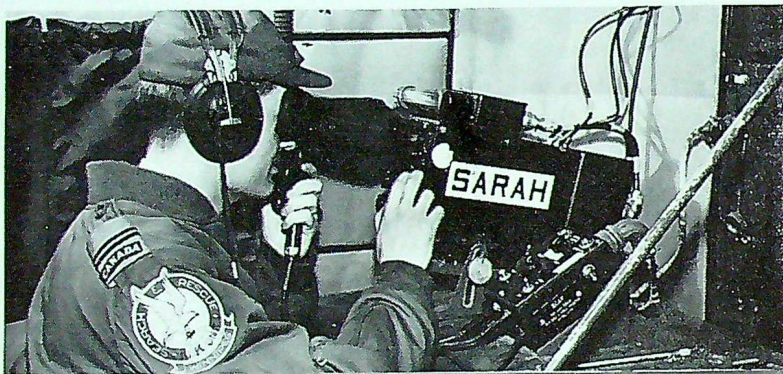
On RCAF search planes the radio officer operates the receiver half of SARAH which picks up the pulses transmitted by the downed airman. These signals enable the search aircraft to "home" in on the lost plane from as far away as 70 miles. This distance varies with the terrain.

The radio pulses sent out by the downed airman are picked up as blips of light on the small TV-like screen on the SARAH receiver. The search plane is then able to lock-on to the signals. The moment it passes over the downed plane the blips of light cease, indicating to the radio officer that he is directly over the missing plane. The search aircraft then turns back and descends until a visual sighting is made.

Depending on the circumstances of a crash, or forced landing, a variety of courses are then open to the pilot of the rescue plane. If there is a strip of land nearby, or a lake suitable for landing he may descend and make an immediate rescue. If he cannot land he will in all probability drop food and supplies plus a two-way radio. He will then either request a para-rescue team be called in for dropping at the crash scene, if one is not already on board, or he may arrange for a ground rescue team to be sent in.*

But whatever action the captain may decide to take to complete the rescue it is safe to say that the survivors will be blessing SARAH for their rapid rescue. ☉

* A pilot of the Royal Dutch Air Force, F/L F. K. Nielson, was saved twice this year by SARAH. On both occasions F/L Nielson bailed out of *Sabre* aircraft and landed in the water. On the first occasion, in January, he spent a dangerously cold hour floating around in a dinghy before being rescued. On the second occasion, he landed in the Skagerrak off the coast of Norway and his SARAH signals were picked up by a searching *Catalina*.



"SEA-BOOTS" AND "SOU'-WESTERS"

By CORPORAL K. R. ROBINSON

BUFFETED by wind and waves, soaked and shivering from the cold, the pilot of a downed RCAF *Hurricane*, alone in his small dinghy, peered anxiously through the mist and rain for some signs of a rescuer. With darkness fast approaching and the wind rising, he realized only too well that spending the night alone on the inhospitable Atlantic was risky business. Then, barely audible at first over the sound of the wind and water, came the faint throaty growl of powerful engines. Moments later, an RCAF launch came alongside; soon another thankful friend of the "Airforce Navy" was wrapped in blankets, sipping a hot drink, safe, alive and ready to fly again. This incident took place nearly 20 years ago, on 2 May 1944 off the Nova Scotia coast. Although equipment and personnel have changed somewhat, this story has been repeated numerous times in the intervening years by men and vessels of the Royal Canadian Air Force marine section.

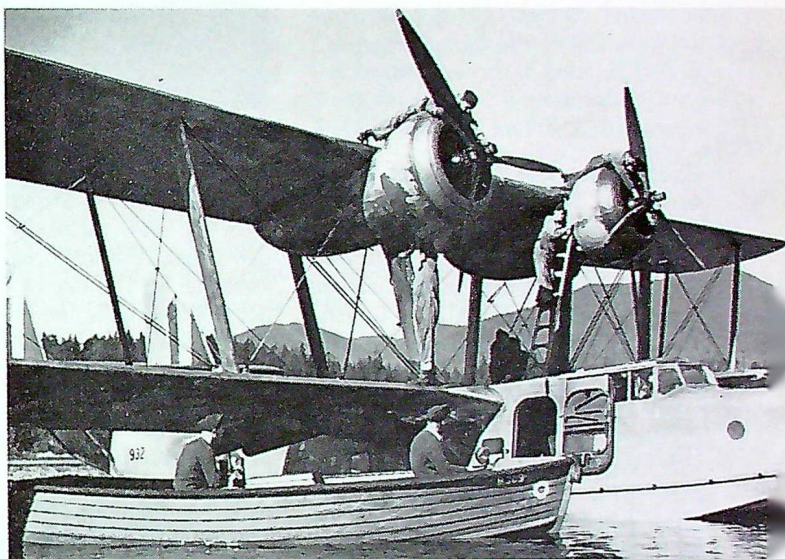
To tell the tale of the marine section properly, it is necessary to go back to the very beginning of military flying in Canada. After World War I and prior to 1939, most of the airforce's aircraft were amphibious (in fact, prior to the outbreak of World War II, five of the eight squadrons that made up the regular component of the RCAF were equipped with flying boats or float planes). To service these aircraft, small boats of different sizes and shapes were used, from collapsible canoes to scows. These craft were manned and maintained by personnel who were to become the RCAF marine section.

In the period between 1918 and

1935 some of the work performed by the airforce consisted of air photography, reconnaissance and forestry patrol. These functions were carried out mainly by sea planes and this in turn made it necessary to set up small marine

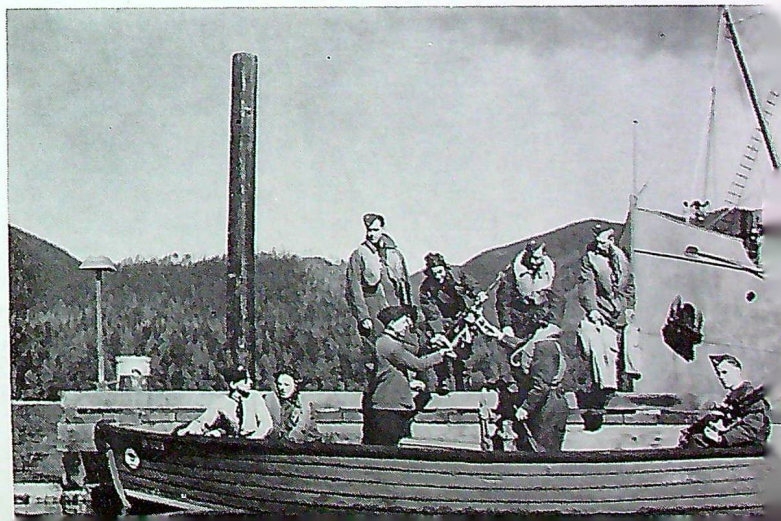
sub-sections at various points across Canada, to service these aircraft. In addition to the small sections, major marine establishments were located at Ottawa (Rockcliffe), Trenton and Jericho Beach, Vancouver.

In 1935 a school was formed at

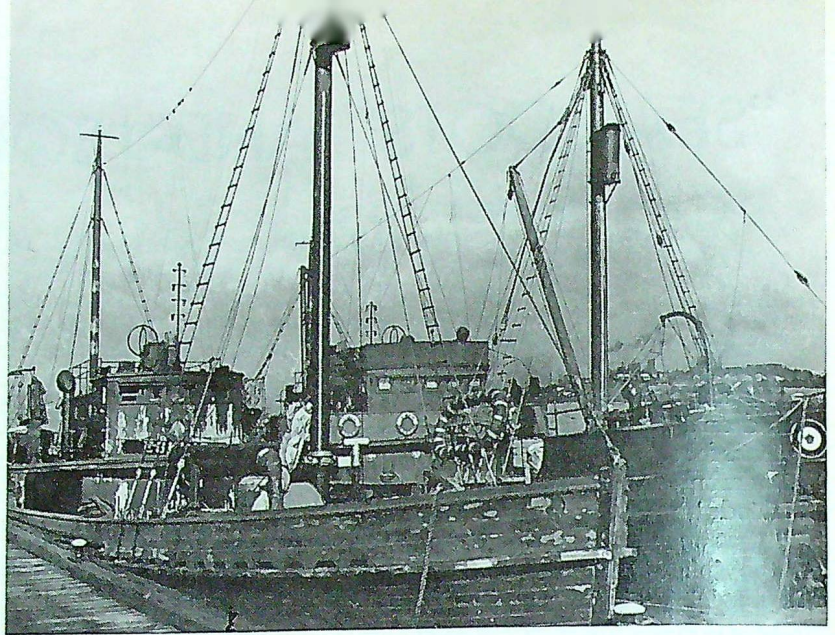


In pre-World War II days, the marine section ferried maintenance crews to RCAF flying boats such as the *Stranraer*.

Air gunners and their guns ride out to a waiting *Canso* in a Marine Section vessel.



The Eskimo and the Beaver safe in port at Dartmouth, N.S. after a hazardous voyage from Iceland.



Trenton for the training of marine crewmen. That same year the RCAF acquired its first crash boats. These boats were 37 feet long and built by a British power boat company in Southampton, England, to RAF specifications. They arrived at Halifax on 10 Oct. '35 aboard a civilian freighter. One of the launches remained at Halifax, assigned to No. 4 (Flying Boat) Sqn. then based at Dartmouth. The other boat was loaded aboard a flatcar and transported to Jericho Beach, Vancouver, for duty with No. 5 (Flying Boat) Sqn. The first two craft proved to be of acceptable design and in 1937 a 38-foot boat of the same type was ordered from a Canadian firm for delivery the following year. In addition to the three crash boats acquired by the RCAF during this period, the Air Board also ordered three power dinghys from Canadian builders. These vessels were 18 feet long, powered with a 56 h.p. Buchanan engine, and had a maximum speed of 18 knots. They were used for aircraft tending and bomb loading.

The personnel strength of the marine section during the '30s was necessarily small, as was the rest of the service, but the marine school

at Trenton continued to graduate small courses of airmen trained to operate and maintain the slowly growing "Airforce Navy". Marine strength on the eve of 1939 was 64 assorted vessels and 153 officers and airmen. Only a small portion were powered, the greatest number being scows and other assorted small craft.

When the British Commonwealth Air Training Plan came into effect in 1940, the RCAF marine section was charged with the responsibility of providing rescue and standby vessels to those stations situated near water. To meet the immediate need for more vessels, several commercial fishing boats and small yachts were chartered and an energetic boat building program was set in motion. Eight more 38-foot crash boats were built, also eight 56-foot refuelling scows with a capacity of 12,000 gallons each. In addition, three 84-foot supply vessels for coastal use were launched.

By the beginning of 1941, the marine section strength had almost tripled with 164 marine craft and 444 officers and airmen. The increasing number of isolated stations and units had created a serious supply problem due to the unavail-

ability of naval and commercial vessels, and to meet this need three 95-foot supply ships were designed and built for west coast use. The trade was divided into two highly specialized branches and personnel were reclassified as "seamen" for the upper deck crew and "engineers" for those who worked below deck.

Of interest might be the method the RCAF used and still uses for naming marine craft. Vessels from 70 to 160 feet in length are named for Indian tribes, such as the "Malahat", "Songhee" and "Squamish" (all now retired). Ships of 40 to 60 feet take their names from Canadian lakes, e.g. the "Nimkish" (now in service at RCAF Stn. Holberg). Crash boats are named after Canadian waterfowl, such as the "Black Duck", "Mallard", and "Skua".

Two of the RCAF's largest vessels, launched in 1942 from Smith & Rhulands yards in Lunenburg, N.S. were the "Eskimo" and the "Beaver", which were built from unfinished 170-foot hulls purchased in 1941. The two vessels were built to RCAF specifications fitted with accommodation, cargo and cold storage space, and carried a crew

of 23. They were powered with a 540 horsepower diesel with a speed of 10 knots. The two vessels were to make headlines more than once during their colourful careers, and will be mentioned later. In 1941 the RCAF's growing "navy" acquired seven 60-foot supply vessels, built along the fish packer style, which could be converted and sold to public interests at the cessation of hostilities. During this year also it was decided to replace the pre-war refuelling scows with eleven self-propelled refuelling barges, each with a capacity of 2,000 gallons, powered with an 85 horsepower engine, and a top speed of nine knots.

Up to this point we have been mainly concerned with the build-up, formation and ship building programs of the marine section, and have dealt little with the men who were to sail these craft. They came from the farm, the lumber camp and from the big cities to mingle with deep-water sailors, crewmen

from Gloucester fishing boats, Great Lakes grain boats and former members of the RCN and RCMP. Soon fishermen from Newfoundland were facing fierce Pacific gales and farmers from the prairie provinces were peering through Labrador's icy mists. However great or little experience these men had, all soon acquired the quiet professional air that marks a seafaring man the world over. And seafaring men they were, proven many times under some of the most hazardous and trying circumstances.

A new type of vessel was added to the marine inventory in 1942, the famous "glamour boats" of the RCAF: 70-foot high speed launches (HSLs) built by the Canadian Power Boat Co. from designs by British boat designer Sir Hubert Scott-Paine. Six of these boats were built from African mahogany, powered by two Packard-built Rolls-Royce Merlin engines of 1350 hp. each and capable of speeds up to 45 knots.

Used mainly for ocean rescue work, the HSLs figured in many rescues until their retirement in 1952.

Six more RCAF vessels of an interesting type were built by the Canadian Power Boat Co. These were 40-foot target boats, armour plated with steel to withstand an 11-lb. practice bomb. They were powered with three 110 h.p. engines with a top speed of 26 knots. These boats were later modified for towing Baldwin hydrofoil targets.

In 1943 two marine squadrons were formed in the RCAF, one in Eastern Air Command based at Dartmouth, and one in Western Air Command based at Jericho Beach, Vancouver. The commanders were F/L J. Howell and S/L Robinson. It was in this year that the RCAF marine section reached its full wartime manpower peak, with a strength of 941 officers and airmen operating 384 marine craft of all sizes and shapes.

Of particular interest is the role carried out by the Dartmouth-based marine squadron during the later war years. Sailing as escort and "survivor" ships for the trans-Atlantic convoys setting out from Halifax, the vessels and men of the RCAF marine section, particularly the crews of the "Eskimo" and "Beaver", shared the same dangers and hardships as their bigger brothers in arms. Besides carrying out convoy escort duties from Dartmouth, the marine section also ran regular supply runs to Newfoundland and Labrador's outlying stations. In addition to coastal work, the "Eskimo" and the "Beaver" undertook to transport, unescorted and lightly armed, the equipment of No. 162 Sqn. to Iceland.

The most memorable and heroic trip of these little vessels was the "Eskimo's" last voyage to Iceland, beginning on 12 Jan. '44. The skipper was F/L J. Howell and the vessel carried a full crew of marine section personnel. This particular



Small aluminum boats also played a part in marine work.

voyage was noted for the extreme hardships endured by the crew and for the skillful handling of the ship by the skipper. Here are some quotes from the ship's log of the "Eskimo" on her outward voyage: Jan. 17 —

Wind reached gale force from the northwest and ship making good time in heavy seas. At 1415 hours fire was reported in the galley, the ship was hove to in heavy seas and the crew took action to put out the fire. Some damage was done to the ship. It was necessary to cut a hole through the partition to get the fire out.

Jan. 18 —

Continuous gales through the day.

Jan. 19 —

Continuous gales and heavy seas. 2315 hours heavy seas struck the ship aft and the log line was cut.

Jan. 20 —

Continuous gales and heavy seas with squalls. At 1600 hours heavy seas struck the ship on the port side tearing away the dodgers and rails on the boat deck.

The "Eskimo" reached Reykjavik, Iceland, safely on 24 Jan. '44. After discharging her cargo and repairing the damage to the ship, they once more put to sea, this time homeward bound for Dartmouth. On her return voyage the "Eskimo" again encountered vicious storms and suffered considerable damage. The skipper summed up his impressions of the voyage this way:

"Only the vessel's wonderful capabilities as a sea boat brought her through these storms and, although every attempt was made to nurse her along as far as possible, owing to a scarcity of fuel it was impossible to aid her by running off and she was forced ahead into some very high seas, some of which reached the height of 60 or 70-feet. The morale of the crew was very high under such trying circumstances.

It was impossible to find a dry spot on the ship to sleep, and during the last four days of the return trip the crew slept on the deck of the galley or in the alleyways, lying on hose and gear in one or two inches of water."

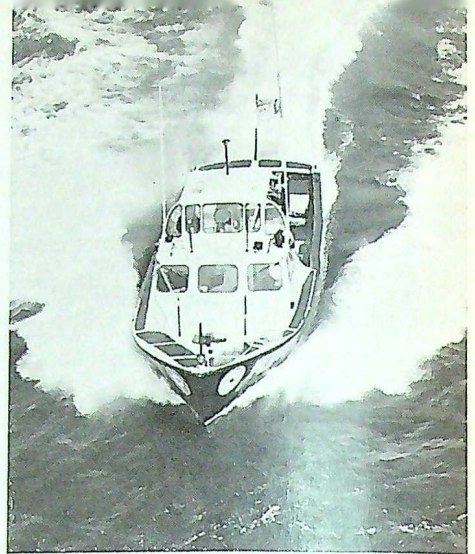
Both marine squadrons on the east and west coasts carried out search and rescue, supply and patrol work until the end of 1945. Space does not permit the listing or accounting of all the rescues performed by these two organizations during the war years, but many aircrew and civilian personnel will attest to their efficiency and professional seamanship which saved many lives and many dollars in equipment.

The cost in lives and ships to the marine section for their part in the war was small, thankfully, until the tragic loss of the "BC Star" a supply vessel, off the coast of British Columbia in 1945, with all hands.

The "Beaver", sistership to the "Eskimo" of Iceland fame, started off the marine section's postwar activities with a proposed 8,000-mile trip (named Operation Packhorse) through Arctic waters to replenish emergency caches at various points along the coast of Labrador, Baffin Islands, Hudson Bay and James Bay in July 1946. The "Beaver" was under command of WOI V. H. K. Nicholson.

On 20 Aug. '46 the vessel grounded on an uncharted reef off Cape Jones at the entrance to James Bay, about 600 miles southeast of Churchill, Man. Extensive salvage operations were planned but the ship went down before anything could be done. Members of the crew were picked up after being stranded on the ship for 48 hours in rough seas and were flown to Ottawa by an RCAF *Canso*.

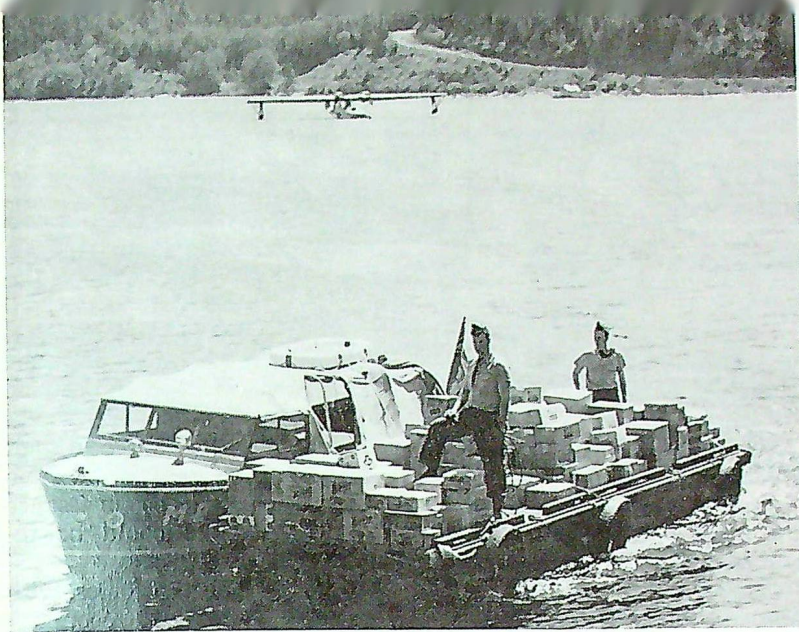
After the loss of the "Beaver" the "Eskimo" was rapidly made ready and left the following day, 21 Aug. '46, from Halifax to complete the



An RCAF rescue launch moves at high speed across the Bay of Quinte.

supply work still to be done at Churchill and Baker Lake. From Dartmouth through the Strait of Belle Isle to Goose Bay, Labrador, where supplies were unloaded and others loaded on, through the Hudson strait to Churchill, the vessel made record time. This operation, called "Polar", was under the command of WOI C. Nauftts, who brought the vessel back to Halifax in early October, just beating the ice through Hudson Strait. The total distance covered on the trip was 5,224 miles and all supplies were delivered successfully and without incident.

That same year, MV "Malahat" embarked on Operation Seahorse, a 6,650 mile voyage that was to take her from Vancouver's Jericho Beach Station through the Panama canal to Dartmouth. The skipper on this epic voyage was S/L S. C. N. Burridge, who had joined the marine section in 1935 as an airman. The ship left Vancouver on 20 Apr. '46 and after stops at San Diego, Mex-



Marine section personnel take a barge load of supplies from a Canso to an isolated RCAF station.

ico, Havana, Cuba, and Miami, Florida, entered Halifax harbour in early June. The "Malahat" was 95 feet long, powered by a 500 h.p. engine and she carried a crew of 12.

The marine squadrons in Western and Eastern Air Commands were disbanded and reorganized in April 1947. The Dartmouth Sqn. became No. 102 Marine Sqn., and the Jericho Beach squadron became No. 122 Marine Sqn. and was moved to Patricia Bay on Vancouver Island. Work performed by these two units was mainly search and rescue, in conjunction with the I.C.A.O. responsibilities Canada and the RCAF assumed at this time, but the supply vessels transported all equipment from Stns. Comox, Tofino and Ucluclet when they were disbanded after World War II.

In order to meet search and rescue commitments on the east coast, it was decided to transfer "Takuli", one of the HSLs to Dartmouth. "Takuli" left the west coast on 2 Sept. '47, under command of S/L

Burridge, and after stops in the USA, Mexico and Cuba arrived in Dartmouth on 14 Oct. '47, after a voyage of 7,000 miles.

Both east and west coast units carried out operational duties until 1 Nov. '51 when the RCN assumed the sea-rescue commitments. With the disbandment of the two squadrons many small boats held on marine inventories were turned over to Crown Assets for disposal. The RCN acquired all the HSLs on both coasts which they operated for a brief period of time. The HSLs were then disposed of by Crown Assets Corp. Civilians purchased the vessels and after extensive conversions they are now sailing the B.C. coast as private yachts.

In the early '50s many marine section personnel were either remustered or released. Those with rank of FS and above were required to remuster to leave room for advancement from the junior ranks. Some were commissioned and others progressed to warrant officer rank in

other trades. The marine squadron commanders, S/Ls "Budge" Burridge, "Lou" Chodat and "Bob" Beer, have now retired from the service as have a number of other ex-marine personnel. The remainder were posted to various RCAF units across Canada. The trade was also re-organized at this time and marine tradesman became known as motorboat crewman.

In 1952 the RCAF re-equipped the remaining marine sections with a more suitable type of craft for current operations, which consisted mainly of coastal search and rescue, standby flying and bombing and gunnery range patrol. The vessel selected was a proven design of the U.S. Coast Guard: a 40-foot all-steel boat, powered by two 165 h.p. diesels, attaining a speed of approx. 20 knots and carrying a three or four man crew. These vessels are extremely manoeuvrable, having twin rudders and twin propellers, and their shallow draft makes them ideal for inshore and lake-work. Four of these craft were bought from the U.S., and five more were built by Canadian contractors. These vessels now operate at stations on the east and west coasts and the Great Lakes and Lake Winnipeg. There is also a unit located at Primrose Lake near RCAF Stn. Cold Lake, Alberta. Other small craft are operated by the marine sections today and also one 75-foot supply and personnel carrier at RCAF Stn. Holberg, the MV "Nimpkish II".

Airmen in the marine trade today are, as they were in past years, dedicated and professional seamen, small in number (approx. 65 men) but large in experience. Today's trade training is all done "on the job". Many of the personnel in the RCAF marine section today are ex-navy, tugboat and deepsea sailors and not a few are veterans of the "Eskimo", "Beaver" and "Takuli" voyages.

THE KONIGSBERG INCIDENT

By MR. R. V. DODDS
Air Historical Section

Photos courtesy Imperial War Museum

CANADIANS flew in almost every operational theatre during World War I—from North Russia to East Africa, and from the North Sea to the Indian Ocean. One of the most intriguing early air-sea incidents involving a Canadian flyer was the destruction of the German light cruiser "Konigsberg" in July 1915. For his part in the battle, Flight Sub-Lieutenant Harwood James Arnold, whose hometown was Vancouver, B.C., was awarded the Distinguished Service Order.

On the eve of the war the "Konigsberg" was lying at anchor at Dar-es-Salaam, capital of German

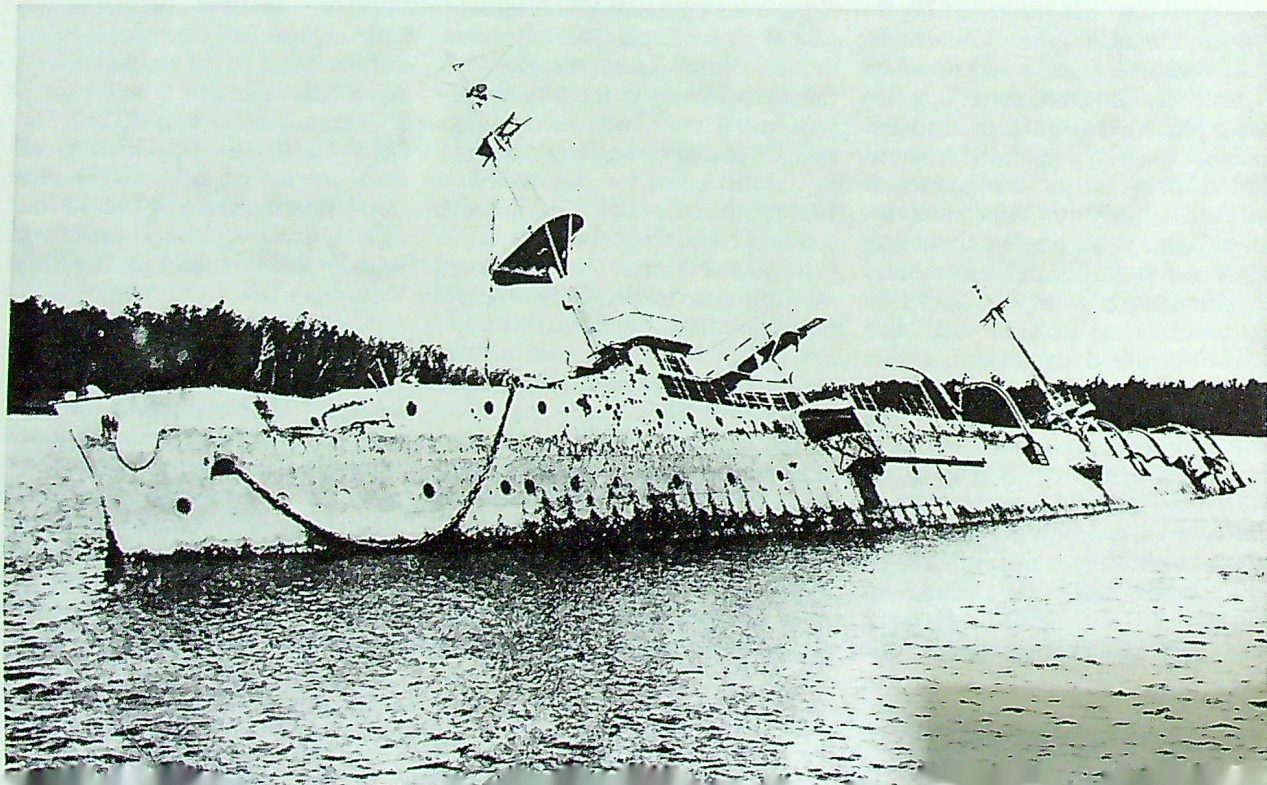
East Africa, but she put to sea before the opening of hostilities in preparation for a raiding cruise. On 20 Sept. '14 she surprised and sank the British light cruiser "Pegasus" off Zanzibar and later took refuge in the Rufiji delta. This is a 200-square-mile swamp area, covered with mangrove trees and dense vegetation and cut by innumerable intersecting channels of varying size. The British Admiralty knew that the enemy cruiser was in the delta but locating her was another matter.

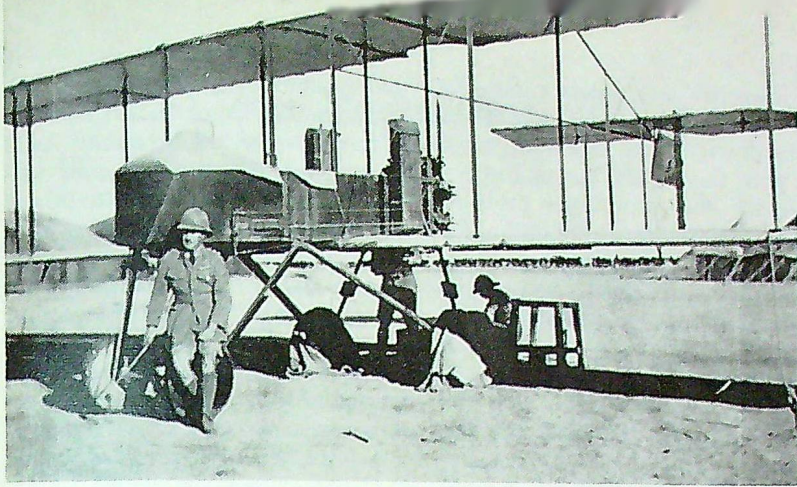
With the help of a civilian flyer, H. D. Cutler, who had been giving exhibition flights with two *Curtiss* flying boats in South Africa before

the outbreak of war, she was spotted in late Nov. '14. The two flying boats soon gave out and it was not until late Feb. '15, when a pair of *Sopwith* seaplanes arrived from Britain, that aerial reconnaissance of the enemy ship could be resumed.

In the meantime sea forces, with additional aircraft for reconnaissance and gunnery spotting, were being assembled. Two British 6-inch monitors, "Severn" and "Mersey", arrived in early June and additional aircraft and flying personnel arrived shortly afterwards. Early on 6 July two of these aircraft tackled the "Konigsberg". As the monitors

The Konigsberg, after the Rufiji Delta action.





The *Henri Farman F-27* was the type of aircraft flown during the shelling of the *Konigsberg*.



Flight Sub-Lieutenant H. J. Arnold served as an observer during the attack.

worked their way slowly up one of the channels towards the enemy vessel, a *Caudron* attempted a rather ineffectual bombing of the cruiser. Shortly after 0600 hrs. the other machine, an *Henri Farman*, arrived over the monitors to spot their fire. The plane was flown by Flight Commander J. T. Cull and Arnold was the observer. The monitors opened fire 11,000 yards from the "*Konigsberg*" and could see nothing of the enemy ship, being completely dependent on directions from the air. Arnold reported by wireless that the first salvo was 200 yards short and to one side, and for 12 minutes the two shallow-draft vessels continued their shelling, although without any hits.

The "*Konigsberg*", however, was not without fangs, and she opened fire on the monitors. Her guns were directed from an observation post in a tree on a nearby island. The cruiser's crew who fought back with courage and skill, had strung a telephone line between the post and the ship — the amenities of the officers' wardroom having been utilized

for this. The insulators were the tops of wine bottles from the *Moselle* and the *Rhine*, which thus served the *Fatherland* in an unexpected fashion. The German fire was accurate and the monitors were several times straddled. Then one of the cruiser's shells struck the forward 6-inch gun of the "*Mersey*", killing four of the crew and nearly exploding her magazine. The "*Severn*" continued her fire and at 0810 hrs. Arnold reported the first direct hit, which was followed by several more. The *Henri Farman* was replaced by the *Caudron*, and while Arnold was on the ground the "*Konigsberg's*" observation post was spotted. The German observers, on a platform built in a mangrove tree only 400 yards from one of the monitors, were wiped out by half a dozen shells fired at point blank range. After this the cruiser's fire fell off, for although the Germans had an alternate spotting post, it was farther away and less effective.

Shortly before 1000 hrs. Arnold again took over the direction of the shelling, this time with Squadron

Commander R. Gordon as the *Farman's* pilot. Wireless communication between the aircraft and the ships broke down and the other plane developed engine trouble, hampering the attack; but Arnold was up again early in the afternoon, tapping out on his key the fall of each shell from the monitors. Aerial observation was difficult, for the mud around the "*Konigsberg*", at rest in a narrow channel, was so soft that many of the British shells failed to explode, and thus were impossible to spot. The action was broken off at 1600 hrs., the two spotting planes having put in a total of 15 hours in the air, under fire almost the whole time from the German cruiser. Arnold had been in the air for nine hours.

The monitors again moved into position at noon the following day, with Cull and Arnold overhead to direct fire. This time they were spotting for only one of the British monitors, the "*Severn*", the other vessel being used as a moving decoy to draw the enemy's fire. The ruse failed, though, and the cruiser's fire,

which at first was extremely accurate, was concentrated on the anchored "Severn". It was afterwards found out that a particularly daring German officer was in a tub buried in the mud, only 30 yards from the stationary "Severn", directing the "Konigsberg's" fire by telephone. Fortunately for the British, the telephone line was cut at the cruiser's end by a chance shot from the "Severn", rendering the observation post useless. The British fire opened at 1230 hrs. from 10,000 yards and 10 minutes later Arnold reported the first of several hits. While he was doing so the *Farman*, flying at 3,200 feet, was under heavy fire from the cruiser, and a few minutes later a well-aimed shell burst close to the aircraft. Fragments tore through the engine, blowing away two of its cylinders, and Cull had no choice but to glide down for a water landing, the jungle airfield being far beyond reach. Arnold continued to tap out the ranging directions that closed the "Konigsberg's" career.

Cull brought the *Farman* down 100 yards from the "Mersey" but it turned over on landing, and the pilot was caught in the wreckage and his seat belt. Arnold, who was thrown clear, swam to the remains of the *Farman* and aided the pilot in freeing himself. Both officers were picked up by a boat from the "Mersey".

Arnold's last message, correcting


the "Severn's" fire, put an end to the "Konigsberg". As the *Farman* was going down the monitor had swung her guns farther aft, and as the aircraft hit the water the cruiser's decks were torn by an explosion. Although the monitor now was without her airborne eyes, she was able to continue accurate fire, for the cruiser was burning fiercely, and columns of black and yellow smoke betrayed her exact position to the "Severn's" guns. Firing from the monitor continued, and further explosions from the cruiser indicated that hits were being scored. An hour later the other aircraft went up and the *Caudron's* crew reported that the German ship was in flames aft, with her middle funnel blown away. Twenty-five salvos were poured at the battered cruiser, reducing her to a wreck blazing from stem to stern. The action was broken off shortly before 1430 hrs. and the monitors retired, returning the next day to Zanzibar. The RNAS personnel were put ashore later at Mombasa, in British East Africa, for flying service up country in the coming campaign against the enemy forces in German East Africa.

Later aerial reconnaissance, flown in early August, showed the "Konigsberg" to be lying with 15 degree list, obviously destined to remain forever in the mud of the Rufiji delta. Her crew, though, indefatigable even in defeat, was seen to be removing some of the guns,

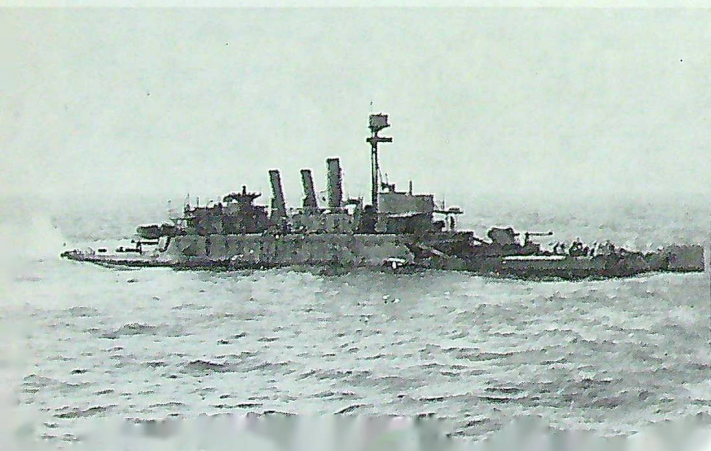
and a bombing attack was planned, which had to be cancelled because of more urgent requirements. As it turned out, the cruiser's crew salvaged ten 4.1 inch guns, with others of smaller calibre, including machine guns, and they served the Germans well in their stubborn defence of their East African territory.

Cull took part in flying operations which followed, in support of the ground campaign against the Germans in German East Africa. He was later to play a prominent part in Canadian aviation history. When, in late 1918, it was decided to form the Royal Canadian Naval Air Service, to combat the German U-boat threat off Canada's east coast, Cull was obtained from the British to serve as its commander.

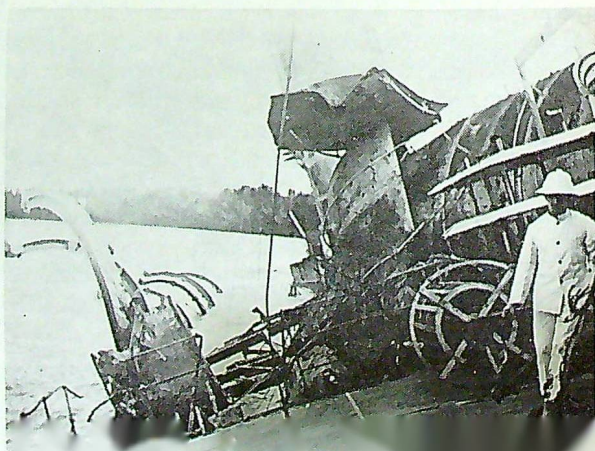
Available records on Arnold's subsequent flying career are sketchy, although it appears as if he took pilot training in 1916. He was drowned as a result of a flying accident in March '18.

At least two other Canadians are known to have flown with the RNAS during the East African campaign against the Germans which followed the destruction of the "Konigsberg". They were Flight Sub-Lieutenants Rudolf D. Delamere and John Robinson, both from Toronto. Each ended the war with the rank of captain in the RAF, Delamere with the Distinguished Service Cross and Robinson with the Distinguished Flying Cross. 

The victor, HMS Severn.



The victim, the Konigsberg.



The Suggestion Box

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


LAC C. R. Chapman of No. 1 Wing Marville suggested a modification to reduce wear on ARC 27 dynamotors which was adopted officially by the publication of EO 35AA-5ARC27-6A/4 dated 7 Jan. '63.



Other award winners:
F/O D. W. Rumbold, WO2 R. R. Chenery, FS G. D. Wynn, FS H. R. Foss, Sgt. G. W. Scott, Sgt. D. F. McGillivray, Sgt. K. W. Heslop, Sgt. J. M. G. Seguin, Sgt. A. N. Roberts, Sgt. R. A. Price, Sgt. G. A. Watson, Cpl. C. V. Burrell, Cpl. D. S. Sutherland, Cpl. L. F. Yeates, Cpl. A. G. Johnson, Cpl. E. A. Wil- lison, Cpl. R. M. Williams, Cpl. J. P. Laprade, Cpl. H. L. Johnson, Cpl. K. L. Pearson, Cpl. W. W. L. Casey, Cpl. H. W. Lyttle, Cpl. A. W. Row- landson, LAC J. St-Pierre, LAC G. F. Graham, LAC J. M. Mains, LAC G. F. Swain, LAC W. J. Chamberlain, LAC J. E. R. Sabou- rin, LAC W. R. Jillett, LAC J. E. Teesdale, Mr. W. J. Kerr, Mr. L. N. Thomas, Mr. D. H. Renwick, Mr. G. H. Tearle.

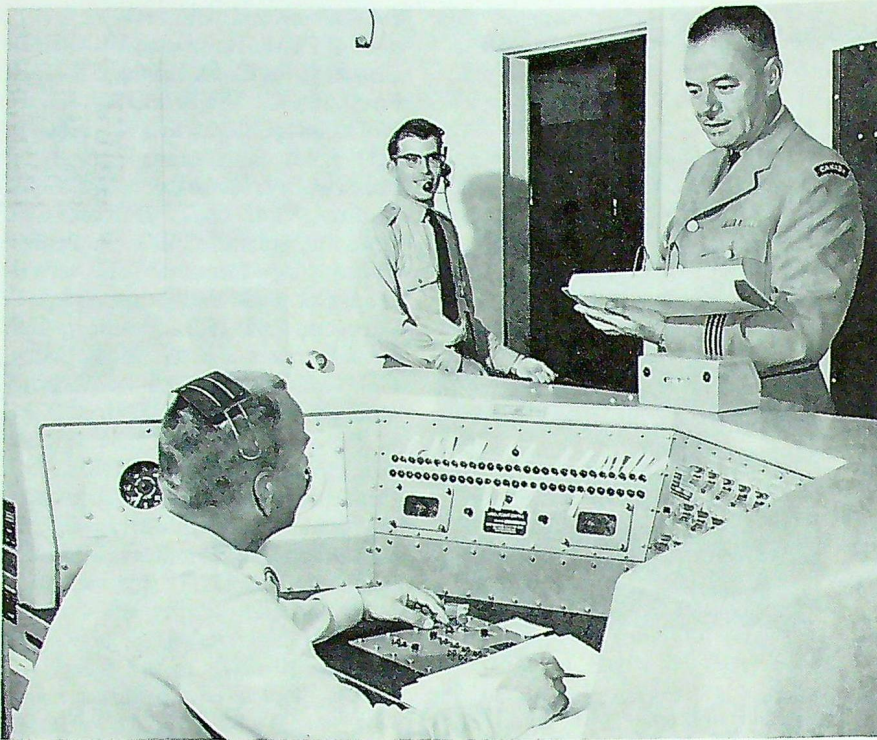
CARIBOUS TO INDIA

THE *Caribou*, well known to RCAF personnel and to United Nations Forces in the Middle East, has found new worlds to conquer. Soon, the icy silence of the Himalayas will echo to the sound of *Caribou* engines as Indian Air Force crews operate 16 of these aircraft in the area.

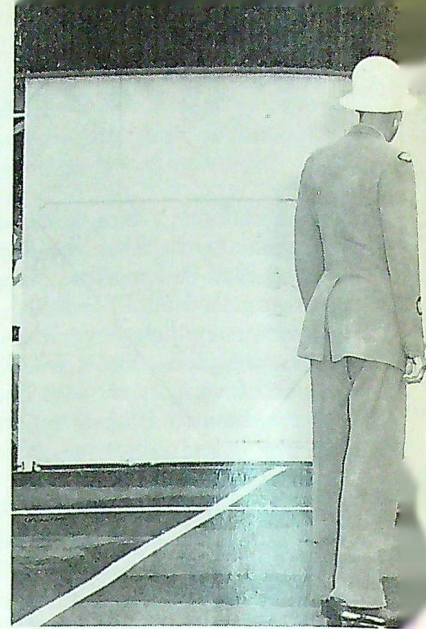
Recently, W/C J. C. Plomer, of the Indian Air Force, arrived at Downsview, Ont. to pick up the first of the aircraft for the long ferry flight back to India. The Canadian-designed and built aircraft has already proved its worth in that country. Two *Caribous*, given to the Indian Air Force by the US Army, were evaluated for several months in the rugged mountain territory of India's northeast frontier. During the trials, the *Caribous* amply demonstrated their STOL characteristics by operating in and out of airstrips as short as 300 yards at an altitude of 14,000 feet. As a result of this impressive performance, the order was placed. 

Air Commodore I. R. Latif receives the first of 16 *Caribou* logbooks from Mr. P. C. Garratt, chairman and managing director of de Havilland.



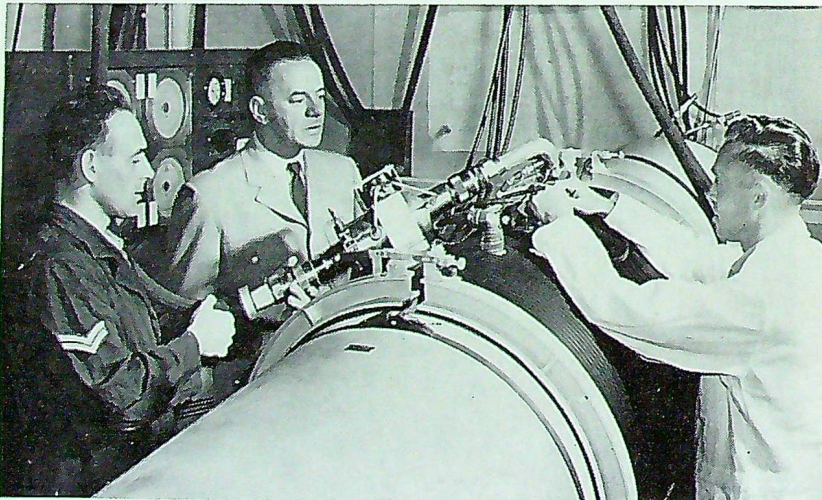


Arranging for SAGE test, F/L W. B. Calver confers with F/O M. Eagleson and LAC W. Becker in La Macaza operations room.



"Open Sesame" shouts WO II A. I. Jam will open th

The missile maintenance control officer watches Cpl. G. Mongeoh and LAC E. Kofoed clear a snag on a BOMARC ram-jet engine.



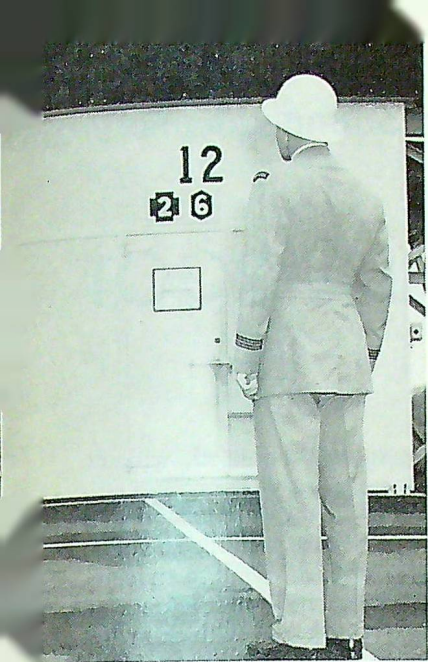
A DAY MISSILE M. CONTRO

Photostory by F/L R. E. ME

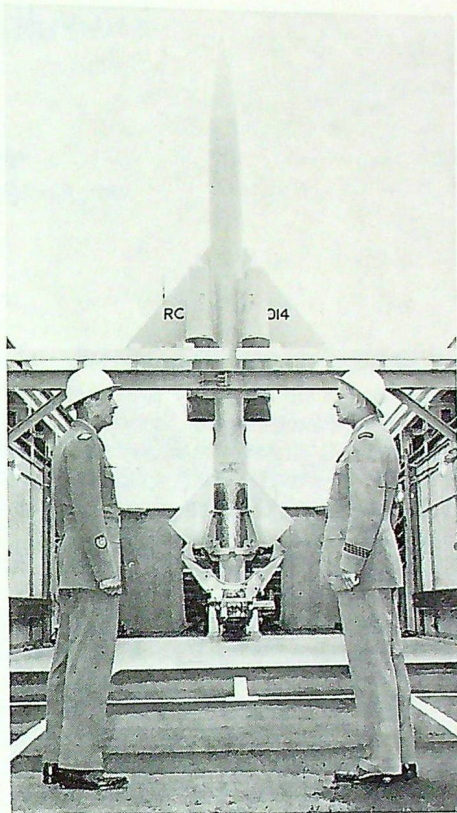
Flight Lieutenant W. B. Calver at RCAF Stn. La Macaza and F/O S. A. Money at North Bay are the only two missile maintenance control officers in the RCAF.

Missile maintenance control is a comparatively new task, brought into existence with the establishment of the RCAF's two Bomarc bases. At their respective squadrons, F/L Calver and F/O Money are responsible for ensuring that the Bomarcs are "go".

Each Bomarc must be inspected

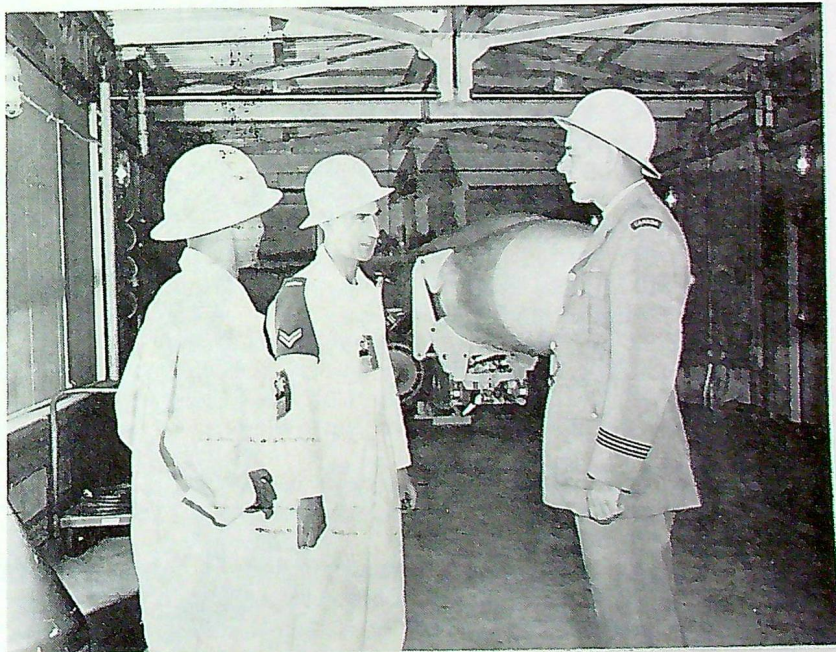


F/L Carver wonders if the magic words ding doors.



"But I thought you brought the matches!"

F/L Calver directs Cpl. J. Daly and LAC J. Lawrence to make final test preparation.



WITH A MAINTENANCE OFFICER

and CPL. R. R. WAGNER

on a regular basis and a missile inspection requires as many people and as much equipment as an aircraft inspection. Airframe, aero-engine, telecommunications and system technicians swarm over the "bird" bringing with them a wide variety of test equipment. Within a few weeks personnel of the armament trade will have an added responsibility when they attach the first atomic warheads to the Bomarc missiles in Canada.



THE ARGOT

"Boy, some of these documents need revision. This one postulizes the effects of a nuclear attack. It infers that insofar as retaliation is concerned"

The remark set me thinking, not about a nuclear attack but about "postulizes" and the speech habits of some of our air force people. To me this abuse of the English language was far more significant than any hypothetical nuclear attack. In vain I argued inwardly that words as ugly and picturesque as "postulizes" make English a living language, that misuse is not necessarily abuse.*

I mulled over the problem for some time and came to the conclusion that before I could fairly condemn anyone for using "postulizes" and misusing "infers" I should, in keeping with air force practice, document my case. I lurched to my feet and sidled out the door into the corridors of AFHQ, called variously by its inhabitants the headshed, glasshouse, rabbit warren and a host of other euphemisms for madhouse.

I cornered the first corridor-creeper** I encountered and, giving him no time to compose himself, barked, "What are your views on argot?"

"Well, uh, I'm a transport type; haven't any really; never been in Maritime Command. But if you can believe our sea-gulls it's a good bird — many-eyed and all that sort of . . ."

"No, no!" I interrupted, "Not the *Argus!* Argot, jargon, trade-talk, Billingsgate, cant."

As I reeled off Roget's series of

synonyms, a furtive look came into his eyes. He edged warily past me, mumbled something to the effect that he had urgent business, and took off down the hall, glancing pityingly at me over his shoulder.

My zeal somewhat dulled* by both the ignorance of my fellow officer and his shoddy treatment of me, I slunk into the nearby office of S/L Bramble. "What is your opin-

ion of jargon?" I blurted, without even saying good morning.

"Jargon?" He looked puzzled, and then added, "I don't think its vogue will last long. After all, you can't compare it to a girl's best friend."

I had not reckoned with the wide knowledge of this brilliant officer, who had been an acting squadron leader for 15 years. Of course, I said to myself, zircons from Ceylon are called jargon.

Not wishing to betray my mental lapse, I muttered something about the strain that the purchase of jargon was putting on our foreign ex-

*Members of the RCAF who are accustomed to using this word only with tool may substitute degraded.



* For a similar view, see any government pencil: "Mauvais usage, c'est gaspillage."

** A species of military officer that roams the halls of AFHQ. Usually carries a piece of paper to convey the impression of purposeful visiting.

Signifying Nothing, Jargonwise

By WING COMMANDER A. R. HAINES, DFC

change. As I was about to change the subject, the telephone rang and provided me with a legitimate excuse to break off our conversation and leave. Before the door closed softly behind me, I heard my erudite friend on the planning staff say, "It may be debatable if Canada should be in Europe, but there can be no question as to whether or not Canada will remain part of North America."

I was sure that only this man (and the staff paper from which he was quoting) could have stated Canada's position so succinctly and logically.

"Per Ardua Ad Astra," I whispered, and determined to press on with my personal poll. My next contact came at me with a question first. I noticed that he was clutching a few papers in his hand, but I had no time to take in further detail before he held up to view something that looked like a Rorschach ink-blot test.

"How about that?" he bubbled, completely ignoring my greeting. It was obvious that he was making a great effort to restrain his enthusiasm for this achromatic blob.

I was nonplussed.

"Something your child painted in kindergarten?" I ventured. Feeling that this was inadequate, I added, "I like that sweeping curve in the lower right corner."

"That curve," he said scornfully — and I could tell he thought I was an idiot, "that curve is the south bank of the St. Lawrence as it

sweeps around the Gaspé Peninsula."

"Never was much good at geography," I apologized. "You can't expect a Vancouverite to recognize anything east of Chilliwack."

"Well," said my learned friend, "this is a photograph of eastern Canada taken by Tiros."

He had me there. Who the devil was Tiros? The topographic counterpart of Karsh? I covered up by saying that it was an unusual picture.

"Unusual!" He curled his lip and went on, "It's priceless. Just think what this means to mankind!"

I wanted to get away before he plumbed still further the depths of my ignorance. I could only think that unless mankind was a bit more perceptive and appreciative than I, the picture wouldn't mean a damn thing — not with PLAYGIRL available at 50 cents a copy. I almost said that it might be more meaningful in colour, but checked myself in time.

"Yeah," I said aloud, "it certainly is significant. Opens up all sorts of possibilities."

In the lull that followed my last remark, I inched away. Just as escape seemed sure, Tiros' advocate thrust another paper into my unwilling hand.

"If you want to know more about satellites, read this article at your leisure," he said in parting.

I summed up my crusade to date. So far I had created one impression of insanity and two of ignorance. I

was discouraged but not yet ready to give up.

"Hi!" I said to one of the "met" forecasters coming towards me. "What are you forecasting tomorrow?"

His eyes lighted up like two theodolites on a dark winter's night. "Weather conditions look good for flying purposes, if that's what you want to know."

I winced slightly as he went on: "In the case of ice, there's no sweat; temperature conditions are too high."

What a mixture there would be, I thought, if temperature conditions weren't favourable — ice and sweat in the same case. It was too much for me. Obviously there was nothing to be gained by asking his opinion of jargon: but with traditional RCAF tenacity I pressed on regardless.

"What do you think of argot?" I said suddenly. And just to prevent repetition of the *Argus* bit, I gave argot its alternative^o pronunciation.

"Didn't know you were interested in football. Well, I think that Parker should give them the lift they need. Insofar as their passing attack is concerned . . ."

His voice trailed away as I hurriedly took off, like a diuretic naval officer running for the heads.

Back in the relative sanity of my office, I assumed the normal thinking position of officers in AFHQ: feet on desk, chair tilted back, eyes closed. Why, I asked myself, do I have to be different from many of my fellows? Why do I say "cloudy" when what I mean is "cloudy conditions." Or "the aircraft flies well" instead of "insofar as the aircraft is concerned it has good flying characteristics"? Why, I moaned, do I sacrifice prolixity for conciseness? Why would I write "DBOB said that a decision would soon have to

^o English for RCAF alternate.

be taken to replace the *Sabres* used by the Silver Sparrows” when any intelligent secretary of a committee would write “DBOB stated that a decision seemed possible of being required before long as to a replacement aircraft for use by the Silver Sparrows” Or again, “We need an elevation computer” rather than “The answer to the question as to whether or not the elevation computer is required is in the affirmative”?

Unable to come up with a satisfactory answer to my problem, I reached for the article my friend had forced on me. It was titled, “The Impact of Science on the Art of Warfare.”

After reading it, I was disturbed by one phrase that kept popping into my mind: “You will all have seen pictures* of the snaring of these capsules by an aircraft as it floated down by parachute. This has been achieved on at least five occasions and on a number of others, (sic) the capsule has been recovered from the ocean.”

Perhaps you can understand why the picture haunted me — a big aircraft floating down by parachute and on its way snaring a capsule — and doing so at least once and on a number of other occasions. Here was a picture more vivid than Tiros’ photograph of a river. It was enough to lift the article out of the realm of science. It seemed to me that the article could well have been titled “The Impact of Science on the English Language.”**

“That’s it!” I said to myself. No more thought of jargon or gobbledeygook. As I lowered my feet from

the desk, I looked up and saw my group captain staring fixedly at me.

“There has been some confusion and conflict of opinion as to the formation, utilization and even the necessity of CEU. What do you consider to be the purpose of CEU?” he barked.

I was caught off guard. The thin veneer of academic training dropped from me as humility drops from a newly created air officer.

“First, to maintain a solid nucleus that can be expanded in the most rapid manner in the event of an emergency, and, second, to be prepared to undertake, with the least possible delay, any work of a security nature, or any other project, that may be deemed necessary and

delegated to CE,” I heard myself say. My voice sounded far away, as if not I but someone else were giving an automated, pre-conditioned response.

The group captain’s stern look softened momentarily.

“At last,” he said, “you are beginning to talk like an air force officer. Now what’s all this nonsense you were asking about argot a bit earlier?”

I began to slaver. My eyes rolled back and I threw myself onto the floor, where I lay twitching violently. “Argot!” I said wildly. “Argot? Why, Maritimewise, it’s the best aircraft there is. With Parker at the controls, it’s bound to be a winner.”



* Not taken by Tiros, who, I have since discovered, was an old photographer from Tyre. He took purple pictures and died shortly after changing the spelling of his name.

** There is no corollary; for obviously the English Language has made no impact on science.

THIS IS YOUR PAID-UP INSURANCE

By MR. J. C. CARROTHERS
Secretary-Manager, RCAF Benevolent Fund

MARK Twain assured us that we can all look forward with absolute certainty to both death and taxes. Even if we cannot be sure of anything else, we must all learn to expect the unexpected. For this reason none of us who has served or is serving with the RCAF can be sure that he will never need the help of the RCAF Benevolent Fund. Each year since World War II some 2000 families have received help from the fund. Will yours be one of the 2000 next year? You hope not, but you certainly can't be sure.

The RCAF Benevolent Fund has been likened to an insurance plan. The initial premium was paid largely by surplus funds from World War II messes and canteen profits. The continuing premiums are met by voluntary contributions of one per cent of gross sales by all RCAF messes and institutes, together with donations from others interested in the work of the fund. As all the items purchased in these service facilities are made available at not more than the prevailing outside prices, contributions to the fund do not directly cost the serviceman anything.

What of the benefits? Unlike most insurance policies, the fund doesn't pay out fixed amounts in fixed circumstances. Each application is considered on its individual merits and the disbursement is set at the amount considered necessary to stabilize the family's financial position so it may meet its future needs without help. Also unlike most in-



S/L E. R. B. Gray, the CadO at RCAF Station Rockcliffe, interviews an airman regarding a loan.

urance policies, this one never expires. Once a person has served in the RCAF he remains eligible to apply to the fund for the remainder of his life; after he has gone, his spouse and dependent children retain this eligibility. In effect, it is like having a paid-up insurance policy. Thus, while a serving member of the RCAF is eligible, more important is the fact that after release or retirement, when he is more likely to have financial troubles because of increasing age and reduced income, the eligibility he earned while in uniform is retained.

EXAMPLES OF ASSISTANCE

The following typical cases illustrate some of the ways in which

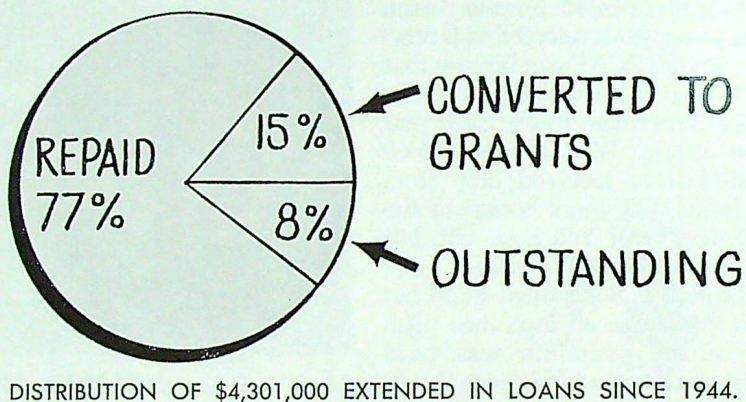
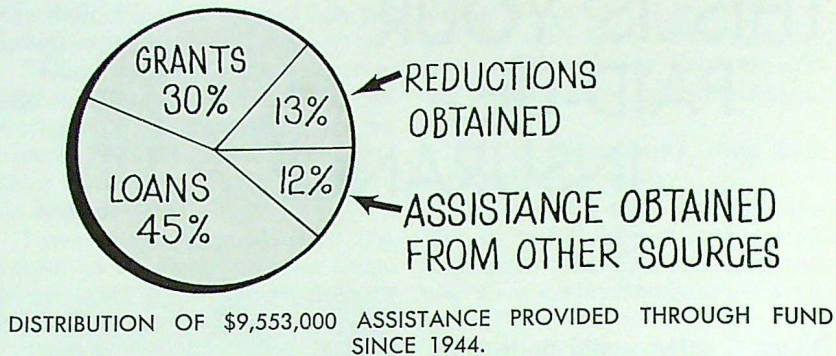
the fund provides help:

1. An RCAF veteran is married to a former member of the RAF Women's Division. They have five young children. Because of a serious heart condition the veteran has had to discontinue employment and War Veterans Allowances have been approved by the Department of Veterans' Affairs. Unfortunately, debts of almost \$3,000 were outstanding and the applicant was under considerable pressure from many of these creditors. He approached his local Benevolent Fund Committee who managed to sort out his financial affairs for him. His mother was in a position to provide some help which was augmented by grants from the RCAF Benev-

olent Fund and the RAF Benevolent Fund. Negotiations were then undertaken with the various creditors and all the pressing debts were settled for him at reduced figures. As a result many of his worries are removed, thereby giving him a better opportunity to recover from the heart disability and, it is hoped, to become self-sustaining again.

2. For several years a serving airman has been put to considerable expense as one of his children is a cerebral palsy victim. Weekly therapy at a local hospital, monthly visits to a distant metropolitan hospital and heavy medical bills resulted in the airman's borrowing much more money than he could to repay from his income, particularly while these expenses continued. He approached his Unit Benevolent Fund Committee who undertook to help him re-organize his finances. On their recommendation the fund provided grant and loan assistance sufficient to restore the budget to a balanced position. In addition, they ensured that the applicant received all available public and private welfare entitlements for the disabled child.

3. Shortly after World War II an air force veteran received a loan from the fund to help him with the expenses of supporting his family while he completed a university education. Following graduation he became established in one of the professions and repaid his loan on schedule. Unfortunately, one of his four children was born with a congenital heart ailment and corrective surgery was necessary at a distant clinic. The outlay for medical, hospital, travelling and other incidental expenses came to almost \$2,000 — a sum beyond the veteran's immediate financial capacity. Loans totalling \$813 were advanced to help in the settlement of the accounts. In less than two years the veteran repaid this loan and it is understood his child has made a



complete recovery.

4. An airman purchased some household appliances. As he found it difficult to maintain the payments, he requested the dealer to repossess the articles and cancel the obligation. This was done but the applicant neglected to demand the return of the promissory notes so that they could be destroyed. It later developed that the dealer had sold the promissory notes to a finance company. Subsequently, the dealer went into bankruptcy, leaving the applicant under legal obligation to meet the promissory notes. A lawyer was engaged and following a court hearing the applicant

was ordered to pay one-half of the original claim. The lawyer was of the opinion that this judgment could not be defeated or defended as it was based on the promissory notes which were signed by the applicant and duly transferred for valuable consideration to the finance company. To assist the applicant with this and some other debts, the fund provided a grant of \$280 and a loan of \$600, the latter to be repaid at the rate of \$25 per month.

ORIGIN OF FUND

In 1934 a trust fund was set up to assist RCAF personnel and their dependents in need of financial aid.

In 1944 it was superseded by the RCAF Benevolent Fund incorporated by federal charter. The capital was obtained from the original trust fund and from surplus profits of World War II canteens and messes, plus the RCAF share of the naval prize money to a total of \$4,433,712. Since then contributions, largely from RCAF messes and institutes, have totalled \$1,678,857, while income from investments amounted to \$1,724,106. At 31 Dec. '62 the capital of the fund stood at \$3,711,527.

Since the fund was incorporated it has expended almost seven and a half million dollars on over 50,000 applicants in the form of loans and grants. When the value of reductions obtained on settling debts and the amount of assistance obtained from other sources is added to this, the direct cash benefits to applicants total almost ten million dollars.

HOW TO APPLY

Applicants initially file their applications with an RCAF Benevolent Fund Committee. There is a committee established at each

RCAF station to deal with applications from serving personnel. These committees usually consist of three or four persons and normally the chief administrative officer and the senior accountant officer are included. Former members of the RCAF apply to their nearest civilian committee. These committees are established in all the principal towns and cities throughout Canada and, with the exception of full time offices maintained in Montreal, Toronto and Vancouver, they are manned by dedicated volunteers. The name and address of a committee chairman for any area may be obtained by calling or writing the nearest DVA office, RCAF Association wing, Canadian Legion branch, RCAF station, or the head office of the fund at 424 Metcalfe St., Ottawa.

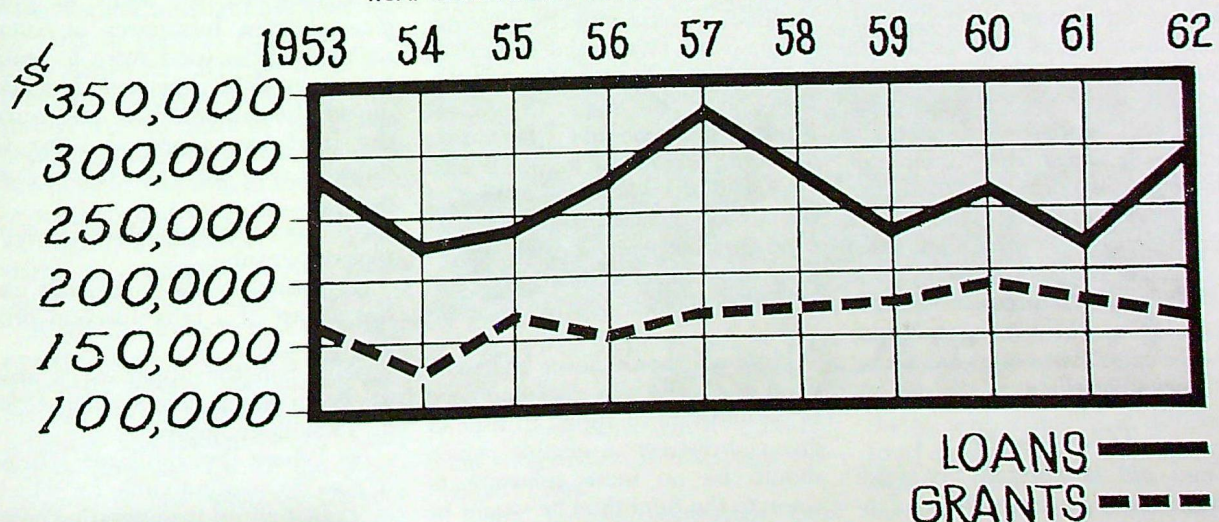
On completion of the application form, which is designed to set out the extent of the problem in an orderly fashion, and after investigation and verification the committee forwards the application with covering data and recommendation to the head office in Ottawa. In emer-

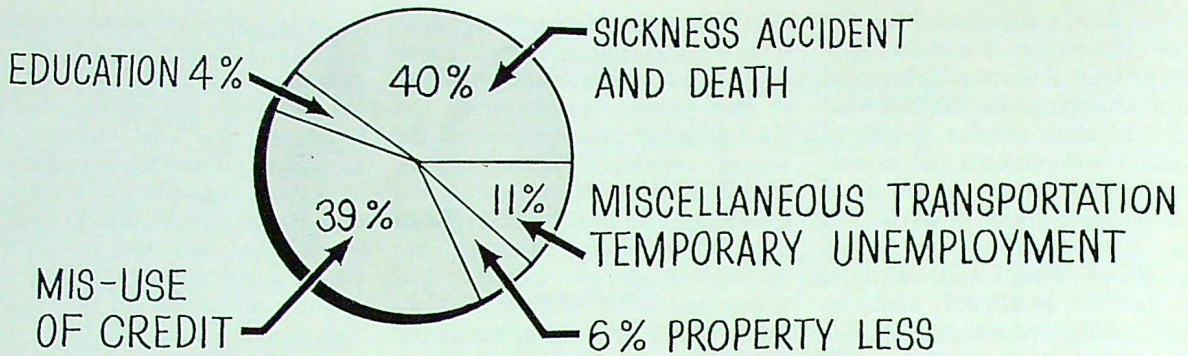
gency situations the local committee has the authority to advance or guarantee up to \$150. Otherwise all decisions are made at fund headquarters. This ensures that applicants all receive the same consideration, regardless of their location. It also ensures that in addition to receiving help and advice from the local committee regarding other benefits obtainable in that region, the experience of the head office staff regarding national benefits is also available.

CASE DECISIONS

All applications received at head office are reviewed by the Central Claims Committee, consisting of four members each of whom is an RCAF veteran. Decisions involving awards totalling \$500 or less to any one applicant are made by this committee. Awards totalling over \$500 must be approved by a five-man executive committee drawn from the fund's board of directors. There are 20 directors, elected annually by the 100 members of the corporation. At least once a year the members and directors meet to review

RCAF BENEVOLENT FUND AWARDS 1953-62.





UNDERLYING CAUSES FOR ASSISTANCE — 1962.

the activities and organization of the fund and to formulate new plans.

One of the more interesting aspects of the RCAF Benevolent Fund is that as far as possible there is "a policy of having no policy". Each application for assistance is treated on its own merits. Two applications, revealing the same source of trouble and identical debts could well be handled in totally different fashions. It would depend upon the potential means of the applicant to meet his obligations. If the applicant has the resources, then aid from the fund is not required. If the resources are adequate but not immediately available, assistance by way of a loan would likely be provided. If neither of these apply an outright grant award will likely be extended. In all cases, however, the principle of self-help is employed; that is, the fund helps applicants only to a point where they can then help themselves. Experience shows that to go beyond this tends to create a dependent attitude, and help under these circumstances often has a long term negative effect.

COUNSELLING

Fund aid is normally twofold: financial aid and counselling. Em-

phasis is placed on the latter not only to ensure the effectiveness of the former, but in an effort to have the family arrange its financial affairs so it can meet its future needs, as far as possible, without help. Reference to the accompanying charts will disclose that well over a third of the financial help extended in 1962 resulted from misuse of credit. This percentage has been increasing each year until now it has reached an alarming proportion. The sad part about this is that all the difficulties which devolve on the families who over-extend their credit could so easily have been avoided. Correction in these cases not only involves a good deal of family counselling and administration on the part of the Benevolent Fund Committee but tremendous amounts of self discipline and change in the spending habits of the families concerned. While credit used properly can be very beneficial, experience shows that credit abused imposes a very heavy penalty.

Fund aid should never be looked upon as charity, nor does one need to be destitute to apply. In time of financial distress an eligible person should be no more reluctant to come to the fund than he would be

to see his insurance agent after his house has burned down. Indeed, fund workers encourage applicants to discuss their financial problems with them before they become large problems. They point with pride to the fact that many of their best cases have never even reached the head office of the fund. They have been able to solve them locally, using community resources and knowledge, because they were recognized and dealt with early.

Obviously there are some cases where the fund has to refuse assistance. Some of these are:

(a) Requests for loans to purchase homes, businesses or automobiles. If the fund were to enter into these fields, its capital would quickly be exhausted (in rare cases the fund has approved loans to disabled veterans for these purposes.)

(b) Continuous assistance to supplement income.

(c) Casual meals or lodgings unless a part of a rehabilitation program.

(d) When the applicant is able to obtain the necessary help from his immediate family.

(e) Where the applicant refuses to give up an automobile for which he cannot afford the operating costs

and which is not essential to his employment.

(f) The complete cost of an educational program. However, educational loans (and grants in some cases) are considered in limited amounts to augment students' part-time earnings and parents' contributions.

(g) Medical and funeral expenses beyond the requirements of the applicant.

DEBT CONSOLIDATION

Many requests for loans to consolidate indebtedness are received by the fund. It has been found that in most cases debt consolidation does not provide the benefits expected from it. In too many cases

the person who has received a debt consolidation loan feels he has been freed of debts and proceeds to take on new obligations. Soon he is in a worse financial predicament than he was when he consolidated his debts. Only by facing up to the penalty of having to "cut the cloth according to the bolt" can those who are debt-prone learn to avoid incurring unreasonable debt loads. For this reason the RCAF Benevolent Fund does not consider assistance for complete debt consolidation, except in rare cases where the applicant is unable to meet his indebtedness in any other way.

Tribute is owed by all RCAF personnel, past and present, to the army of volunteers throughout Can-

ada who make up the fund's civilian and service committees. These individuals take time out of their busy lives to concern themselves with the financial problems encountered by others. Without their help and the active co-operation of the RCAF Association, the Royal Canadian Legion, and the Department of Veterans Affairs, the RCAF Benevolent Fund could not have established the record it has in relieving distress and promoting the well-being of so many members and former members of the RCAF and their dependents. Fund officials stand ready and willing to assist when needed, determined to maintain their boast that no worthwhile case has ever been refused. ☉

A TREE GROWS IN THULE

WHEN an RCAF team went to Greenland in August 1962, to conduct a two-month project on measurement of infrared rays at high altitudes, its members like all good military men tried to make themselves at home in unfamiliar surroundings.

Coming from a land of huge forests, the Canadians are constantly alert to prevent forest fires, so they strove to carry on their fire-prevention efforts in Thule. They staked out an area as the Thule National Forest and posted appropriate signs warning of the dangers of unquenched camp fires and unextinguished matches. But something was missing — trees. Thule hadn't one in the entire expanse.

After an absence of some eight months, the team came back to Thule for another two-month tour of duty. With them they brought a fir tree and several pieces of sod which they set up at the headquarters of No. 4683 Air Defense Wing USAF. The RCAF personnel



F/L C. Fortin (left) and F/L F. Dyer (right) show Thule State Park to the commander of Thule Air Force Base.

then posted signs which indicated that their tree was the Thule National Forest.

Their anti-fire campaign con-

tinues, with a small but discernible focal point. "It's a huge success," says F/L J. F. Dyer. "There hasn't been a single forest fire to date."

SAGA OF THE NORTH-WAC MESS

By
FLIGHT LIEUTENANT A. W. CASHMAN
No. 18 Wing HQ (Aux.) Staff Officer
Public Relations



Old Bill the Bartender (William Weir) went into retirement along with the North-WAC Mess. He and his pal behind the bar were post-war fixtures.

Its great days and nights behind it, the old Northwest Air Command Officers' Mess in Edmonton closed its doors forever this summer. Wreckers have achieved in a few days what the Royal Canadian Air Force, the Canadian Army and detachments of friendly forces failed to do in 23 years.

Built hurriedly on the Edmonton Municipal Airport, to a plan and a standard that produced thousands of buildings for the British Commonwealth Air Training Plan, this one managed always to be unlike any other. It burst into full roaring life along with the Northwest Staging Route and the Associated Land-line Communications Unit. It was

the "last chance saloon" for people bound for the Yukon, Alaska and Russia. It was a gathering spot for the bush pilots who drove *Ansons* for No. 2 Air Observer School, many of whom had helped pioneer the Staging Route in the 1930s. Through its portals passed officers of the United States Army Air Corps, the Soviet Air Force and diplomatic personnel of many nations.

When the war ended and most messes withered and died, the North-WAC mess took on fresh life and vigor. The RCAF's post-war plan deployed important people and formations at Edmonton. The mess retained its war-born character, and gained a new distinction.

It was perhaps the gayest social gathering place in post-war Edmonton.

In the 1950s its name was changed to Joint Services' Mess. It was now shared jointly by the two major headquarters formations of western Canada: Tactical Air Command and Western Command (Army). The fashion experts insist that blue and brown don't mix, but they mixed just fine in the Joint Services Mess. Then, in 1957, Western Army Command got its own mess. Tactical Air Command disappeared with changing military times and the transfer of the Northwest Staging Route to civilian control. More and more RCAF operations moved from the Edmonton

Municipal Airport to Namao, and the old mess was a pretty quiet place at the end, except on auxiliary pay nights.

The post-war period was presided over by William "Old Bill" Weir, one of the best-known barmen in the RCAF. "Old Bill" was hired away from an army mess in 1946 and served, literally and figuratively, for 17 years, although he was very slow at serving ladies who invaded his bar. "Old Bill" went into retirement along with the mess.

The present chief of the air staff and his predecessor, A/MS "Larry" Dunlap and "Hugh" Campbell, were both members of the mess as AOCs North-WAC. The roll of members also included such well-known personalities as A/V/M "Tommy" Lawrence, A/V/M "George" Howsam, A/C "Bus" Gordon, A/V/M "Ken" Guthrie, A/C "Walter" Bennet, A/C "Shell" Coleman, A/V/M "Gordie" Kerr, A/C "Max" Martyn. The army contributed the outstanding personalities of Generals Worthington, Penhale and Vokes. There were many others, un-

known perhaps to press and public, but famous throughout the service for their contribution to the unique camaraderie of the officers' mess.

At least one story must be told if future generations are to understand why the last PMC, F/L S. S. Kuchawlski, sent out a letter to the members beginning: "It is with deep regret..."

It is a war story, the recollection of Mr. Basil Dean, now publisher of the Edmonton Journal, and in the later stages of the war, the public relations officer for North WAC. Mr. Dean's story points out something that must be understood. The members of this mess felt much more "operational," much closer to the war, than those who belonged to lesser messes. That was because Wendall Wilkie, and Russian generals, and people who didn't turn up anywhere else were always arriving at the Edmonton airport. The sudden appearance of three Russian generals in January 1945 set off a night that Mr. Dean likes to remember.

Some of the members decided it

would be a great idea to invite the Russians to a mess dinner, shoot the limited wartime liquor supplies on a gala party, and the atmosphere thus created would so relax the visitors that they would tell the "inside story" of what was happening in Russia.

The party itself was one of the most rousing successes in the history of the mess. Unfortunately no one learned anything about Russia. The generals would not let on they could understand English, although S/L Dean noticed them reading the day's newspapers with interest. The rations disappeared at jet speed as the hosts tried manfully to match the awe-inspiring capacity of the visitors. By and by the visitors gave them a Russian dance and a song — in Russian — but not one word of what they were after. The next day the hosts were much sadder but, alas, no wiser.

Last June No. 18 Wing officially closed the mess, and it's rumoured the orderly officer had to wake up some of the mourners before he could lock the door for the last time.

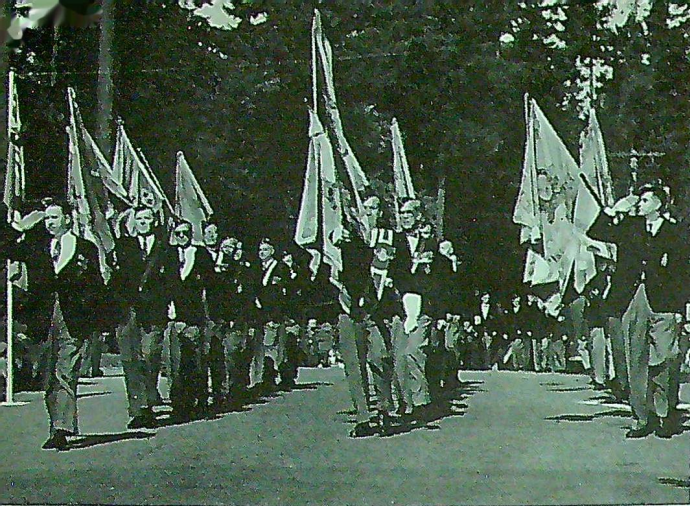


COMMUNITY RELATIONS IN FRANCE



Eighty-five mayors or their representatives and their families from communities in the Grostenquin area of France recently visited No. 2 Wing as guests of the RCAF. The tour was arranged as part of that unit's noise education program.

The group was shown the CF-104 *Super Starfighter* both on the ground and in the air. Other static displays were used to help explain steps taken by the RCAF to alleviate the problem of jet noise to civilian population living adjacent to air force bases.



RCAFA colour party (left) and flight of serving airmen (right) march past reviewing stand as Maj. Gen. G. R. Pearkes, V.C., B.C. lieutenant-governor, takes salute following dedication ceremonies at air forces' Garden of Remembrance in Stanley Park.



VANCOUVER CONVENTION REVIEW

BY SQUADRON LEADER A. T. PATON, DFC
Editor, *ROUNDEL*

AIDED by beautiful weather, the natural scenery of the Pacific coast and man-made setting of the Bayshore Inn, a comparative handful of Vancouver members hosted the largest RCAF Association National Convention on record during the last week of September. After three days of business sessions, addresses by distinguished guests, tours and social events, approximately 400 delegates and their wives dispersed to all ten provinces well satisfied that the 13th annual general meeting had been an outstanding one.

Opening ceremonies in the convention hotel, with the invocation given by the RCAFA's two honorary chaplains, Rt. Rev. Bishop I. A. Norris (P) and Rt. Rev. Monsignor J. E. A. Charest (RC); and a parade led by National President P. F. Connell, DFM, to nearby Stanley Park's Garden of Remembrance for a memorial and dedication service highlighted the first morning's

formal events. Two Douglas fir trees and a bench were presented to the Vancouver Parks Board for installation in this lovely garden, created shortly after World War II as a "living memorial" to Commonwealth airmen and women who did not come home.

Returning to the Bayshore, delegates and their wives were luncheon guests of the province and welcomed officially by B.C.'s lieutenant governor, Maj.-Gen. the Hon. G. R. Pearkes, VC. Delegates then got to work on the resolutions agenda (full report of which will be distributed to the wings by the national office).

Friday morning's business session was followed by a comprehensive briefing on North American Air Defence Command by A/V/M M. D. Lister, NORAD deputy chief of staff operations, who flew from his Colorado Springs headquarters especially to address the conven-

tion. Inclusion of this item on the program is in line with the RCAF's policy of keeping the Association as fully informed as possible on the current military status. A/V/M Lister stressed the fact that NORAD is a completely integrated US-Canadian command dedicated to the aerospace defence of this continent.

Guest speaker at the annual banquet that same evening was the Hon. Roger Teillet, Canada's minister of veterans affairs, himself an air force veteran and a member of No. 500 (Winnipeg) Wing. Mr. Teillet reviewed our country's foreign policy, reiterating the fact that it is based upon the continued support of our international alliances.

Air Marshal C. R. Dunlap, CBE, chief of the air staff, personally presented the RCAF's two annual awards to the 1963 winners on Saturday. Recipient of the "Member

of the Year" Award was G. M. Gradwell, past president of No. 700 (Edmonton) Wing. Named the "Wing of the Year" was No. 306 (Maple Leaf) Wing, Montreal, on whose behalf wing president G. Johnston accepted the award. Retiring national president P. F. Connell then presented the RCAFA bulletin awards to No. 700 Wing president J. Frost of Edmonton for "Jet Stream" ("A" category) and to No. 445 (Austral) Wing president K. Cook of Toronto for "Scramble" ("B" category).

More fraternal delegates and wives attended the Vancouver convention than ever before. In addition, several past presidents of the Association, headed by re-elected Grand President A/M W. A. Curtis, CB, CBE, DSC, ED, took an active part. Honorary chairman of the convention committee was A/V/M K. M. Guthrie, CB, CBE. Also in attendance throughout the sessions were retired A/V/Ms G.E. Brookes, CB, OBE, A. L. Morfee, CB, CBE, and immediate past president L. N. Baldock.

From the welcoming reception at the RCAF Kitsilano site officers' mess on Wednesday evening to the group "at homes" Saturday night at the Bayshore, social events were interspersed throughout the program. Thursday's host wing reception at RCAF Stn. Vancouver featured an authentic Chinese fashion show; the RCAF Training Command Band provided music for the "Thunderbird Ball" on Friday (as well as for the more ceremonial occasions); and the awards luncheon on Saturday was held on Vancouver's floating restaurant "Lady Alexandra." While their husbands were engaged in business sessions, the ladies were entertained by such attractions as a boat trip up Burrard Inlet, a TCA courtesy flight and a bus tour of Vancouver.

Summing up the reaction of all the visitors as they prepared for an



Convention committee honorary chairman A/V/M Ken Guthrie (ret.) welcomes national president and Mrs. P. F. Connell, Saint John, N.B., to Vancouver.



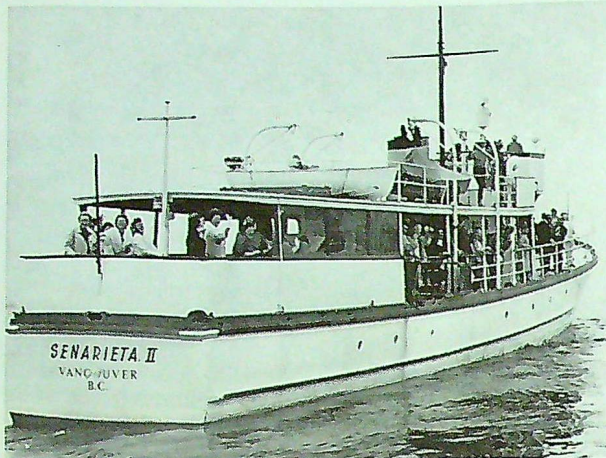
"Member of the Year" winner Geoffrey Gradwell, past president of No. 700 (Edmonton) Wing, receives award from A/M C. R. Dunlap.



"Wing of the Year" award is accepted on behalf of No. 306 (Maple Leaf) Wing by President Donald Johnston.

Vancouver's Chinese community assisted No. 802 host wing entertain convention at RCAF Stn. Vancouver. Here delegates Morris Holender, No. 703 (Red Deer) Wing; Jack Wilson, No. 252 (Fredericton) Wing; and Russell Turner, No. 602 (Saskatoon) Wing examine the costumes modelled by Jeanne Yuen and Georgina Fong.





Delegates wives were entertained at Stanley Park coffee party, TCA familiarization flight and Vancouver harbour cruise aboard this private yacht.

early Sunday morning departure, A/C G. G. Diamond, AFC, chief of personnel services at AFHQ, said: "Chairman Stan Wootten and the members of No. 802 host wing committee are to be congratulated on the excellent arrangements which undoubtedly contributed to the success of this convention."



W/C T. J. MacKinnon, CO of RCAF Stn. Vancouver, admires "platinum pig" awarded to A/M W. A. Curtis (ret.) RCAFA grand president, by Toronto wing delegates.



Quebec group president Gordon Shaw presents toque and scroll to Bill Hamilton, former postmaster general. Alberta liaison officer F/L M. A. Labrosse looks on. Provincial themes and food were featured during "at homes" such as this.

1963-64 National Executive Council

Air Marshal Hugh Campbell, CBE, of Ottawa, who retired from the service as chief of the air staff just over a year ago, was elected national president of the RCAF Association at the 13th annual convention in Vancouver. He assumes the chair of a National Executive Council, partially elected at the

same meeting,* in accordance with the revised constitution adopted at the Halifax convention in 1962.

Re-elected as Association grand president was A/M W. A. Curtis, CB, CBE, DSC, ED, of Toronto, who was chief of the air staff when the Association was formed in 1948.

The following is the composition of the 1963-64 Council:

* Group Directors (previously elected by group conventions): A. T. Goodwin, Atlantic; J. A. Bardsley, Atlantic; G. K. F. Shaw, Quebec; L. J. Schedlin, Ont.; D. C. Gillies, Ont.; R. Purdy, Sask.; T. Penton, Man.-N.W. Ont.; R. J. Gray, Alta.

Grand President: A/M Curtis.
National President: A/M Campbell.

Vice-President: G. E. Penfold, Toronto.

Directors (two-year terms): H. M. Bell, Winnipeg; Miss Beth Rowand, Edmonton.

Directors (one-year terms): K. N. Harnum, St. John's, Nfld.; G. A. Ault, QC, Ottawa; S. H. Wootten, Vancouver.

W.D. Rep (National): Miss Kay Fortune, St. John, N.B.

Immediate Past President: P. F. Connell, St. John, N.B.

A MESSAGE FROM THE NEW PRESIDENT



First of all, I wish to thank the delegates to the Thirteenth National Convention for the signal honour you have bestowed on me by electing me to the high office of National President. I wish to assure all members that I appreciate deeply the great compliment that they have paid me and will assume the presidency conscious of the many responsibilities of this office.

The attainment of our Association's aims and objects as discussed at the convention is the primary task confronting every one of us, and, if we are to continue to make any real progress in their realization we must expand our membership on a truly national scale. Concentrated effort to contact personally all former members of the RCAF throughout the country who are not members of our organization shall become our first national undertaking. By acquainting them with our ideals through friendship and persuasion we can expand our membership to a more desirable level.

Over 260,000 former members of the RCAF live in this great country of ours, many of whom are not aware that our organization exists. If each of us sets as an objective to sign up one new member

our membership will rise to 25,000 by this time next year. As an organization we gain strength by the quality and diversity of our membership and if we achieve this figure we are well on the way to achieving greater national stature as the spokesmen of the Air Force veterans.

However, to be successful in this undertaking we must present the prospective member with many avenues of interest to consume his energy. New ideas, particularly those concerning all types of Association activities with special emphasis on truly national projects will be welcomed by all members of the National Executive Council. Our organization needs continued efforts to enhance and stimulate its vitality and I would appreciate any suggestions at any time.

As I assume the responsibilities of office I would ask all members of our organization to give me the support which you have so ably given in the past. In turn I shall dedicate myself to the advancement and prosperity of the RCAF Association.

HUGH CAMPBELL,
National President

New national executive council members elected at the 13th annual convention of the Association in Vancouver: (l. to r.) R. J. Purdy, Regina, Saskatchewan group representative; Miss Elizabeth Rowand, 700 Wing, Edmonton, director; G. Penfold, 437 Wing, Toronto, vice-president; Miss Catherine L. Fortune, 250 Wing, Saint John, N.B., national Women's Division representative; H. M. Bell, 500 Wing, Winnipeg, director; G. A. Ault, 410 Wing, Ottawa, director. Back row (l. to r.): D. C. Gillies, 404 Wing, Kitchener-Waterloo, Ontario group vice-president; R. Gray, 702 Wing, Lethbridge, Alberta group representative; L. J. Schedlin, Toronto, president, Ontario group; T. Penton, Brandon, Man., Manitoba-Northwestern Ontario group president; K. N. Harnum, 150 Wing, Saint John's, Nfld., director; A. Goodwin, 253 Wing, Moncton, N.B., Atlantic group president, and G. K. F. Shaw, 306 (Maple Leaf) Wing, Montreal, Quebec group president.



Letters to the Editor

SENNETERRE WINS

Dear Sir:

You might be interested in knowing that official results received from AFHQ show that RCAF Station Senneterre has taken first place in the annual RCAF sponsored marathon swim. The target distance set for all RCAF stations this year was from Torbay, Nfld. to Holberg. Swimmers from Senneterre reached this goal then returned from Holberg to Torbay and had turned again and were nearing St. Hubert when the six day marathon ended. Using the equalizing factor this was a distance of 8,786 miles or 439.3 actual miles. In addition to the team win, Senneterre also won the individual longest continuous swim when Cpl. G. A. Sullivan climbed out of the pool after swimming 14.2 miles.

With more than 100 swimmers taking part, the pool was never empty, day or night for the next six days. Highlights were the efforts of the long distance swimmers, the relay swimmers, the strong efforts of the weak swimmers and the fine support of the non-swimmers. The station demonstrated a team spirit that was unbeatable.

Light On The ROUND EL

Each month a display window located at AFHQ features some facet of RCAF activities. Recently, the inhabitants of headquarters were thus shown the behind-the-scenes story of the ROUND EL.

Prepared by the Graphic Art Section, the display shows: how copy is prepared for the printer; how galleys are mocked up; the make-up of dummies; cropping of photographs; an example of page proofs; a "blues" of the cover and the final product. There is also a sample of type and line cuts for photographs as well as various issues which had been produced throughout the years. Volume 1 number 1, November 1948, is opened at the first page showing A/M Curtis' introduction of ROUND EL to the air force. On a dark blue panel to the left, the founding editor and the present editorial staff are shown. These, of course, are overshadowed by the all-powerful image of a disapproving Shatterproof.

The airwomen also put in a terrific effort but found the equalizing factor was too much to overcome. The girls easily made the distance from Torbay to Holberg and were almost half-way back when time ran out. Their total distance was 59.3 actual miles or 5,217 with the equalizing factor. LAW Jean Workman again made the girls' continuous swim and completed 9.2 miles.

F/O R. B. Adams,
PRO,
RCAF Stn. Senneterre.

TOMCAT-ALINA

Dear Sir:

After reading the history of No. 413 Sqn. (Sept. '63) I took out my old scrapbooks just to refresh my memory of those early days. In so doing, I came across a small, relatively unimportant item which, however, you may find of interest.

In January 1942, while we were still located at Sullom Voe, Shetland Islands, word was received that each Canadian squadron would have its own appropriate badge. We had a chap by the name of Meikle who was very handy indeed as an artist and he undertook the project.

The resultant design was an old black tom-cat (characteristic of the *Catalina*) poised to strike with a depth charge firmly grasped in his right paw (indicative of our anti-submarine patrol work), rampant on a green maple leaf (indicative of our Ca-

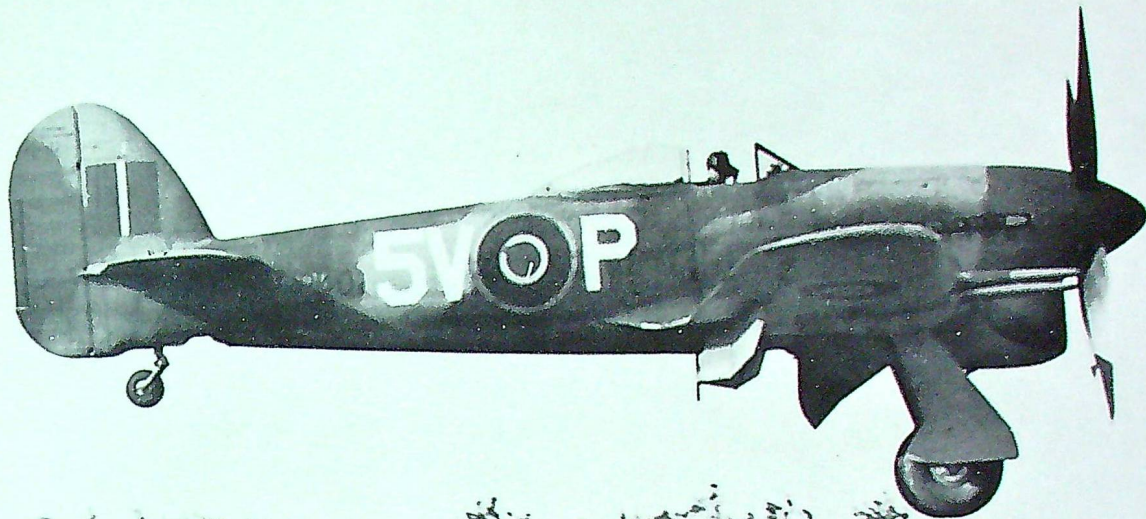


nadian nationality). As our aircraft were slightly the worse for wear, a couple of patches were included on the appropriate parts of the tom-cat's trousers. He was dressed in a pair of our flying boots and submarine stockings, typical of the type of flying clothing worn by our crews.

I am not aware as to whether the actual design was submitted or not; however, I am sure that it would have been rejected by the College of Heralds who do not seem to favour this type of insignia. In any event, suitable stencils were produced and the badge was placed on the aircraft shared by the commanding officer, W/C Jack Twigg and myself, then chief of operations. I took this aeroplane on the first part of the squadron move from Sullom Voe out east and left it at Penbroke Dock.

A/C L. J. Birchall,
Commandant,
Royal Military College,
Kingston, Ont.





Aircraft ALBUM:

Hawker Typhoon

Designed as an interceptor, the *Typhoon* suffered from teething troubles with its Napier Sabre engine, a powerplant which was unreliable and gave poor high-altitude performance. However, at low level the *Typhoon* was a superb airplane, shooting down enemy hit-and-run raiders which tried to duck under the British radar net. At the same time its strength and firepower made it an ideal fighter-bomber, and it became the standard ground-support aircraft of the 2nd Tactical Air Force.

Three RCAF squadrons, Nos. 438, 439, and 440, served in 2 TAF and were present when the *Typhoon* squadrons helped wreck the German panzer divisions at Caen, Falaise and in North-West Europe. They also destroyed V-1 sites, bridges, radar stations, gun emplacements, and lines of communications.

The Napier Sabre engine delivered 2,180 h.p., giving the *Typhoon* a top speed 405 m.p.h. at 18,000 feet. It was armed with four 20 m.m. cannon, and the RCAF *Typhoons* carried up to 2000 pounds of bombs. Some RAF squadrons used rockets instead of bombs. The wingspan was 41 feet 7 inches, length 31 feet 11 inches, and loaded weight was 11,400 pounds.

Roger Duhamel

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