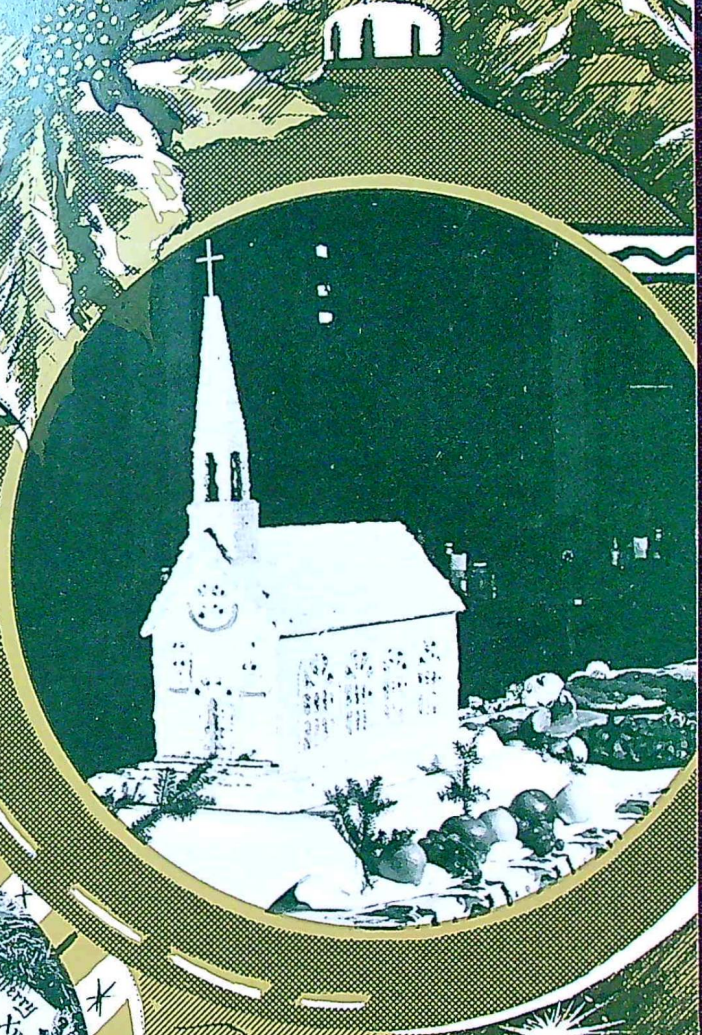


ROUNDEL



DECEMBER 1963
VOL. 15, No. 10



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ROUNDEL

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the Chief of the Air Staff, Royal Canadian Air Force

DECEMBER 1963

VOL. 15, No. 10

COVER CAPTION

The editorial committee and staff offer this cover, designed by Cpl. Pete Fong, as our Christmas greeting card to ROUNDEL's estimated 200,000 readers around the world.

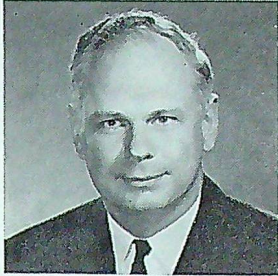
May we also take this opportunity to extend best wishes for the New Year and hope that you will continue to read the RCAF's unfolding story here each month during 1964.

Art Paton

Editor.

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CHRISTMAS MESSAGES - 1963 - MESSAGES DE NOËL



I AM very pleased to have this opportunity, my first as Minister of National Defence, to extend to all members of the Royal Canadian Air Force, and to their families, my warmest Christmas greetings and best wishes for the New Year.

During the past few months I have met a number of you on stations both in Canada and overseas. I hope that in the coming year I will be able to extend my visits and meet many more of you personally.

As 1963 draws to a close, I believe there are hopeful signs that the world is moving closer to the ideal of "peace on earth and goodwill toward men" which is always so closely associated with the Christmas season. Let us hope that this trend will continue in the new year and that a lasting peace will eventually be achieved.

To each one of you wherever you may be serving, a joyous Christmas and a happy and prosperous New Year.

PENDANT l'année écoulée, vous tous qui faites partie de l'Aviation royale du Canada vous êtes dévoués sans relâche à l'accomplissement de votre tâche qui est de travailler au maintien de la paix dans le monde. Maintenant que les fêtes approchent, vous serez d'autant mieux en mesure d'en goûter pleinement les réjouissances que vous savez que vos efforts ont été couronnés de succès.

En tant que membres de l'A.R.C., vous êtes appelés à servir la patrie sous divers cieus et divers climats — dans les neiges et les glaces de l'Arctique comme dans les sables et la chaleur du Moyen-Orient — et plusieurs d'entre vous se trouvent ainsi séparés de leurs foyers et des êtres qui leur sont chers.

Mais en quelque lieu que vous soyez, j'entretiens le fervent espoir que dans les années à venir une paix durable, fondée sur la confiance et la compréhension, permettra à toutes les familles de se retrouver ensemble pour célébrer la naissance de notre Sauveur.

Je prie pour que Dieu fasse descendre sur vous Sa bénédiction et que vous passiez un Joyeux Noël et une Bonne Année.

As 1963 draws to a close, I would like to record my sincere appreciation of the efforts made by all members of the RCAF to fulfil the many and varied tasks assigned to our service. I am confident that our sustained dedication to the cause of peace and freedom will continue to meet with success in the New Year.

I must also make special note of the tolerance and understanding of those families who have had to carry on alone while their husbands perform essential duties in remote areas. To you who are separated from your loved ones, I send especially warm greetings.

It is my hope that this will be the happiest Christmas yet for all members of the RCAF and their families, and that the New Year will be filled with peace and prosperity.

Paul T. Hellyer

PAUL HELLYER,
Minister of National Defence.

Lucien Cardin

LUCIEN CARDIN,
Ministre associé de la
Défense Nationale.

C. R. Dunlap

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

"Twas on the Moon of Wintertime"

By FLIGHT LIEUTENANT G. H. LOWES,
Air Defence Command Public Relations Officer

"Twas on the Moon of Wintertime" — the opening words of Father Brebeuf's Christmas carol for his Indian friends — sets the scene for Christmas at Great Whale River. For many of the Eskimo and Indian families of the settlement, Christmas and the moon of wintertime is the annual Christmas party staged this year on 14 Dec. by their neighbours at the nearby RCAF station.

Great Whale River is a small village located on the east shore of Hudson Bay, about 750 miles north of Montreal. The Hudson's Bay Company originally established a post there in the middle of the 18th century and though it was abandoned and re-established several times it has been in continuous operation for the past 100 years.

Since Great Whale River lies just south of the tree-line it is one of the few places in the north where Eskimos and Indians live and trade in the same community even though their ways of life are quite distinct. There are only three other centres where this co-existence takes place: Aklavik and Inuvik at the mouth of the Mackenzie River, and Churchill on the west coast of Hudson Bay. About 180 Indians of the Swampy Cree tribe (out of a population of about 12,000) make Great Whale River their home. The white population, excluding that of the military base, is about 20.

The Mid-Canada Line station is under the operational control of the RCAF and is operated by the Canadian Marconi Company as maintenance contractor. The contractor not only supplies a complete telecommunications staff, but also supplies all auxiliary services, such as fire fighting, roads and building maintenance, heating, electric power, etc.

This month, for the sixth consecutive year, station personnel will play host at a Christmas party which started as an idea and grew into an institution. The year was 1958. The place was the mess, which is the usual spot for hatching such schemes.

Donations of food, clothing and toys were solicited "down south". Civilian airlines and No. 104 K Flight of RCAF Stn. St. Hubert airlifted the collected "Christmas cheer" to Great Whale River. All was in readiness for the first party.

Since 1958 the Christmas party has changed little in its routine, nor has its enthusiastic welcome diminished. The changes are dictated by the weather. Such was the case in Great Whale River for the Christmas party of 1962.

On the day of the party the weather was typically arctic: a temperature of zero; a wind of 30 to 40 mph; snow and blowing snow; visibility 20 to 50 feet.

At 1000 hrs. the first event, 22 cal. target shooting

was held in one of the buildings where a temporary butt had been set up. Indians and Eskimos old enough to handle a gun took part. Tattered targets bore evidence of their skill. The next events were the men's snowshoe race and the women's snowshoe race. The races went on, even though the competitors could not see the finish line for blowing snow.

Skeet shooting had been scheduled but the arctic gale forced cancellation of this event.

The boys and girls foot races then were held. The contestants emerged through veils of snow to finish the race. Children's laughter and cheers rose above the howl of the wind as each runner passed the finish line.

The Dog Derby was cancelled as only three teams showed up. The weather, to coin a phrase, wasn't fit for a dog.

But weather or not, the tug of war between the native employees of the station and the Department of Northern Affairs natives was held. The contest was not completely fair as one team very quietly dug foot holes in the snow to brace themselves for the pull. Their stratagem was successful, for their opponents slipped and slithered to defeat. With the conclusion of the tug of war in the gathering gloom of the arctic night the outdoor activities came to an end.

Meanwhile, inside the small hangar the Christmas dinner had been prepared. Not the traditional "turkey dinner" of down south, but steaming gallons of beef stew, hot tea, ice cream and soft drinks. Within minutes of the cauldron lids being lifted for the first serving, a rich and hearty aroma filled the building. The seemingly endless line of Eskimos and Indians shuffled by the serving tables, smiling a silent thanks for the food.

Each family group returned to its place to eat supper — some standing, some sitting on chairs, some squatting on the floor. But no matter the posture, their Christmas dinner was dispatched with speedy efficiency. The paper dishes quickly were stowed and the hall was cleaned in readiness for the Miss Eskimo and Miss Indian beauty contest.

This contest did not produce bikini-clad, dusky-skinned curvaceous damsels but well-covered, matronly-figured ladies. They were judged on the beauty and originality of their dress. Gaily-coloured embroidery and tape work were the guiding lights for the judges. The winners were picked after much deliberation (see photo). Audience reaction proved the judges' choices were the popular ones.

Next was the presentation of the awards to the winners of the afternoon contests. As each winner received his award the audience joined in his pleasure with cheers and applause.

By now it was 1900 hrs. No one, even the youngest children, was showing any signs of restlessness or bore-



Eskimo and Indian girls practise for grade one's dance in the Christmas concert as teacher looks on approvingly.

A/V/M J. B. Harvey presents Miss Eskimo (left) and Miss Indian of 1962 to an enthusiastic audience.





Members of the Great Whale Scout Troop await their curtain call during the concert.

dom. Patiently and expectantly they sat and listened to the formal welcoming speeches. Then the evening's entertainment was under way.

The first feature of the evening was a demonstration of scouting skills presented by the Great Whale Scout Troop. These young northern Canadians typified the picture of Scouts the world over as they showed their skills of fieldcraft. The one unique part of their uniform was the mukluk. The shuffle of their muklaked feet added to the sounds of life in the Arctic. One of the proudest onlookers was A/V/M J. B. Harvey who, in addition to being Northern NORAD Commander, is chairman of the Arctic and Northern Committee of the Boy Scouts of Canada.

After the Scouts had finished, a Christmas concert was presented by the school children. This scene has become a part of a Canadian Christmas. Beaming parents, be they Eskimo, Indian or white, watched their children present the Nativity Scene; 2000 years of Christian heritage were telescoped into 15 minutes. The singing of carols and the portraying of the Creche scene by these children showed the true Christmas spirit, unadorned and as simple as the first Christmas. Each succeeding group of children built this living Christmas into a tangible expression of "Joy to the World" and "On Earth, Peace to Men of Good Will".

Then the "man in the red suit", Santa Claus, arrived. But even this modern symbol remained pure of com-




Generous helpings of beef stew, not turkey and dressing, made mouths water and eyes light up.



The Nativity Scene, presented by Eskimo, Indian and white children, is the highlight of Great Whale Christmas concert.

mercialism. As each family received its gift one could almost smell the frankincense, see the gold and feel the myrrh. Each received as he needed, each was remembered, and each for a moment knew Christmas.

Abruptly the scene changed — the hall was cleared — the benches pushed aside and the twang of square dance music filled the air. Soon two large “squares”

of 40 to 50 people were formed and the dance was on. Thirty long minutes they danced and five short minutes they rested, soon to begin again. A simple dance for a simple people. But how do you measure happiness? By the smiles, by the thankyou's, or by your own feeling that defies words but sounds almost like “Twas on the Moon of Wintertime”? 

Cpl. J. P. Ferland and friends anxiously await Santa Claus' annual visit to Great Whale River Christmas party.



WITH THE RCAF IN

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



San'a, capital of the Yemen, is headquarters for the United Nations Observer Mission to which RCAF personnel are attached.

YEMEN, a country of burning desert and jagged mountains, is situated on the eastern shore of the Red Sea, 1400 miles south of the Suez Canal, between Saudi Arabia and Aden. Its 74,000 sq. mi. area is populated by four million people — today embroiled in civil conflict.

Until recently few Canadians had any contact with this middle-eastern republic. However, in June 1963 Canadian servicemen sud-

denly found themselves assigned to Yemen on an eight-nation United Nations team, the aerial contingent of which is No. 134 Air Transport Unit, RCAF.

Briefly, here is the background on how the RCAF became involved in yet another UN observer mission. In October 1962 a republican group in Yemen, supported by Egypt, revolted against the Iman and his royalist followers. The rebels

formed a republican government, while the ousted royalists formed a government in exile and, with the support of Saudi Arabia, began military operations to regain control. Last June the UN secured an agreement from the warring factions to "disengage" while negotiations were carried out, and positioned an observer group in Yemen. While both sides agreed to the UN proposal, neither has shown much

YEMEN

inclination to implement it and fighting continues.

The UN group is composed of both civilian and military representatives. Yugoslav army personnel patrol the vague border separating Saudi Arabia and Yemen; about 50 RCAF officers and men operate two *Caribou* and six *Otter* aircraft on logistic support and aerial reconnaissance along the same border.

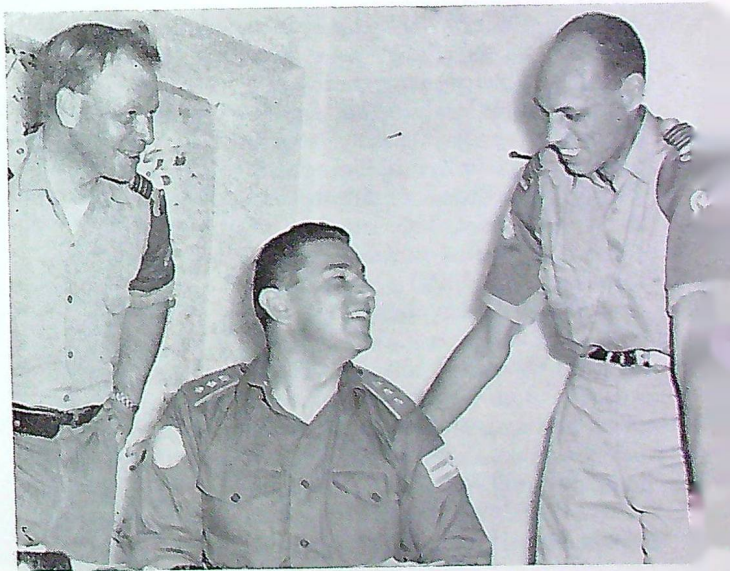
The *Caribou* aircraft are based at San'a, Yemen's capital, along with the main body of RCAF personnel. This group lives in the "guest house", a stark stone and mud brick building that at one time housed the Iman's concubines. The UNYOM (United Nations Yemen Observer Mission) Headquarters building is the old summer palace, now very much in a state of disrepair. *Otters* operate out of advance bases at Najran and Jizan, both located in Saudi Arabian territory. Yugoslav troops and Canadian airmen share the same outposts, living and eating together in a desert setting reminiscent of "Beau Geste".

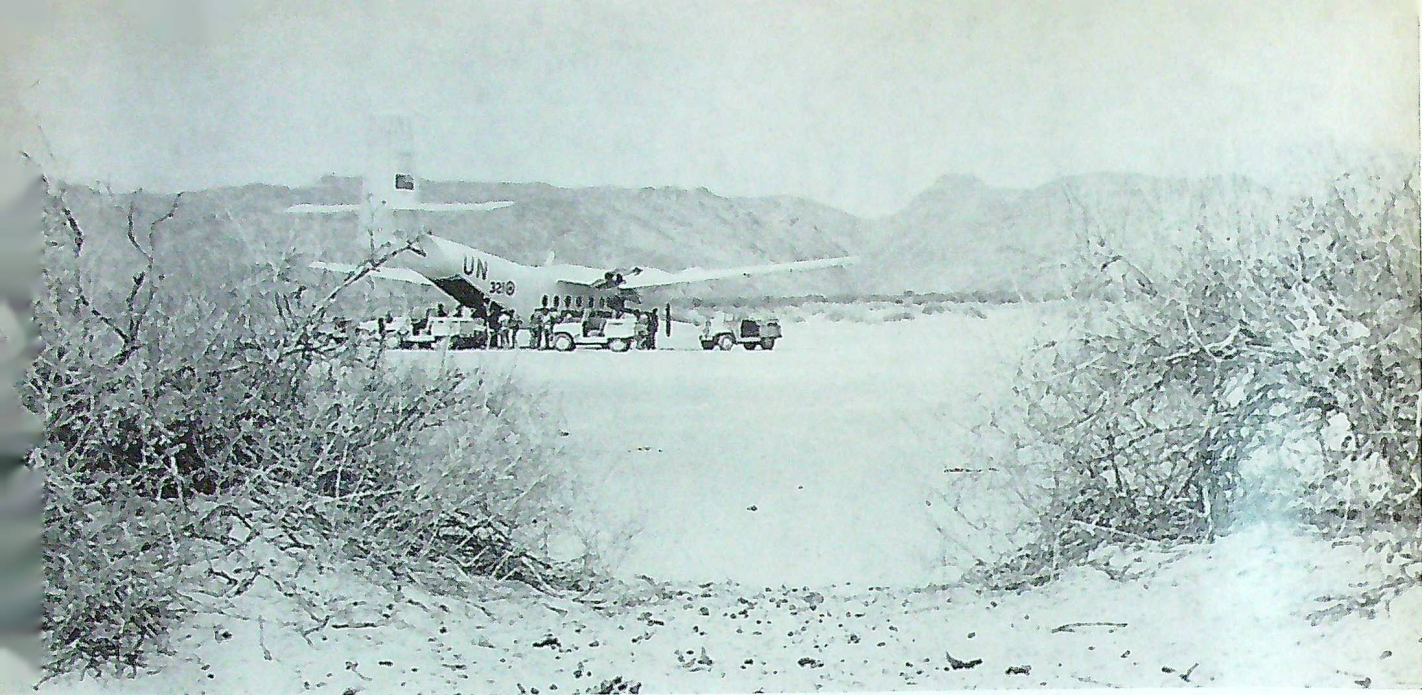
San'a is situated 7200 feet above sea level and as a consequence its climate is relatively pleasant, being around 90° in the daytime and dropping to a cool 60°-70° at night. On the other hand, the forward sites are well out in the desert and are subject to greater extremes. At Najran, for instance, mid-day temperature rises to 110°-115° while Jizan has the additional problem of extremely high humidity. Along the border areas the *Otters* fly in pairs for mutual assistance in cases of engine trouble or other emergency. In addition to dangers of rugged terrain is the constant wear and tear of desert conditions on both



Cpl. F. M. DeBaie and F/L A. R. Smith hoist UN flag atop the "guest house", where RCAF personnel of No. 134 ATU live in San'a.

S/L A. I. Umach, CO of No. 134 ATU (left) and S/L R. C. Race, UNYOM air staff officer, confer with Col. Paplovitch, Yugoslavian army deputy commander of the mission in Yemen.



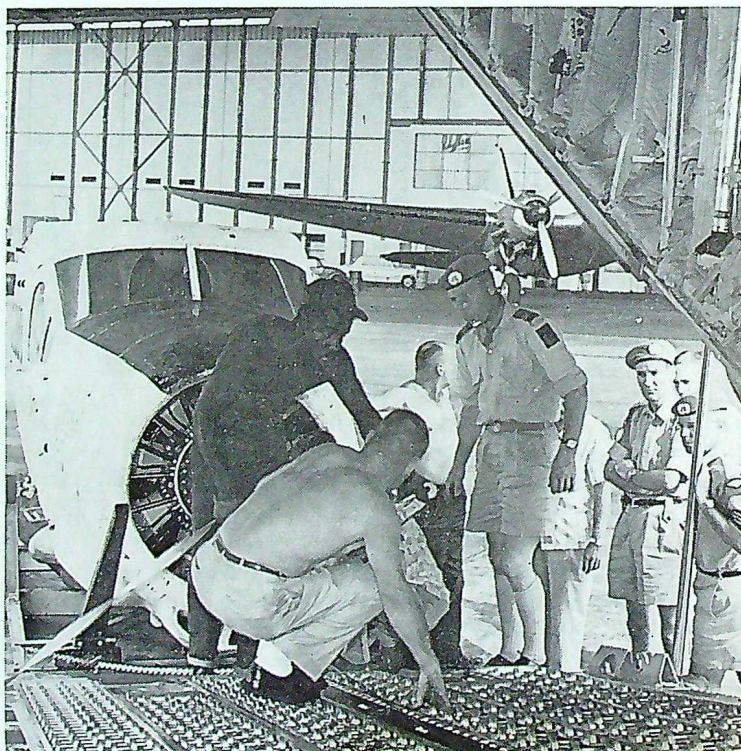


An RCAF *Caribou* prepares to take off on patrol of the Yemen-Saudi Arabian border.

men and machines. Dust is almost always in the air and penetrates clothing, oil seals, and sifts into brakes and bearings. The RCAF air and groundcrews are constantly being tested as new maintenance challenges arise each day.

Never before, in peacetime, have members of the RCAF been subjected to the rugged operating and living conditions which they are encountering in the Yemen. There is little or no sanitation in San'a; open garbage pits breed a multitude of flies which distribute a host of known and even some unknown diseases on natives and visitors alike. Even simple things that would present little or no trouble in North America become major problem areas in the Yemen. When the group first arrived there, any available water was found to be so contaminated that it was not only unfit for drinking but could not be used for washing the face. Chlorine tab-

An RCAF *Otter* destined for duty in Yemen is loaded aboard a USAF *Hercules* in the Congo.





At the entrance to their San'a quarters, LAC A. D. Marshall, Cpl. E. T. Jeans and LAC L. J. Hardwick — all technicians with No. 134 ATU — hang out their shingle.



Camel train passes Canadian-managed UN jeep outside the walled city of San'a in the Yemen.

lets and boiling, because of the high altitude, proved ineffectual and the men were forced to rely upon drinking and wash water imported via *North Star* aircraft from El Arish, some 1400 miles to the north.

Food presented much the same problem. None of the local meats or vegetables are medically acceptable for our people. For the first few weeks packed rations prepared by amateur cooks was the men's daily fare.

In mid-July a water purification kit arrived from Canada and about the same time an RCAF cook first set foot in the guest house. There is still much debate among members of No. 134 ATU as to which was the more important event. Water is no longer a problem and LAC Fletcher, with his culinary magic can disguise "ham and beans" more ways than anyone would believe possible. Lately, fresh rations are being received via the once-a-week

North Star flight from El Arish and supplemented by fresh vegetables and some fruit imported from Ethiopia. All rations, both field and fresh, are shared by UNYOM headquarters people and the Canadians at the guest house.

Spare parts for the *Otter* and *Caribou* aircraft are a constant problem. The aircraft are performing outstandingly under extremely trying conditions; however, the harsh climate, corrosive sands and abrasive landing surfaces play havoc with hydraulic lines, tires, brakes and virtually all moving parts of both types of aircraft.

Even at San'a, No. 134 ATU's main base, conditions are extremely primitive. The aircraft are parked outside and must be worked on in the full heat of the day. F/O M. L. Frost and his staff carry out only first line maintenance on the *Caribou* with second line maintenance being carried out at the RCAF base

at El Arish in Egypt. The *Otters* receive their major inspections at San'a because of the 1400 miles of unfriendly desert separating El Arish and San'a.

Squadron Leader A. I. Umbach, the unit's commanding officer, is obviously pleased with and proud of his groundcrews' servicing record. "They work long hours under the most primitive conditions without complaint," he asserted.

Although uncomplaining about their working conditions, some of the men are most vociferous about the deadly boredom of the day when work is finished. Crammed into a building, three, four and more to a room with little chance for privacy, and in a town that offers virtually nothing in the way of entertainment, the men are truly justified in their complaint. The house gates close at dark and none of No. 134 Unit members leave the building from sunset, which is de-



"The people of San'a are generally friendly, although many of them are armed to the teeth. They are quick to pick up Canadian slang."

liberate and final at about 1900 hrs., until the sun's just as rapid reappearance at 0600 hrs. the following morning.

The people of San'a are generally friendly although many of them are armed to the teeth with knives, bandoliers of bullets and long old-fashioned rifles. Often these and other people will strike out at you as you drive past, or they might just as rapidly reach out to shake your hand or perform the almost universally popular military salute.

In the Yemen, officers and men of No. 134 Air Transport Unit are living in a land entirely alien to them where the dust and the smells of the country present a unique prospect to the North American. And yet, the people of the Yemen are usually more than willing to happily return a smile and take more than a casual interest in the Canadians' performance at the horseshoe pit or on the improvised ball dia-

mond. They have been quick to pick up some of the more recurring Canadian sayings such as "so what", "oh yeah", and "OK". Often during baseball games, excited Yemense fans can be heard shouting "kill the ump" — without the least knowledge of its connotation.

This Christmas season Canadian airmen and soldiers are doing UN duty in three Middle Eastern locations — Gaza, Egypt and Yemen. Their only tangible link with home is provided by the eagerly-anticipated logistic flights of Air Transport Command. ©

CANADIAN AIRMEN CELEBRATE CHRISTMAS IN COUNTRIES AROUND THE WORLD

RCAF personnel serve in many lands, helping to maintain the original Christmas message of "peace on earth." Canadian officers and airmen on duty abroad — some with their families but many who have had to leave their loved ones in Canada — will be observing this Yuletide season in 21 foreign countries: Australia, Belgium, Britain, Congo, Czechoslovakia, Denmark, Egypt, France, Finland, Germany, Ghana, Greece, Israel, Italy, Poland, Russia, South Viet Nam, Sweden, Turkey, United States and Yemen.

STATIONS OF THE RCAF:

CHATHAM

By FLIGHT LIEUTENANT R. L. BELL



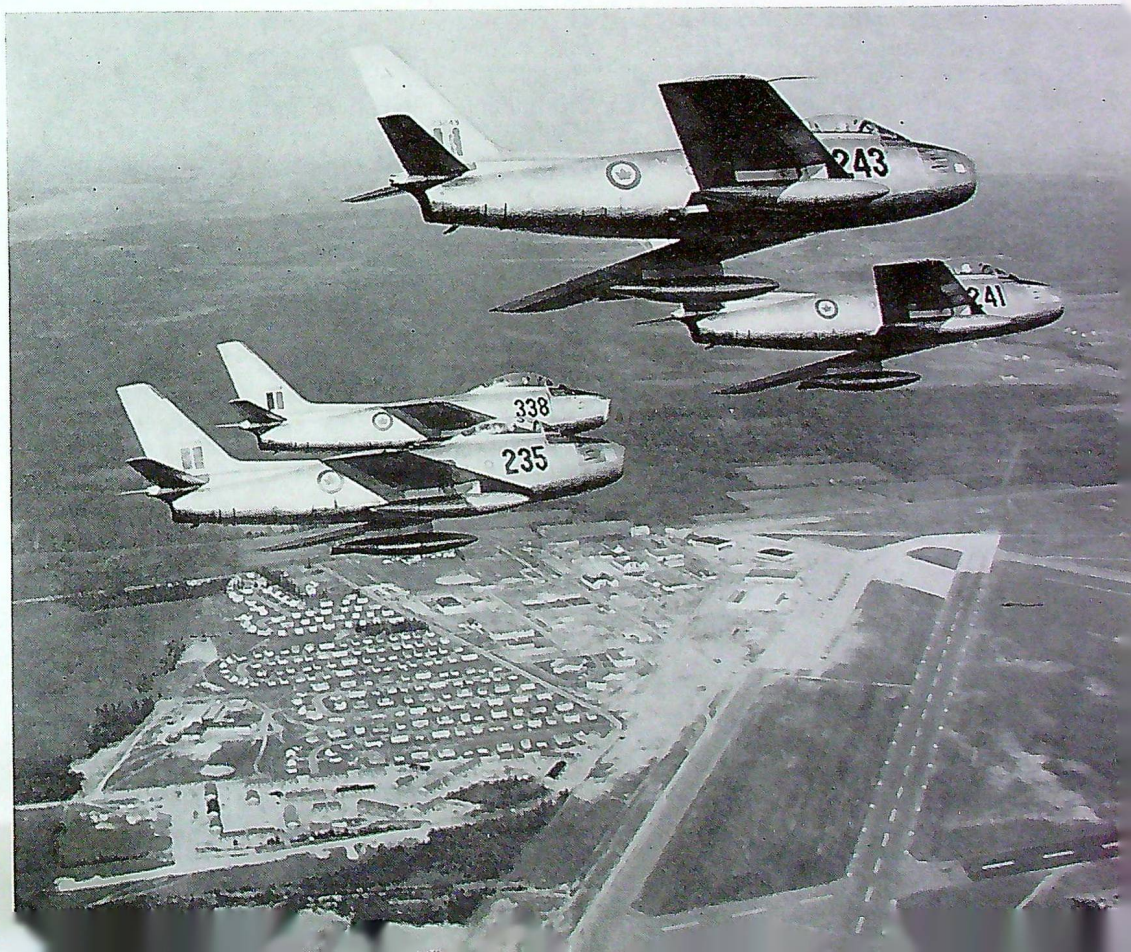
CHATHAM, N.B., on the banks of the Miramichi River, has produced several internationally-known citizens. Lord Beaverbrook, the well-known British publisher, parliamentarian and philanthropist, was plain Mr. Max Aitken when he

lived here as a youth. Former Canadian Prime Minister R. B. Bennett also came from Chatham. More recently, and in another field of endeavour, a Miramichi fisherman by the name of Yvon Durelle was a contender for the world's light-

heavyweight boxing championship.

Today RCAF Stn. Chatham helps to keep the area's name before the public — through its dual roles as an air defence base (it is the home of No. 416 (Lynx) Sqn. flying *Voodoos*) and as a transition unit for pilots

A Sabre Transition Unit formation prepares to land at RCAF Stn. Chatham.



destined to fly *Super Starfighters* in Canada's overseas-based NATO squadrons. Last July G/C J. R. Beggs succeeded G/C A. F. Banville as the station's commanding officer.

During its 22-year history Station Chatham has undergone several major changes. Since the summer of 1941 when the first land-clearing machinery started the huge job of converting a dairy farm to a wartime airport, many alterations have taken place culminating in the present-day modern jet air base. The station originally served as an elementary flying training school using Fleet *Finch* aircraft. Later it became an air observer school which, in four years, trained more than 1500 personnel on the *Anson* aircraft.

With the end of World War II the station was closed down, presumably forever since the buildings and equipment were turned over to War Assets for disposal action. But, on 6 Oct. '49, a formation of *Vampire* jets streaking across Chatham skies heralded the re-opening of Station Chatham as No. 1 Fighter Operational Training Unit. Shortly thereafter, No. 421 (Red Indian) Sqn. appeared on the scene to provide protection for industrial areas on the east coast. The following year was a critical one for Canada with the eruption of the Korean crisis* and Canada's agreement to provide NATO with 12 fighter squadrons. Since Chatham was the RCAF's only operational jet fighter training

* See page 16.

unit in 1950, the training program necessary to fulfil Canada's commitment was immediately begun by No. 1 (F) OTU. In addition, it was decided to send one fighter squadron to England to train with the RAF for a year until the new squadrons could be equipped and dispatched to Europe. The squadron chosen for the job was No. 421.

Not long after the Red Indians' departure new aircraft began to arrive at Chatham. The *Vampires* were replaced by F-86 *Sabres*. In addition to the aircraft changes, the early '50s also brought about many changes in the station itself. New modern buildings were constructed in keeping with Chatham's increasing role in the air force's scheme of things. One of the new buildings was a radio and radar servicing building which was one of the first of its kind in Canada.

In 1959, to celebrate the RCAF's 35th birthday and the 50th anniversary of powered flight in Canada, the Golden Hawks aerobatic team was formed at Station Chatham. This was home for the Hawks until late in 1962 when they were transferred to Station Trenton. Also starting in 1959 and continuing until 1962, detachments of CF-100s from Station Bagotville, North Bay, St. Hubert and Uplands flew operations from Chatham on a rotational basis.

Late in 1961, No. 1 (F) OTU was disbanded and replaced by the newly-formed Sabre Transition Unit

(STU). As the name implies, the Sabre Transition Unit is the unit where jet pilots make the transition from one type of aircraft to another. Specifically, its students graduate from T-33s, do their transition on *Sabres* here and are then ready to start flying CF-104 *Super Starfighters* at Cold Lake. The STU, under the command of W/C L. J. Hill, is responsible for the preliminary training of pilots in the low level strike role. STU Course No. 1 commenced training in February 1962.

Much of the basic airmanship training previously given by No. 1 OTU is provided to the STU students, especially to those unfamiliar with the F-86. However, consistent with the role of an interdiction aircraft, intensive training is given in low level navigation and bombing techniques. In addition, there is a rigorous ground school program so that, through practice and theory, the students are well prepared for the transition to the CF-104s.

In November 1962, with the completion of a 10,000-foot runway, No. 416 (Lynx) Sqn., equipped with CF-101 *Voodoos*, arrived to take up residence at Chatham. The Lynx Squadron, with a proud heritage dating back to World War II, has always been a fighting unit. Originally equipped with *Spitfires* in Great Britain, it accounted for 75 enemy aircraft destroyed and 40 damaged before being disbanded in March 1946. After a five-year lapse it was reformed at Station Uplands

Search and Rescue Unit's H-21 helicopter.



No. 416 (Lynx) Sqn.'s Voodoos.





G/C J. R. Beggs,
CO Stn. Chatham



W/C E. D. Kelly,
OC No. 416 Sqn.



W/C L. J. Hill,
OC STU

with *Mustangs*. In March 1952 the squadron was re-equipped with *Sabres* and flew to France as part of the RCAF's No. 1 Air Division. In 1956 the squadron was disbanded and was reformed at Station St. Hubert with CF-100 aircraft. In 1961 No. 416 Sqn. was disbanded for the third time but, in the following year, it was reformed with *Voodoos* and after training and duty at various units No. 416 Sqn. went to Chatham. Its present officer commanding is W/C E. D. Kelly.


It is fitting that the only organization which remained unchanged throughout the period of transition was the search and rescue unit. Aircraft may change but where there is extensive flying the requirement for a search and rescue organization continues to exist. At Station Chatham ground rescue crews work in close conjunction with an air rescue team flying the H-5 and the H-21 helicopters. The function of this SAR unit is to locate and rescue aircrew who have been forced to abandon or crash-land their aircraft. The knowledge that this efficient organization is on immediate call is of great comfort to the aircrew at Station Chatham. A secondary but very important and well-publicized role for the unit is to assist civilian authorities in fire patrols, ground and sea rescue and air evacuation of

emergency medical cases. In this capacity the unit is responsible to the Rescue Co-ordination Centre at Halifax and under its direction made more than 20 civilian emergency air evacuations in 1962 alone.

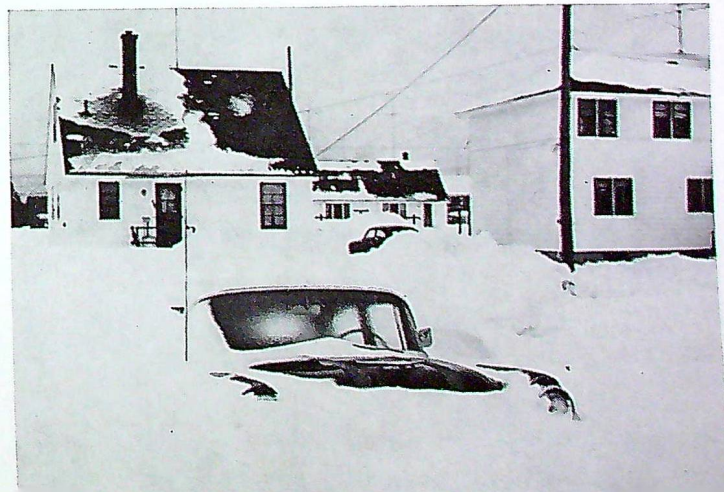
Adjacent to the station is a PMQ area named Curtis Park which is capable of housing close to 400 families. Distinctive Catholic and Protestant chapels have been built, there is an excellent dry canteen and recreational facilities are plentiful and varied. Among these are a swimming pool, gymnasium, theatre, tennis courts, bowling alleys, hobby shop, rifle club, library, ski tow, and a four sheet curling rink. Besides

the station facilities personnel use the Lord Beaverbrook Arena in the town of Chatham for ice hockey and can take membership in the Miramichi Golf Club which boasts an excellent nine-hole course. Combine these man-made facilities with those of hunting and fishing and it can be appreciated that personnel at Chatham are not wanting for activity.

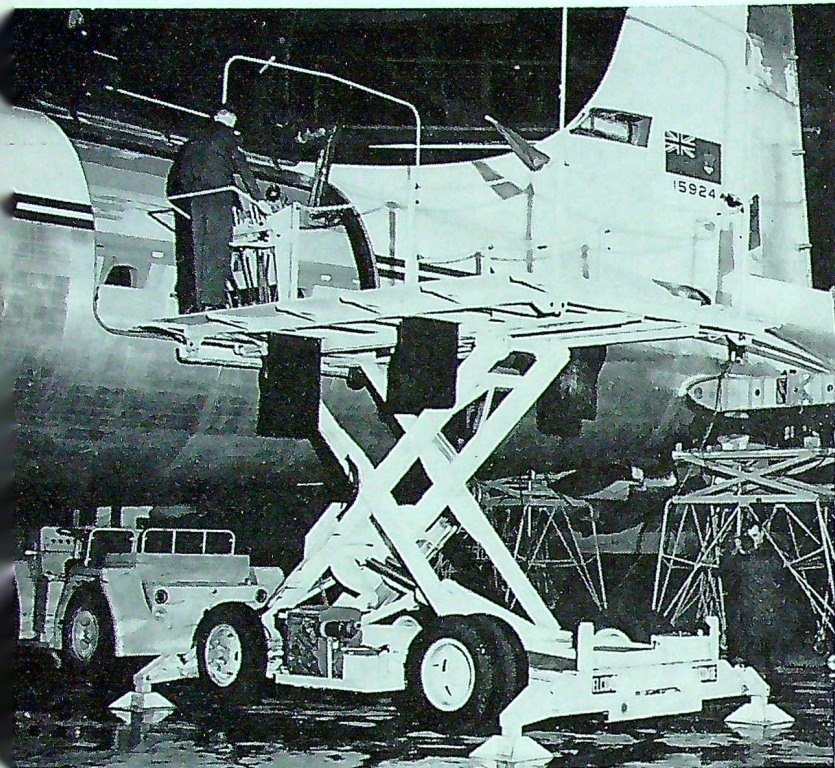
The public relations link between serviceman and civilian in the Chatham area is strengthened by the presence of a very active RCAF Association, No. 254 (Chatham) Wing with 400 members, half of whom are service personnel. In addition, an active interest in the RCAF is fostered through the administration of 12 air cadet squadrons by station personnel.

A resident of the Chatham area with a long memory might find it difficult to believe that a once-thriving dairy farm could become a modern jet airbase playing an important role in pilot training and the air defence of North America. The sight of *Voodoos* taking off or the precision formation flying of a flight of *Sabres* would soon convince him, though, that the metamorphosis from dairy farm to jet airbase is indeed a reality. 

Winter scene in Curtis Park.



A DAY WITH



Mobile support equipment technicians at CEPE, Uplands, test cargo elevator used for loading transport aircraft.


Cpl. C. V. Burrell turns his hand to welding as he works on a special frame unit.



THEIR proper trade name is mobile support equipment technicians but, to air force personnel generally, these ubiquitous individuals are familiarly known as "ME-techs".

Mobile support equipment is constantly increasing in size, variety and complexity. Today, for instance, among its many vehicles the RCAF has a three-wheel battery-powered personnel carrier (similar to a golf cart) and giant electric crash-recovery cranes. To cope with this diverse and highly complicated equipment, the ME-techs must master a number of skills.

In addition to the normal function of auto mechanics, ME-techs act as machinists when they manufacture replacement parts on a lathe; they serve as electricians when rewiring switch panels on electric forklifts; they are hydraulic system technicians when they renovate and repair bulldozers and snowblowers; and they display their skills as acetylene and electric welders when the occasions arise.

During this festive season, while most of us are enjoying the cozy atmosphere of family and home, many of the approximately 840 mobile support equipment technicians are on duty. Runways must be cleared, so snowplows and snowblowers must be kept serviceable. Firetrucks, ambulances, gasoline trucks and staff cars must be ready to move if and when they are needed. Holiday season or not, they will be ready, thanks to the dedicated efforts of the airmen known as ME-techs. 

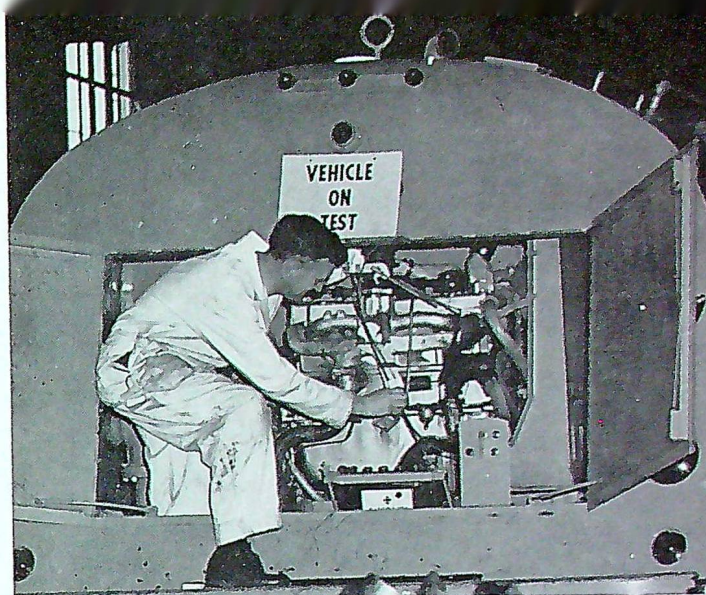
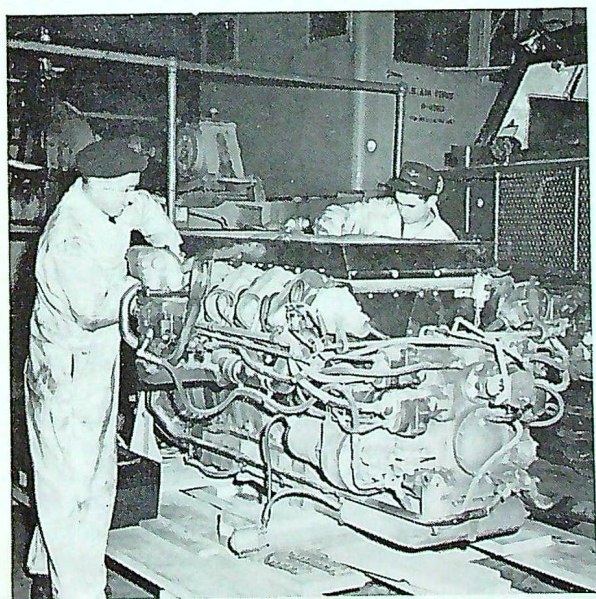
"ME-TECHS"

Photos by LEADING AIRCRAFTMAN G. LE CLAIR
Story by LEADING AIRCRAFTMAN P. OOMEN



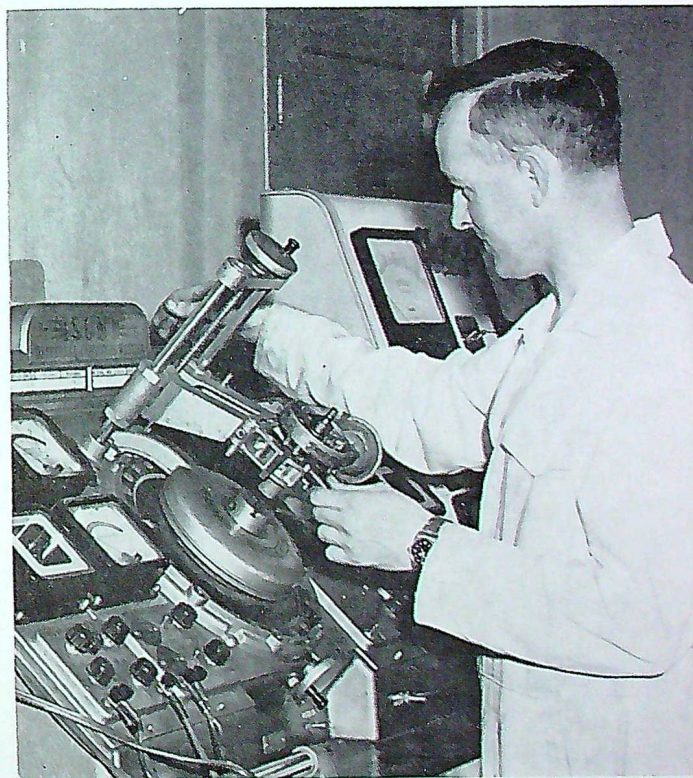
LAC R. L. Richardson is down but not out as he works on a chassis at RCAF Stn. Uplands.

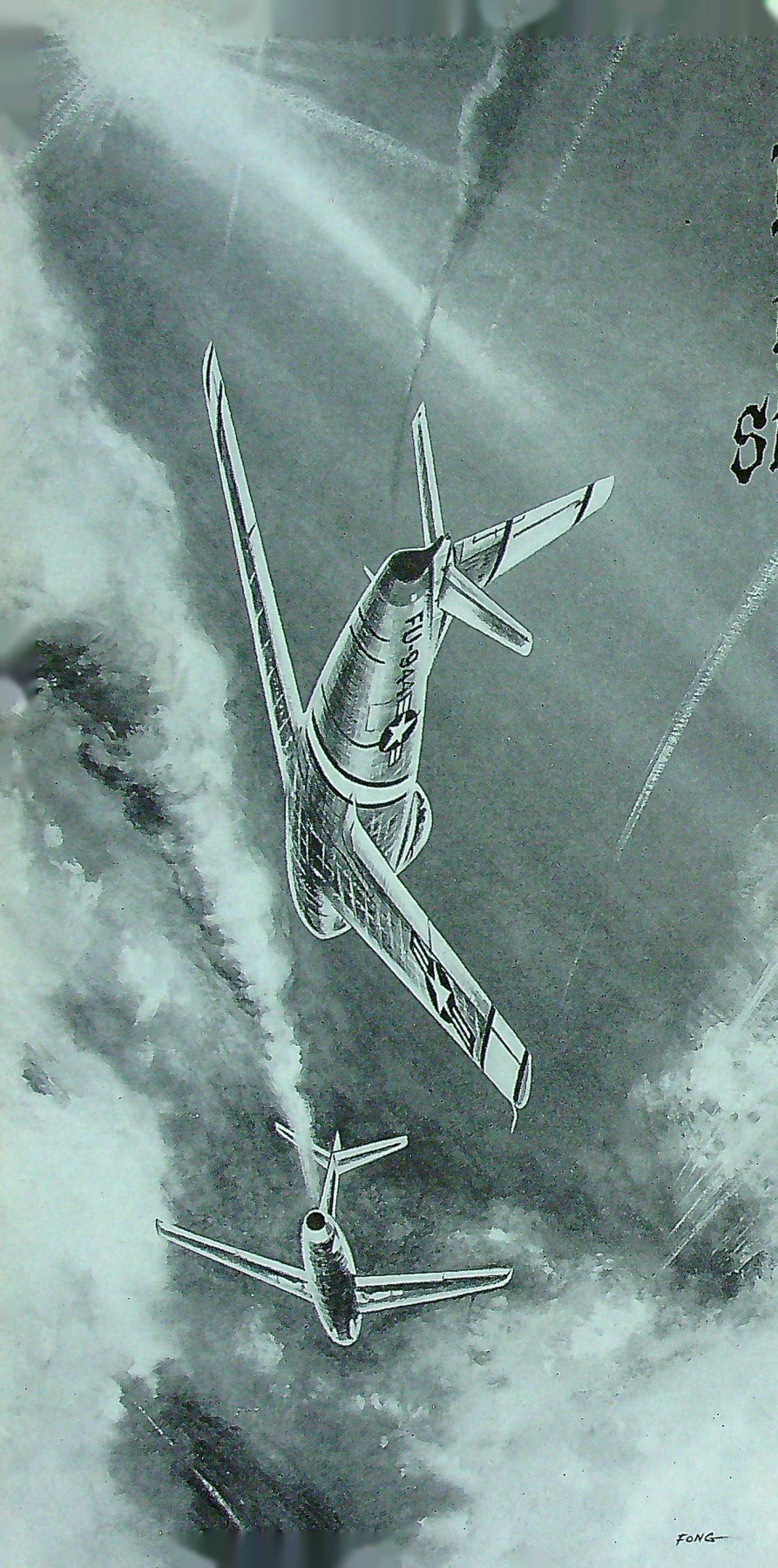
LACs I. A. Gribbon and G. Best work on a 750 h.p. snowblower engine.



Cpl. A. R. Cousins overhauls components of a crash tender.

LAC I. A. Gribbons uses complicated testing equipment as part of a normal day's work.





IN KOREAN SKIES

By FLYING OFFICER H. A. HALLIDAY
Directorate of Air Force History

First of Two Parts

ALTHOUGH both the Luftwaffe and the RAF employed jet aircraft during World War II, there were no engagements between the jets of the two air forces. It was not until the Korean War that jet versus jet combats took place. Then, the *Sabres* of the USAF won against *MIG-15s* with a kill ratio of 10 to 1, despite heavy odds. Among those *Sabre* pilots was a score of Canadians who contributed their share, shooting down at least nine *MIGs* and damaging many more.

At the outbreak of the Korean War the UN air forces under American command quickly eliminated the small North Korean Air Force. When the Communist Chinese intervened in the fall of 1950, they introduced a new factor in the air war. On 1 Nov. '50 six *MIG-15s* crossed the Yalu River and attacked a flight of F-51 *Mustang* fighter bombers.

The swept-wing *MIG-15* was the most advanced Russian fighter of the day, superior to every UN plane in Korea at that time, and was being supplied in growing numbers to the

ROUNDEL

Red Chinese. Although American F-80 *Shooting Stars* and F9F *Panther* jets were able to shoot down a few *MIGs*, it was clear that the newer aircraft threatened UN air superiority, vitally needed to stem the enemy's overwhelming strength on the ground. The only comparable airplane in service in the West was the North American F-86 *Sabre*. In a crash program, the USAF moved one wing (the 4th Fighter Interceptor Wing) from Wilmington, Delaware, to the Far East in November 1950. One of the pilots was an RCAF officer on exchange duties, F/L (now S/L) J. A. O. Levesque, who became the first Canadian to participate in all-jet air battles.

Omer Levesque was an old hand on fighters. During World War II he had resigned a commission in the Royal 22nd Regiment to join the RCAF. As an NCO pilot in No. 401 Sqn. he had destroyed four German fighters before being shot down and taken prisoner in Feb. '42. Now he was on his way to another war.

The 4th Fighter Interceptor Wing could only operate its *Sabres* from Kimpo airfield, north-west of Seoul. The field was already crowded with bombers and fighter-bombers, so the wing's commander, Col. G. F. Smith, left a large part of the unit at Johnson Air Force Base in Japan. He then established Detachment "A" at Kimpo with pilots drawn from the Wing Headquarters and all three squadrons, the 334th, 335th, and 336th. Levesque was among the pilots sent to Korea.

The *Sabres* flew an orientation flight on 15 Dec. and two days later they took off on a sweep over North Korea. Lt. Col. B. H. Hinton shot down one *MIG*, the first of many which were to fall to the *Sabres*. Initially flying at about Mach .62 in order to save fuel, the *Sabre* pilots were at a disadvantage, as they first had to accelerate before countering the high-flying *MIGs*. After several inconclusive combats,

the *Sabres* switched to cruising at Mach .85 or more, and this paid off. They shot down five more *MIGs* in Dec. for the loss of one of their own.

Early in Jan. '51, advancing Communist armies forced the *Sabres* to abandon Kimpo and return to Japan. However, late the same month the American 8th Army opened a counter-offensive, retaking Suwon airfield on 28 Jan. and Kimpo on 10 Feb. The airfields were badly damaged, and when the *Sabres* returned to Korea they had to be based temporarily at Taegu, using Suwon for staging. In February, however, the 334th Sqn. moved to Suwon, while the 336th, based at Taegu, staged its *Sabres* through the more advanced field and *Sabres* and *MIGs* resumed their duel.

On 30 Mar. '51 a force of B-29s was sent to bomb the bridges over the Yalu at Sinuiju, under the very noses of the *MIGs* based in Manchuria. The 334th Sqn. was included in the escort, and Levesque was flying as wingman to Major Edward Fletcher, one of the flight leaders.

The *MIG* response that day was feeble, and only a few brushed with the *Sabres*. Fletcher and Levesque attacked two, which split up, each with a *Sabre* in hot pursuit. Levesque's *MIG* made a few evasive manoeuvres and then levelled off, as if the pilot thought he had shaken the *Sabre*. At more than 600 yards Levesque opened fire and the sleek enemy fighter went spinning down, crashing on the Manchurian side of the Yalu River. It was Levesque's fifth victory in two wars.

He remained with the wing until May '51, when his exchange tour expired and he was returned to Canada. He came home wearing the ribbons of the American Air Medal (for having flown 20 missions in Dec.) and the American Distinguished Flying Cross (for his combat on 30 Mar. '51).

This ended participation by the RCAF in the air war for some time,



F/L J. A. O. Levesque receives American DFC from Col. H. A. Sebastian in April 1951. Levesque was first of 20 RCAF pilots to fly combat missions with USAF sqns. during Korean campaign.

although No. 426 (Transport) Sqn. was then actively engaged in the Korean airlift, flying *North Stars* across the Pacific. The RCAF was only beginning to equip its fighter squadrons with *Sabres*, and had neither enough machines or trained pilots to send to Korea.* Some Canadian pilots, reading of the bitter battles in "MIG Alley", longed to be sent to the Far East, but at that

* Moreover, as these did become available No. 1 Air Division in Europe claimed priority for them, as there were no other first-line fighters in Europe in 1951-52 apart from the RCAF *Sabres*.

time they were plugging a large hole in the defences of NATO.

As early as Jan. '51 the commander of the Far East Air Forces, Lt. Gen. G. E. Stratemeyer, had expressed his willingness to rotate Commonwealth jet pilots through USAF formations in order to give them combat experience. The then-Chief of the Air Staff of the RCAF, A/M W. A. Curtis, noted that Canada was in no position to accept the offer at that time. However, he instructed the Canadian Air Member in Washington, A/C W. W. Hendrick, to open discussions with the USAF to lay the basis for future exchanges. The result was the exchange program of 1952-53.

The plan agreed upon was that RCAF pilots with at least 50 flying hours on *Sabres* should be attached to the USAF fighter-interceptor wings for a tour of 50 missions or six months, whichever came first. Two pilots would be sent initially, and one a month thereafter.

Accordingly, on 10 Mar. '52 F/Os S. B. Fleming and G. W. Nixon* were posted to Korea. They were

* Both subsequently left the service. Fleming is now a test pilot with Canadair.

sent at a time when all the details had not yet been worked out, such as the length of the tour and the criteria for acceptance of foreign decorations. Indeed, Fleming's appearance in Tokyo was the first indication to the Canadian air attaché, G/C R. W. McNair, that RCAF pilots were being assigned to Korean combat duties.

Fleming was a veteran of World War II, having flown *Beaufighters* with No. 58 Sqn. RAF. He was attached to the 4th Fighter-Interceptor Wing, now based at Kimpo, where he joined the 334th Sqn., while Nixon went to the 51st Fighter-Interceptor Wing at Suwon, where he flew in both the 16th and 25th Sqs. While in Korea they were given verbal instructions to complete 50 missions and return home. This was not immediately confirmed in writing, nor was the USAF informed of the 50-mission limit, so Fleming went on to fly 82 missions on sweeps, escort duties, reconnaissance, and interceptions.

On 13 May, in the course of escorting an *RF-80*, he spotted 16 *MIGs* preparing to attack. He led his element into the first four *MIGs*, scattering the enemy and sending a few running for Manchuria. He

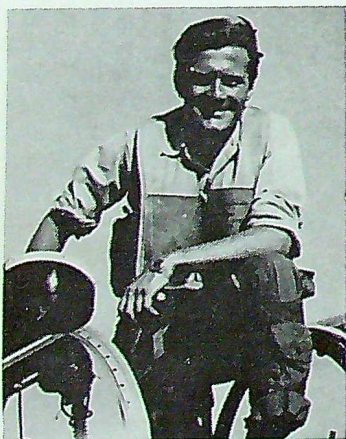
then attacked two *MIGs* which were firing on the *RF-80* and its close escort of two *Sabres*. One *MIG* went down and was later assessed as "probably destroyed". Fleming kept up the fight until the *RF-80* had withdrawn safely, and then returned to base, low on fuel and out of ammunition.

He also damaged two *MIGs* during his tour, one on 1 Apr. and the other on 21 May. In addition he scored hits on several ground targets while strafing, an unusual job for the *Sabres*, whose prime duty was running interference for the bombers and fighter-bombers. Subsequently, F/O Fleming was awarded the American DFC.

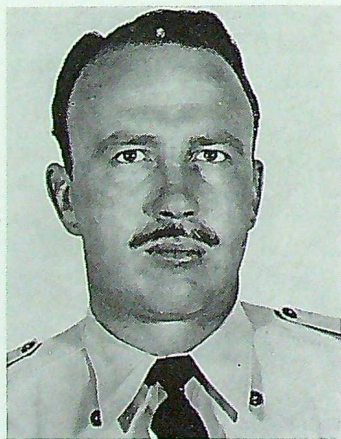
Flying Officer Nixon flew the prescribed 50 missions, but although he participated in many combats, often against heavy odds, he made no claims. He completed his tour in July, and was later decorated with the American Air Medal.

The pattern was now established, and these two pilots were followed by F/O (now F/L) J. D. Donald and F/L (now S/L) L. E. Spurr in Apr. '52. Donald was reposted before he was combat-ready, but Spurr went on to do the full 50 mission tour with the 25th Sqn. of the 51st Wing. On 14 July, while leading a flight of *Sabres* which were screening for fighter-bombers, he became separated from his No. 3 and 4 men. Spotting ten *MIGs* above, he saw two aircraft which he took to be his comrades. Suddenly he realized they were also *MIGs* and closed in to attack. The lead *MIG* was shot down, burning and out of control. His wingman then called that the top *MIGs* were coming down, so the *Sabres* beat for home. Spurr's victory was the second *MIG-15* shot down by a Canadian. It was also the second jet on which he had fired—he had damaged a *ME-262* in Europe in 1945. Spurr was eventually awarded the American DFC.

F/O S. B. Fleming



F/O W. G. Nixon





G/C E. B. Hale

The highest ranking RCAF officer to fly in Korea was G/C (now A/C) E. B. Hale, DFC. The commanding officer of the RCAF's No 1 Fighter Wing at North Luffenham, he was sent to study tactics and to report on how the rotation program was working in the field. He came with orders written especially for him by A/M Curtis. Hale reported to the 51st Wing on 29 Apr. '52 and flew his first mission on 1 May. That day was a sobering one. His roommate, Col. A. W. Schinz, was shot down — to be rescued almost a month later from an island in the mouth of the Yalu.

During May G/C Hale formed a fast friendship with the commander of the wing, Col. F. S. Gabreski. He also flew 23 missions in 24 days, including a number of days when he flew two or three sorties. Col. Gabreski wrote that "the officers and men of the 51st Interceptor Wing were impressed by the courage and ability of G/C Hale, and amazed by his boundless energy. He spent most of the time in his flying suit at the operations office with the rest of our pilots."

Group Captain Hale was involved in four scraps with *MIG-15s*. He was awarded the American DFC for an action on 25 May which was especially dangerous. He was leading two flights of *Sabres* which were to escort some F-84 *Thunderjets*. The fighter-bombers were late ar-

iving, and part of the escort force had to turn back. G/C Hale and his wingman decided to do "one more sweep" and picked up the *Thunderjets* just as four *MIGs* closed in. Although low on fuel, the two *Sabres* attacked, drove off the *MIGs*, and escorted the F-84s home.

By this time word of the exchange scheme had spread through the RCAF and scores of pilots were clamouring for Korean duty. At No 1 OTU, Chatham, F/O (now S/L) J. C. A. Lafrance found himself far down the list. Preference was being given to instructors. Lafrance approached the CO, pointing out that he was the only instructor without operational experience, the others having seen action during World War II. As a result, he was placed at the top of the list and in May he joined the 39th Sqn.

He flew his first mission on 28 May. On 5 Aug., as a newly-promoted F/L, he was flying his 22nd mission as No. 3 man in a flight of four *Sabres*, with 2/Lt. Vandevanter as his wingman. Near Sariwon F/L Lafrance spotted two *MIGs* and broke into them, closing on the leader. He opened fire, scoring strikes on the enemy plane,

and the pilot ejected. He then turned on the second *MIG* and chased it to the Yalu River before heading for home with his fuel running low. It was the third *MIG* credited to an RCAF pilot, and the exploit brought Lafrance an American DFC.

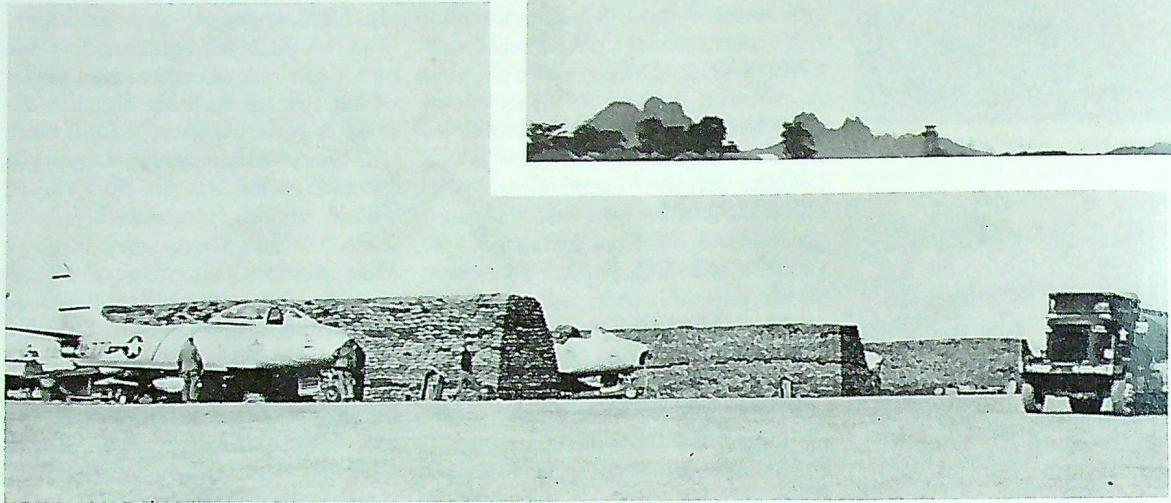
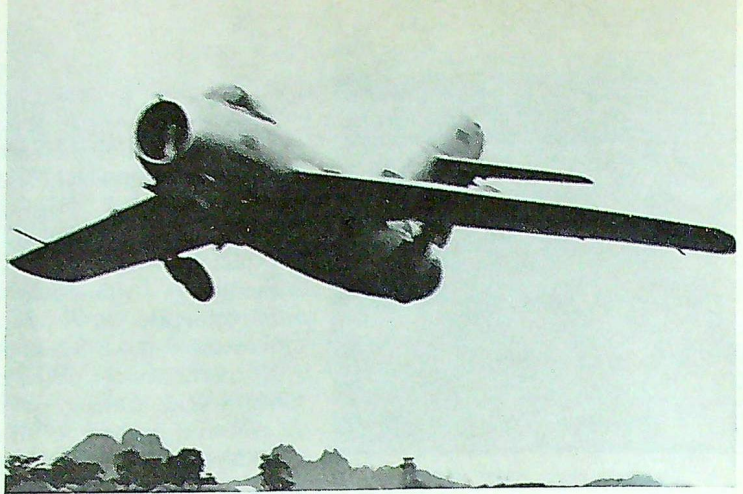
At this point it might be advisable to explain the circumstances under which the pilots were fighting. As early as Nov. '50 the UN Command had been warned of the dangers of spreading the war to Red China, which would possibly bring in wider intervention and perhaps even Russian participation. Consequently, the enemy bases in Manchuria had been declared "off limits" to all pilots. The *MIGs* had only to fly across the Yalu River to escape the *Sabres*. They could be seen taking off or parked in neat rows at their fields at Antung, Tapao, Tantungkou, and Takashan.

These peculiar restrictions also applied to the enemy, who had a large force of *IL-28* bombers which he feared to use from Manchuria lest this provoke retaliatory raids on the Chinese bases. The Reds, therefore, frequently tried to rebuild their bases in North Korea so as to

F/Ls J. C. A. Lafrance and L. E. Spurr receive American DFCs from Maj. Gen. R. Taylor in August 1951.



Korean War of 1950-53 was the first time jet vs jet aerial combat took place. The *MIG-15* (right) out-performed the *Sabre* (below, in revetements at Kimpo airfield) at high altitudes but superior pilot training in USAF and RCAF paid off in 10-1 kill ratio, despite heavy odds.



open an air offensive from Korean fields. However, these efforts came to naught. The enemy did not have air superiority south of the Yalu, and *B-29* bombers pulverized the Korean fields as quickly as they were repaired. The UN had won the airspace south of the Yalu, and had permitted the Communists to control the sky to the north, and because of these two facts neither side could fully exploit what it had.

In combat the *MIG-15* was superior to the *Sabre* in many ways, especially in climbing, high-altitude turning radius, level speed, and ceiling. Frustrated *Sabre* pilots, whose aircraft were wallowing at 47,000 feet, could often see *MIGs* in seemingly effortless manoeuvres at about 53,000 feet.

Evaluation of a *MIG-15B* flown to Kimpo by a North Korean defector in Sep. '53 showed the *MIG* to have many faults. At high speeds it suffered directional snaking, making it an unstable gun platform. It also had fore-and-aft instability. In

a tight turn it tended to do a snap roll and fall into a spin. To add to the troubles of the enemy, the *MIG* had insufficient stall warning.

The heavier calibre of the *MIG's* guns (one 37mm and two 25mm) was offset by their slower rate of fire — a distinct disadvantage in fighter vs. fighter combat. The *F86E* and *F* narrowed many of the differences. The former employed a radar gun sight which enabled top pilots to score hits at 3000 feet, and a modified wing in this same model made the *Sabre* a formidable opponent.

The trump card for the *Sabres* was pilot training. Contrary to the popular conception of the youthful, fresh-faced "ace", many of the pilots were veterans of World War II, and this applied to the USAF pilots as well as the exchange pilots from the RAF and RCAF. Although younger pilots did score, and some scored high totals, the majority of the USAF aces were "old sweats". Lt. Col. James Jabara, the first all-

jet ace and second highest *MIG*-killer (15 in two tours) had been credited with 3½ German aircraft in World War II. Col. Francis Gabreski (6½ *MIGs*) had been the leading American fighter pilot in Europe with 31 victories. Among the Canadian pilots, most had seen action in the last war, including five of the six credited with confirmed victories over *MIGs*. For those who lacked combat experience there was on-the-spot instruction from the USAF pilots, who bore the brunt of the air fighting in "MIG Alley."

The RCAF pilots had a minimum of 50 hours on *Sabres* before going to Korea. Once assigned to their squadrons they, together with all other new pilots, gained additional hours ferrying aircraft and in practice flights south of the lines. Finally, before going into action all pilots attended "Clobber College", a one-day course on proper methods of baling out if hit, plus a briefing on escape and evasion techniques.

(to be concluded)

ORIGIN OF THE B.C.A.T.P.

AMONG the files in the Directorate of Air Force History there is a small news clipping from the GLASGOW EVENING TIMES dated 9 June 1943. It is entitled "He Suggested the Air Training Plan" and deals with some remarks made by H. A. Jones, well known as the author of "The War in the Air", official history of the RAF in the Great War of 1914-1918. In the newsclipping Jones acclaims the Rt. Hon. Vincent Massey, wartime Canadian High Commissioner in the United Kingdom, as the originator of the British Commonwealth Air Training Plan and stated that "if he was to write a history of the present war he would probably give credit to the Canadian High Commissioner for evolving the plan."

Down to the present time this slender piece of evidence has been the only indication that Vincent Massey, who after the war became the first Canadian Governor General of Canada, was the originator of B.C.A.T.P. The Australians, rightly enough, have claimed that the Australian representative in London during the war, the Hon. Viscount Bruce, played a prominent part in developing the concept of the Commonwealth training scheme but Massey's name has not hitherto been mentioned in connection with it.

Now, on the eve of the 24th anniversary of the B.C.A.T.P., Jones' hypothesis is well substantiated in the recently-published Massey Memoirs, "What's Past is Prologue",* which tells the story of the origin of the training plan for the first time. Mr. Massey's account of

how it all began is as follows:

On September 13, 1939, my diary records: "Bruce (Australian High Commissioner), Godfrey (an RAF group captain), Heakes (RCAF attaché at Canada House), two Australian officers and I sat in my room and discussed air matters—the disparity in force (between ourselves and Germany) and other gloomy features. The information which these officers have is most disquieting." Thus primed, we went to "a short meeting at the Dominion Office with Anthony Eden" and, still later, to "a full dress meeting at the Treasury." . . . After this meeting, it occurred to me that Canada might be able to make a decisive contribution to the common war effort by training Commonwealth airmen. I consulted my Australian colleague, who enthusiastically agreed. On September 16 the high commissioners met at the Dominions Office with Anthony Eden and, according to the Dominion Office record of the meeting:

"Mr. Massey and Mr. Bruce suggested that consideration should be given to a scheme whereby Canadian, Australian and New Zealand air forces should be trained in Canada on planes to be specially built in Canada or the United States and should then be sent to the front as distinctive Canadian, Australian and New Zealand air forces. The Secretary of State undertook to look into this proposal."

He did so, and, as the result of further consultation with Air Ministry and other officials, a telegram from Neville Chamberlain was sent to each of the Dominion prime ministers on September 26 proposing what was to become the British Commonwealth Air Training Plan.

An interesting side light to the story is that Mr. Massey, who, like his famous actor brother, had a flare for the theatrical, helped to draft the telegram which Prime Minister Chamberlain of the United Kingdom sent to Prime Minister King. He phrased the opening sentences in such a way that King could not possibly miss the importance of what was being proposed. Actually, there was no real reason to fear that King would turn down the scheme because he had already pledged Canada's full co-operation with



Wartime Canadian high commissioner in London, the Hon. Vincent Massey frequently visited RCAF units in Britain. Here he is shown a Hurricane by S/L V. Corbett, a Battle of Britain pilot who was killed in a flying accident in Canada in 1945.

Great Britain in the common war effort. But the High Commissioner and the British authorities, recalling that there had been serious misunderstandings over air training proposals in 1938, took no chances and made a very special personal appeal to the Canadian leader.

Mr. Massey's account of the B.C.A.T.P., which takes up about two pages of his book, stops at this point and once again it is necessary to return to the files in the Directorate of Air Force History which show that the following cable was sent from Prime Minister King to Chamberlain two days later, on 28 September:

I can say at once that our government fully agrees that Canadian co-operation in this field would be particularly appropriate and probably the most effective in the military sphere which Canada could furnish. We would therefore be prepared to accept the scheme in principle.

Whether Massey's carefully chosen words and phrases had any influence on King's decision is purely a matter of conjecture, but the receipt of the news that King fully approved the idea that had been presented to him must have brought a subtle feeling of satisfaction to the occupant of Canada House. ☉

* Vincent Massey, What's Past is Prologue, The MacMillan Co. of Canada Ltd., 540 pages, \$7.50.

CANADIANS IN GHANA

By FLIGHT LIEUTENANT R. J. FANTHAM

When I received notification of my transfer to spend two years as a member of the Canadian Armed Forces Training Team in Ghana, my first reaction was to rush to a map of the world to find out exactly where that new African country is located.

Originally the training team consisted of 19 people: three RCN, 14 Canadian Army and two RCAF. The navy and army personnel were assigned either to the Ghana Military Academy, situated at Teshie near Accra, the capital of Ghana, or to the Armed Forces Training Centre at Kumasi. The two RCAF members of the team, F/L R. A. Caskie and myself, were assigned

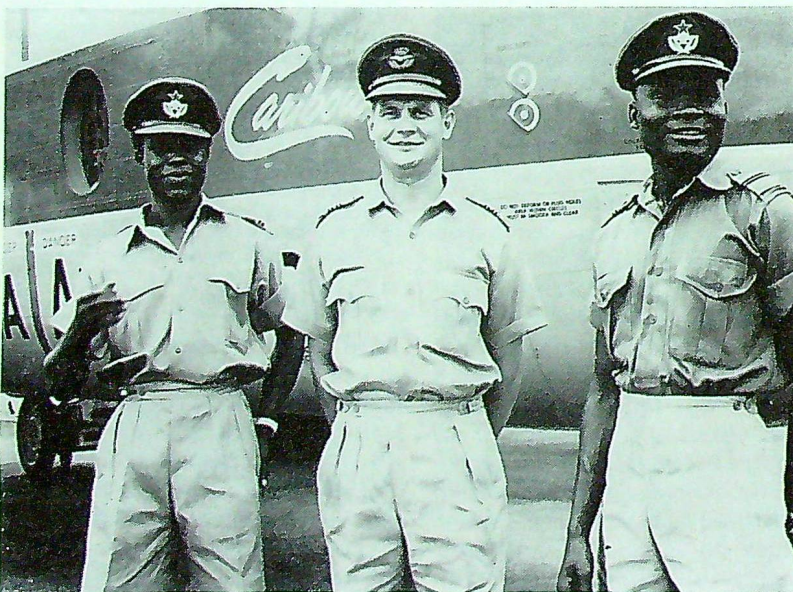
to the Flying Training School at Takoradi.

In the fall of 1961 F/L Caskie and I, with our families, boarded an airliner at Montreal bound for Accra via London. When we left Canada there was a foot of snow on the ground and the temperature was a chilling 15 degrees. When we arrived in Ghana, some 36 hours later, the temperature was a scorching 90 degrees and, of course, snow was conspicuous by its absence. Colonel V. R. Schjelderup, DSO, MC, commander of the training team, met us at the airport and gave us a briefing on our roles. Then we left for Takoradi via Ghana airways. Since we had just come from

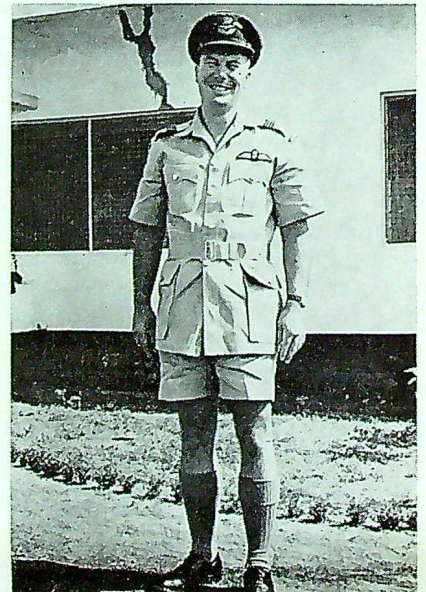
Canada where elaborate airports and complex training facilities are taken for granted, Takoradi came as quite a surprise. Before we could begin our role as flying instructors we had to assist in establishing the school from scratch.

The commanding officer and all the staff of the FTS, with the exception of ourselves, were RAF personnel seconded to the Ghana Air Force. In addition, there were two technical representatives from the de Havilland Aircraft Co. Collectively, our job consisted of supervising the building of offices and hangars, assembling aircraft as they were taken from the crates, surfacing of runways and dispersal areas,

F/L R. J. Fantham and two of his Ghanaian students at Flying Training School, Takoradi.



F/L J. C. Morin instructs at the Ghana Military Academy.



training of ground crews in technical trades — as well as attempting to run a flying and ground training program for pilots.

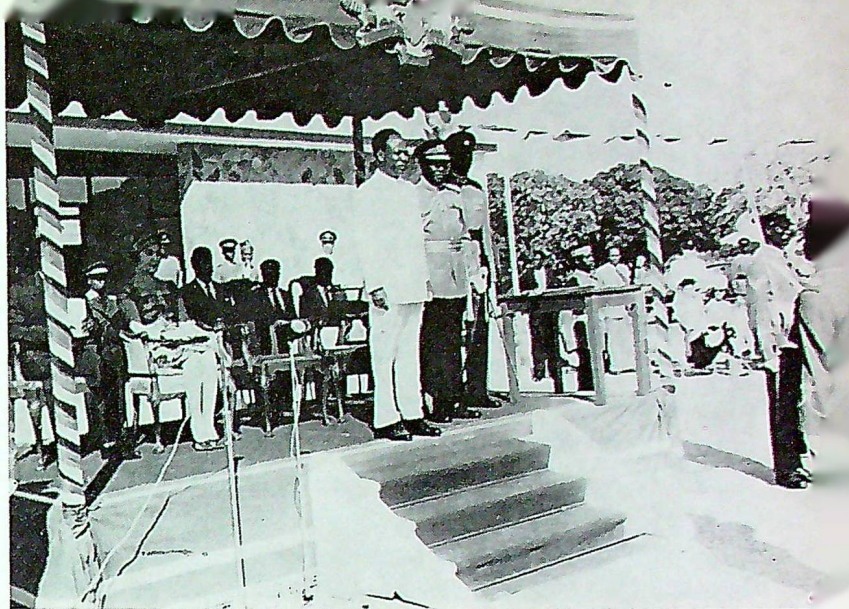
In due course, the FTS began to take shape so F/L Caskie and I went about our business of training pilots. Since we were Canadians, the aircraft on the flight line made us feel right at home. Lined-up on the tarmac were *Chipmunks*, *Beavers*, *Otters* and *Caribous*. Flying training in the Ghana Air Force is in three phases. In the basic phase, the students receive 160 hours on the *Chipmunk*, then move to the advanced phase which consists of 96 hours on the *Beaver*. On the successful completion of the advanced phase, the student-pilots receive their wings.

Operational training is then given on either *Otters* or *Caribous*. A further branching-off is provided at this stage for the pilots selected to serve with the communications flight at Accra. This unit is equipped with *Heron* aircraft and *Whirlwind* helicopters. The pilots destined to fly *Caribous* concentrate on cargo flights, passenger trips and dropping paratroopers, while the *Otter* pilots carry out these three tasks plus the additional one of aerial photography.

The airports in Ghana range from the international airport at Accra (which has a 10,000 foot runway, high intensity approach lights and a meteorology office) to plain grass fields. The lack of "met" forecasters has at least one beneficial side effect in that it teaches pilots to be very weather conscious.

Another problem, which no doubt will be taken care of in time, is the shortage of navigational aids. Apart from maps, the only aids to navigation in Ghana are radio beacons, used both for navigation and as approach facilities.

Our role in the Ghanaian flying training program changed with changing requirements. F/L Caskie



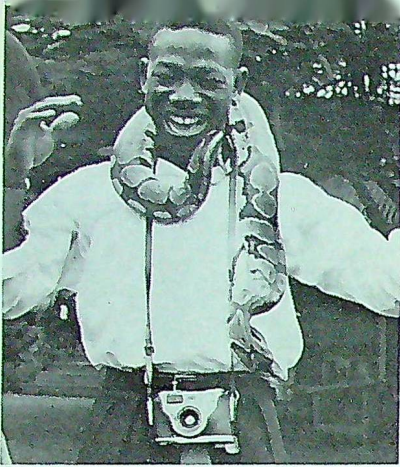
President Kwame Nkrumah and his wife (seated at left) were honoured guests at this Ghana Military Academy graduation.

was initially a *Chipmunk* instructor, then an *Otter* instructor and, finally, he served as the *Otter* flight commander. I began instructing on *Beavers*, then on *Otters*, then on *Caribous* and now I am the operations officer on the *Caribou* squad-

ron. When a third RCAF pilot, F/L G. L. Frazer, joined us he began instructing on *Chipmunks* before moving on to the *Caribou* squadron. This rapid conversion from one type of aircraft to another is not the usual way to operate but, since the Ghana

A Ghanaian Air Force wedding is accompanied by the traditional military guard of honour.





"Like my new necktie?"



A charming saleslady in the marketplace.

Air Force is new and therefore not bound by a multitude of rules and regulations, it is possible for the instructors to pick up a great deal of varied and interesting experiences.

Another difference between the Canadian and Ghanaian way of operating is in the working hours. In Ghana, from Monday to Friday the instructors and students work from 0730 to 1330 hours and on Saturday from 0730 to 1200. The rather abbreviated working day is not the product of a lackadaisical attitude but rather a necessity imposed by the blistering heat. From approximately noon until 1600 hours it is too hot to do much of anything. The operational squadrons, however, are not restricted to these hours because many of their tasks require flying much later in the day.

The married quarters for Takoradi Air Force Base are situated near the airfield. By chance, the three RCAF families happen to be in an area which has been officially named "The Canadian Corner". The homes are all new, very modern, spacious and well ventilated — a necessity in this hot climate. Each room is equipped with a large three-bladed ceiling fan which is constantly in use, especially during the hot season which is from De-

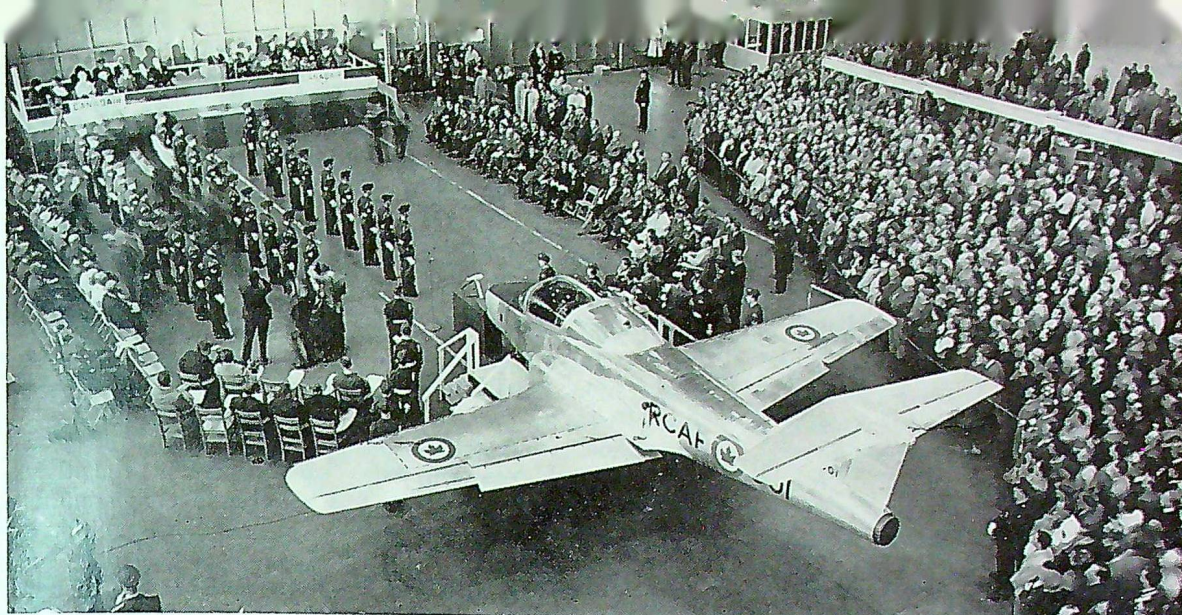
ember to May. The houses have three large bedrooms, two bathrooms, large living and dining rooms and covered patio plus an attached garage. At the rear are servants' quarters. The Ghana Air Force supplies and pays the salary of one servant, usually a cook-steward. In addition, a "wash-boy" or a "small-boy" is hired to help the cook. (Incidentally, the small in small-boy refers to his job not his size.) Some people also hire a "garden-boy" to look after the landscaping. With all this help around it would appear that we live in the lap of luxury and although I am not denying that living conditions are good, it would be impossible for a wife to cook and look after such a large house by herself in this climate.

Another thing we are learning from our stay in Ghana is that we cannot maintain the same pace as we did in a temperate climate. The relaxed way of life over here appears frustrating at first but, as your stay lengthens, you realize that you must adapt your outlook and energies to living in the tropics. And, upon reflection, this way of life must have some merit if only for the reason that heart disease is almost unknown in Ghana. The children seem to thrive in this climate but where they get the energy to race

around in this heat is a mystery. There is a Military Services School, staffed by British teachers, for young children. Transfers are restricted to military personnel with children under 11 years of age, as no service school facilities are available for those any older.

To keep abreast of developments in the rest of the world, we rely on shortwave radio broadcasts from the CBC, BBC, and Voice of America. To supplement these primary sources of information, we rely on week-old magazines, outdated newspapers and letters from home. Entertainment is pretty well limited to the do-it-yourself variety consisting of parties at home or in the mess. A rather exotic touch to our entertainment fare is provided at the mess occasionally when Fra-Fra men do their traditional war dance or Hausa men juggle with machetes. For the sports-minded, there is the Takoradi Sports Club which has a nine-hole golf course, tennis and badminton courts, a salt water swimming pool situated right on the ocean shore, and a dance every Saturday night. A man and his family may enjoy all these facilities for the equivalent of \$5.50 per month. Also there are many natural sandy beaches along the coast where surf-boarding is quite popular.

The Canadian families are enjoying life in Ghana for many of the foregoing reasons. Basically, I believe that the members of the military team are enjoying their tour in Ghana because their jobs, though demanding at times, provide more scope than in a similar situation at home. Also, you can see surprising results for your efforts in a rather short time. Finally, the major reason for such an enjoyable tour must be credited to the Ghanaians themselves who have gone to great lengths to assure that the "Ghanadians", as they call us, are most welcome.



"TUTOR" CHRISTENING AT CANADAIR

The first of 190 Canadair-built CL-41A jet trainer airplanes was officially named *Tutor* by Mrs. Dunlap, wife of A/M C. R. Dunlap, chief of the air staff, at a ceremony at Canadair's Cartierville plant on 29 October.

The first production-model *Tutor* was handed over by Canadair president J. G. Notman to Deputy Min-

ister of National Defence E. B. Armstrong, who then turned the aircraft over to A/M Dunlap. When the *Tutor* comes into operational service the RCAF will have an all-jet training capability for the first time. It is expected to replace the *Harvard* and *Chipmunk* at flying training schools early in 1965.

THE ROCKCLIFFE HIGHLAND DANCERS

The colourful tartan costumes of the RCAF's Rockcliffe Highland Dancers have added a touch of tradition to many ceremonial and special occasions across Canada and in the United States. During the past three years the group has established a firm reputation for precision dancing and is constantly in demand.

Demonstrating the skill and teamwork on which they have built an international reputation, the Rockcliffe Highland Dancers here perform the historic Argyll Broad-swords ceremonial dance. Left to right: LAC A. Cheney, Cpl. J. Leggat, LAC P. Waugh and LAC P. B. Sullivan.



TRI-SERVICE SOCCER

By LEADING AIRCRAFTMAN K. G. WRIGHT

RECENTLY the soccer team from RCAF Stn. Penhold was presented with the Pearkes Trophy for its victory in the 1963 edition of the Canadian tri-service soccer championship held at Winnipeg. RCAF teams have won the championship every year, except one, since the trophy's

inception in 1957. Penhold won the cup after defeating a team of Canadian Guards from Camp Petawawa by a score of 4-1.

An international touch was added to the tournament this year with the inclusion of three Nigerians on Penhold's team. They are among the 16

students who are taking flying training with the RCAF.* Two of the Nigerians scored the RCAF's total points, when John Ghadamosi banged home three goals and George Jeback got the other.

Soccer is the only annual tri-service sporting competition encompassing all of Canada. The trophy was donated by the then Minister of National Defence, Maj. Gen. G. R. Pearkes, VC. The first winner was RCAF Stn. Rockcliffe, Ottawa area champions. The following year it was decided to broaden the scope of the competition and teams from the Maritimes, Montreal and Trenton areas were invited to play in Ottawa against that area winner. The 1958 winner was RCAF Stn. St. Jean, which was again victorious the following year.

It was not until 1960, however, that the competition was on a country-wide basis. Soccer teams from the three armed services made the semi-finals that year but the finals were an all-RCAF competition, with RCAF Stn. Uplands emerging the winner. In 1961 the army hosted the tournament with the finals being played at Camp Petawawa. The finalists were RCAF Stn. Greenwood versus the PPCLI and again the air force team won.

Last year a navy base was the scene of the soccer finals when the teams met at Esquimalt. HMCS Naden neatly eliminated the RCAF from contention, then they were defeated by the army's PPCLI in the final.

Now that an RCAF soccer team is once more in possession of the Pearkes trophy the fliers hope to continue their winning ways.



A/V/M C. H. Greenway, AOC Training Command, presented Pearkes' Trophy to Penhold soccer team: (front row, l. to r.) G. Jebak, J. Ghadamosi, R. King, W. Aleyideino, B. Larsen; (back row) A. Schlossberger, W. Joughin, B. McAdam, R. Garrard, B. Vaage, E. Gardner, M. Allington, A. Raeside, K. Bekkejoyd, G. Kugler.

An action shot in Winnipeg final.



* ROUNDEL, Oct. '63.





No. 2 AIR COMMAND



No. 6 GROUP HQ.



No. 2 (M) O.T.U.



No. 8 SQN.



No. 403 SQN.



No. 404 SQN.



No. 405 SQN.

LOST UNIT BADGES

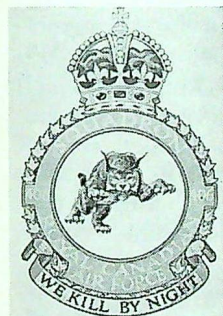
Through the years, a significant part of the RCAF's proud history has been recorded by means of unit badges. However, as units were disbanded at the end of World War II or phased-out during the postwar years, a number of these badges have been lost. It is hoped that some *ROUNDEL* readers will be able to shed light on their whereabouts.

Illustrated here are 16 badges, the originals of which were hand-painted at the College of Arms, signed by Chester Herald and sanctioned by the sovereign. Anyone knowing the present location of any of these badges is requested to write:

Directorate of Personnel
Administration,
Personnel Services Branch,
Air Force Headquarters,
Ottawa 4, Ontario.



No. 410 SQN.

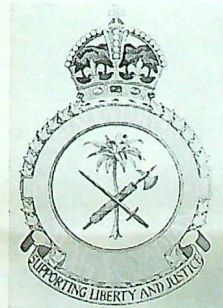


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No. 416 SQN.

No. 417 SQN.



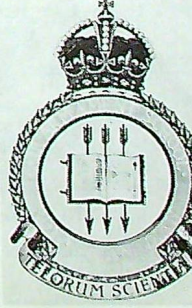
No. 419 SQN.



No. 426 SQN.



AIR ARMAMENT
SCHOOL



No. 1 F.I.S.



No. 5 EQUIPMENT
DEPOT



Surveying river conditions are Lt. Cdr. R. W. Hayes, USN, Cpl. J. W. Austad and S/L R. G. Connick of the RCAF Survival Training School.

A section of the Fraser River near Mt. Robson in the Rockies.



Story by FLIGHT LIEUTENANT A. E. F. PATERSON
Photos by SERGEANT K. G. FERGUSON

CRUISING DOWN THE RIVER

IN 1808 Simon Fraser, an outstanding Canadian explorer, made his way to the Pacific Ocean down the famous B.C. river which bears his name. This summer 20 RCAF personnel and three members of the USN repeated a portion of that epic journey.

Reasons for the hazardous trip were to familiarize bush and arctic survival experts with rough-water and mountain-rescue techniques and provide additional experience at living off the land en-route. In addition to 12 instructors from the RCAF's Survival School, personnel from the Institute of Aviation Medicine, AFHQ and RCAF Station Namao participated in the exercise.

A 60-mile stretch of the most turbulent part of the Fraser River was chosen for the expedition. Unlike the situation in Simon Fraser's

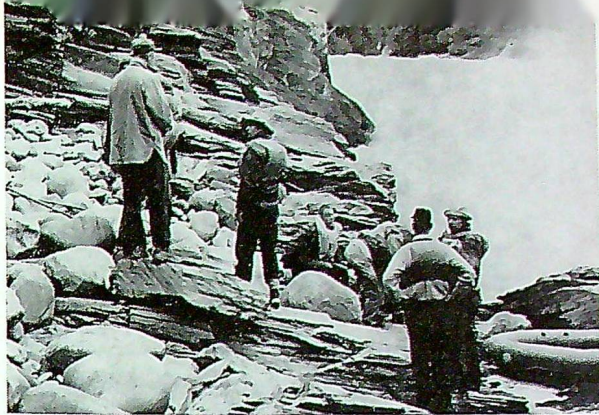
day, there was a road nearby which could have been used to evacuate any injured. The 23 men set out from Lucerne Lake, 40 miles west of Jasper, Alta., with rubber dinghies and with a minimum of equipment including standard RCAF survival rations. The trip lasted six days. For five days and one night, it rained.

A leisurely first-day trip to Moose Lake hardly prepared the group for the extremely fast water they encountered next day. Although everyone got very wet, they learned a valuable lesson: inflatable rubber boats half-filled with water ride the rapids much better than do empty ones and the danger of tipping is lessened.

A variety of berries, half a dozen fish and one porcupine were additions made to the survival rations during the trip. Using lessons taught



WO1 W. Waring, F/L H. Carnahan and Lt. R. E. Bright, USN, dry out in front of their overnight shelter after a day on the river.



Boats were portaged around 25-foot high Robson Falls.



Lt. R. E. Bright and F/L L. Paraking manoeuvre through rapids below Rearguard Falls.

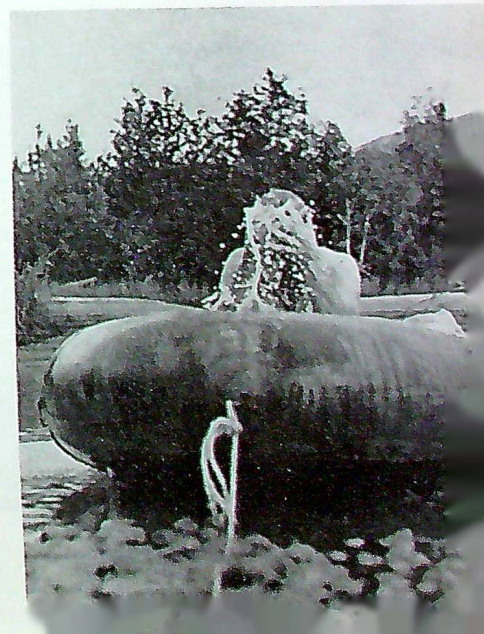
to more than 9400 graduates of the Survival School since it began 15 years ago, the instructors cooked dandelion leaves, roasted bear-root and made Labrador tea.

Portages were required up and down steep 30-ft. cliffs at Rearguard and Robson Falls. Although the group did not suffer from pangs of hunger, stamina was markedly reduced by the third day and battling the rapids became more difficult. The Fraser River was much lower than was anticipated and rocks blasted from the nearby railway bed forced the men to 'stickhandle' their two and three-man dinghies downstream. It was found that paddling the dinghies as canoes was

more satisfactory in the rapids so the oar-locks were ignored.

By the fifth day, some of the adventurers were experiencing occasional lapses of memory and took longer to complete routine tasks in setting-up camp. As reaction time had slowed to a point where "pressing-on" could have been dangerous, S/L R. G. Connick, officer commanding the RCAF Survival Training School, put only 12 volunteers into the water on the sixth day to go through the canyon between Red Pass Junction and Mount Robson. The decision to terminate the voyage was made shortly thereafter, as the operation's main objective had been achieved.

Cpl. G. Raymond converted boat into a bath tub reported the water "not so hot".





RCAF ASSOCIATION

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

CHRISTMAS MESSAGE FROM THE NATIONAL PRESIDENT

Now that we are drawing close to the end of another year I am pleased to take this opportunity to extend to all members of the RCAF Association and their families my warmest wishes for a Merry Christmas and a Happy and Prosperous New Year.

During the short time I have been President I have not been able to meet as many people as I would have liked to. I therefore plan to visit as many Wings as possible after you have settled down again in the New Year. Until then my warmest good wishes to you all.

HUGH CAMPBELL
National President

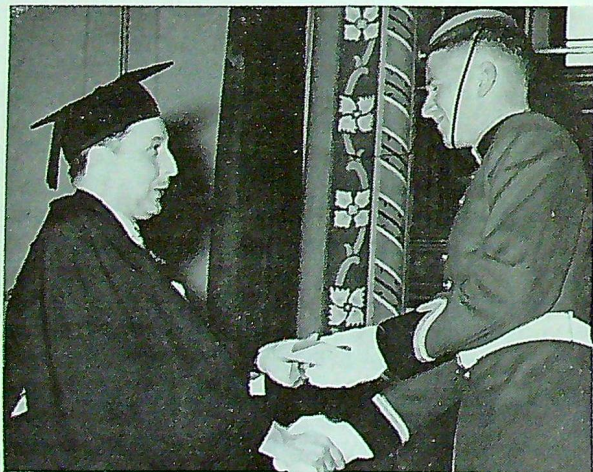
WVF Thanks Wings

A letter acknowledging arrival of the Association parcels to the World Veterans Federation International Charity Sale, held in Paris in November, expresses heartfelt thanks to all Wings who contributed to this sale. The message says in part: "Their quality is such that the gifts can only increase the prestige both of the WVF and of your country and they will enable us to expand our rehabilitation programs".

Twelve Association Wings participated in the worthwhile project this year and are certainly to be congratulated for their fine contribution.

Associate defence minister Lucien Cardin presents RCAFA award of merit to Officer Cadet D. F. Holman at Royal Military College, Kingston. Wristwatches are given each year by RCAFA at Canadian Military Colleges.

Cadet S/L J. R. Leitold receives RCAFA award for best second-year RCAF officer cadet at Royal Roads, Victoria, from Lt. Gen. G. Walsh, chief of the general staff.



The Toronto Wings sent an assortment of Canadian-made gifts, including silver maple leaves, hand-carved candle stick holders, nut bowls, wall plaques, salad servers and a case of Canadian tinned hams. From the Maritimes No. 252 (Lord Beaverbrook) Wing, Fredericton, contributed two sets of New Brunswick place-mats and No. 100 (Bluenose) Wing gave many Nova Scotia tartan articles. No. 306 (Maple Leaf) Wing in Montreal donated a gladstone bag and Canadian woodcarvings and No. 404 (Kitchener-Waterloo) Wing sent some crested glasses.

Bursary Awarded UNB Student

Patricia B. Pond, daughter of Dr. & Mrs. Douglas Pond of Marysville, N.B., was selected as the winner of the \$500 bursary awarded annually by No. 252 (Lord Beaverbrook)

Edmonton Wing's New Quarters

Air Marshal C. R. Dunlap, CBE, CD, chief of the air staff, conducted the sod-turning ceremony to commence construction of No. 700 Wing's new building in Edmonton. The contract for the new structure has been awarded at a figure of \$330,000 and construction has begun, the building to be completed early in 1964.

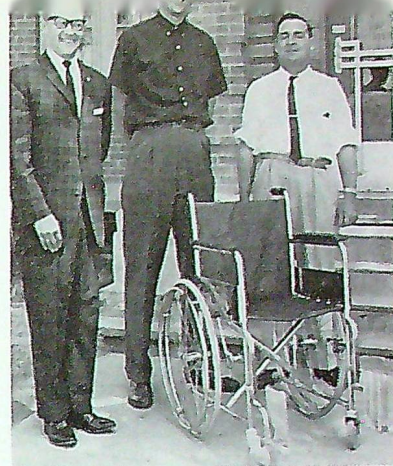
The new building will be situated on a four-acre tract of land at Kingsway and 114th Ave. Plans show a

Wing, Fredericton. Her father, who is an entomologist at the experimental Research Station, was a sergeant navigator with the RCAF during World War II.

Winnipeg Wing's Community Service

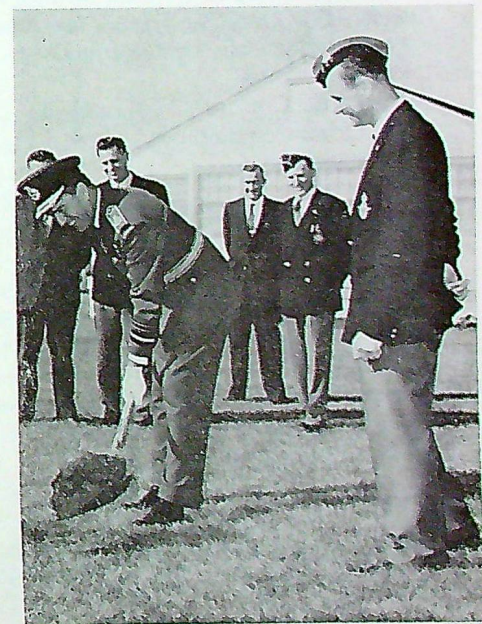
By means of a fund-raising campaign, No. 500 (City of Winnipeg) Wing has purchased and put into use five wheelchairs of the latest design, as well as a good supply of crutches. These items have been located in a number of towns in southern Manitoba: Steinbach, Carman, Altona, Portage La Prairie, for the free use of the people of the districts.

This community service is greatly appreciated in rural Manitoba, as in other areas of Canada where Wings of the Association are providing similar equipment.



President Neil Ivory, (left) and vice-president Don Roberts (centre) of No. 500 (Winnipeg) Wing present wheelchair to Steinback Chamber of Commerce vice-president E. Loeppky.

A/M C. R. Dunlap turns sod for No. 700 (Edmonton) Wing's new building as president Jack Frost and members beam approval.



AIRCRAFT ALBUM

Lockheed Hudson	Jan.-Feb.
Handley Page Hampden	March
Fairey Battle	April
Consolidated Liberator	May
Curtiss Kittyhawk	June
Fleet Finch	July-Aug.
Handley Page Halifax	Sep.
de Havilland Comet	Oct.
Hawker Typhoon	Nov.
Wright Brothers' Flyer	Dec.

AWARDS

Air Force Art	March
George Medal Winners	April
RCAF Units Win National Fire Awards	May
Casey Baldwin Award Winner	July-Aug.
Beyond the Call	Oct.

CURRENT OPERATIONS — IN CANADA

Operational Research in the RCAF	Jan.-Feb.
Strength in Unity	Jan.-Feb.
C.E.P.E.	May
Introducing the CH-113 Helicopter	May
Foreign Liaison at Home and Abroad	May
Golden Hawks 1963 Tour	May
Light Blue + Dark Blue = MARPAC	June
Anti-Submarine Warfare Means Teamwork	June
RCAF Pioneers in Pre-Fab Mobile Homes	July-Aug.
NORAD — Only the Name's the Same	Sep.
Air Defence Goes Underground	Sep.
Pinetree Today	Sep.
Air Traffic Control's New Look	Oct.
Joint Photo Intelligence Centre	Oct.
It's in the Bag	Oct.

CURRENT OPERATIONS — OVERSEAS

Below the Sun	Jan.-Feb.
Air Division CF-100 Sqdns. Disband	March
Testing the Starfighter Escape System	April
Shamrocks, Shillelaghs and Subs	June
Operation Blind Twinkler	July-Aug.
Operation Rho Delta	July-Aug.
Mercy Mission Training Flight	Sep.
With the RCAF in Yemen	Dec.

HISTORY

Canada's First Military Aircraft	Jan.-Feb.
Canada's First Air Training Plan—Part 3	Jan.-Feb.
Part 4	March

Voice from the Jungle	May
The Aleutian Campaign — Part 1	May
Part 2	June
First Strategic Bomber Force	July-Aug.
The Tuskers Tale	Sep.
Saga of the North-WAC Mess	Nov.
"Sea-Boots" and "Sou-Westerns"	Nov.
The Konigsberg Incident	Nov.
In Korean Skies — Part I	Dec.
Origin of the BCATP	Dec.

PEOPLE

Scouting in the Air Division	Jan.-Feb.
General Norstad Bids Adieu to NATO	Jan.-Feb.
Human Beings are Here to Stay	March
Royal Visit at Four Wing	March
Angelo's Angels	March
The Military Credit Union and You	April
First Female Warrant Officer	May
Canadian in RAF Aerobatic Team	July-Aug.
A Canadian in the USAF Academy	Oct.
Scarlet and Blue	Oct.
A Tree Grows in Thule	Nov.
This is Your Paid Up Insurance	Nov.
'Twas on the Moon of Wintertime	Dec.
Tri-Service Soccer	Dec.
Canadians in Ghana	Dec.
"A Day With" Series: Snow Blower	Mar.
Missile Control Officer ME-Techs	Nov.
Dec.	Dec.

STATIONS OF THE RCAF

Uplands	July-Aug.
Chatham	Dec.

SPACE TECHNOLOGY

Operation Man on the Moon	Jan.-Feb.
Meeting the Potential Soviet Space Threat	Jan.-Feb.
Probing High	Sep.
Operation Eclipse 1963	Oct.

TRAINING

Pilot Training 1965	Jan.-Feb.
Professional Education in the RCAF	April
Central Officers' School	May
The Wilderness is their Classroom	May
Water Safety is Everybody's Business	July-Aug.
Nigerians Train in Canada	Oct.
Search and Rescue Training	Nov.
Cruising Down the River	Dec.

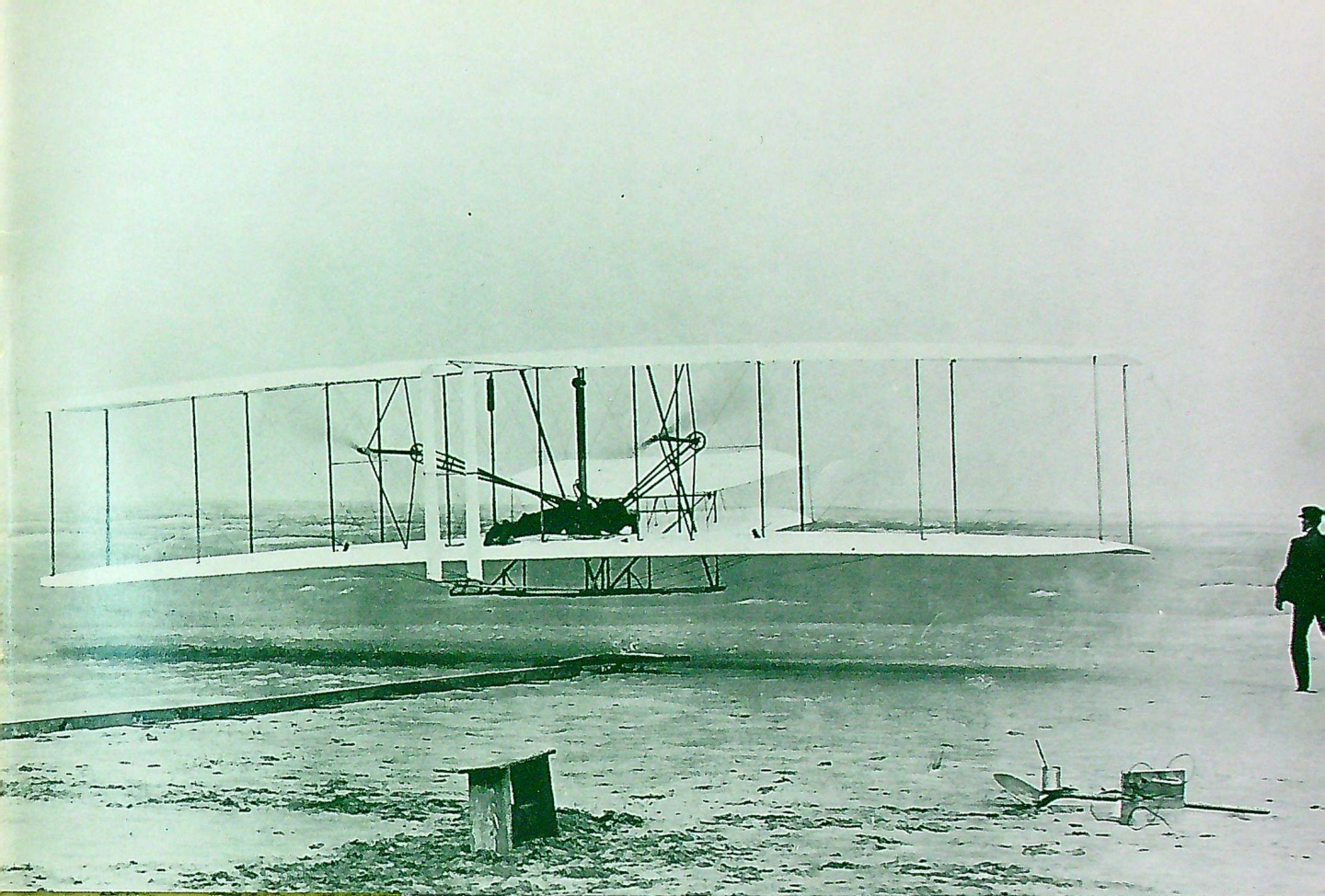


Photo courtesy Smithsonian Institute
National Air Museum

Aircraft ALBUM:

Wright Brothers' "Flyer"

The 60th anniversary of man's achieving powered, heavier-than-air flight occurs this month. At 1055 hrs. on 17 December 1903 Orville Wright first flew this machine for 12 seconds at Kill Devil sand hills, N.C. The *Flyer* was designed and built by him and his brother Wilbur at their home in Dayton, Ohio. Three more flights were made that morning, each brother taking his turn at the controls. The fourth one lasted 59 seconds and covered slightly more than half a mile through the air.

This historic photo was obtained when the brothers arranged the camera on a tripod, focused it on a point a few feet short of the end of the launching track, and had one of the observers snap the shutter just as Orville cleared the rail on his first take-off. The Wrights were not sure they had a picture until they developed the film after returning to Dayton.

Roger Duhamel

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