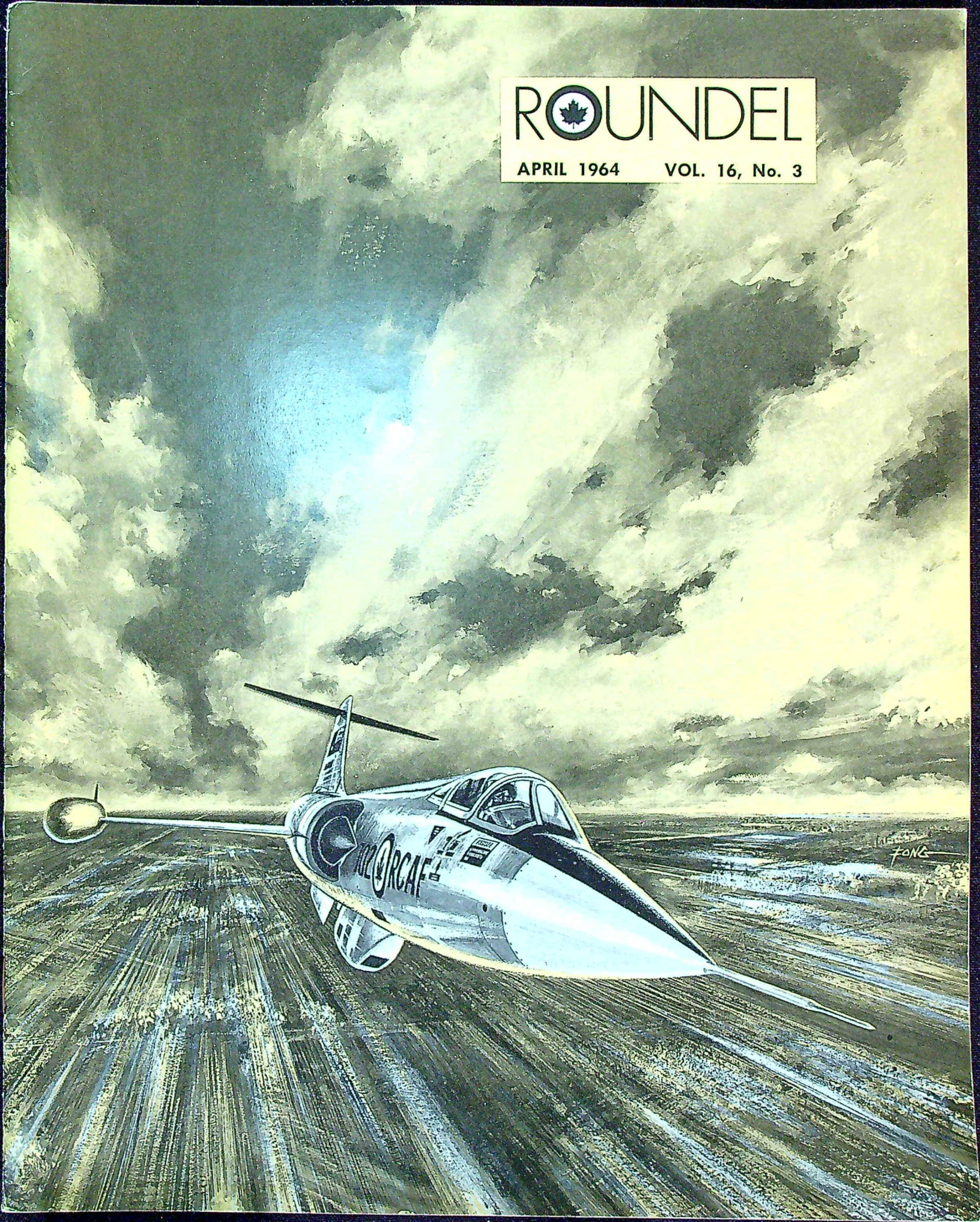


ROUNDEL

APRIL 1964

VOL. 16, No. 3



FONG



COVER CAPTION

Vicom-equipped Super Starfighter on low-level photo-recce mission in Europe, as visualized by Cpl. Pete Fong, introduces this month's cover story (see page 2).

ROUNDEL

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the Chief of the Air Staff, Royal Canadian Air Force

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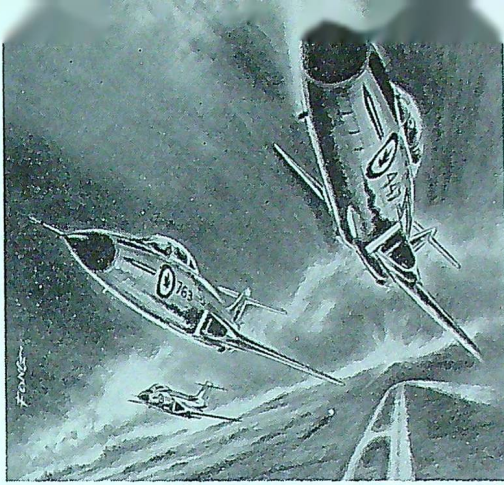
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ON THE BREAK

MORE than 75% of us now serving in the RCAF weren't even born when Canada's "junior" service was created 40 years ago. On the other hand, the career of one of our most senior members (A/M C. R. Slemon) spans those entire four decades.

Numerically, our air force did not amount to much on that April Fool's Day in 1924. Establishment strength of the permanent force was 68 officers and 307 airmen, thinly spread amongst headquarters and six air stations: Vancouver, High River, Winnipeg, Camp Borden, Ottawa and Dartmouth. Flying equipment consisted of eight "new" Vickers Vikings, a few Avro Vipers and some obsolete World War I DH4s and HS2Ls. Forestry patrols and aerial survey work were the RCAF's main tasks.

Twenty years later, in the midst of World War II, the RCAF reached its peak expansion: a strength of 215,200 (including 15,000 WDs) and 78 squadrons (41 overseas, 37 in Canada). In operation for the BCATP were 97 flying schools (including 24 RAF) and 184 ancillary units.

Even before the RCAF came into existence, and throughout the 40 years since, part-time citizen airmen have played a large role in the service's development and accomplishments. Thus, the story of the reserves (page 5) is presented as *ROUNDEL's* 40th anniversary feature — and as a tribute to the men and women now being honorably "stood down" from auxiliary units across Canada.

This month, as we enter the "dangerous 40s", the RCAF is in a state of revision and re-organization. Our cover story (page 2) describes just one of several new tasks we will be called upon to assume in the immediate future. The eulogy on page 14 pin-points only one of our formations which have been recently disbanded.

ACCORDING to some experts in the field of journalistic research, a publication which does not feel the pulse of its readership periodically is like a doctor in danger of losing most of his patients. If this is true, then *ROUNDEL* is in grave trouble, for we have never conducted such a scientific survey.

Now, through the co-operation of the RCAF's management engineering and statistical analysis people, a "sampling" of *ROUNDEL* readers is being taken to determine what you do or don't like about the magazine and to solicit ideas for future improvement. Perhaps you may be one of those asked to complete the questionnaire. If so, we hope you'll give it thoughtful consideration.

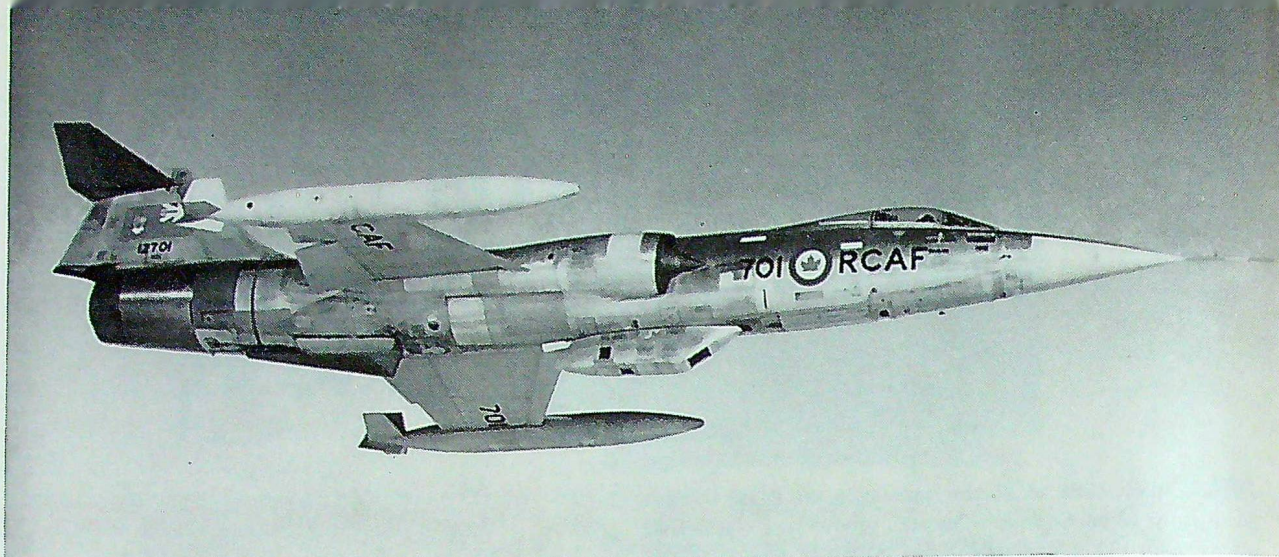
We promise to publish a true summary of findings later this year.

SOME months ago A/V/M Raymond Collishaw, CB, DSO, OBE, DSC, DFC, one of the outstanding flyers of all time, turned over his personal memoirs to the air historian, who obtained permission for first-publication rights in *ROUNDEL*. We proudly announce that the first of a five-part series by this distinguished Canadian will appear in the next issue.

Leaving his native Nanaimo, B.C., in 1915 to join the RNAS, he became a top-scoring fighter ace in World War I and had many equally-harrowing experiences as an RAF career officer in the years between the wars. By 1939 he was an air commodore, in charge of all operational squadrons in Egypt. Today A/V/M Collishaw lives in West Vancouver — an active and successful businessman in mineral development.

"Memories of a Canadian Airman" is a story no *ROUNDEL* reader will want to miss. Ensure you get all five instalments.

A. J. Paton 5/12
Editor.



CF-104 of CEPE/AAED at RCAF Stn. Cold Lake, carrying pod containing four Vinten 70mm. cameras.

CANADIAN PHOTO EYES OVER EUROPE

BY CORPORAL J. SCRIMGER
CEPE/AAED Photo Section

AN Anglo-Canadian air-photo system, mounted in Canadian-built and manned supersonic aircraft, will help fulfil NATO's photographic-reconnaissance requirements in Europe beginning this summer.

Two of the RCAF's CF-104 *Starfighter* squadrons, Nos. 439 and 441 based at No. 1 Wing, Marville, France, are now equipped with the Vicom photo-recce system — developed especially to air force specifications by Computing Devices of Canada Ltd. The highly-sophisticated British Vinten 70mm. cameras, enveloped in an aluminum aerodynamically-contoured mount attached to the aircraft's belly, have been thoroughly tested on *Starfighters* operating out of RCAF Stn. Cold Lake, Alta., for the past two years. The "pod" (as the aircraft installation is known) is described

as the latest and best available.

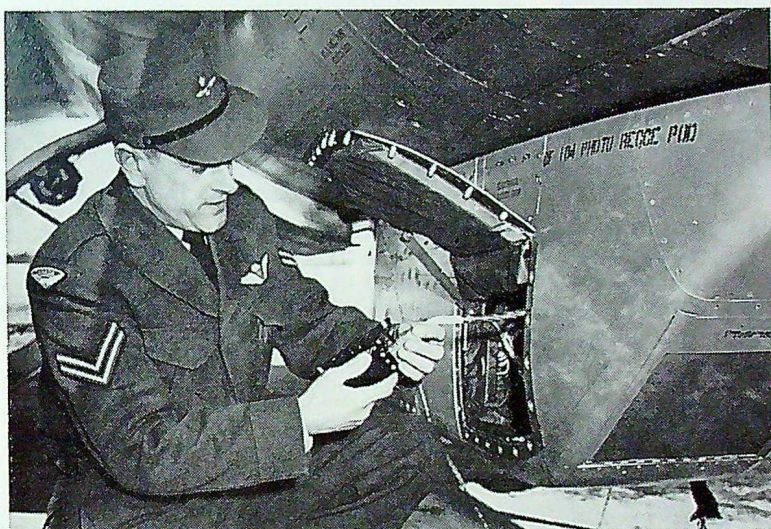
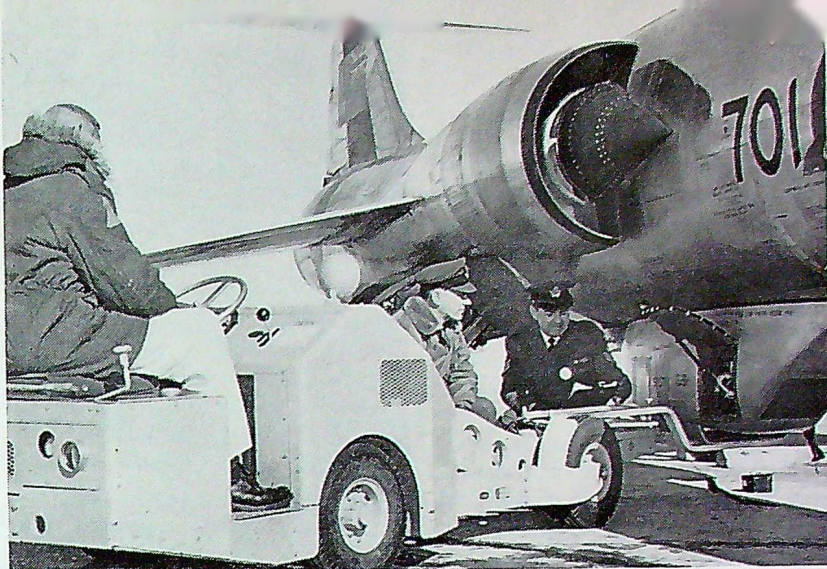
Squadron pilots are currently undergoing specialist training to prepare them for their newly-assigned role. Meantime, associated ground equipments (consisting of a number of mobile vehicles containing developing, processing and photo interpretation facilities) are being installed at Marville. Intelligence and photo technician personnel will team up with flying crews to a closer degree than ever before at the squadron level when operations actually begin.

Equipped with its easily-detachable, less than 300-lb. fully-equipped pod, the CF-104 is well-suited for today's exacting photo-reconnaissance tasks. It can fly in any weather at high or low level and can photograph targets under adverse light conditions at altitudes of

200 ft. or below. The photo system's automatic features permit the pilot to concentrate on flying the aircraft — a most exacting task in low-level, high-speed operations. As he approaches the target area, the pilot selects the camera or cameras he intends to use. This automatically opens the protective doors over the camera windows and activates the automatic exposure control. On reaching the target, the pilot merely depresses a button on the control column to operate the selected cameras.

In the pod are four 70mm. cameras, positioned as follows: one aimed forward and downward to photograph ahead of the *Starfighter's* line of flight; one vertical to photograph directly downward; and two cameras side-by-side offset 10° from vertical, firing 90° to the

F/L J. J. Francis and FS H. P. Mac-Mahan check camera installation in pod. For low-altitude reconnaissance, four cameras with 3 in. f/2 lenses are arranged so that one looks forward, one to the left, one to the right and one straight down.



Cpl. G. Gilbert holds data recorder, which projects information from aircraft's navigation system (e.g. position and heading data) onto edge of each frame of film. One recorder is installed for each camera in pod.

Air and ground staffs make photo-recce team. Here CF-104 pilot F/L D. G. Cinnamon (centre) compares notes with photo technician FS H. P. Mac-Mahan (left) and photo officer F/L J. J. Francis after test run at Cold Lake.

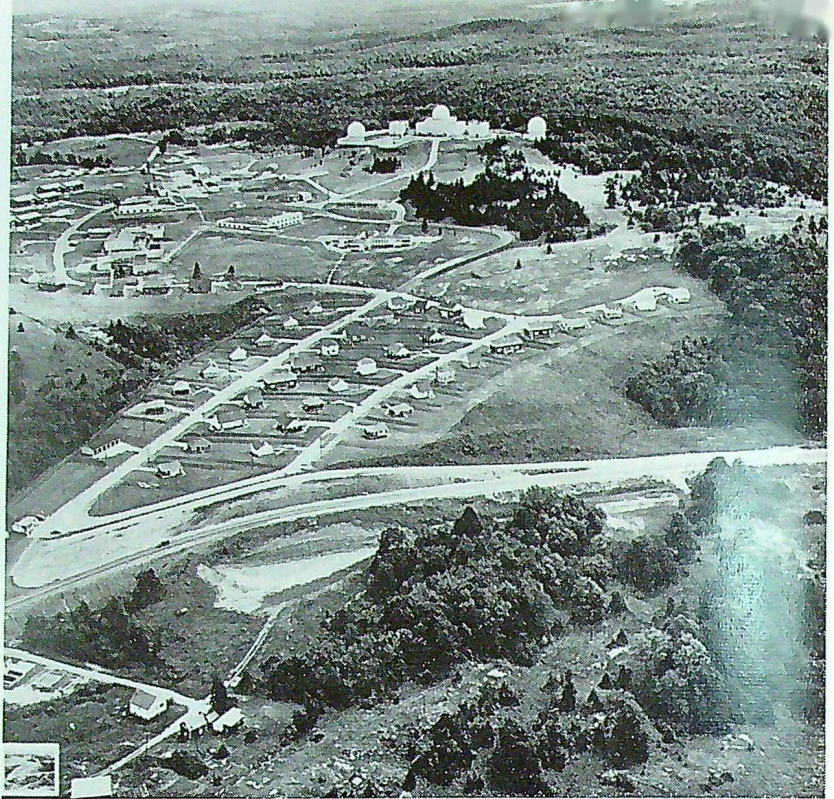


right and left of the aircraft's flight path. Data converters and recorders accept heading and position information from the aircraft's navigation equipment, converting it into a display that is recorded on each negative. This is extremely valuable for the photo interpreters and intelligence staffs who later analyze the films.

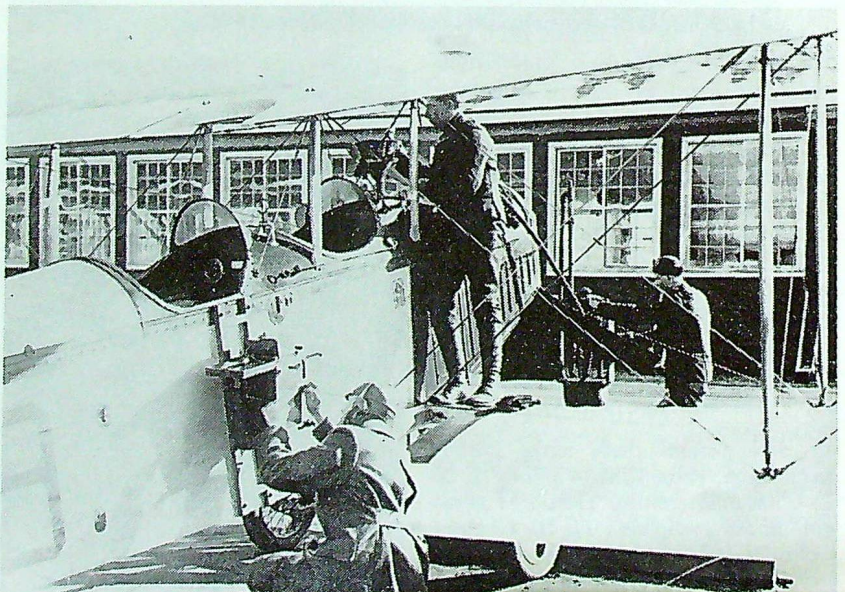
Photography and aviation have been closely linked since the first days of flying and their military value increasingly recognized for over a century. One of the first recorded instances of picture-taking from the sky occurred during the American Civil War when artillery observation balloons were used as camera platforms. Aerial photography was one of its first roles when the RCAF was created 40 years ago this month, and in both war and peace our air force has many outstanding accomplishments to its credit in this field.*

In today's world of intercontinental ballistic missiles, mobile missile launchers and nuclear-equipped artillery, the rapid acquisition of accurate information on the movement of enemy weapons is of vital importance. At Marville the RCAF will have the most advanced and well-integrated air-photo team in its history to conduct this and other assignments for the defence of the free world.

* *ROUNDEL*, Oct. '63 and Jan.-Feb. '64.



This photo of RCAF Stn. Foymount has been enlarged 20 times from the original negative size (see inset lower left). The picture was taken from an altitude of 300 ft. while the CF-104 was travelling at 360 mph. through light rain. Automatic exposure control in Vicom system ensures optimum results in all weather.



Canadian airmen first did photo-recce work in World War I. Here an RFC cadet checks the aerial camera mounted on the side of a JN-4, while mechanics fuel the aircraft for a training flight in Canada.

OUR 40TH ANNIVERSARY FEATURE:

SALUTE TO THE AUXILIARY

BY

FLIGHT LIEUTENANT F. J. HATCH

Directorate of Air Force History

THROUGHOUT military history voluntary citizen forces — known variously as militia, reserve, non-permanent or auxiliary — have played striking roles in many countries. None have been more prominent than the RCAF Auxiliary, whose members, according to the precise terminology of QR (Air) “are enrolled for other than continuing full-time service, when not on active service”.

At one time in the distant past kings and princes depended mainly on part-time forces for the defence of their kingdoms and principalities. But as warriors began to use such deadly weapons as the lance and the longbow and to encase themselves in heavy armour, it became the custom for permanently-organized bodies of expert men-at-arms to engage each other in the first shock of battle. The hastily-recruited local militia, without the benefit of these costly items of equipment, were then thrown in to render the “coup de grace” in the free-for-all that generally followed.

When the permanent force was called to fight in distant lands it often took along foreign mercenaries for support, but if the home land itself was threatened the reserves were called out and fought shoulder to shoulder with the king’s men. These citizen troops fought in their

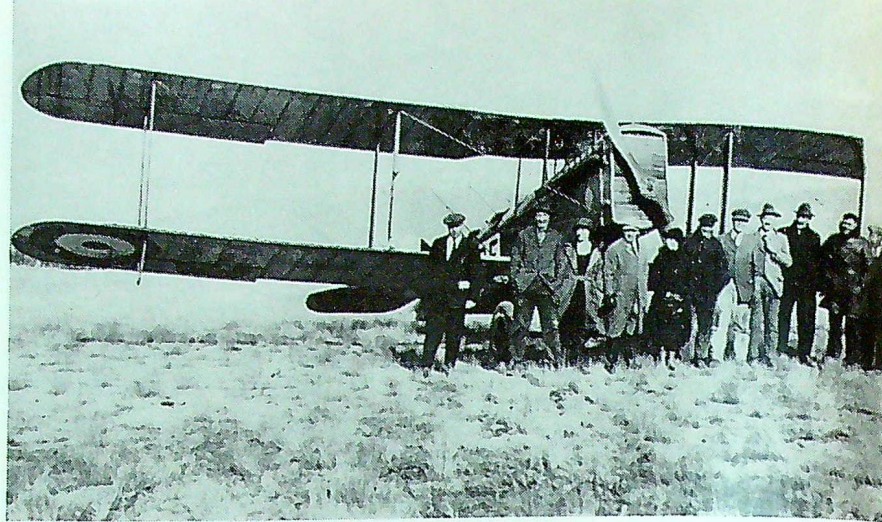
own formations under the control of local officials and developed their own traditions which inspired them to great deeds of valour. They also enjoyed a certain degree of freedom of action and, to the annoyance of their permanently-employed comrades in arms, they might show their independence by taking time out from the battle to attend local celebrations or to bring in the harvest.

Although the form of the non-permanent forces has changed considerably over the centuries, the general principle on which they are based (namely, that every man owes a duty to protect the society of which he is a part) has remained unaltered and in a voluntary system such as we have in Canada has a special bearing on our concept of democracy. Another unchanging aspect of the reserves is their close affiliation with local communities. Every reserve unit represents a defence effort of a particular area or locality; as witness to this the names of RCAF auxiliary squadrons usually carry the name of the city in which they are stationed. Their members are local citizens drawn from every walk of life — teachers, civil servants, businessmen, doctors, lawyers, accountants, skilled workers and students who are prepared not only to enjoy the blessings of freedom but also to undergo the

fatigues of supporting it.

In Canada, the history of the Air Force Reserves goes back to the period immediately after World War I when the government of the day, impressed by the creditable showing that Canadians had made in the Royal Air Force and anxious to demonstrate that Canada was no longer a colony, decided that it was time for us to have our own air force. Following the assumption that air training for war "should be periodic, intensive and widespread" it authorized the Canadian Air Force in February 1920 as a non-professional, non-permanent force and placed it under the control of the Air Board which had been created in June 1919 to oversee all aspects of Canadian aviation. Provisional establishment was made for 1,340 officers and 3,905 airmen who were to undergo training at Camp Borden for limited periods every two years — 28 days for the officers and three months for the airmen. The local connection was provided through the provincial executive committees of the newly-formed Canadian Air Force Association which handled the recruiting and administration end of the work. By June 1921 the aircrew strength of the CAF, made up of ex-members of the RAF, was more than 1,000. There were no formations or units and plans to form 13 squadrons never got beyond the paper stage.

Training on a year-round schedule began in October 1920, using Avro aircraft that had been inherited from the United Kingdom. The commencement of CAF operations was marked by the first trans-Canada flight which, in addition to the purpose of proving the possibility of such an operation, was undertaken to create interest in Canada's new air arm. All those who took part in the history-making flight were members (or attached members) of the CAF on full-time employment with the government



Well-wishers at Revelstoke, B.C., welcomed DH-9A flown by F/L G. A. Thompson (with W/C A. K. Tylee, first AOC of the CAF, as passenger) on last lap of the first trans-Canada flight in 1920.

and divided their time between civil government air operations and instruction duties for the CAF.

Thus it was that Canada had a non-permanent air force before it had a permanent one. It was not long before all concerned agreed that this arrangement left much to be desired. At its annual meeting in February 1922, the Canadian Air Force Association observed that instruction and administration could not be carried on satisfactorily without a permanent organization round which a non-permanent force could be built. It recommended that a permanent force be established and that permission be sought to use the prefix "Royal". About the same time the cry for efficiency and economy was raised across the country and at the beginning of the fiscal year 1922-23 reductions in the appropriation for the air service made it impossible for the CAF to continue training and the granting of refresher courses came to an end on 1 Apr. '22. The CAF, however, continued as an interim organization until the RCAF came into of-

ficial existence on 1 Apr. '24.

Under the new organization the RCAF was to have three components, a Permanent Active Air Force, a Non-Permanent Active Air Force and a Reserve. The creation of a permanent air force was a great step forward but those who had worked so hard to promote military aviation were disappointed that the demand for retrenchment ruled out the possibility that any NPAAF units would be formed in the immediate future. The Reserve, however, fared slightly better and after 1923 a limited number of flying courses were given to officers on this list.

In 1932 another upheaval occurred in air force organization, heralded by a slash in the annual air appropriation from \$5,332,000 to \$1,750,000, followed by a drastic reduction in air force strength. But the paring down was accompanied by reshaping, prompted by the dismal failure of the 1932 disarmament conference and Germany's announcement that she was not interested in further disarmament

discussions. Up to this point it had been the Canadian custom to vote the air service just enough money to look after immediate requirements with little thought given to future planning. One of the first signs pointing to a change in official outlook was the authorization of the first NPAAF units, though the depression budget prevented the accomplishment of anything startling.

The first three units of the NPAAF, Nos. 10, 11 and 12 (Army Co-operation) Sqns. were formed respectively at Toronto, Vancouver and Winnipeg in 1933. No. 15 (Fighter) and No. 18 (Bomber), both located in the Montreal area, were added in 1934 followed in 1935 by Nos. 19 and 20 (Bomber) Sqns. at Hamilton and Regina. Although these squadrons came under the control of the Department of National Defence and each had the assistance of a detachment of per-

manent force personnel, their existence, vitality and organization depended wholly upon local talent. Funds came from the Dominion coffers but it was up to the communities themselves to find the recruits and to provide suitable accommodation. Much of the ground work was done by a few public-spirited citizens who were also members of the local flying clubs and who recognized the importance of making Canada strong in the air.

By the summer of 1934 the first three NPAAF squadrons began flying training with an aircraft establishment of three *Tiger Moths* plus an extra one for ground instruction. In 1935 annual summer camps were held for the first time by these units, No. 10 going to Camp Borden, No. 11 to Sea Island and No. 12 to Shilo. The other squadrons went ahead with preliminary training. No. 19 attended summer camp in 1937 and in 1938 all seven NPAAF

units took part in the valuable summer training session.

The last four years of the 1930s, which were important in the development of the RCAF as a whole, saw some significant changes in the NPAAF. In 1936 Canada began a planned expansion of the RCAF which aimed at the creation of a force of 23 squadrons over the next three years. Twelve of these were to be NPAAF units comprising four army co-operation squadrons, four bomber squadrons and four fighter squadrons. The old system of numbering, under which the NPAAF squadron numbers began where the permanent ones left off, was no longer satisfactory and to avoid duplication the NPAAF units were given a block of numbers beginning at 110, the new numerical designation of No. 10, No. 11 became No. 111 and so on. The last five NPAAF units formed included No. 113 (Army Co-operation) at Calgary and No. 121 (Bomber) at Quebec, authorized in 1937, No. 114 (Bomber) at London and No. 116 (Coastal Artillery Co-operation) at Halifax in 1938 and No. 117 (Coastal Artillery Co-operation) at St. John, N.B., in 1939.

The strength of the NPAAF was gradually built up from a mere 20 officers and eight airmen on 31 Mar. '34 to 112 officers and 901 airmen on the eve of the war. The increase in personnel was a reflection of the sharp upward trend in the annual air estimates voted in parliament. From \$4,130,000 in the fiscal year 1936-37 the vote jumped to \$11,391,650 in 1937-38 and again to \$29,450,000 in the last peace-time budget. But even the doubling and tripling of expenditure could not make up for the long years from 1923 to 1933 when the NPAAF had been completely neglected, nor the lean years from 1933 to 1937 when it was kept going at a barely subsistent level. Like the permanent force, the NPAAF, whose designation was

In 1924 the newly-formed RCAF flew water survey operations in northern Manitoba. Here crew members pose beside their Vickers Viking at Reindeer Lake.



changed to Auxiliary Active Air Force in Dec. '38, suffered mainly from lack of air training facilities and equipment. For this reason the last five squadrons to be formed never got beyond the preliminary stages of organization and were disbanded in Sept. '39, with most of their members being taken on strength of the older units.

The calling up of the auxiliary squadrons in Aug. '39 followed closely along lines that had been laid down in advance. At midnight on the 25th a pre-arranged cypher message from Ottawa, "Precautionary Stage of Defence of Canada Plan to be Adopted Against Germany", was a signal for the auxiliary units to begin recruiting to full strength and was followed by a letter from the Chief of the Air Staff emphasizing the necessity of complying with this order as quickly as possible. On 31 Aug. another telegram announced that the auxiliary units were to be called out on a voluntary basis for full-time air force duty.

The schedule of units mobilized was made up of Nos. 110, 111, 112, 115, 118, 119 and 120. Unfortunately, only a few of the squadron diaries have preserved the details of what happened on that eventful Sunday, 3 Sept. '39, when most of them put the mobilization order into effect. No. 111 may perhaps be taken as a typical example. The squadron, which had a paper strength of about 130 airmen and 14 officers, was called in for duty on Sunday and informed of mobilization. Eleven officers and 94 airmen signified their readiness to "go active". Three officers asked for leave without pay to tidy up their personal affairs, and an undisclosed number of the airmen returned later on and signed on for full-time duty. A better indication of the squadron response is given by the fact that practically all those who had attended summer camp, 11 officers

and 96 airmen, volunteered as a group.

For the Auxiliary, Canada's formal declaration of war on 10 Sept. '39 came as an anticlimax to the two weeks of hectic activity which had preceded it. By then a full-time training program was under way in each reserve unit and the administration staffs were busily engaged in a mad paper hassle that left little time to reflect on the significance of the date. However, the formal announcement that Canada was at war brought one important change because the Special Reserve was then created as a melting pot for the auxiliary and permanent forces; they were joined together as one air force and for the duration of the war there was no distinction between the two.

The seven auxiliary squadrons represented almost one half of the initial operational strength of the Special Reserve, the balance being made up by the eight permanent squadrons.* Even though the latter were better equipped and more fully trained, the comparison may convey some idea of the debt owed by the war-time force to the auxiliary units which enabled the RCAF to meet its operational commitments in the early stages of the war when the outlook was so gloomy and uncertain. In the first months of hostilities it was decided that the RCAF would not send a large contingent overseas but instead concentrate its efforts towards getting

* The RCAF Permanent had a strength of 298 officers and 2,750 airmen dispersed throughout Air Training Command, Air Force Headquarters, Headquarters of Western Air Command and Eastern Air Command as well as in the operational squadrons. The 112 officers and 901 airmen of the Auxiliary were concentrated in the auxiliary squadrons. There were in addition about 150 officers on the Reserve List.

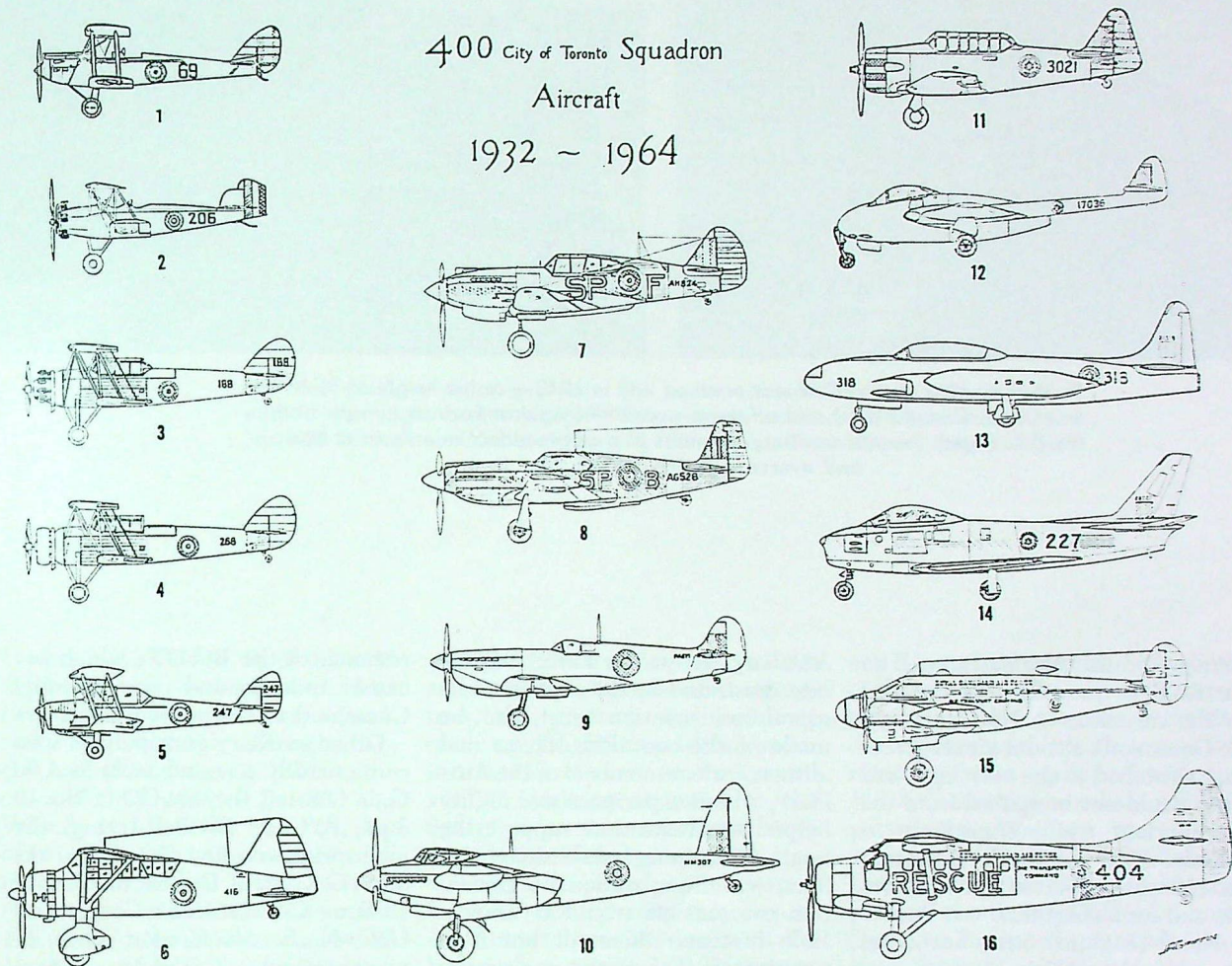
the British Commonwealth Air Training Plan into operation.

Nevertheless, the Canadian government wanted to have air representation overseas at an early date and this signal honour fell to No. 110 Sqn. Before leaving Canada the "City of Toronto" Sqn. was augmented by personnel from two other army co-operation units — No. 112 (Auxiliary) Sqn. and No. 2 Sqn. of the Permanent Force. It arrived overseas in February and immediately went into training at Old Sarum, the RAF Army Co-operation Centre.

The Canadians were scheduled to be battle-ready on their sturdy *Lysanders* by the summer of 1940 and they were eagerly looking forward to a move to France to provide air support for the 4th British Corps of which the 1st Canadian Division was to form a part. These plans went sadly astray when the German forces overran Western Europe in May and June and No. 110 eventually moved to Odiham, Hampshire, on the south coast of England in the area where it was thought that Hitler might attempt an invasion. Here No. 110 flew on dawn attack exercises with Canadian and British ground forces until the invasion scare passed; then it settled down to a more routine army co-operation program. Its first big job came at Dieppe in Aug. '42. This was followed by extensive reconnaissance sweeps over Western Europe and eventually the squadron became the nucleus of No. 39 Reconnaissance Wing of the Second Tactical Air Force. In Mar. '40, when the 400 block of numbers was introduced for RCAF overseas squadrons, No. 110 was put at the beginning of the list as No. 400 in virtue of being the first RCAF unit overseas.

Two RCAF auxiliary squadrons made indirect but important contributions to the Battle of Britain. Before No. 1 Sqn. (the permanent

400 City of Toronto Squadron
Aircraft
1932 ~ 1964

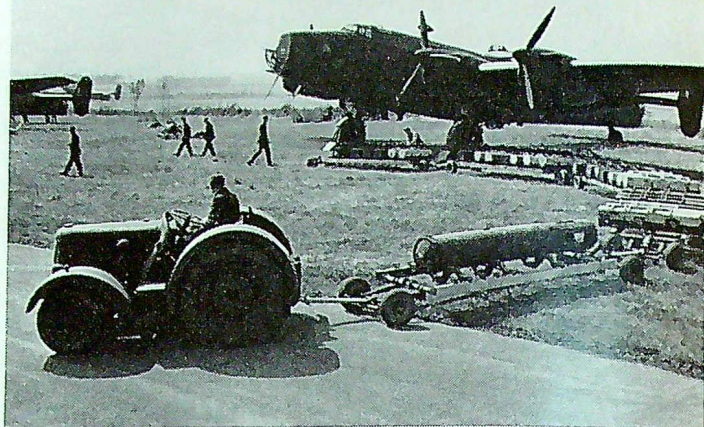
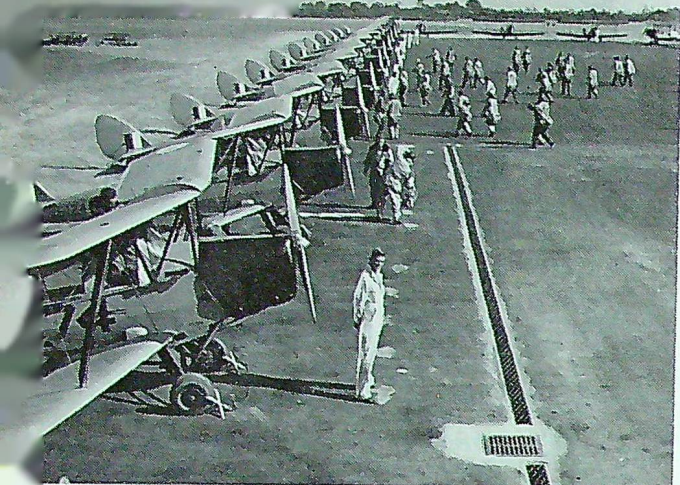


Aircraft used through the years by No. 400 Sqn., the RCAF's oldest auxiliary unit and the first to go overseas in World War II, are depicted above. We decided to make a small quiz out of this presentation by artist J. A. Griffin. After testing your memory of aircraft recognition, check your answers against those on page 32.

force unit that did the actual fighting and was later remembered as 401) left for the United Kingdom it was strengthened by amalgamation with No. 115 from which came such well known Battle of Britain pilots as F/L G. R. McGregor, F/O E. W.

Beardmore, F/O V. B. Corbett, F/O G. G. Hyde, F/O P. B. Pitcher and F/O W. P. Sprenger plus 86 ground crew who were to play a crucial part in keeping the over-worked *Hurricanes* in the air. Another auxiliary unit, No. 112 Sqn.,

arrived in England on 20 June in company with No. 1. While the latter was engaged in the famous air battle No. 112 was temporarily turned into a reinforcement unit to back up the fighting unit. Without this arrangement the Canadian gov-



Peak expansion of the RCAF was reached late in 1943 — at the height of BCATP training in Canada (left) and offensive operations against Fortress Europe from the U.K. (right). Pre-war auxiliary members played prominent roles both at home and overseas during World War II.

ernment would have had to call on the RAF to provide replacements for the casualties in No. 1 because the Dominion's slender air resources were stretched to the very limit and pilots could not be spared from the all-important training program in Canada. After the Battle of Britain No. 112 was converted to the fighter role and for a short time was known as No. 2 (Fighter) Sqn., becoming renumbered as 402 in Mar. '40.

In 1943 two more auxiliary squadrons, Nos. 111 and 118 (later renumbered as 440 and 438), moved across the Atlantic to the U.K. and added a spectacular chapter to air force history as part of No. 143 Typhoon Wing. The war record of the auxiliary units that remained in Canada's Home Defence Force was somewhat less exciting. However, as an indispensable part of the forces of Eastern and Western Air Command, they kept busy flying on anti-submarine patrols, search and rescue missions, besides providing a training medium for those of their members who were transferred overseas.

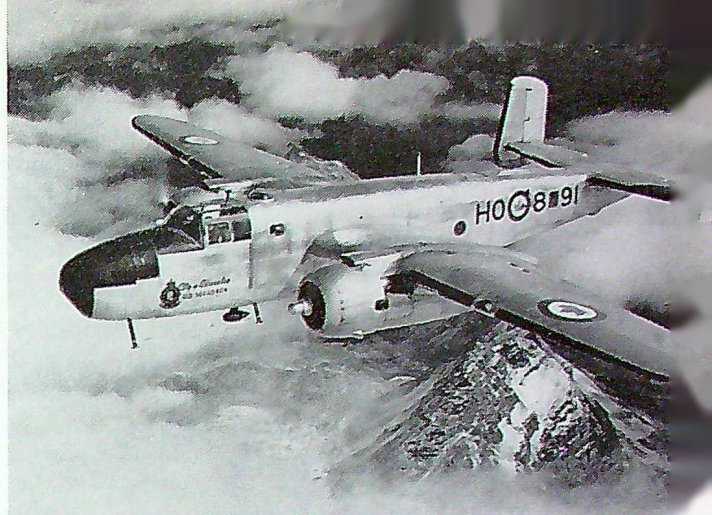
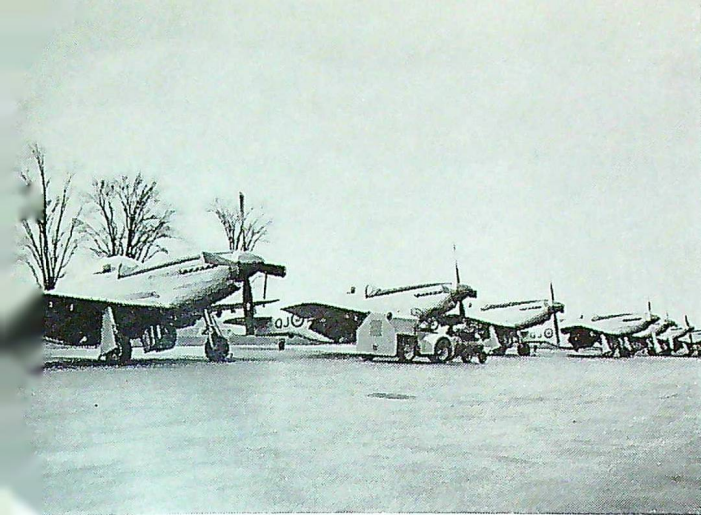
Although the contribution of the

Auxiliary Active Air Force may be best illustrated by the exploits of its squadrons, mention must also be made of the countless officers and airmen, former members of the Auxiliary, whose experience and ability helped to create and support the huge air training establishment at home and the operational organization overseas. It would be impossible to name them all but it is noteworthy that at the end of the war three members of the Air Council came from the Auxiliary: A/V/M W. A. Curtis, whose drive and initiative were important factors in the early success of No. 10 City of Toronto Sqn., was Air Member for Air Staff; A/V/M J. A. Sully, the prime mover behind the Winnipeg Flying Club and No. 12 Sqn., was Air Member for Personnel; A/V/M F. S. McGill, who organized the first auxiliary fighter unit (No. 15 Sqn.), held appointment as Air Member for Supply and Organization. One of the first and most active members of No. 18 Sqn. at Montreal, F/L A. Raymond, was now A/V/M Raymond, Air Officer Commanding No. 1 Air Command, the

remnant of the BCATP, which became redesignated as Training Command in the postwar air force.

Other auxiliary personalities who come readily to mind include A/C G. L. O'Brien, the first CO of No. 10 Sqn.; A/C A. D. Bell-Irving, the mainspring and first CO of No. 111 Sqn.; G/C M. C. Dubuc, first CO of 18 Sqn.; G/C D. U. McGregor and G/C N. S. MacGregor, both of whom served as CO of No. 19 Sqn. at Hamilton. All of these men had served the RCAF and Canada in positions of responsibility. Yet in taking stock of their various endeavours it might well be found that their greatest contribution was their patriotic devotion to the struggling NPAAF in the trying days of the 1930s.

At the end of the war all of the RCAF bomber, coastal and fighter squadrons were disbanded pending the decision as to the type of peacetime force that Canada was to have. On 6 Feb. '46 the Cabinet gave approval for a reorganized RCAF of four components, the Regular (nine squadrons), the Auxiliary (11 squadrons), the Reserve and the Royal



Post-war auxiliary squadrons were first equipped with *Mustang* fighters (left) and *Mitchell* light bombers (right). The aircraft pictured above belonged to No. 420 (City of London) and No. 418 (City of Edmonton) Sqns., respectively.

Canadian Air Cadets. By 31 Mar. '47 eight of the war-time squadrons had been re-formed as auxiliary squadrons. Appropriately enough, No. 400 and 402 now came back to the cities of their origin — Toronto and Winnipeg. Likewise, No. 401, because of its association with No. 115 before the Battle of Britain, was re-established at Montreal where No. 438 (the old No. 18) was also based. No. 442, which had begun its career in Western Air Command as No. 14 (Fighter) Sqn. of the war-time Home Defence Force, and finished the war as one of the overseas components, was returned to Vancouver. The other newly-formed auxiliary units were squadrons that had been formed overseas from BCATP graduates, sort of "orphan" squadrons that were "adopted" by certain cities during the war. They included No. 406 (Saskatoon), No. 411 (Toronto), No. 418 (Edmonton), No. 420 (London), and No. 424 (Hamilton). In 1947 No. 403 was organized at Calgary and in 1951 No. 443 was reactivated as the City of New Westminster Sqn. based at Sea Island.

With the exception of No. 406 and 418, both light bomber squadrons, the postwar Auxiliary was made up of fighter squadrons under instructions to carry on the ground and air training essential to the fighter role. Training began with armed *Harvards* but in 1948 Nos. 400 and 401 opened a new chapter in RCAF history when they acquired *Vampire* jets. Moving with the times, they received T-33 trainers when they became available in Canada in 1955 and began flying *Sabres* in 1956. F/L Karr of 401 is claimed as the first auxiliary pilot in the British Commonwealth to fly a supersonic jet. No. 411, No. 442, and No. 443 also progressed to first-line jets and by 1957 there were 48 auxiliary pilots qualified on *Sabres*. Jokes about Sunday afternoon flyers had gone out of fashion.

Most of the pilots in Nos. 402, 403, 420, and 424 were current on T33s but their mainstay was the reliable old *Mustang*, a World War II aircraft which was also used with effectiveness in Korea. Canada's tactical air force was embodied in No. 406 (City of Saskatoon) and No.

418 (City of Edmonton) Sqns. Both of these units had made their reputation on the famous *Mosquito* during the war; for their tactical role they were equipped with the *Mitchell*. In the immediate postwar period the Auxiliary was placed under the direction of Training Command but in 1948 they became part of No. 1 Air Defence Group (later Air Defence Command), since they formed an integral part of Canada's air defence organization and had a definite operational role.

It was about this time that the democracies realized that they had demobilized too hurriedly and the power vacuum that had been left was being filled by the resurgent forces of aggressive communism which threatened to take over the European nations one by one. To enable Canada to take its rightful place in the United Nations, NATO and North America as a guarantor of peace and security it became necessary to build up the auxiliary forces as well as the regular. From a total of 744 all ranks at 31 Mar. '47 its strength was doubled the next year and by 31 Mar. '54 reached

5,440. Canadians as a whole were probably unaware of the unobtrusive development of the Auxiliary and the important part it was assigned in the task that lay ahead unless they had taken time to read the 1951-52 white paper on defence, a pertinent excerpt of which stated:

The air defence of Canada is of first priority in the RCAF, and with this in view, emphasis has been placed on the establishment of auxiliary fighter and tactical squadrons and radar units . . . As rapidly as equipment and facilities can be provided these units will be brought up to operational establishments. Annual camp periods will be continued and increased emphasis will be placed on operational exercises with the regular force so that the minimum operational training will be required should it be necessary to place reserve units and personnel on active service in the event of a general war.

In view of the speed of modern war, the Auxiliary had to be ready to mobilize for the immediate defence of the country. By virtue of its widespread organization it was well prepared for its role. Though it was not called out, its existence provided a steadying influence as the Cold War gave rise to one crisis after another. Special mention should be made of the auxiliary aircraft warning and control (AC & W) squadrons which often demonstrated their operational capability by taking over the local radar stations on weekends.

A novel feature of the build-up in reserve strength was the introduction of technical training units. No. 3055 TTU was started in Vancouver in 1951 as part of No. 19 Wing on an experimental basis to provide more and better reserve tradesmen by training high school students in the basic aircraft trades. Following the success of the Vancouver TTU similar units were formed throughout the Auxiliary. In 1954, 1,859 trainees were enrolled and 1,147 attained Group 1 standing and moved on to the squadrons to continue their training on the job through trade advancement programs. Many of

these young lads, having savoured air force life in their local units, later joined the RCAF Regular. On a smaller scale, transfer to the Regular went on in all trades and branches giving the RCAF a particularly well-motivated brand of recruit — an incidental contribution of the Auxiliary to air defence.

While the operations, training and discipline of auxiliary units came under the centralized direction of Air Defence Command, the introduction of a wing organization in 1950 gave reserve personnel a greater share in the administration and control of their own activities. The wing headquarters, established in urban centres where there were sufficient units to warrant this type of control, might provide administration for an aircraft squadron, an aircraft control and warning squadron, an intelligence unit, a technical training unit and a medical unit. Most of the wings reported directly to ADC but in the Montreal and Toronto areas reserve activities grew to the extent where it was considered necessary to set up auxiliary groups, No. 1 in Montreal and No. 2 in Toronto to co-ordinate training and operations and to ensure effective co-operation between the regular and reserve forces.

In the late 1950s, as the balance of power once again swung to the West, as new and more powerful weapons were developed and as new strategical concepts were worked out, it became possible to relieve Canada's citizen air force of some of the burdens it had taken up. A major policy change in 1958 resulted in reduced auxiliary strength. Since mobilization no longer appeared imminent it was possible to disband the auxiliary intelligence units. Some of the medical units, those located in areas where there were no aircraft squadrons, were also dissolved. The most notable change of all, however, was the assignment of the flying squad-



No. 438 (Aux.) Sqn. T-33 awaits canvas-housed aircrew at RCAF Stn. Chatham summer camp, 1957.

rons to an emergency and rescue role under Air Transport Command.

The reconversion from jet to piston-engined aircraft was viewed with a certain element of nonchalance by the majority of pilots. This feeling soon changed to chagrin, then to determination as the uninitiated suddenly discovered that the inoffensive-looking "Exploder" possessed a perverse nature — especially immediately following touchdown. Pilots who were credited with silky-smooth landings in the *Sabre* would come into the hangar muttering to themselves after depositing the *Expeditor* on the runway in a series of spine-jolting arrivals. Soon, however, the pilots learned to control the aircraft with more aplomb and erratic arrivals became the exception rather than

also contains some of Canada's finest natural resources. Sportsmen in the RCAF therefore have ample opportunity to preserve for future generations at least some of the forest, streams and wildlife that are their priceless heritage.

The official RCAF attitude towards conservation is set forth in para 1 of AFAO 19.00/11 as follows:

"Wildlife in the vicinity of RCAF stations and units located in game and fishing areas of Canada is of great economical importance to the residents of these areas and to the province and territories concerned. It is the responsibility of each officer and airman in these areas to protect these resources by observing Provincial and Territorial game laws and recommended conservation measures".

A recent ROUNDEL survey indicated that RCAF personnel have indeed contributed significantly to conservation in Canada, especially at stations where there are Rod and Gun Clubs.

RCAF Station Goose Bay is located in some of the finest forest land in Canada, so station personnel who are interested in conservation make their contribution by protecting the forests. At Goose Bay an active alerting system is maintained to warn personnel of the forest fire danger during the hazardous season. Changeable signs are spotted at strategic locations on the base indicating the forest fire index as being high, medium or low, as applicable. This information is also included in the daily weather broadcasts on the local CBC radio station. In addition, camp fires, bonfires, or rubbish burning are permitted only with prior arrangement of the station fire department, so that the danger of starting a forest fire is kept to a minimum.

One air force establishment in the Maritimes, which might well claim to have the most active conservation program in the RCAF, is

Station Chatham. The station holds a charter from the New Brunswick Fish and Game Protective Association. The aims of this organization are taken seriously and the interest taken by Chatham members is not superficial. Monthly meetings are held to promote the observance of laws for the preservation and protection of fish and game and all personnel transferred to Chatham are made aware of game laws and forest fire regulations.

Last spring, on the recommendation of the Chatham branch, the Department of Fisheries released locally one-half million trout of various sizes. Conservation-minded individuals also aid the N.B. Water Authority Advisory Board by giving periodic reports on pollution and chemical condition of local water and, to other provincial authorities, they report violations of the Fish and Game Act, the feeding habits of Merganser ducks, the number of

HERITAGE

BY FLIGHT LIEUTENANT T. G. COUGHLIN
Assistant Editor, ROUNDEL



Badge worn by conservationists at RCAF Stn. Chatham.

National Rifle Association courses for teenagers are conducted at several RCAF stations across Canada. Here a successful graduate receives his shoulder badge.



LAC J. Neville, president of the RCAF Chatham branch of the New Brunswick Fish and Game Protective Association, tacks up a timely poster at beginning of fall hunting season.

banded birds shot and statistics on trout and salmon landings throughout the season.

RCAF Station Camp Borden is located in Ontario's Simcoe County, an area generously blessed with lakes and streams. As the air force station adjoins a large army camp, air force and army personnel join together in a military rod and gun club. One of the club's greatest accomplishments is the work done by the club on behalf of conservation. For instance, in 1963 nearly 1300 man-hours were put in by club members working on Lisle Creek. This local waterway was improved by building cribs along the banks to prevent land slides and constructing deflector dams to expose the creek's gravel bottom. After these man-made improvements were completed, clear pools of water formed which prepared the area for re-stocking of fish by the club. Other creeks were cleared of wood and debris, sluggish water was drained off and speckled trout were put into the streams. These efforts rendered

both immediate gains to club members and long-term benefits to the community in the Camp Borden area.

This airman-soldier alliance did more. Having obtained 100 pheasant poults from the province's Department of Lands and Forests Fish and Wildlife Branch, they banded these birds and released them. They also completed census cards concerning the number of fish caught and sent them to the provincial authorities. The Camp Borden Rod and Gun Club also made efforts to conserve the most priceless item of all — human lives. Hunter safety classes were held for 60 Camp Borden members, including 35 high school students. The classes were an unqualified success as there wasn't a single hunting accident during the year.

Canada's prairie provinces are sometimes thought of as a vast land almost devoid of trees. But, if the conservation efforts of RCAF Station Gimli are fruitful, the lack of trees will be remedied, at least in

the Gimli area. Respect for Canada's renewable resources is the reason for a program conducted by the Gimli Boy Scouts. Last year they began a long-range plan to restore the bush adjacent to PMQs into a park and picnic grounds by planting trees in areas they had cleared. In addition, small areas are continually being cleared and brushed out in preparation for the transplanting of cedar and spruce seedlings. To have a constant supply of seedlings on hand for these projects a tree nursery, containing 1200 seedlings was started last May.

At RCAF Stn. Comox FS R. Barlow, an air force policeman and a registered instructor of the National Rifle Association of America, conducts a program of lectures and demonstrations aimed at putting safe hunters into the fields and forests of Vancouver Island. Survival in the outdoors, construction of shelters, use of proper clothing, safe hunting principles, gun handling, game identification and game laws, courtesy and compass navigation are some of the subjects covered. In addition to instructing adults on the station, FS Barlow lectures on the same topics to local junior high school and air cadet teenagers.

Much is being done throughout the RCAF on behalf of conservation. Much more must be done if we are to preserve our natural forest, soil, water and wildlife. In order to encourage RCAF personnel to engage in conservation projects, the RCAF's Recreation Branch plans to award an annual trophy, beginning in 1964, to the RCAF station, unit or detachment which does most for the cause of conservation in Canada. Every organization within the RCAF is eligible for this competition and may obtain further details by writing:

Chief of the Air Staff,
Air Force Headquarters,
Ottawa 4,
Attention DPA/PA-6



RCAF Stn. Winnipeg CO, G/C D. A. Willis, signs deerskin pledge as he accepts honorary membership in Manitoba Carling Conservation Club whose motto is "Yours to protect — yours to enjoy". L. to r.: RCMP Const. E. D. Sauve, Carling's Manitoba Vice-President H. T. Spohn, G/C Willis and Indian Princess Nancy Trimble of the DeQuis Reserve.



"No, no, I asked for a 'trapshooting' trophy!"

Courtesy THE AIRMAN.

During quick turn-around at German terminus of "Operation Rotation", No. 437 Sqn. Yukon is serviced by Dusseldorf detachment personnel.



DUSSELDORF DETACHMENT

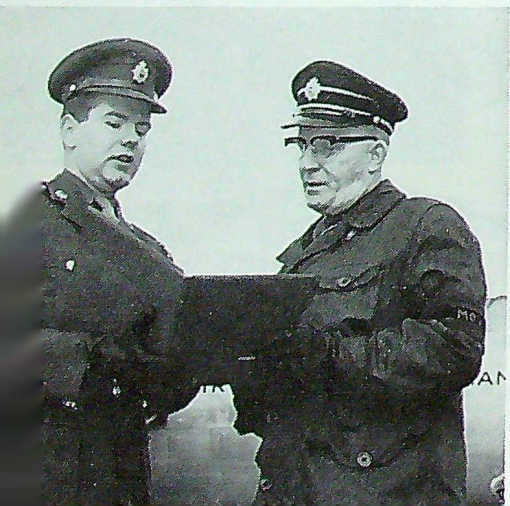
Photostory by
F/L E. COTT AND FS R. J. TRACY

Air Transport Command
Public Relations



RCAF detachment commander F/L G. H. Nishimura (right) confers with WO II E. S. Campbell.

Sgt. B. Howell checks Yukon's fuel load as aircraft is readied for return trip to Canada.



Army movements detachment officer Lieut. M. J. Pare and S/Sgt. J. W. Roxborough check loading manifest.





Mailing a letter home from Germany is LAC R. Gale, a safety equipment technician with the Dusseldorf detachment.



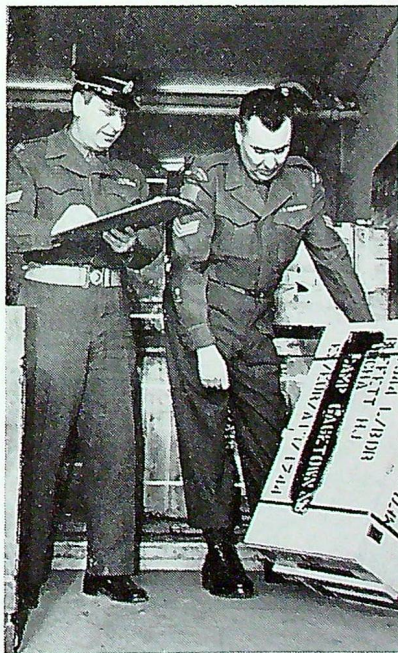
Sgt. L. Heppner sends a message on the armed forces teletype network.

“VERSATILE and ready” is the motto of RCAF Air Transport Command. This applies to the men as well as the aircraft. Last month a detachment of 23 aircraft servicing and air movements personnel returned to their home base at RCAF Stn. Trenton after two months’ temporary duty in Dusseldorf, Germany.

They were there to support Operation Rotation, the airlift involving the transportation of the 4th Canadian Infantry Brigade Group, based at Soest as Canada’s contribution to NATO forces in Europe. Approximately 6000 army personnel, their dependents and their equipment were moved from Canada to Germany in Yukon aircraft of No. 437 Sqn., and a like number were returned.

This ATC detachment, under the command of F/L G. H. Nishimura, and the army’s movements detachment handled six round trips a week during January and February. Despite irregular working hours, the airmen and soldiers did manage to explore the city and make friends with Dusseldorf residents during off-duty hours.

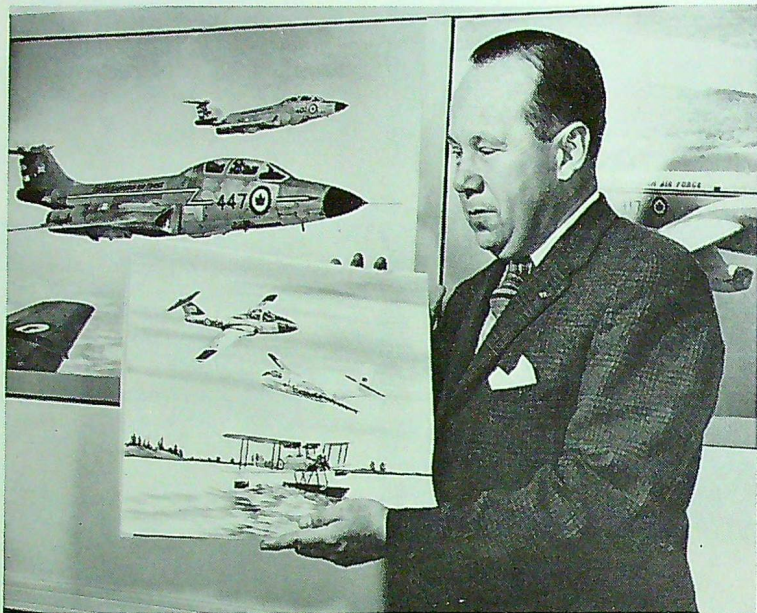
Army Sgts. D. Sheahan and V. J. Deriger load crates onto westbound Yukon.



Sightseeing in the “old city” of Dusseldorf (l. to r.): LAC P. F. Holland, LAC L. R. Ward, Sgt. F. Schweiger and LAC R. Gale. All have now returned to their home base at Trenton, Ont., on completion of “Operation Rotation 1964”.



WINGED SENTRIES



John Gordon, author of "Winged Sentries", checks a page proof of illustrations by Cpl. C. Rousseau. The book goes on sale across Canada this month.

A NEW book which describes and illustrates every military aircraft flown in Canada plus many aircraft which Canadians flew overseas, is now on the market.

"Winged Sentries/Sentinelles de l'Air" begins with a write-up and an artist's illustration of the *Burges-Dunne*, the first military aircraft in Canada, and progresses through 49 years and 186 different aeroplanes ending on the last page with the *Canadair Tutor*, slated for RCAF service in 1965.

The book, which is in both English and French and which required two years' work, was written by Mr. John Gordon, an ex-RCAF and ex-civilian pilot. Mr. Gordon conceived the idea for the book while instructing air cadets on Canadian aviation history. The art work in "Winged Sentries/Sentinelles de l'Air" was done by Corporal C. Rousseau, an RCAF graphic artist, who did the pen and ink drawings in his off-duty hours.

SEVERAL months ago The Royal Trust Co. featured a picture of long-abandoned RCAF Stn. Stanley, N.S. in an advertisement titled "But what of the future?" One pleasant outcome of the story was the re-union of six of the seven wartime commanding officers of No. 17 EFTS which was based at this airport from 1941 to 1944. For most of the ex-RCAF officers it was their first meeting in almost 20 years.

L. to r.: R. Cowans, Montreal; E. L. McCarthy, Moncton, N.B.; G. T. Steeves, Mahone Bay, N.S.; Royal Trust Co. vice-president and general manager C. F. Harrington, who presented a copy of the photo to each guest; B. D. Richer, Lachine, P.Q.; A. Morrissette, St. Lambert, P.Q.; W. R. Brown, Windsor, Ont. The seventh CO, unable to be present, was M. E. Grant, Ottawa.

WARTIME COMMANDERS' RE-UNION



ROYAL CANADIAN AIR CADETS

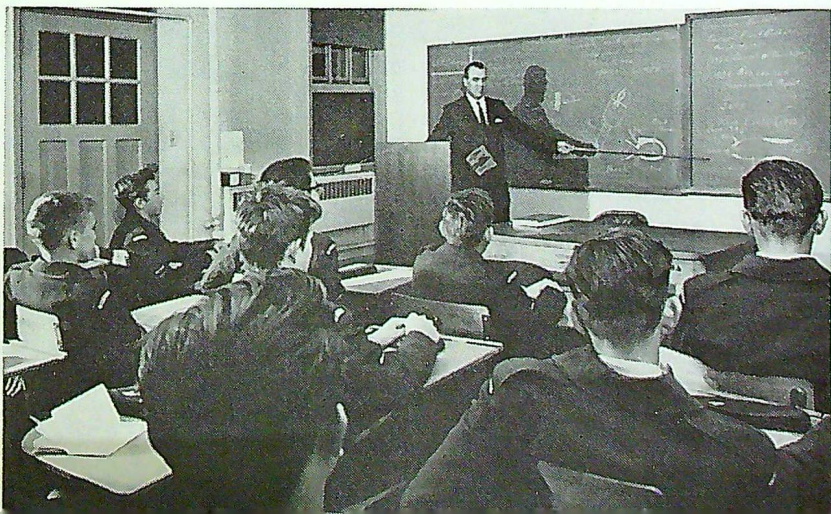


*This section of ROUNDEL is prepared by
Air Cadet League Headquarters, 424 Met-
calfe St., Ottawa 4, Ont.*



All air cadet squadrons are inspected regularly by the RCAF. Here A/C J. A. Verner, chief staff officer at TCHQ, inspects No. 3 Wing, Winnipeg, guard of honour. Accompanying him are F/O D. S. Armstrong, guard commander, and W/C W. A. Mildren, wing commanding officer.

Civilian instructors impart specialized knowledge on a variety of subjects included in cadet training syllabus. Here Mr. R. Coleman lectures on guided missiles to No. 62 (Hamilton) Sqn.



APRIL 19 to 25 is Air Cadet Week in Canada. In cities and towns throughout the country, 365 squadrons will mark the occasion by holding church parades, "open houses", wings parades and other functions to which parents, friends and the general public will be invited.

The main purpose of Air Cadet Week is to provide a period during which League committees in various parts of the country may appeal to the public for funds with which to carry on their work. The financial campaigns will be carried out under the direction of the provincial committees of the League.

Introducing Air Cadet Week a year ago, ROUNDEL outlined how the Air Cadet League of Canada came into being in 1941 and how the League functions at local, provincial and national levels in partnership with the RCAF. In this issue, we give you a brief idea of the training program and summarize the special awards program established by the League.

TRAINING PROGRAM

Ask any air cadet to identify that part of the training program which has the most lasting effect and the answer will be constant: "that which is done at squadron level throughout the year." Across Canada some 28,000 boys of high school age meet one or two nights a week and occasionally on weekends to receive training which supplements school studies, holds the interest of the teen-agers and opens the door to a host of valuable awards and career-building opportunities.

After signing on with a squadron and demonstrating that he is prepared to attend parades regularly, the newly-enrolled air cadet is issued with a uniform patterned after that of the RCAF. He is taught to wear the uniform properly, is encouraged to take pride in his appearance and to treat his leaders with respect.

The training program calls for 60 hours of instruction per year for a period of three years, supplemented by a fourth year of specialized training for senior cadets. A short while ago, the movement introduced a "new look" training syllabus tailored for an age of exciting advances in the science of aeronautics. The new syllabus includes such subjects as high-speed flight, jet and rocket propulsion, atomic power, electronics and even takes an imaginative look at the implications of space travel. Textbooks and other supporting literature are supplied by the RCAF.

Although squadron activities are carried out under the supervision of adult officers and instructors, the cadets themselves are encouraged to assume responsibility for many phases of squadron operations. The principle on which the squadrons operate is that increased knowledge on the part of cadets brings increased responsibilities and opportunities.

Throughout a cadet's association with a squadron, he receives his training and uniform at no cost to himself or his parents. He may, however, be called upon to assist in squadron fund-raising activities and also to give a helping hand in community welfare projects.

SPECIAL REWARDS

To encourage cadets in their endeavours, the Air Cadet League has established a variety of attractive and valuable incentive awards. These awards cannot be purchased; they are distributed among cadets on the basis of pure merit and loyal service to the squadrons. Among the awards are the following:

SUMMER CAMPS

Each year up to 7000 cadets (chosen on a basis of regular attendance and good performance) can attend the special summer camps which are held at four RCAF



No. 170 (City of St. James) Sqn. won RCAF Association Trophy for being top air cadet unit in Canada last year. Here, admiring the trophy which is put up for annual competition, are (l. to r.) Mr. A. K. Gee, Manitoba provincial chairman of the Air Cadet League; S/L A. H. Morrison, commanding officer of No. 170 Sqn.; Mr. William Bell, chairman of No. 170's sponsoring committee.

stations across the country. The camps are of two weeks duration and offer a program of healthful outdoor activities and organized sports, coupled with a certain amount of advanced training and a thrilling "familiarization flight" in an RCAF aircraft. These flights are not "joy rides", but a carefully-planned method of giving cadets actual flying experience.

FLYING TRAINING

To provide a suitable goal for the study of aviation subjects, flying

scholarship courses are made available to cadets who meet the required standards. Five-week long courses are held at flying clubs and schools throughout the country. Successful graduates qualify for private pilot licences and the air cadet flying badge. Last year the RCAF sponsored 250 flying scholarships while committees of the League provided an additional 68 scholarships.

LEADERSHIP TRAINING

Each summer 240 cadets rep-

representing all provinces report to RCAF Stn. Camp Borden for seven weeks of concentrated training designed to broaden their education, particularly with respect to air cadet matters, and to prepare them for future positions of leadership both within the air cadet movement and out of it. The Senior Leaders Course is rated by the League as possibly the finest training medium ever developed for young men of air cadet age. A competitive sports schedule supplements the academic program at Camp Borden and the cadets enjoy weekend visits to historical and industrial points of interest. A training bonus of \$100 is provided for cadets who graduate from the seven-week course.

EXCHANGE VISITS

Each summer the top 60 cadets in Canada are chosen by the League to make "exchange visits" trips to the United States, United Kingdom, or continental Europe. Return parties of cadets from these countries are entertained by the League and the RCAF in Canada. In 1964 Canada will exchange cadets with no less than 12 different countries: United States, United Kingdom, Norway, Sweden, Holland, Denmark, France, Italy, West Germany, Switzerland, Turkey and Israel. Over the years, air cadet exchange visits have proved themselves to be an effective instrument in promoting international goodwill and the scheme is recognized as one of the most worthy and successful projects ever undertaken by the League.

EDUCATIONAL SCHOLARSHIPS

During the past 14 years a large number of deserving cadets have had the advantage of higher education brought within their grasp by the granting of League scholarships having a total value of well over \$60,000.

GOVERNOR GENERAL'S MESSAGE

Speaking on behalf of the Air Cadet League, His Excellency General Georges P. Vanier, Governor General of Canada, said:

"The League has done much in the past, and continues today in opening to all young people the broad horizons of aviation, an activity of great value to the development and defence of our country. Of great importance also is the work of the League in teaching good citizenship and the importance of keeping the Canadian family together, strong and happy. In this regard we are indeed fortunate

that the Royal Canadian Air Force and the Air Cadet League have combined to enlist the enthusiasm of the young and the active co-operation of parents in training junior citizens in a tradition of free and honorable service.

"I urge all Canadians to take an interest in the work of this patriotic organization and to support the Air Cadet League of Canada during National Air Cadet Week."

While visiting air cadet summer camp at RCAF Stn. Greenwood last summer, His Excellency Governor General G. P. Vanier stopped to greet one of the cadets.





RCAF ASSOCIATION

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

NATIONAL CONVENTION CHARLOTTETOWN P.E.I.

October 1-2-3, 1964

THIS convention will mark the 15th Anniversary of the formation of the Association.

Conventions have been held every year, with the exception of 1952 when a rail strike forced cancellation on very short notice. Delegates have had an opportunity to see many parts of Canada as conventions have been held in 10 different cities from Halifax to Vancouver.

This year we will be helping Charlottetown mark the 100th Anniversary of the Charlottetown Conference which was a stepping stone to Confederation. Even though the convention is still six months away, now is the time to make plans to attend.

good fortune to have gathered men and women of foresight and determination and this is evidenced by the outstanding clubrooms which they own. These were not given to them; they purchased them and refurbished them. While they realize that they are fortunate in having such good facilities, they are most generous with them and accommodate from time to time other groups of community-minded people in the city of Saint John.

From this wing have come several devoted workers to Maritime Group and National Executive positions over the years. The list includes Phil Connell (immediate past national president), Miss Kay Fortune (present W.D. national repre-

WINGS OF THE RCAFA:

No. 250 (Saint John) Wing

LIVING up to the war-time motto under which they served, "through hardship to the stars beyond," members of No. 250 (Saint John) Wing of the RCAF Association have in peace-time elevated their wing to a high place in the service of their community.

No. 250 Wing is one of the oldest in Canada. It was formed in the days shortly after the end of the Second World War and was granted its charter in September 1949.

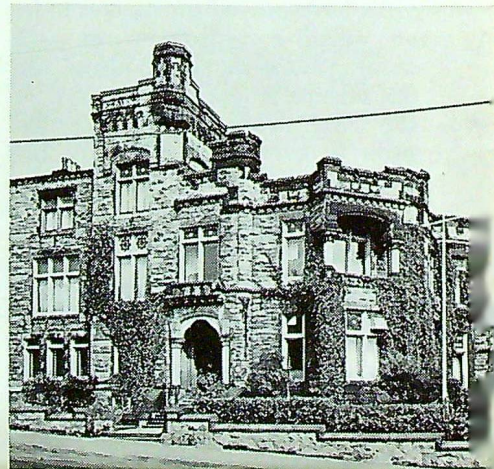
More than 500 boys living in metropolitan Saint John, N.B., have a special fondness for No. 250 Wing, for these boys make up the complement of two Royal Canadian Air Cadet squadrons sponsored by the wing. No. 250 also helps sponsor the Saint John's Flying Club. Many

men and women wearing air force blue have a fondness in their hearts for the Saint John Wing, too. For it was this wing that inaugurated the "Bon Voyage" parties for RCAF personnel and their families sailing from this port on overseas postings.

Each year on a September Sunday when the western world pauses in its busy routine for a moment to pay tribute to the "splendid few" who changed the tide of history in the now famous Battle of Britain, No. 250 Wing members go on parade. They march to the County Court House. There, before a bronze plaque dedicated by them some years ago, they pay solemn tribute to the memory of those who failed to return.

Number 250 Wing has had the

Caverhill Hall, home of No. 250 Wing in Saint John, N.B., was purchased and redecorated by Association members.



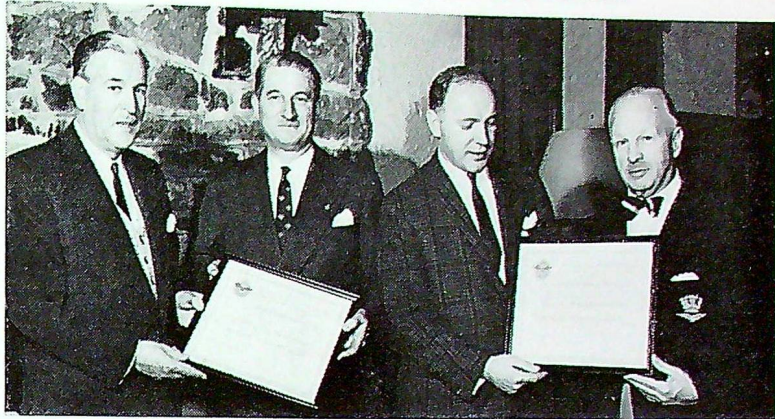
sentative), Mrs. Aleta Gold (past W.D. rep.), Ed Fitzgerald (past national vice-president). In 1957 No. 250 Wing hosted the Association's national convention in Saint John.

Present membership is approximately 250, engaged in a busy season under the guidance of President Joe Wills and his executive. Members are kept informed of activities through the wing bulletin "Aerogram".

MEMBERSHIP

If you have ever tried collecting a lot of \$4.00 accounts you must realize the amount of work involved. This could be reduced a great deal if members would pay their dues promptly on receipt of notice. Your assistance in this matter would be very much appreciated.

Air Cadet League Honours



Honorary life memberships in the Air Cadet League of Canada were presented to A/Ms W. A. Curtis and Hugh Campbell at the League's annual meeting recently, in grateful acknowledgement of their services to the air cadet movement.

Pictures above are (l. to r.): C. Douglas Taylor, League honorary president; A/M Hugh Campbell, RCAFA national president; Ivan B. Quinn, League president; A/M W. A. Curtis, RCAFA grand president.

Alberta Award



R. J. (Dick) Gray, national executive council director, presents RCAFA Award of Merit to J. M. (Milt) Moffatt, past president and charter member of No. 702 (Lethbridge) Wing.

GROUP CAPTAIN ED SMITH NIGHT

Members from four RCAFA Maritime Wings gathered in Moncton earlier this year to pay tribute to No. 5 Supply Depot's Commanding Officer, G/C E. E. Smith, MBE. Represented were No. 253 (Moncton), No. 250 (Saint John), No. 105 (Amherst), and No. 252 (Fredericton) Wings.

During the social evening, which was attended by some 300 personnel, spokesmen for the four wings, the provincial and national headquarters of the RCAFA, and the City of Moncton spoke in glowing terms of the co-operation and assistance they have received from G/C Smith since he took command of No. 5 SD in 1960. Particular emphasis was made concerning his keen interest in the work of the air cadet squadrons that the various wings were sponsoring.



Al Goodwin, president of Atlantic Group, presents engraved silver tray to G/C Ed Smith.

Letters to the Editor

RECORD PHOTOSTATS

COVER COMMENT

Dear Sir:

During World War II I was a member of the South African Air Force, at one time attached to No. 23 Sqn., a mixed South African/Canadian unit on coastal patrol around the Cape and in Natal. Since coming to Canada, and even after serving six years with the RCAF, I have never met any of my wartime Canadian squadron mates. How about asking your readers whether any served with that rather unique outfit?

Incidentally, I would like to see you stick to various shades of blue for ROUNDEL covers. Recent attempts at green, etc., just don't seem to go with the air force image.

Rev. B. Osborg, OSL,
'Libertas',
R.R. 2, Annapolis Royal, N.S.

(Majority reaction to our covers over the past year favours the "new look". Even we in the little red shack don't like some of the final results, but we still feel justified in experimenting. — Editor.)

IRREGARDLESS

Dear Sir:

I wish to correct F/L Syrett and WO2 Davis in their Letters to the Editor (Jan.-Feb. '64). Many people, also under the same impression, will be shocked when they look up the word "irregardless" in the concise edition of Webster dictionary; they will find it there.

In recent years, much of the American terminology has become part of our Canadian lives and although "irregardless" is judged as a substandard word, it is nevertheless accepted in the American language.

Sgt. J. C. Dupras,
ADCHQ.,
St. Hubert, Que.

(Regardless of the fact that "irregardless" is acceptable to the Webster Dictionary, it is not in the Oxford Dictionary — the official word reference of the RCAF, according to QR (Air) 1.04 and CAP 460. — Editor.)

AUSTRALIAN CARIBOU

Dear Sir:

Having been a regular reader of ROUNDEL for many years, through the generosity of Miss Loreen McKinnon of Dauphin, Man., who sends her copies on to me, I read with interest the articles on the Caribou aircraft, of which Canadians appear justifiably very proud.

Caribous for the RAAF being due here soon, the first RAAF squadron to fly them, No. 38, at Richmond has already issued this new squadron badge to be



worn by all members (aircrew on flying suits, groundcrew on overalls.)

Being a collector of such squadron or flight badges, I'd like to hear from anyone in the RCAF who would like to dispose of one, perhaps in exchange for photos of Australian aircraft.

LAC R. W. Hawley,
Base Squadron,
RAAF Richmond,
N.S.W. Australia.

(Last month the Canadian government announced that four more Caribous were being purchased from de Havilland of Canada Ltd. This brings the total in the RCAF to nine. Others, besides Australia, now using this STOL transport are the United States Army, Ghana, India, Kuwait, Sweden and Formosa. — Editor.)

Dear Sir:

With reference to the article titled "White House of the RCAF" (Jan.-Feb. '64) mention is made on page 24, column 3, that personal documents of RCAF personnel, i.e., birth, and marriage certificates, etc. find their way to the White House where they are photostated and forwarded to AFHQ prior to the originals being returned to the owner.

It is acknowledged that prior to October 1957, because of the limited photostating capability of RCAF Records Office, a good percentage of personal documents was processed by the Photographic Establishment. However, since that time, all photostating of educational documents, and personal documents required for records and pension purposes, has been handled by the RCAF Records Office.

W/C M. C. Kearns,
RCAF Records Officer,
Air Force Headquarters,
Ottawa 4, Ont.

ANSWERS TO AIRCRAFT QUIZ, PAGE 9

1. DH Gypsy Moth
2. Kinner Fleet
3. Avro 621
4. Avro 626
5. DH Tiger Moth
6. Westland Lysander
7. Curtiss Tomahawk I
8. N.A. Mustang I
9. Spitfire XI
10. D.H. Mosquito XVI
11. N.A. Harvard II
12. D.H. Vampire III
13. Canadair Silver Star
14. Canadair Sabre V
15. Beechcraft Expeditor
16. D.H. Otter

FAITH OR BLIND LUCK?

An experience of U.S. Navy Lieut. Edward A. Dickson should remove all doubt about faith in equipment being an established principle with pilots.

The Wyoming native is in a California hospital at present with a broken right leg — the only major injury received in a 1000-foot fall from his disabled A-4 Skyhawk jet.

His parachute didn't open.

But only after the 26-year-old flier had landed in a deep snow drift, bounced, skidded over the snow and slammed into a pine tree did he realize something had gone wrong.

"As I turned," he said, "I noticed the parachute was still strapped to my back, still in its pack. I thought, 'the damn thing didn't open.'"

"Who knows what a 'chute is supposed to feel like? To me, this was the normal reaction. I'd never bailed out before."

"If I'd known, it might've scared the hell out of me."



AIRCRAFT ALBUM:

North American Mustang

First flown in September 1940, the *Mustang* was one of the finest long-range fighters of the Second World War. Early versions, fitted with Allison engines, lacked high altitude performance and were used by the RAF for low-level reconnaissance and ground attack. Later, in a striking example of Anglo-American co-operation, the American airframe was "married" to the Merlin engine, and the *Mustang* achieved its full potential.

Three RCAF squadrons (Nos. 400, 414, and 430) used *Mustangs* in the reconnaissance role until 1944. In 1945 Nos. 441 and 442 Sqns converted to *Mustang IVs* for escort work. Following the war, the RCAF acquired 88 *Mustang IVs* which were flown by regular and auxiliary squadrons until 1956.

The *Mustang I* had the Allison V-1710 of 1150 hp, and was armed with four .50 cal. and four .30 cal. guns. Top speed was 390 mph. The *Mustang IV* had a 1680 hp. Merlin, and hit 440 mph. Armament was from four to eight .50 cal. guns.

Roger Duhamel

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