

ROUND E L

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C A N A D A



ROUNDEL

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COVER CAPTION

These three Canadian servicemen, Ldg. Sea. R. Miller, Cpl. S. E. Moore and Cpl. J. MacGillivray, serving at CJS (London) in the Sir John A. Macdonald Bldg. facing Grosvenor Square, introduce this month's lead story beginning on page 2.

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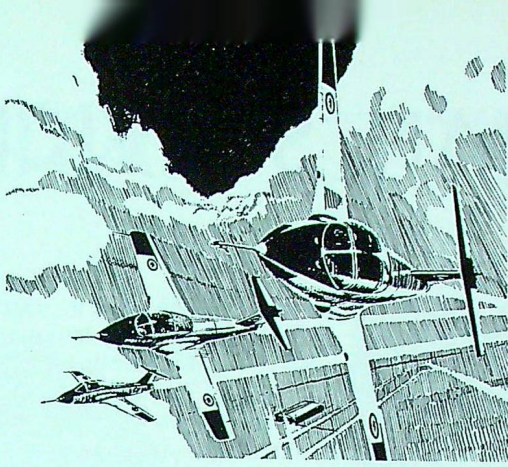
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ON THE BREAK

KEY MAN behind "Canadian Servicemen in Britain" (page 2) is F/L Wilf Gammie, tri-service public relations officer at Canadian Joint Staff (London) headquarters. He suggested the project in the first place, set up the itinerary and was our chauffeur and guide from the time chief DPR photographer F/L Ken Coleman and I arrived at Gatwick airport until we left a fortnight later.



F/L W. Gammie

Now nearing the end of his two-year tour, Wilf and his family are preparing to leave London for Victoria, B.C., where next month he takes up new duties at MARPAC HQ. Like most Canadian servicemen in Britain, he has thoroughly enjoyed his stay. Unlike most, Wilf has served in all three branches of Canada's armed forces - as an army rifleman overseas in World War II, then as a sailor in the RCN before becoming a navigator in the RCAF in 1951.



F/L R. P. Bentham

ANATURAL follow-up to our lead story is the one by F/L Dick Bentham, who returned to Canada last December from a 10-month course at the "Empire Test Pilots' School" (page 9) at Farnborough, England. Now stationed in Montreal, he heads the CEPE detachment at Canadian Aviation Electrons Ltd., manufacturers of CF-104 flight simulators.

RETIREMENT is a subject that interests an increasing number of RCAF personnel. Unlike the weather, of which

it is said "everybody talks about but nobody does anything", rehabilitation planning is a personal matter requiring concrete action by the individual. To help him, the RCAF has a rehabilitation assistance program described in "Preparing for Civvy Street" (page 12).

Author of this article, F/L A. W. Felhaber, joined the air force as an airman in 1940. Soon he himself will be making the transition from serviceman to civilian, and presumably will make good use of the organization he helped to create.



F/L A. Felhaber

"AN ARMY," they say, "travels on its stomach". The same could be said for passengers and aircrew who fly in RCAF aircraft. One of the people who ensures that RCAF air travellers receive proper food is F/L Nancy Galbraith, author of "Flight Feeding" (page 24). F/L Galbraith (nee Taylor) learned the dietitian business at McGill University where she graduated with a BSc degree in home economics. She joined the RCAF in 1952 and has served in a number of places, including an overseas tour at No. 3 Wing, Zweibrucken. Now in the directorate of food services at AFHQ, she spends many of her off-duty hours engaged in her favourite hobby - cooking.



F/L N. Galbraith

A. W. Felhaber s/l
Editor

CANADIAN SERVICEMEN

HER Majesty's Submarine "Rorqual" slides out of Portsmouth Harbour and into the English Channel, bound for Gibraltar on a routine underwater patrol. In command of her 69-man crew (which includes five RCN submariners) is Lt/Cdr. S. G. Tomlinson, RCN, the only Canadian captain in the Royal Navy's submarine fleet.

At Middle Wallop, Hants, Capt. L. H. McMorran, RCA, an instructor on exchange duty with the British Army Air Corps, briefs a stud-

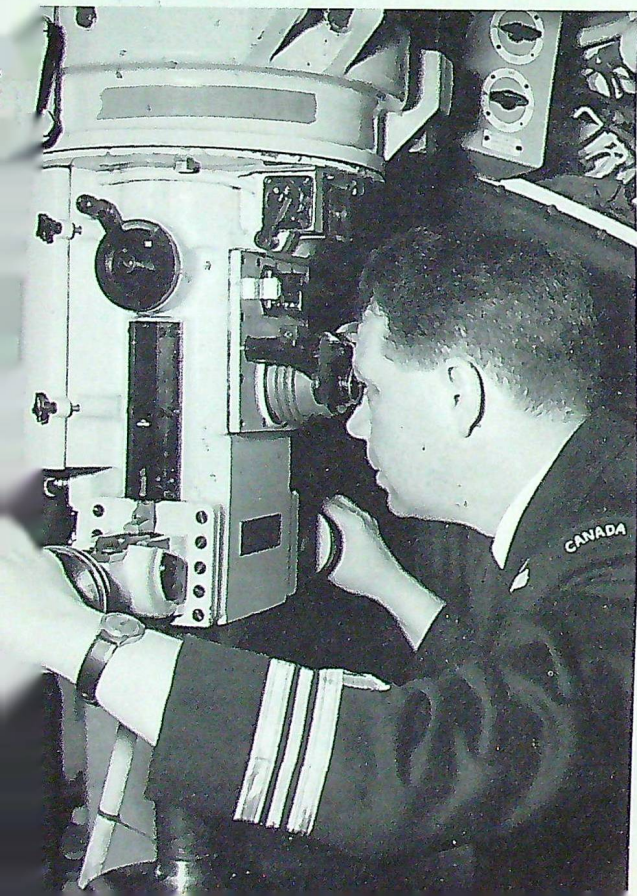
ent before taking him on a dual low-level exercise in an *Auster* aircraft. He is the first Canadian army officer to be so employed in Britain. At Rivers, Man., a British major is doing a similar tour at the Canadian training centre for fixed wing and helicopter army pilots.

Leading a four-plane formation of supersonic *Lightning* interceptors from RAF Stn. Wattisham, Suffolk, on a display of precision flying is RCAF F/L J. R. Chisholm, member of the famous "Treble One" Sqn.

which a few years ago was the RAF's *Hunter*-equipped "Black Arrows" aerobatic team. This summer F/L Chisholm and his No. 111 Sqn. mates will deploy to Cyprus, carrying out air-to-air refueling from *Valiant* tankers on the non-stop flight.

These Canadian exchange officers in Britain (and their counterparts from the U.K. based in Canada) were all carefully selected for their assignments, but are by no means unique. Close ties between Canadian

Lt/Cdr. S. G. Tomlinson, RCN, mans the periscope of HMS. "Rorqual". He is the only Canadian captain of an RN submarine.



Capt. L. H. McMorran, RCA, briefs a student pilot on an Auster at the British Army Air Corps training centre, Middle Wallop, Hants.



IN BRITAIN

Story by SQUADRON LEADER A. T. PATON, DFC
Editor, ROUNDEL

Photos by FLIGHT LIEUTENANT K. G. COLEMAN



F/L J. R. Chisholm, RCAF, wears personally-fitted helmet, designed to permit pressure breathing at high altitude.



With his No. 111 Sqn. mates at RAF Stn. Wattisham, F/L Chisholm (left) departs for dispersal area prior to formation flight in Lightnings.

F/L Chisholm and his squadron CO, S/L George Black, AFC, discuss final details before takeoff.



The firestreak-equipped Lightning, with reheat (afterburner), takes one and a half minutes to reach the tropopause (approx. 36,000 ft.).





Brig. A. G. Chubb



Cmdre. F. B. Caldwell



A/C W. P. Gouin



Dr. M. G. Whillans

and British forces have always been maintained and are mutually beneficial. In more recent years similar exchange, training and liaison programs have been developed with military forces of other countries, particularly the United States.

The senior Canadian military representatives in Britain, whose headquarters at No. 1 Grosvenor Square, in London's Mayfair district, is known as Canadian Joint Staff (London), are Brig. A. G. Chubb, DSO, army member; Cmdre. F. B. Caldwell, naval member; A/C W. P. Gouin, MBE, air force member; and Dr. M. G. Whillans, DRB member. All four and their deputies hold diplomatic status. Present chairman is Brig. Chubb, but this summer A/C Gouin will assume the chair on a rotational schedule.

Broadly stated, the responsibility of CJS (L) is to establish and maintain good liaison with the pertinent British ministries, armed forces and industry on matters of policy, research, design, development, progress and trends as they affect Canada. Specifically, these tasks are carried out by observing training and operational methods at first hand. The examples cited in this article are a mere sampling of the way CJS(L) administers such activities.

Today there are 547 Canadians from the three armed services and

the Defence Research Board on duty throughout Britain – some of them on three-year assignments, others on short courses lasting only a few months. Most have their families here with them, living in married quarters or “on the local economy” and their children attend British schools. They are scattered throughout the length and breadth of the islands. For example, an RCAF navigator, F/L C. E. Cooper,* is attached to the RAF's Air/Sea Warfare Development Unit at Ballykelly in northern Ireland; Lt/Cdr. J. J. Harvie heads a project team of four RCN officers working at the plant of Redifon Ltd., near London, developing a simulator for the *Sea King* anti-submarine helicopter soon to be carried on Canadian destroyer escorts; Lt/Col. J. C. Currie, RCEME, is on the directing staff of the Royal Military College of Science at Shrivenham, Berks.

One excellent illustration of how our two navies collaborate is that mentioned in the opening paragraph. Lt/Cdr. Tomlinson, although the only Canadian currently commanding an RN sub (and the fourth RCN officer ever to do so), is one of 12 officers and 144 men from the RCN now serving in RN submarines. Because of this fact Britain is able to man two extra subs and base them

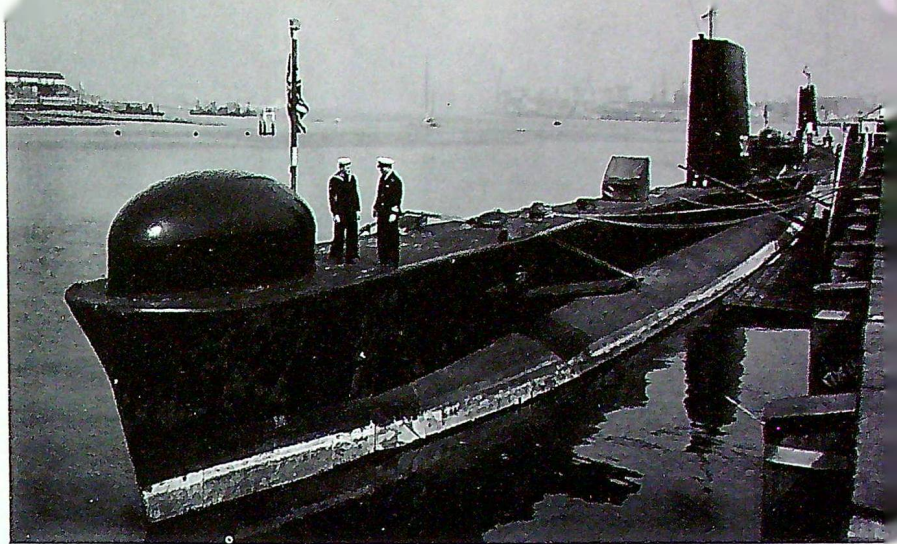
* ROUNDEL, June '63.

in Halifax to assist in the training of Canadian anti-submarine forces. The experience being gained by the Canadian submariners will be invaluable when it comes time to crew the three Oberon-class submarines (similar to HMS “Rorqual”) now being built in Britain for the RCN – first of which (HMCS “Ojibwa”) will be commissioned next year.

An example of how our two air forces mutually benefit from exchange transfers is in the field of pilot training. F/L R. H. Dundas has been an instructor on *Jet Provosts* at RAF Stn. Syerston,* near Nottingham, for almost two years – the past one as a flight commander. Having instructed in Canada for many years before coming here, he quickly fitted into the program of No. 2 Flying Training School, the first anywhere to introduce “all through” jet training in Sept. '59. A few months ago F/L Dundas received a commendation from RAF Training Command for the way he handled a flying emergency and his RAF colleagues are high in their praise of his contribution to the day-to-day operation.

* A World War II heavy bomber base which from July '41 to Sept. '42 was home for No. 408 (Canadian) Sqn., commanded by W/C (now A/C) N. W. Timmerman. W/C Timmerman was decorated with the DSO at Buckingham Palace on 25 Nov. '41.

At Gosport, near Plymouth, England, Lt/Cdr. S. G. Tomlinson and crew of HMS "Rorqual" prepare to sail on another North Atlantic patrol. This submarine is almost identical to the Oberon-class ones now being built for the RCN.

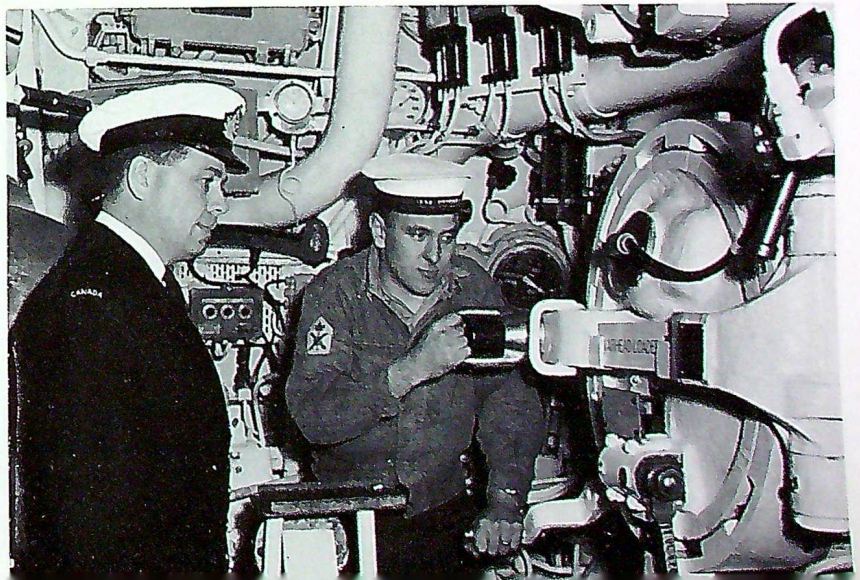


The captain confers with Leading Seaman R. G. A. Davidson, radio operator, one of five RCN ratings aboard "Rorqual".



LS R. Nichol maintains attack plot, monitored by Lt/Cdr. Tomlinson, on plexiglass grid.

LS J. E. Wetherill opens one of the six torpedo tubes for the captain's inspection.



This summer F/L Dundas and his family return to Canada. Because of his experience here he has been transferred to CFS, Gimli, where he will help draw up flying procedures for the *Tutor*, (a basic jet trainer remarkably similar to the *Jet Provost*) which will be phased into RCAF Training Command later this year prior to the start of all-jet pilot training in Canada.

Not all Canadians in Britain are on exchange transfers such as those of F/Ls Chisholm and Dundas (where, in both cases, they are "paired off" by RAF officers at RCAF units in Canada). Several from the three services and a smaller number of civilians sponsored by DRB are attending colleges and schools of various kinds with the object of increasing their academic and tech-

nical knowledge. These individuals, too, are the administrative responsibility of CJS (L).

Officers of air commodore rank and equivalent attend the Imperial Defence College each year; wing commanders and equivalent go to Britain's Joint Services Staff College; Canadians at the squadron leader and equivalent ranks attend the British staff colleges of their respective

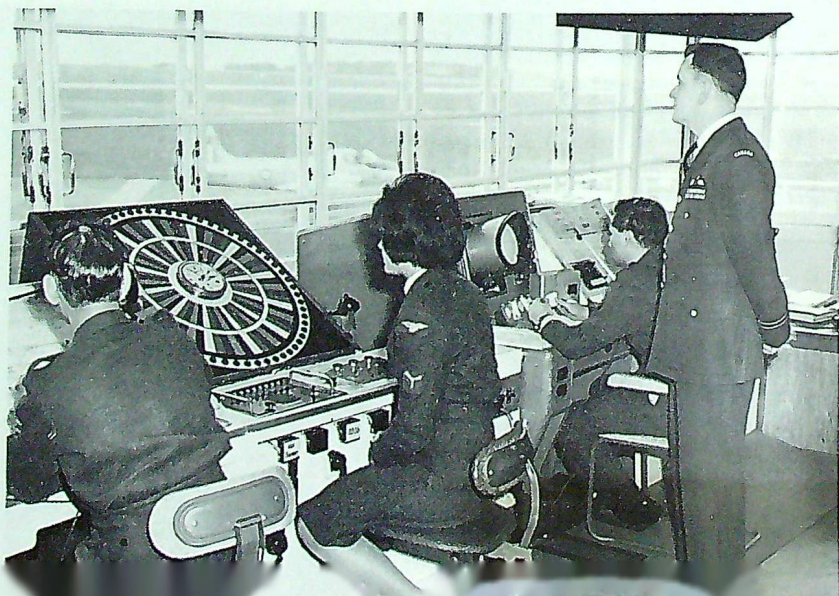


F/L R. H. Dundas, RCAF, discusses training route with his RAF student pilot, P/O A. D. Jamieson, at RAF Stn. Syerston, Notts.



Flying characteristics of this Jet Provost Mk. 4 are quite similar to those of the Tutor, soon to be introduced into RCAF "all through" jet training program.

Taking his turn as duty flying instructor, F/L Dundas stands by in the control tower at RAF Stn. Syerston in case his services are required to help a solo student requiring advice or emergency instructions.



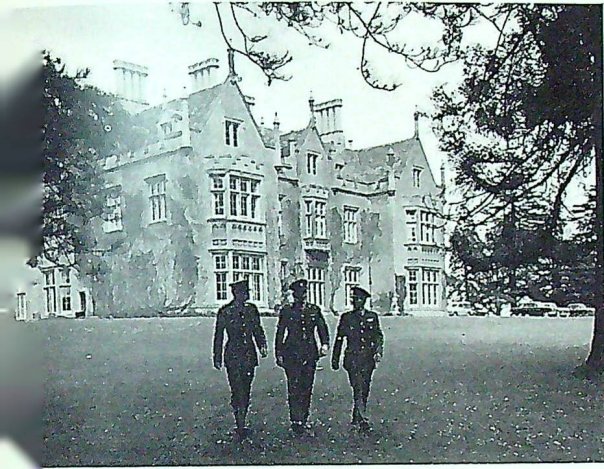
services; two Canadian science students are presently studying at Cambridge and Imperial College under DRB auspices.

The Royal Military College of Science, mentioned previously, usually has about 30 Canadian army junior officers taking a variety of courses, ranging in length from nine months to two years. Located on a beautiful old country estate near

Shrivenham, Berks., about 70 miles west of London, the RMC of S offers science and engineering degree courses to standards set by the University of London (in which name degrees are granted).

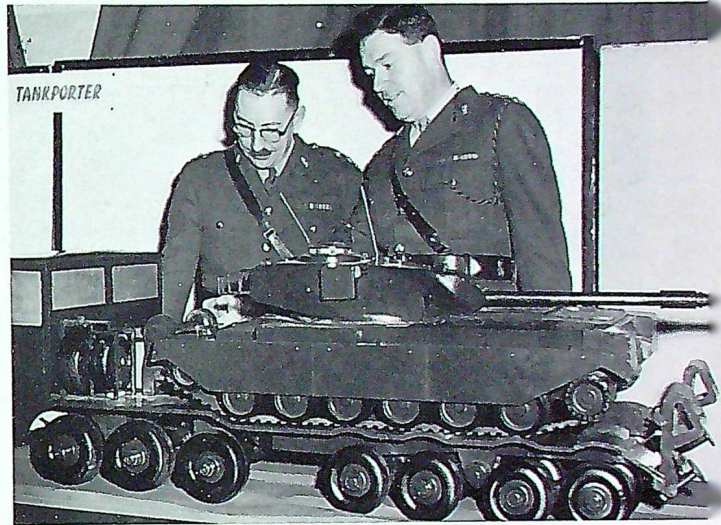
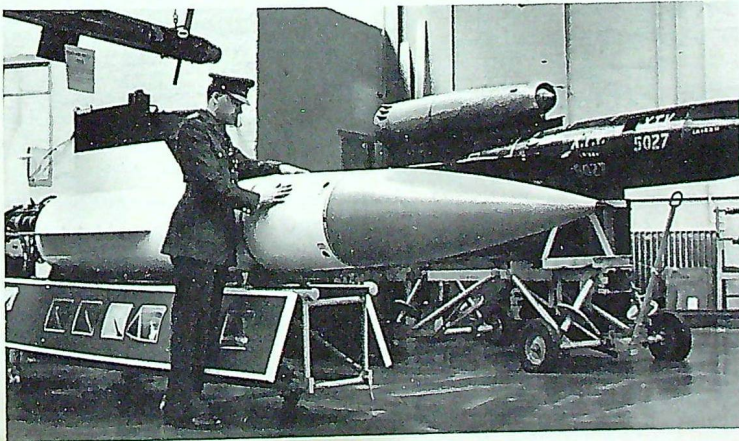
Its technical staff course, which most of the Canadians attend, prepares army officers to assess the design of all forms of military equipment from the users' viewpoint.

Students are required to understand not only the basic features of the design, but also the specifications for its manufacture, quality control, measurement of performance and its maintenance in service. A "design exercise" during the last three months of the course gives students an opportunity to apply their training by actually producing a complex piece of equipment. The problems



Three Canadian army officers stroll on the grounds of the Royal Military College of Science, Shrivenham, Berks. Beckett Hall was once a private country home and is now one of four residences at the college.

Capt. W. J. Patterson, Canadian Guards Regt., examines surface-to-air missiles in college's missile laboratory.



Lt/Col. J. G. Currie, RCEME, senior Canadian and member of the directing staff at RMC of S, examines model of tank transporter designed by Capt. (now Major) D. V. Hampson and his fellow-student syndicate.

Capt. R. N. Patterson, Black Watch Regt. of Canada, uses remote handling equipment to open isotope can behind lead shielding in radio-chemistry lab.





Lt. J. H. Gower and Lt/Cdr. J. J. Harvie, two of five-man RCN project team at Redifon Ltd. in England, examine model of Sea King anti-submarine helicopter soon to come into RCN service. Team is helping develop Sea King simulator for installation at HMCS Shearwater.

are set from suggestions submitted by British research establishments, colleges and military establishments. Occasionally an item thus created is put into production for the army.

While in some respects the RMC of S is similar to RMC at Kingston, there is no institution for technical staff training in Canada, hence RMC of S provides an excellent opportunity for post-graduate study by Canadian army officers in nuclear science and technology, ordnance, small arms, fire control equipment, explosives, chemical warfare, radar and telecommunications, computers, ballistics, etc.

Military liaison in Britain is also achieved by the CJS (L) staffs of technical and specialist officers and civilians. Based at Grosvenor Square headquarters, these people keep in

close touch with research and development programs of many military-equipment industries in Britain, and also keep the British advised of latest technical developments in Canada. Liaison on medical matters is carried out on behalf of the three services and DRB by a senior medical officer (currently G/C D. G. M. Nelson).

In addition to their liaison duties with British organizations, Canadians here are being called on more and more to take part at NATO meetings dealing with the development and production of military equipment. Seven officers administered by CJS (L) work exclusively with the Military Agency for Standardization, the NATO board which attempts to standardize such things as language, equipment and oper-

ational techniques among the member nations.

The current British program of defence re-organization is of special interest to Canadian observers at this time. On 1 April such well-known names as the Air Ministry, the War Office and the Admiralty disappeared from the scene. In their places are the air, army and navy divisions of the Ministry of Defence (although the latter division will henceforth be known as the admiralty board). The size and complexity of British defence forces, each of which is larger than the combined Canadian military, limits the possibility of administrative simplification. The present British program of "integration at the top" does not envisage merging of the three services at the operational levels.

The Canadian Joint Staff in London had its beginnings early in World War II, when Canada's navy, army and air force established their separate headquarters here. These were superseded in 1945 by the Canadian Joint Liaison Office, comprising a liaison officer from each of the three services and DRB, attached to the Canadian High Commissioner's office in the United Kingdom. This later evolved into the present CJS (L) organization.

Canadian servicemen in Britain today, especially those living in London and other large centres, find conditions vastly different to those of 20 years ago. True, many traditional characteristics of English life (lack of central heating, the charm of the country pub, the genuine friendship of the people) have not changed. But the ever-increasing press of traffic on the highways, the multitude of new sky-scrapers rising and sometimes hiding centuries-old landmarks, and the wealth of cultural and recreational activities so readily available, convince a war-time observer of the British scene that time, determination and industry indeed work miracles. ☺

TEST PILOT TRAINING

By FLIGHT LIEUTENANT R. P. BENTHAM



Badge of the Empire Test Pilots' School, Farnborough.

THERE is an old saying that goes, "nothing ventured, nothing gained", and I suppose that it was the spirit of this quotation which prompted me to write a memo in 1959 requesting a course at the Empire Test Pilot School (ETPS). The fact that I was a freshly graduated pipeline pilot at the time and that only a few experienced RCAF pilots are selected to attend this blue-ribbon course practically put my request in the realm of wishful thinking. Nevertheless, four years later while I was sitting down to a mess dinner at Station Uplands, I was handed a cryptic note which said simply, "Farnborough 1963."

The ETPS is the oldest and perhaps best known school for training test pilots. In 1943 a formal test pilot course was started at Boscombe Down under the aegis of the Aeroplane and Armament Experimental Establishment. Its purpose was to train pilots for test-flying duties in aeronautical research development establishments in the services and in industry. In 1944 the school was named the Empire Test Pilots School and in 1947 it moved to its present location at the Royal Aeronautical Establishment at Farnborough.

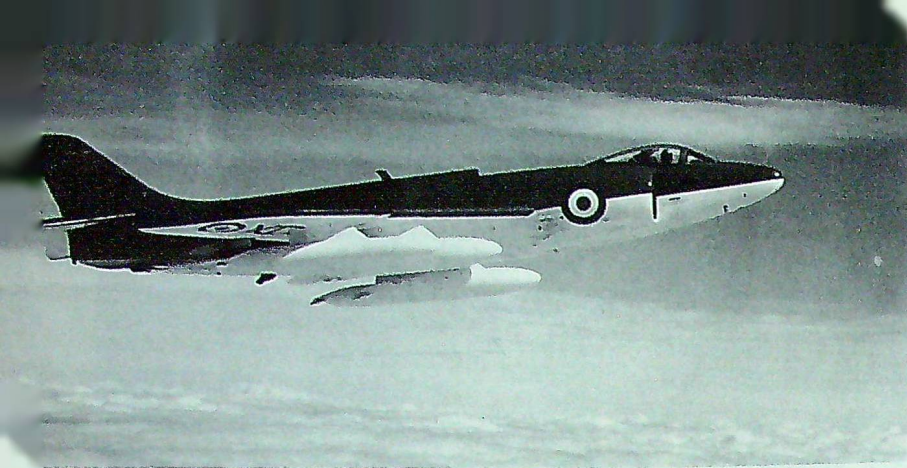
Understandably, I experienced a mixed feeling of anticipation and

pleasure that February morning last year as I landed in England and headed for Farnborough. I joined a class of 26 students from six different countries representing six air forces, two fleet air arms and one army air corps. My air force colleagues were English, Australian, Indian, American and Italian. The flying sailors came from the Royal Navy and the US Navy and the one airborne soldier was from the British Army.

The ETPS flight line lies on the south side of the Farnborough airfield and, on first sight, the buildings are not too impressive since the school's assorted aircraft are housed in an old World War II hangar. However, it's not the wrapper but what's inside that counts and inside that old hangar is a wide variety of aircraft which are just right for training would-be test pilots. The ground school, where I was to spend many strenuous hours, and the officers mess, which provided much needed relaxation, are located about a quarter of a mile from the flight line.

Between the bar and the dining room in the officers mess is a long corridor which contains the photographs of all previous courses. This corridor is a veritable hall of fame. Many of the names listed under the course photographs would be familiar to anyone interested in aviation. The photograph of No. 2 Course (1944-45) includes the name of S/L Zurakowski. During my year at ETPS the name of Zurakowski often was brought up in conversations about test flying. It was evident that this man, who did so much work on our own CF-100 and Avro Arrow, commands respect in the air and on the ground by all who have known him.

Number 2 Course had another student who was destined to become well known in the world of test pilots — the late Lt. M. J. Lithgow, RN. Lieutenant Lithgow brought the world's speed record to Britain with a flight he made in a Supermarine Swift. Other names and faces in the corridor included F/L Neville Duke (No. 4 Course), test



Supermarine Scimitar, twin-jet transonic naval fighter with leading edge and trailing edge flap and boundary layer control.

pilot for the Hawker *Hunter*; Ben Gunn (No. 7 Course), chief test pilot for Boulton Paul Aircraft Company; Bill Bedford (No. 8 Course), test pilot for Britain's revolutionary VTOL fighter, the P-1127; Spud Potocki (No. 10 Course), Avro Company test pilot and the second man to fly the *Arrow*; Capt. Ivan Kincheloe (No. 13 Course), one of the first to fly the hypersonic X-15.

The 10-month course at ETPS consists of ground school lectures and test flying exercises. The flying exercises dove-tail with the lectures, thereby giving continuity between theory and practice. We were divided into five syndicates of five or six students each, each syndicate being assigned to a tutor. The tutors are experienced test pilots from either the RAF or the RN.

The work load at ETPS can only be described as staggering. Each day started with a technical lecture of one to two hours in the ground school. After the lecture the remainder of the day was devoted to preparing for test flights, making test flights and writing reports. The schedule was such that keeping up with assignments often required a seven-day week. The weekend was anticipated as a clear two days to get down to work. Periodically during the course the weather did not co-operate for test flight exercises and reports inevitably piled up. Examinations were set at intervals to ensure that we kept up with the theo-

retical side of the course. All in all, it was not unlike a university year, except that the pressure was continuous. However, the work load was bearable and, in retrospect, was even enjoyable.

The ETPS philosophy of flying gives each student a great deal of freedom in planning and carrying out test exercises. In these days when flying regulations and flight safety edicts seem to have a remarkable rate of growth, it is a pleasure to fly at a unit where the flying order book is pared to a respectable few pages of common sense. It was refreshing and occasionally exciting to be turned loose on a new aircraft after only a brief formal introduction.

The school uses two *Viscounts* for test exercises. Students are normally given two or three check-out rides and then are sent solo in the *Viscount* with a flight engineer for company. The hottest aircraft in the fleet is the Supermarine *Scimitar*. This is a transonic aircraft with approximately 23,000 lbs. thrust to power a 33,000 lb. aircraft. Needless to say its performance is impressive. It was a very pleasant aircraft to fly although, as an air force type, I never really got psychologically attuned to hammering it on the runway in the prescribed naval landing.

Most of the school's aircraft are obsolete or obsolescent, but they are

considered to be very suitable for training test pilots. Some of them are proto-types or early-production models. In addition to the *Viscounts* and *Scimitar*, the fleet includes *Hunters*, *Canberras*, *Devons*, *Provosts*, *Chipmunks*, *Meteors*, *Vampires* and assorted helicopters. The *Hunter F-4* is similar to the *Sabre V*, although it lacks the power or manoeuvrability of the *Sabre*.

The test exercises were divided into two types: handling and performance. Handling exercises included spinning, stalling, take-off and landing, asymmetric handling, and behaviour at high mach numbers and at high indicated air speeds. Performance exercises included assessments of range and endurance, rate of climb to ceiling, thrust and lift boundaries, etc. The time-consuming factor in performance tests was the necessity to reduce results to standard conditions. In one year at Farnborough I never hit any altitude at ICAN standard temperature, and had doubts that ICAN conditions have ever existed anywhere.

Each student was assigned a specific aircraft for each exercise and, with the help of his tutor and the ground school staff, a flight test schedule was prepared. Ten days after the final flight a formal report was required. All reports were assessed and commented on by the tutor, the chief ground instructor, the wing commander flying, and the commandant.


Fortunately, the course was not all work. The officers mess had a Firefly-class dinghy on nearby Frensham Pond. It was no problem to get checked-out, and several pleasant summer afternoons were spent sailing, and afterwards sampling the local brew in the Frensham Pond Hotel.

The school has three gliders and the students were encouraged to get checked-out and try to attain a Silver "C" certificate from the British Gliding Association. The glider fleet includes a *Sedburgh*, a *Skye* and an *Olympia*, the latter two being reasonably good performance sailplanes. F/L Bob Cockburn (a Canadian on an earlier course) is still fondly remembered for his spontaneous and unannounced journey across the English Channel in an ETPS glider. There is now a gliding order prohibiting trips abroad in the school's gliders. The gliding was a most interesting and valuable experience. It deserves encouragement in the RCAF.

During the course we visited many of the firms in the British aircraft industry. Aside from the physical distress caused by "factory foot", these visits were usually valuable. They were a mixture of business and pleasure. During the day we could tour the plants and, in the evenings, we would meet socially with the firms' test pilots and management. One of the highlights of the course visits was the TD trip to the Paris Air Show. We spent three days in Paris and managed to pursue some of the night life as well as our aeronautic interests. I was pleased to see F/L Terry Thompson (an ex-409 Sqn. type like myself) flying a *Lightning* in the RAF aerobatic display.*

In mid-summer the course was invited to volunteer for a parachute jump into the Solent. Most of us light-heartedly volunteered, although the high spirits waned as the day of the jump approached. Our instruc-

tion consisted of a lecture and an afternoon of hanging in a parachute harness from a gymnasium ceiling the day before the jump. The casual air of the instructors was terrifying or encouraging, depending on how you looked at it. Nevertheless, the jump went off smoothly and we were fished out of the Solent by the Royal Navy and treated to a few tots of naval rum.

It was a great privilege to attend the Empire Test Pilots School. The school was efficiently administrated by a first-rate team of RAF and RN officers. One could not help but be impressed by the energy and enthusiasm which was generated particularly by W/C S. J. Hubbard, the chief technical flying instructor. As long as there are manned aircraft there will be a need for the facilities of the Empire Test Pilots School. I hope that there will be the opportunity for many more RCAF pilots to attend this justifiably renowned school for test pilots. 

* ROUNDEL, Jul-Aug. '63.

ETPS fleet (except the Scimitar): back row l. to r., Devon, Viscount, Canberra; Meteor, Dragon Fly helicopter, Meteor 14; Hunter T7, Vampire, Hunter F4; Sedburgh glider; Piston Provost, Chipmunk.



PREPARING FOR CIVVY STREET

By FLIGHT LIEUTENANT A. W. FELHABER
AFHQ Rehabilitation Assistance Section

LONG before he attends his own retirement mess dinner, the wise RCAF officer or airman has thought about and planned for his re-entry into civilian life. Those who have made the service a career have spent about half their lives in uniform. Now, at an average age of just under 50, most are confronted with the same problem: starting a second career on termination of their military one.

Preparation, for all but the few with private sources of income, must be made to meet the challenges of this new environment. Above all, the individual needs a positive approach. He must compare his military training with civilian occupations; measure his experience, knowledge and ability to meet civilian requirements; be able to present himself as a productive asset to the potential civilian employer. Although a service career may not have acquainted him with some of the economic and industrial facts of life, the value of his training must not be underrated in terms of experience and maturity.

While the selection of a second career that is realistic in the light of background experience, specific job requirements and employment opportunities is primarily the responsibility of the individual, the RCAF has established a Rehabilitation Assistance Program and (as an extra duty) has appointed rehabilitation officers at command and unit levels, to assist personnel leaving the service with an annuity, honourably released for medical reasons or those

released on the termination of a fixed period of service. Those approaching their compulsory release age are invited to visit their rehabilitation officer up to five years in advance of retirement and the remainder are made aware of available facilities as soon as they are advised of their intended release.

In the selection of a goal (specific future civilian employment), the individual should make a comprehensive study of the competition and job opportunities in his particular field of interest and decide whether he has the determination, stamina and financial resources to complete prerequisite training. The rehabilitation officer will provide information on the existence and location of courses which, if undertaken, would enable him to meet specific job requirements by bringing his academic or technical training knowledge up to date.

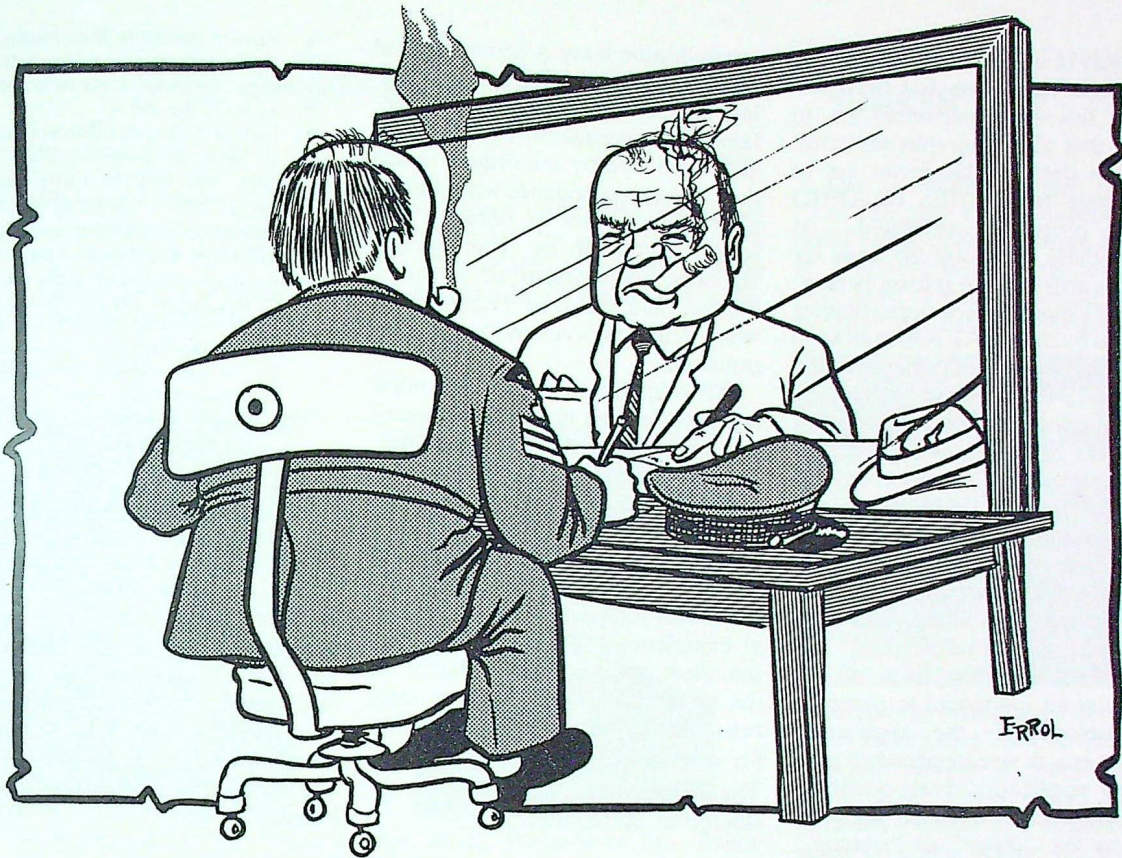
The most revealing factor about a person is what he has achieved in his own field. The most important assets a serviceman has are his service training, his ability in group management, his adaptability, and the degree of maturity that he has acquired through experience in a wide variety of situations.

To assist the individual in his planning for future employment, rehabilitation officers have over 70 publications and pamphlets for the information of interested personnel. These include two Occupational Handbooks, designed to provide National Employment Service place-

ment officers with an understanding of the overall structure of the RCAF, to provide information concerning training and advancement, and to provide detailed examples of particular positions with related civilian classifications. Although these cross-reference manuals are NES publications, the RCAF assisted in their preparation and arranged distribution to all rehabilitation officers. The handbooks will be of particular interest to those experiencing difficulty in relating their RCAF training and qualifications to civilian occupations.

The feasibility of introducing a "testing service" into the RCAF Rehabilitation Assistance Program was studied. However, it was not considered practical for the RCAF to embark on such a program because of the highly specialized nature of this field, the lack of qualified staffs and the limited number who really require such testing. Personnel desirous of undergoing vocational testing and/or counselling by qualified psychologists may do so at their own expense. A list of psychologists engaged in the vocational guidance field is available through all rehabilitation officers.

The RCAF Rehabilitation Assistance program provides for two interviews with the unit rehabilitation officer, both on a voluntary basis: the first, up to five years in advance of retirement, for the purpose of preparation and planning for a second career; and the second, on receipt of release notification, to prepare for the actual mechanics of job



"He must compare his military experience, knowledge and ability with civilian requirements . . ."

seeking, i.e., getting in touch with the job, selling himself on paper, and selling himself at the interview.

The individual should, by the time he is invited for his second interview, have decided on the field in which he is going to seek employment. This is the time for him to consider a specific job, taking into account such factors as opportunities for advancement, utilization of ability, interest, training, working conditions and salary.

Detailed requirements for specific jobs can be obtained from a number of sources, some of which are the NES, Civil Service competitions, occupation monographs, management consultants and prospective employers. The individual should prepare a written comparison between his personal qualifications

and those required by specific jobs. This comparison should examine factors such as interests, education and training, work experience, personal traits, physical capacity, leisure time activities and long-range goals.

The individual must attack the problem of finding employment in a systematic manner and the development of a search plan is essential. Most of the following areas of contact should be included in any plan:

- The National Employment Service
- AFHQ Rehabilitation Assistance Section
- Relatives, friends and neighbours
- Clubs and organizations such as the Air Force Association
- "Want Ads" in newspapers and trade Journals

- Civil Service competitions
- Firms hiring workers in the appropriate field — locate through classified telephone or industrial directories
- Vocational guidance centres such as YMCAs, universities, technical institutes
- Reputable management consultants.

Individuals will, at the time they are advised of their release or shortly thereafter, be provided with national Employment Service pamphlets — "NES Covers Canada", "Key Jobs and Those to Fill Them", "NES and the Ex-Serviceman" — and with the Armed Services Pre-Release Record (UIC 701V — English or UIC 702V — French) and the RCAF Rehabilitation Assistance Registration Form. The completion of either of these forms is optional

and need only be completed if suitable employment has not been obtained. Interested personnel are to ensure that all paragraphs are completed in detail as the forms are of little value to the NES or AFHQ unless properly completed. At AFHQ these forms are the basis for control cards used to inform personnel of any employment opportunities received by the RCAF Rehabilitation Assistance Section that may suit the individual's employment preferences and capabilities. A list of prospective employers is not maintained and each employment opportunity is processed as soon as it is received. If an individual does not hear of an employment opportunity through the section he can be assured that none that suit his capabilities and preferences have been received.

The most common form of approach by an individual to prospective employers is the application letter. It is a device designed to portray an applicant's best qualifications, the details of which are provided by the "digest" or "resume". The letter should achieve three purposes: attract attention through a general statement of how the applicant can render a service, awaken interest by providing additional details, and finally, stimulate action by suggesting that an interview be arranged.

The resume is a comprehensive catalogue of an individual's life consisting of personal history, training, experience and achievements. It should be prepared carefully, typed, placed in a binder, and include a photograph of the applicant. This document is designed to present the relevant facts about a person in an organized fashion. A specimen resume and details on how to prepare it are available from unit rehabilitation officers.

The individual should commence preparing his resume as soon as possible after receiving his release notification rather than waiting until

rehabilitation leave is commenced as particulars of RCAF service, including courses attended, may be obtained far more readily from Records of Service held by unit orderly rooms than by correspondence with AFHQ after release (files of released personnel are kept by War Service Records, Department of Veterans Affairs, and must be requisitioned when required - a time consuming process).

All preparation up to this point has been leading up to the climax of the job-seeking process - the interview. A successful interview is a mutual exchange of information, ideas and impressions on the part of both applicant and employer. No matter what the outcome may be, a successful interview is an educational experience for both parties. The interview as the decisive factor in the search for work cannot be overrated, and, therefore, preparation for it must be absolutely thorough. The following actions should be considered in preparation:

- Review carefully the resume.
- Anticipate employer's questions on experience and knowledge connected with the job.
- Gather as much information about the firm as possible. This knowledge will help in explaining why the position is sought and permit greater conviction to be displayed.
- While no mention of salary should be made in the resume or application letter, the applicant should be prepared to discuss the subject thoroughly during the interview. Facets that should be considered include whether there is training involved which would lower the initial salary, how much salary in addition to pension being drawn is necessary to maintain present standard of living, and what minimum salary would be acceptable for a job with good prospects.

Everyone has something to offer and the person who has taken the time to analyse his abilities, talents and interests as they relate to the job he is seeking and properly presents them in his resume and interview, need have little doubt that he will find an organization which has been looking for him. ☉

TRI-SERVICE CADET BAND COMPETITION



A member of the Canadian Scottish army cadet corps from Port Alberni, B.C., stands rigidly at attention during inspection by RCAF Sgt. W. Muzychka and Army Staff Sgt. D. Hardisty, assistant cadet instructor for the Canadian Army in B.C. A total of six bands, comprising approximately 200 navy, army and air force cadets, participated in the annual competition held at HMCS Discovery in Vancouver last month. The competition was won by a navy cadet band from North Vancouver.

The Suggestion Box

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



WO1 P. Burke of 10 RD Calgary suggested a modification to the foam turret nozzle on Code G23 crash trucks which was officially adopted by EO 80-G23/1429-6A/13 dated 22 Nov. '63.



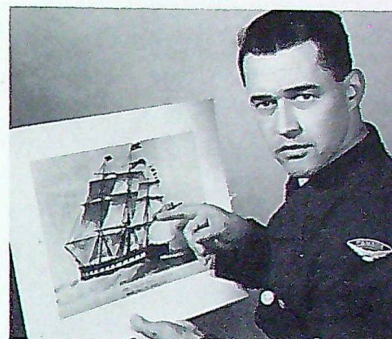
Sgt. E. C. Whipple of Stn. Bagotville made a suggestion concerning an electric range for use at GAR2A Missile Laboratories for the re-activation of desiccants

Other award winners:

W/C L. J. Lomas	Cpl. E. A. Avery	Cpl. J. R. M. Royer
F/O R. E. F. White	Cpl. R. D. Hyland	LAC D. A. Brown
F/O R. B. Black	Cpl. P. A. Lindskog	LAC R. H. Hall
WO1 A. G. Swartz	Cpl. L. H. Backman	LAC W. A. Honeywill
WO2 R. L. Lachambre	Cpl. J. F. Matheson	LAC G. A. Boyle
FS R. F. Clark	Cpl. K. Benson	LAC J. A. Knox
FS R. C. Broderick	Cpl. W. C. Fraser	LAC E. A. Thompson
FS W. F. Harvey	Cpl. G. H. Rogers	LAC J. M. Sequin
FS R. L. Richardson	Cpl. J. C. Aitken	LAC R. Fearon
FS W. M. Colston	Cpl. J. F. Lebel	LAC J. P. Walsh
Sgt. J. H. McClay	Cpl. A. W. J. L. Toutant	LAC S. E. Conrad
Sgt. S. U. Guinchard	Cpl. P. Dzuba	LAC C. J. Snow
Sgt. G. N. Stiles	Cpl. G. A. Gerow	Mr. F. R. Evans
Sgt. C. L. Dixon	Cpl. G. P. Cormier	Mr. G. R. Montgomery
Sgt. W. A. Plumridge	Cpl. E. M. Wright	Mr. W. D. Perrin
Cpl. J. E. D. Dye	Cpl. J. P. Casey	

RCAF DIVER FINDS SUNKEN SHIP

The nationally-televised program "To Tell the Truth" recently featured radar (air) technician LAC F. R. Lewis of RCAF Station Winnipeg. LAC Lewis appeared on the program to describe how he dis-



covered the wreckage of the famous sailing ship "Marco Polo".

While serving at Station Greenwood, LAC Lewis joined the Underwater Club and learned the sport of scuba diving. He then began inquiring about the location of sunken ships off the coast of PEI and was told about the "Marco Polo", a Maritimes-built sailing ship, which was famous as the fastest ship afloat in its heyday over a century ago. Launched in 1851, the "Marco Polo" was lost in a storm off Cavendish, PEI, in 1883.

In the spring of 1962 Lewis and a local lobsterman, Mr. Tom Gallant, located the sunken vessel and, using a number of 45-gallon oil drums, they raised many parts of the wreck including a two-and-one-half ton anchor. The lingering hope that sunken treasure might be on board was shattered by a thorough search of the wreck. However, the anchors and other objects recovered are of great local historic value and were put on display in Summerside after which one of the anchors went to the museum at Saint John, N.B.

CONVERSION YEAR FOR AIRCENT

NATO Photos by DOMINIQUE BERRETTY



Now in its 14th year of operation, the seven-nation NATO Command of Allied Air Forces Central Europe, known as AIRCENT, constitutes the most important assembly of air power in Western Europe. Its strength totals more than 2,000 jet aircraft in addition to anti-aircraft missiles.

Most of the seven countries are now completing re-equipment of their fighter-bomber wings. Belgium, Germany, the Netherlands and Canada are converting their units to the versatile *Starfighter* aircraft. The French Air Force is receiving the latest version of the *Mirage*, while the United States has already brought the 17th USAF up to date with the *Thunderchief* and the British are planning to convert the RAF *Javelin*-equipped squadrons to *Lightnings*.

Elements of this multi-national deterrent force, under the command of RAF A/C/M Sir Edmund Huddleston, exercise and compete together regularly. The accompanying photos were taken during one such joint operation earlier this year.



In the briefing room at Chaumont, France, pilots of seven NATO nations prepare for formation flight pictured below: (top line l. to r.) German F104G, Canadian CF-104, United States F-105, Belgian F-104G, Dutch F-104G; (centre) French Mirage IIIC; (bottom) British Javelin IX



Last month, in the first instalment of this five-part personal history, A/V/M Collishaw related some of his early World War I experiences. These two photos were taken while he was attached to No. 3 (Naval) Wing in northeastern France late in 1916.

Left: RNAS and French officers of the 4th Bombardment Group watch a football match at Ochey, one of No. 3 Wing's two airfields.

Right: Part of French-operated hospital and staff at Luxeuil-les-Bains, the other airfield which Collishaw's unit shared with the FAF.



The author when he commanded No. 203 Sqn., RAF, in mid-1918.



MEMORIES OF A

NORTH SEA INTERLUDE — 1917-18

AFTER returning to Europe from Canada in December 1917, I was given command of the RNAS sea-plane defence squadron based in Belgium on the North Sea coast. Our job was mainly to discourage enemy aircraft attacks on the North Sea fleet and to escort our bombers during their raids against Zeebrugge and Bruges. We usually flew two patrols a day over the fleet and to locate the ships we had to navigate 50 miles off shore. The ships knew we were coming, but invariably we were greeted by a barrage of anti-aircraft fire. We complained frequently but we always got the same treatment.

Later on the unit became No. 13 (Naval) Sqn. and its functions were changed to bring it into action against enemy aircraft. During this phase the squadron was called on to provide air protection for RNAS planes spotting for a fleet bombardment of Zeebrugge and Bruges. The naval objective was to destroy the Bruges lock gates, and everything hinged on the spotting planes being able to remain in position, without hindrance to direct the fire from the ships' guns.

This operation took place at day-break on a very cold day and when I tried to fire my guns to keep them warm, which was normal procedure,



CANADIAN AIRMAN

Second of Five Parts

By AIR VICE MARSHAL RAYMOND COLLISHAW, CB, DSO, OBE, DSC, DFC

I found that they were frozen. As leader of the formation I knew that we had to keep the spotting aircraft from being interfered with by enemy fighters, and so continued the patrol, relying on the other aircraft in the formation in event of any trouble. We patrolled over Zeebrugge for several hours and a number of German fighter formations approached, but sheered off as I headed my formation towards them. When we landed at our aerodrome I found that *everyone's* guns were frozen. Not a machine in the formation could have fired a shot had we found ourselves in a fight!

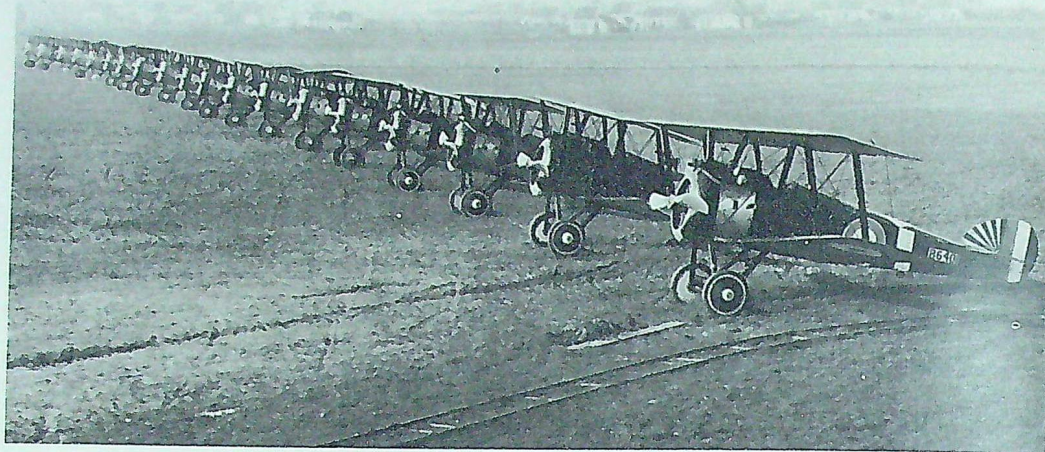
At that stage of the war the RNAS

operations in Belgium were comparatively gentle by contrast with the ferocious struggles for air superiority over the various army battles, and were mostly tip and run affairs. Military aviation was generally looked on as a useful handmaiden to augment the requirements of the army and navy. The airman who suggested the development of air power as an independent striking force, and indicated the results that could be obtained, was frowned on as a visionary with extravagant ideas.

THE GERMAN OFFENSIVE - 1918

In February 1918 I returned to No. 3 (Naval) Sqn., this time as squadron commander. It was then operating on the Belgian front, between Ypres and the North Sea but in March we were shifted to Mont St. Eloi, near Arras, to replace another RNAS fighter squadron which had been helping the RFC on the western front. We arrived at our new base in time for the great German offensive which was launched on 21 March 1918.

We seem to have had plenty of warning of the attack. The General



Sopwith Camels of No. 3 (Naval) Sqn., at Furnes, Belgium, Feb. 1918, commanded by Sqn. Cdr. R. Collishaw. Shortly after this picture was taken the unit replaced No. 8 (Naval) Sqn. with the 4th Army near Arras.

of the Staff, 4th Army, told us at least a week before to expect the assault and he was able to forecast the date. For us, the battle opened with a shelling of our aerodrome at Mont St. Eloi and an adjacent ammunition dump. As the German offensive developed, the military situation on the British 4th and 5th Army fronts became increasingly vague. Either the army commanders were out of the picture or their staffs failed to pass adequate intelligence information to fighter squadrons. Orders for us to participate by attacking German troops were issued in the vaguest terms and it was extraordinarily difficult for fighter pilots to discern who was who on the ground.

The sudden change from offensive patrols to ground strafing operations placed the most practised and skilled pilots equally vulnerable to ground defence fire, with the merest novice. Indeed, more distinguished pilots fell than novices, but it was probably because they pressed home their attacks with more resolution. Fighter pilots from the 4th Army front were sent more than 100 miles

to intervene on the 5th Army's disrupted front, where they could scarcely identify friend from foe.

Only when the military situation had become stabilized on the 4th and 5th Army fronts, were orders issued for fighter squadrons to resume their struggle to gain air superiority over the German air service. I frequently flew into these areas, and in addition to bringing back information to our headquarters, had some success in destroying enemy aircraft. Most of our fighter pilots were so busy ground strafing that the German flyers became a bit careless. My score mounted and by May I reached the 50 mark. This brought a shower of congratulatory telegrams, including messages from all the army commanders. It was an excuse, too, for a celebration by my squadron but there was little time for festivities.

DISPLAY FOR THE TROOPS

When the centre of gravity shifted from the Somme area to the 3rd Army front my squadron was moved there, and we carried on with our

low-level strafing and bombing. One morning, with another pilot, I shot down a German plane over Vimy Ridge, and after returning to our base we drove by car to find the crash, hoping to salvage any special equipment we might find. I misread the scale of the map we were using and thought we were about half a mile behind the lines, although we did notice that all the troops we saw were in trenches. We had just started to examine the wreckage of our victim when the Germans opened up on us with machine guns and artillery. A bullet whipped through my white naval cap and we hastily took refuge in an adjoining trench until the fireworks stopped. Then we went back to our aerodrome, all interest gone in possible trophies. We realized we had been within a few hundred yards of No Man's Land, and the soldiers were delighted to have seen a pair of naval officers strolling about so stupidly. They were highly amused, too, by the way we dived into the trench when the barrage opened.

The struggle for air superiority on the western front in the 1914-18



Officers of No. 203 Sqn. RAF, at Le Hamel airfield, France, 8 July 1918, on occasion of inspection by King George V. Major Collishaw, in naval uniform, is in centre of photo.

war was conducted principally over the heads of the front line troops. Stultified in fixed positions over long periods, the opposing troops and particularly those in support, had plenty of time to use the sky as their theatre. Indeed, to tens of thousands, it was the only thing they could see. They became remarkably astute in distinguishing friend from foe and, to them, the struggle in the air was symbolic of the war. When an air engagement ensued, the troops thought of the scrap in terms of the boxing ring – “that is our boy on the right”. The fighter pilots knew that they were somewhat like actors upon a gigantic stage and that tens of thousands of spectators would scan their every move. Each contender had to put up a good show. When one or the other fell, the troops on the winner’s side would feel elated; while the others felt non-plussed.

Out of this background, heavy casualties ensued to both sides, which proportionate to the numbers engaged, were much higher than those in World War II.

It was obvious to fighter squadron

pilots that the chances of surviving the war were dim. The good squadron commanders always saw to it that a special effort was made to make life gay in the officers’ mess and any tendency of individuals to mope or brood in their quarters was discouraged.

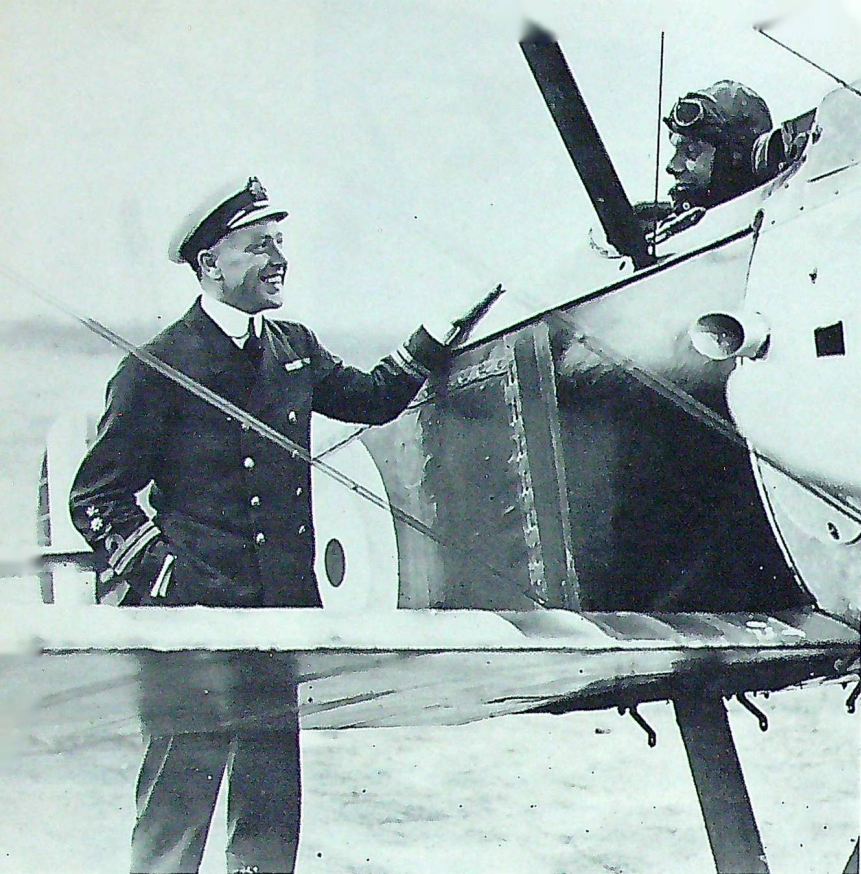
AMALGAMATION OF THE RFC AND THE RNAS

On 1 April 1918 the military and naval flying services joined to form the RAF, the merger having followed General Smuts’ committee recommendation to prevent indiscriminate competition by the two separate services for equipment. The RAF came into being with a greatly increased prestige over that which the RFC and RNAS had enjoyed as separate forces. This made it possible to create an “independent air force” within the RAF to carry out strategic bombing on the enemy’s home front, to reduce his output of war material and to retaliate for his bombing of Britain by airships and aircraft. This force operated from the same region of northeastern

France as had the old RNAS No. 3 Wing, and its success led to the establishment and maintenance of air striking forces by the major powers after the war’s end.

The merging of the RFC and RNAS resulted in many comic elements in the new service. The Air Council’s policy of rapid assimilation soon provided a mixed bag of pilots and airmen in the RAF units. Every RAF mess included officers who wore Naval, RFC, Army, and RAF uniforms. The new RAF uniform was not favourably received, for while majors had “brass” hats, the caps of lieutenants and captains bore metallic stripes, quite foreign to the British forces.

It was a sad moment when my squadron had to strike the Royal Navy ensign under which we had served, and which we had proudly flown, even when we were serving with the army on all its fronts. Quite naturally, in the merging of the two flying services, considerable unfairness occurred in allocating the seniority of officers in the graduation list of new RAF. The naval pilots suffered severely in this respect.



Major Collishaw chats with Capt. A. T. Whealy (in cockpit), one of several Canadians flying with No. 203 Sqn., RAF. The Sopwith Camel was Collishaw's personal machine, modified to permit mounting of a pair of upward and forward-firing Lewis guns.

pilots naturally tended to gravitate towards such "top" units.

British fighter squadrons were always at a disadvantage in the struggle to gain air superiority in France, because of the policy of sustaining so-called offensive patrols for hours, 10 miles beyond the lines. Observers on the ground reported the strength of these patrols and the Germans were able to send up numerically superior forces. The result was that a so-called "offensive patrol" often found itself on the defensive. The greatest danger to British squadrons on patrol was an unseen and surprise assault from above. To offset surprise, the squadron was "stepped up" through perhaps 5,000 feet and the upper echelons were required to weave constantly to sustain observation and vigilance. The national objective of these sustained offensive patrols was a policy of attrition, designed to wear down the hostile air force, on the grounds that the allied air strength was increasing beyond the capability of the German potential.

It was, therefore, vital for our fighter patrols to obtain results. To accomplish this role in my particular case, the squadron was organized in the air into four formations. The most skilled and practised pilots were in the lowest assaulting formation. It was this section which had to accomplish the desired results. The other formations, in the upper reaches of the sky, were required to safeguard the assaulting section from interference from above. Thus, the assaulting team was free to descend to engage hos-

Promotion was slow for the active service pilots, by comparison with officers on the home establishment. As the RAF expanded – with surprising speed – it assimilated its various components and by the war's end hardly any of its members regretted the merging of the two flying services.

MOBILITY IN FRANCE

The fighter squadrons in France were constantly on the move to fill operational requirements as they arose at various points. Each of the five armies was provided with a fighter wing, whose strength depended on the battle situation. As a battle developed at a sector of the line, fighter squadrons were concentrated in the area by both sides and, naturally, the best squadrons had the most moves. The German squadrons moved in special trains while ours used the army wing's pooled

transport. It was common practice for a squadron to be enroute to a new field within the hour of orders for the shift being received. I served at 21 different aerodromes in France and Belgium.

Competition was keen amongst the squadron commanders to have their individual units always engaged in the battle area – proof in itself of the squadron's prestige. Squadron commanders resorted to all sorts of artifices to obtain reinforcements from the best of the pilots leaving the training schools, and to get the pick of the experienced flight commanders returning to active service after a period of rest at home. Only a few squadrons managed to maintain a high prestige over a long period of time. In most cases a squadron's reputation rose and fell, dependent on the work of a few outstanding individuals, and to a large degree rested on the prestige and virtues of its commander. First-class

tile aircraft flying at lower levels, with a reasonable assurance of security from counter-attack, when an assault was imminent. This policy really converted the operation into an offensive patrol and it accomplished the desired results. After the 1914-18 war, I had the opportunity to discuss these tactics with some German fighter pilots who had been subjected to them and they expressed themselves as being fearful of assaults in this fashion.

TURN OF THE TIDE—1918

On 8 August 1918 the Canadian, Australian and Guards Corps, supported by a maximum force of fighter squadrons, assaulted the enemy along the Roye Road from Amiens. My squadron and others attacked the German infantry and the battle, which raged for several days, ended in our greatest victory of the war. Ludendorf described it as "Germany's black day".

The fighter squadrons, though suffered heavily and the whole Roye Road was strewn with hundreds of crashed aircraft, as well as derelict tanks. As the fighter pilots flew to strafe and bomb the German troops, they could see below them the debris of other RAF machines and they were met by a hail of fire from the ground. The German aircraft flew on similar strafing operations and often opposing fighter formations passed one another on their way to attack each other's ground forces. Both sides felt the weight of these strafing attacks and diverted some of their fighters to provide aerial protection. The Battle of Roye Road was the first time that air forces had been ruthlessly employed, the bulk of the fighters being used to give close support to our infantry assault.

During the 1918 spring battles the air force had been used defensively, our backs then being to the wall. While I was elated by our military successes in the August attacks, I felt the loss of the many pilots who

fell during these strafing operations, without the chance of ever having selected "waltzing partners" in mortal aerial combat.

MARCH TO VICTORY

After the August gains everyone felt that victory was near. It was extraordinary how the feeling of depression and defeatism felt during the spring had changed. Our air force had gained numerical superiority, enabling a bolder policy to be adopted. The air force eagerly adapted itself to the close support operations that helped to drive the enemy back.

The final onslaught against the enemy was inspired by a belief in victory. The enemy flyers, though, seemed to lose their one-time valour and it became increasingly difficult to seek out and destroy them. My own score had gradually mounted through the summer and autumn months until I reached the 60 mark. During the latter stages of the war there were more individual combats, resulting from chance meetings of aircraft flying on special missions, although the enemy pilots were alert and difficult to bring to combat. Many of the combats that did take place were indecisive, and did not count towards individual scores.

By this time nearly all my distinguished contemporaries had vanished from the scene of action. Most had fallen during combat, while others had succumbed to accidents or other mishaps. By the war's end I had completed 26 months of operational service in France, and had thus lived out, by the grace of God, several normal operational lifespans.

CANADIAN INTERLUDE—1919

I went to Canada on leave early in 1919 and was amazed at the Canadian calm, after life in London in the wake of the armistice. Canadians had reverted rapidly to peacetime conditions and outside of the recep-

tions for returning soldiers there were few signs that the country had so recently been at war. The mass of the Canadian troops overseas had not yet returned, owing to shipping limitations, but the urge to get home was strong. Most of the men overseas were anxious to get back before the available jobs had been filled.

After the 1914-18 war, when I had access to German records, I was somewhat astonished to learn that the aggressive spirit that had animated Richthofen's "Circus" and others had its mainspring embraced in a policy of permitting pilots to conduct fighting patrols on a voluntary basis. This was the policy adopted by the best naval fighter squadron commanders, when operating in France outside RFC control. Fighter pilots were permitted to fly as much, or as little, as they desired, but they knew that the acid test of remaining in a good squadron was vested in the need to produce results. The general result of this policy, in both cases, was that the eager and keen pilots prospered as volunteers, while the laggards were removed.

This policy was in sharp contrast to the system of operation control sustained in the Royal Flying Corps, wherein operation orders always originated in the command above the squadrons. Detailed "dawn and dusk" patrols were the rule. The general result was that pilots became fatigued and sometimes dispirited and unable to sustain the individual buoyance and aggressive spirit, so essential to a fighter pilot. The same policy was adopted as a legacy by the RAF in France in 1918.

(to be continued)

ALMOST everything in the RCAF is subject to revision. New procedures and improved products are constantly being introduced. This process of evolution also holds true for flight feeding in the RCAF.

A few years ago, service personnel were paid "per diem rates" for duty hours aloft. In addition, crew personnel were entitled to a quick energy ration of chocolate bars and the old supplementary flying ration, consisting mainly of canned meat items. Crews were expected to purchase additional desirable menu items from their per diem allowances and prepare in-flight meals for themselves. This ration situation, coupled with the then-limited cooking facilities aboard most RCAF aircraft, resulted in more lucrative TD flights for personnel but decidedly inadequate in-flight meal service.

As flight durations lengthened and as the health and comfort of both aircrew and passengers received ever-increasing attention, the inclusion of galley facilities became an accepted principle in designing new RCAF aircraft. From the old haphazard arrangement where personnel received travelling allowances and were expected to provide for themselves as best they could, there emerged the new RCAF policy which provides a good flight lunch and hot beverage or, where facilities permit, service of a fresh hot flight meal.

There are still a few hardy souls who feel that, because wash n' dri towelettes were not standard issue on World War II aircraft when they flew in the Burmese jungle, why pamper the present soft generation. And, true enough, the old box lunch served fairly well for a number of years and is much cheaper than molded insulated food carriers or aircraft refrigeration. But, by and large, it has been accepted that a modern air force, with aircraft regularly logging many hours of continuous flight time, requires a modern-in-flight meal program.

FLIGHT FEEDING IN THE RCAF

By **FLIGHT LIEUTENANT N. A. GALBRAITH**
Directorate of Food Services

Catering to scheduled transport flights bears similarities to the meal operation of commercial airlines but there are many problems unique to the military field and even specific to RCAF flight feeding. The issue of almost a half-million flight meals a year requires many man-hours of planning, preparation and packaging and yet this commitment, although still increasing, is not large enough to justify separate flight kitchens like those of the USAF Military Air Transport Service, or the big establishments of aerocaterers such as those at Dorval and Malton. RCAF food service sections at Stns. Trenton, Uplands and Winnipeg must be prepared to issue from two to 200 or more flight lunches on several hours notice and fit this work in with their regular commitment for food service in the various unit dining rooms.

Commercial airlines also experience flight delays and booking cancellations but need not contend with the uncertainty and variety of requirements experienced by those in the military flight catering business. The crews of the big maritime sub-hunter, the *Argus*, frequently require three meals each per patrol flight and have on board an oven, electric frying pan, hot plate and refrigerator in their compact but

efficient little aircraft kitchens. The flight meals issued to these crews differ greatly from those provided a mixed passenger-cargo C-119 flight to Whitehorse, with only an electric beverage dispenser by way of cooking facilities.

The present RCAF flight lunch, in its specially-designed cardboard box, is a far cry from the paper-bagged efforts of former days. Now the widely-available, commercially pre-portioned items permit inclusion of attractive individual servings of fresh milk, various fruit juices, relishes such as mustard and cranberry sauce, salad dressings, packets of raisins or sweet biscuits, and of little salt and pepper shakers. Introduction of foil containers permits the issue of appetizing cold plates in the lunch box to relieve the monotony of sandwiches, and of unit-baked tarts and little pies. Individually packaged straws and plastic fork, knife and spoon kits ensure handy and sanitary inclusion of the necessary eating utensils. Polyethylene portion bags keep buttered rolls fresh and good, celery hearts crisp and crunchy, or a roast chicken leg moist and juicy. There's even a packaged small moist towelette to help remove the traces of chocolate icing or ketchup from your chin and fingers.



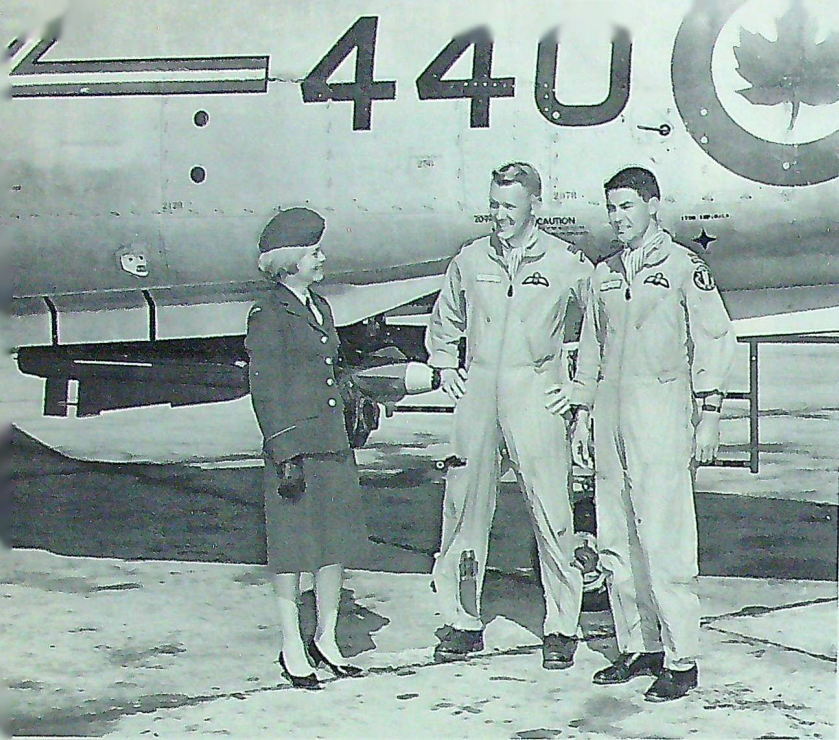
Cpl. J. L. Paquette, flight steward, prepares hot meals in galley of No. 412 Sqn. Cosmopolitan.



Cpl. G. Tanner provides tray service aboard No. 437 Sqn. Yukon passenger transport on trans-Atlantic run.



Miss Dolly Jean 'Marie and colleague package in-flight box lunches at RCAF Stn. Uplands.



F/O Joyce Pace, food services officer at RCAF Stn. Rockcliffe, confers with CF-104 aircrew F/L D. E. Anderson and F/O J. R. Duncan.

S/L Betty McCaffrey, staff officer food services at Air Defence Command HQ, St. Hubert, cuts RCAF 40th anniversary cake for children at Rehabilitation Institute of Montreal.



Wherever aircraft facilities permit, the flight rations issued to aircrews have provided for a hot flight meal instead of a sandwich lunch. However, except on special transport flights operated by No. 412 Sqn. from Stn. Uplands at Ottawa, passengers got only box lunches until the advent of *Yukon* aircraft. Now on the big *Yukon*, even with capacity passenger loads of 134, tray service is provided. A hot mid-evening snack is served after departure from Stn. Trenton and you are awakened for breakfast high over the Atlantic, before arrival at Marville, France. On the west-bound flight, the first meal may consist of roast turkey and trimmings or a juicy hot beef pie and crisp salad, with yet an attractive cold plate meal to follow before the aircraft once again reaches its home base at Trenton.


Space, weight and power limitations on aircraft dictate very careful planning of each galley. Cooking equipment must provide rapid, controlled heat with a minimum consumption of electric power, refrigerators must be designed to withstand the knocks of turbulence and every inch of storage and workspace must do yeoman's duty. Even garbage disposal requires detailed consideration — it certainly can't be heaved overboard. Thus, flight meals are prepared from boneless trimmed meat cuts, instant coffee, prepared and pre-portioned salads and desserts, etc. Only the used paper dishes, plastic cutlery and empty fruit juice tins should be left at the end of a flight meal for disposal in the big, wet-proof garbage bags.

Positions have been established for cabin attendants on special and regular transport flights and personnel are carefully selected and trained for these jobs. The flight stewards are experienced RCAF cooks, with an additional eight-week course in which they specialize in flight meal service. Assisting the stewards in

servicing the food are the transportation technicians, whose duties also require an expert knowledge of cargo handling, and the women flight attendants, on *Yukons* of No. 437 Sqn. The introduction of servicewomen in this role has proved to be a popular policy. As on the commercial airlines they are charming

hostesses and most helpful to service families travelling with small children.

The flight ration scale has two sections – Part I, for the provision of Box Lunches, and Part II, for the service of Full Flight Meals. Perhaps, in the next decade or so there will be a Part III, composed of suc-

culent morsels specially sealed to provide RCAF space crews with a good meal enroute to the moon. It's a changing world and a changing air force but little is undertaken without the comforting knowledge that three good meals a day will somehow be available. 

AMC LOGISTICS SCHOOL

The special problems of buying for and supplying the needs of a modern flying force require special understanding. Accordingly, a school has been set up at the Rockcliffe headquarters of Air Materiel Command for new members of AMC's logistics division and for other senior members of the command headquarters or associated organizations. This summer personnel from other commands will attend as well.

More than 25 subjects are covered in two and three-week courses of 65 and 100 lessons, designed to teach trainees the importance of strict attention to minute detail in the management of materiel. Emphasized are: requirements principles and their application; budget and estimates; the logistic data processing system including its application to automated stock control; and contract demanding.

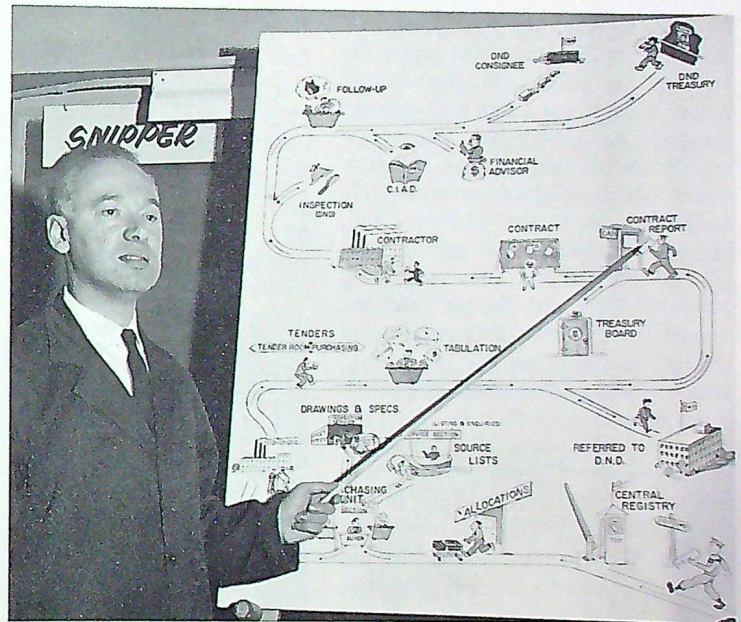
At the end of each course a series of management exercises gives students realistic experience in the far-reaching effects on materiel management of apparently simple policy or operating changes.

The motto of the school is "Something for Everybody". Those students who are assigned to work in the logistics division get detailed assist-

ance in understanding the most intricate aspects of their daily work. Other AMCHQ staff of comptroller and services divisions and visiting students from AFHQ and the Department of Defence Production gain a good understanding of the problems faced by those who, in their daily work, are responsible for spending more than \$300 million, or almost half of the RCAF's bud-

get, each year.

The setting up of the Logistics School to promote better human understanding and functioning in an increasingly automated, computerized environment is another of the progressive moves which have kept the RCAF's Air Materiel Command out in front in the business of managing military supplies since the end of World War II.



Mr. Ray Snipper, head of AMC's Logistics Training School, instructs a class in the flow of contract demands through the Department of Defence Production.

AWARDS FOR GALLANTRY

Two RCAF personnel have become the second and third recipients of a new division of the British Empire Medal.* By their achievements, in two separate incidents, Cpl. G. W. Snider and LAC H. F. Schulz have been awarded the BEM for Gallantry.

Corporal Snider was a member of the RCAF detachment working with No. 913 A.C. & W. Squadron (USAF) at Pagwa, Ont., when the incident occurred. He was in the motor vehicle building with several other RCAF airmen when a retaining chain on one of the entrance doors, which weighed approximately 1,000 pounds, broke. The door fell, hit one of the airmen and pinned him to the ground in a squatting position. Corporal Snider, without regard for his own safety, crawled beneath the door on his hands and knees, lifted and held it off the injured airman who then fell forward and was pulled clear of the door by others present. Corporal Snider was unable to sustain the weight of the door so it fell further, injuring both his legs. He was then rescued by the other airmen and a front-end loader.

*The first recipient was LAC R. G. Cole (ROUNDEL Oct. '63)



Cpl. Snider



LAC Schulz

Corporal Snider's quick, decisive and prodigious rescue action was performed in the face of a grave threat to his own well-being and, in fact, resulted in severe injuries to him. There is no doubt that his heroic act saved a fellow airman from extreme injuries and paralysis, if not death.

The award which Cpl. Snider and when LAC Schulz was travelling as a passenger in an *Argus* enroute from RCAF Stn. Trenton to Greenwood, NS. During the approach to Greenwood, at an altitude of 1,500 feet, a warning light cautioned the pilot that the main cargo door had become insecure. A crew member, F/O R. J. Rowe, was ordered to check the door fastenings and while he was doing so, the door opened

completely and he was sucked partially out of the aircraft by the slipstream. LAC Schulz, who was standing nearby, quickly grasped the officer's arm with one hand and, holding onto an upright support in the aircraft with the other hand, pulled him to safety. LAC Schulz's great presence of mind, instant reaction and utter disregard for his own safety unquestionably saved F/O Rowe's life.

The award which Cpl. Snider and LAC Schulz won by their courage was created in 1958 to differentiate between the BEM awarded for meritorious service and the BEM awarded for gallantry. For the latter award a silver oak leaf emblem is worn on the ribbon.

AIR FORCE DAYS - 1964

The protracted schedule for Air Force Days this summer is as follows:

6 June — National Air Force Day, — RCAF Stn. Rockcliffe	18 July — RCAF Station Summerside
13 June — RCAF Station Winnipeg	22 August — RCAF Station Comox
19-20 June — RCAF Station St. Hubert	23 August — RCAF Station Namao
8 July — RCAF Station North Bay	29 August — RCAF Station Trenton
	5 September — RCAF Station Greenwood

ON THE SKIDS

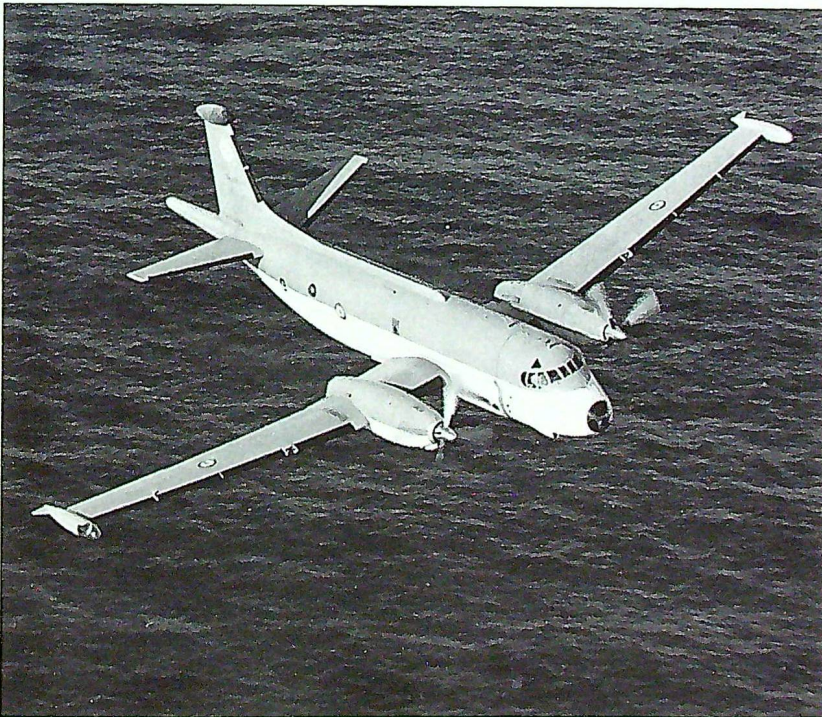
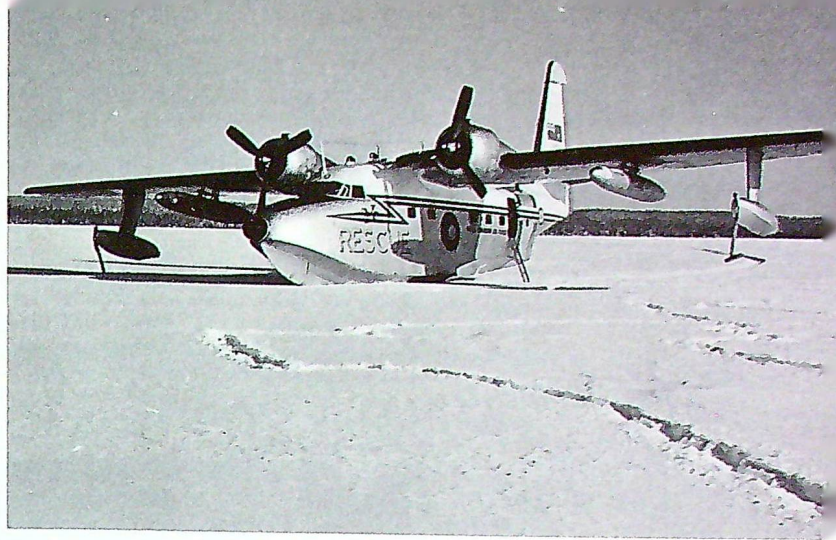
The *Albatross* has been with the RCAF since 1960 operating off land and water but, until No. 111 KU did so recently, no RCAF unit had utilized the aircraft's ability to land and takeoff in snow during an operational mission. The Winnipeg-based search and rescue unit prepares its *Albatross* aircraft each fall for winter work by adding a skid to the lower part of the hull and attaching two outrigger skis to the front of the wing floats.

The skid, which takes the main brunt of the landing and taxi stress, extends from the nosewheel doors back, taking up two thirds of the keel. The skis extend three feet below the floats and serves the purpose of keeping the wings fairly level

while the aircraft is at rest or being taxied.

The aircraft thus equipped and the unit's aircrew fully trained by practise landings on lakes near Winnipeg, No. 111 KU is ready for any emergency. The chance came one

cold day some months ago when No. 111 KU was called upon to evacuate an Eskimo woman and her baby from Grise Fiord in the Arctic. Mother and baby are doing fine because No. 111's aircraft and aircrew were on the skids.



BREQUET ATLANTIC

Recently one of the prototypes of the proposed NATO anti-submarine aircraft, the Brequet *Atlantic*, went through a series of international evaluation tests at the flight test centre of Istres, France. In 21 working days the aircraft completed 96 hours of testing in 37 flights by French, German, Dutch and American pilots. These tests were made mainly to examine the aircraft's armament system. The *Atlantic*, which is powered by two Rolls Royce turboprop engines, has a performance somewhat in excess of the RCAF's *Neptune* aircraft. The *Atlantic* will likely carry a 10-man crew in its operational role.

Photo courtesy NATO Information Office.

CONCERNING CLICHÉS

LAST November ROUNDEL published W/C Roy Haines' attack on air force jargon in an article entitled "The Argot". By no means confined to service writing, the overkill use of clichés is the subject of this month's language lesson.

The touching tale (cliché) which follows was composed by S/L M. L. Brunton while he was an instructor at RCAF Staff School a few years ago. Students of his era will remember this exercise, but the rest of you may test your ability to recognize clichés by comparing your list with the one on page 32. S/L Brunton, who now works in the CAS's secretariat at AFHQ, says there are more than 80 "horrible examples" in this melodrama:

THE COURSE OF TRUE LOVE

There was an aching void in Sammy's heart. He had just failed the acid test in his relations with the fair sex; at the psychological moment with his Susie, his words failed to express his long-felt want for her as a blushing bride and silence reigned supreme. Instead of asking his dear girl graduate to join him in the holy bonds of matrimony, a task that is often easier said than done, he beat a hasty retreat to her balcony — all in all, a performance that beggars description and proof beyond a shadow of doubt that he was unequal to the occasion.

Blissfully ignorant of the reason for her intended better-half's seemingly discreet silence and sudden departure, Susie awaited his return with bated breath on her downy couch. She only knew that before her, a minute or two previously, had been a specimen of humanity whose face was a riot of colour, and by the sweat of his brow she could tell that he was about to venture a suggestion that she knew would be a pleasing prospect to her, for she had no desire to remain in a state of single

blessedness, no desire to live to a ripe old age, the proud possessor of nothing but a little filthy lucre, if that. The long-felt want in her had become the devouring element which tortures each and every one of all the world's Eves.

It goes without saying that mother nature had been good to Susie. Besides a figure that made men want to leave home, she had a sweet oval face, here and there faintly freckled, a rose-bud mouth that begged to be kissed, and bedroom eyes. On her shoulders rested like a mantle of snow her crowning glory, lovely thick blonde hair. Women like her are few and far between. But there was more to her than met the eye for she had a fine mind and was at one time considered a budding genius, particularly in music.

During her school days, after rugby games, she would often preside at the piano and favour with selections all the gridiron warriors present. Her ardent admirers forecast that in the world of music her reputation as a musician would grow by leaps and bounds. And she did in

fact work like a Trojan at the profession of her choice. But suddenly she felt caught like a rat in a trap, and averring that all work and no play would send her to the grim reaper she kicked over the traces and at one fell swoop, like a bolt from the blue, left her life of hardship behind and began a life of pleasure.

She fell amongst a motley crowd where she became monarch of all she surveyed. Any excuse was good enough for a festive occasion; the wee small hours of many nights were spent at sumptuous repasts where people got higher than kites (the nth degree of coot), where licence reigned supreme, and where she buzzed around as busy as a bee for more "life". Needless to say this life wrought havoc with her health, and even involved her in the risk of going naked to a watery grave in somebody's swimming pool.

Fortunately this checkered career of Susie's was nipped in the bud. Among those present at many of the bountiful repasts was Sammy whom Susie got to know because he, like

her, rarely partook of refreshments that were solid. One night Sammy was conspicuous by his absence. When it became apparent to Susie that she had actually missed him it was as clear as crystal to her that she loved him.

And now, there he was on her balcony doing goodness knows what. She knew he loved her and she knew that this moment required drastic action if she was not to be doomed to disappointment. She wondered if he were contemplating suicide and in her imagination she heard a dull, sickening thud. Rushing to the balcony she said in a vale of tears, "Sammy, I love you."

When Sammy turned around, his face was like the sun in all its glory, and he did justice to the occasion by crushing her to him. They fell against a table which groaned under their weight. Sammy smiled to himself. He was madly in love and was there not method in his madness? Several hours after, in the wee wee small hours, Sammy, tired but happy and none the worse for wear, wended his way home where he descended into the arms of Morpheus. ☉

Letters to the Editor

WRONG BADGE

Dear Sir:

In connection with the article "White House of the RCAF" (Jan-Feb '64) you printed a reproduction of a badge purported to be the official badge of the RCAF's Photographic Establishment. There appears to be some mistake. I have a reproduction of the Photographic Establishment badge which shows the motto as "Knowledge from the Skies" and I believe this is the version given in the appropriate AFAO, while the badge appearing in *ROUNDUP* shows the motto in Latin as "Ex Tenebris". Which is the correct version?

W/C F. H. Hitchins (ret.),
University of Western Ontario,
London, Ont.

(W/C Hitchins, former RCAF air historian, has caught us in error once more. The badge we printed was the "proposed" badge for the Photographic Establishment. However, the Latin motto was already in use by another organization. The "official" badge bears the motto "Knowledge from the Skies" . . . Editor.)

PIONEER PHOTOGRAPHERS

Dear Sir:

I was quite interested in "Salute to the Auxiliary" (Apr. '64) and the accompanying picture of the *Viking* and crew taken in 1924. There was quite a history attached to that aircraft. It was the first one used to map northern Manitoba in the days when communications were few and far between. Aircraft could go missing for a week before anyone thought of looking for them. (One error, which does not belittle this magnificent effort, is that the picture was taken at Victoria Beach, Man., and not Reindeer Lake.)

The crew, l. to r., are F/O J. R. Cairns (W/C ret.), Mr. Davidson (Department of Topographical Survey), S/L D. B. Hobbs (G/C ret.) and Cpl. Alec Milne (F/O ret.) These people were the pioneers in this part of the country in aerial photography.

It would be interesting if at some future time one of them could be prevailed upon to write an article on that trip. It would be most interesting. We had very anxious moments at the base whilst they were away and were relieved to see them return.

T. F. Cooper (W/C ret.),
c/o The Winnipeg Flying Club,
Winnipeg, Man.

WHERE ARE THEY?

Dear Sir:

No. 412 (Transport) Sqn. of Air Transport Command will be presented with its squadron standard in Sept. '64. As you know, No. 412 was a *Spitfire* squadron overseas during World War II. I had hoped to extend invitations to the squadron commanding officers of that period but, unfortunately, some of their present addresses are not available.

Would it be possible to have the following list of former COs published in your "Letters to the Editor" column in the hopes it will bring a response?

S/L C. W. Trevena; Jun. '41 — Nov. '41
S/L R. W. Kelly, DFC; 27 Nov. '42 — 25 June '43

S/L G. C. Keefer, DFC & Bar; 25 Jun. '43 — 12 Apr. '44

S/L J. Sheppard, DFC; 12 Apr. '44 — 2 Aug. '44

S/L D. H. Dover, DFC & Bar; 2 Aug. '44 — 28 Jan. '45

S/L M. D. Boyd, DFC; 29 Jan '45 — 30 May '45

S/L D. J. Dewan; 30 May '45 — 21 Mar. '46

Should any of the above-mentioned learn of this request, they are asked to contact the undersigned.

W/C M. G. Bryan,
Commanding Officer,
No. 412 (T) Sqn.,
RCAF Stn Uplands,
Ottawa, Ont.

LANCASTERS FLY YET

Dear Sir:

Being an ex-Lancaster crewman I found your article "Requiem for a Giant" (Mar. '64) most interesting. However, in the interests of accuracy I would like to point out that the honour of being the last unit of any air force to fly the *Lancaster* does not rest with No. 408 Sqn., RCAF. Units of both the French Aeronavale and Argentine Air Force are still flying this venerable aircraft.

Cpl. H. W. Holmes,
1 Wing, RCAF,
Marville, France

(more letters on pg. 32)



"Let's go some place where we can each be alone."

CONSERVATION CONGRATS

Dear Sir:

Having read *ROUNDEL* for many many months, I was very pleased finally to find an article about the RCAF (WD) of which I was a member for five years. But this month I was more than pleased to read the article on "Conserving Our Natural Heritage" (Apr. '64).

I had no idea the RCAF was doing such work and am justly proud of them. I have just completed a very worthwhile and interesting course here on firearm safety and survival and conservation sponsored by the Edmonton Fish and Game Association. As I am a very ardent outdoors person and a big booster of preserving our wonderful outdoors, I am particularly glad to know of the trophy to be awarded. Congratulations to you all from a 700 Wing member.

Lois Mason,
University of Alberta,
Edmonton, Alta.

FUR FORAGE CAP

Dear Sir:

Since my war service in the RAAF I have been very interested in the study and collection of items of air forces dress, insignia, etc.

For years I have had in my mind a picture of an officer of the RCAF that appeared in a wartime RAF publication, showing a fur winter forage cap. As so far my attempts to acquire one of these through normal collecting channels have failed, I now write to enquire whether you could help me to obtain a cap of this pattern? A used sample in reasonable order would be quite acceptable, and would make a very acceptable addition to what is now becoming a rather large collection of British Commonwealth air forces items. I would be happy to pay the cost of such a cap, if one could be made available.

B. J. Videon,
President, N.S.W. Branch,
Military Historical Society of
Australia,
12 Noble Ave., Punchbowl,
N.S.W.

(Readers are asked to write Mr. Videon direct on this matter. . . . Editor.)

RE 6 RD BADGE

Dear Sir:

I was pleased to note in your April issue that the Queen had approved the No. 6 Repair Depot badge of the Golden Phoenix and the motto "Nothing is beyond our repair". You probably are

Clichés from page 30

aching void
acid test
all in all
all work and no play
a long-felt want
among those present
ardent admirers
arms of Morpheus
at a loss for words
at one fell swoop
beat a hasty retreat
bedroom eyes
beggars description
better half
blissfully ignorant
blushing bride
bolt from the blue
bountiful repast
budding genius
busy as a bee
by leaps and bounds
caught like rats in a trap
checkered career
clear as crystal
conspicuous by his absence
crowning glory
devouring element
discreet silence
doomed to disappointment
downy couch
drastic action
dull, sickening thud
each and every one
easier said than done
fair sex
favor with a selection
festive occasion
few and far between
filthy lucre
goes without saying
grim reaper
gridiron warriors
higher than kites

holy bonds of matrimony
in all its glory
justice to the occasion
kick over the traces
long-felt want
made men want to leave
madly in love
mantle of snow
meets the eye
method in his madness
monarch of all he surveys
mother nature
motley crowd
nipped in the bud
none the worse for wear
partake of refreshments
pleasing prospect
presided at the piano
proud possessor
psychological moment
reigns supreme
riot of color
rose-bud mouth
ripe old age
shadow of a doubt
silence reigned supreme
single blessedness
specimen of humanity
sweat of his brow
sumptuous repast
sweet girl graduate
table groaned
tired but happy
unequal to the occasion
vale of tears
venture a suggestion
watery grave
wee small hours
wends his way
with bated breath
words fail to express
worked like a Trojan
wrought havoc

aware that the idea of this particular badge was conceived in or about 1960 and was the product of suggestions by many people. The RC Chaplain supplied the Latin phrase, and the drafting section made a magnificent production of the final badge which was forwarded through channels for Her Majesty's approval.

All this makes me reflect back some ten years earlier to another, very unofficial, 6 RD badge which adorned the units' aircraft. The badge looked very proper and where the Latin motto is normally shown the words "YOUBENDUM WEMENDUM" were inscribed, which by many, at the first, second and often the third glance was thought to be some deep-meaning Latin phrase.

S/L A. A. Proctor,
ADCHQ, RCAF Stn. St. Hubert,
PQ.

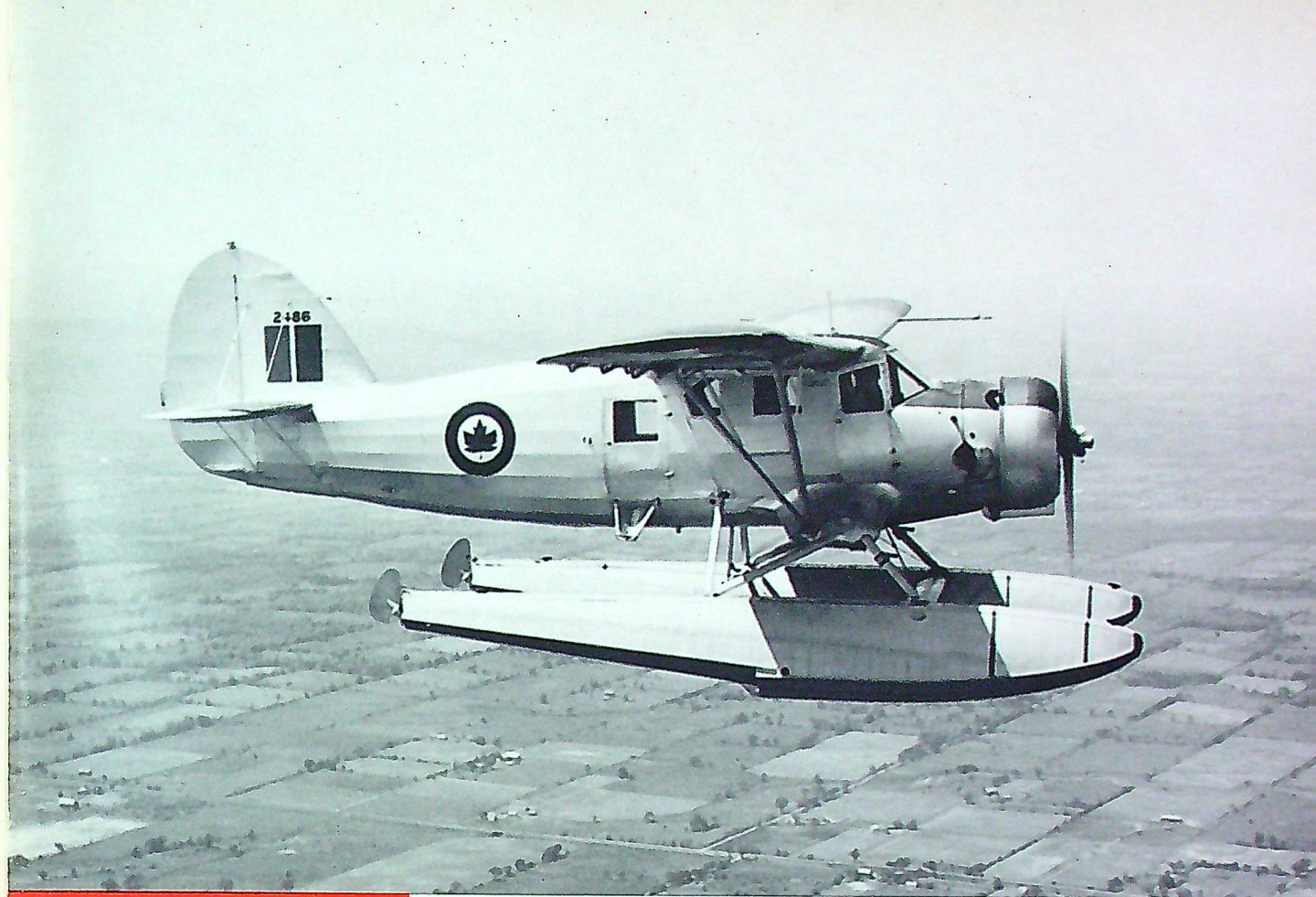
RCAF PEN-PAL REQUESTED

Dear Sir:

I am a single, brunette young lady (aged 25) working in an office, and am very much interested in the activities of the RCAF and the Canadian people and their way of life. Would there be any member of the RCAF who would care to correspond with me to exchange ideas and photographs? I would be willing to send them coloured pictures of "Bonnie Scotland". All letters received will be promptly answered by air-mail as I feel ordinary mail takes too long to reach its destination.

Thank you in advance for including this request in your publication.

Miss Lena Gunner,
9 Dunmore Street,
Glasgow C5,
Scotland.



AIRCRAFT ALBUM:

Noorduyn Norseman

The prototype *Norseman* was flown in 1935 and when production ended in 1959 a total of 923 had been built in Canada. It was the only aircraft designed by Robert Noorduyn, but its strength and dependability ensured the fame of both the designer and the design.

The first of 101 RCAF *Norseman* entered service in 1938. During the war they were used at wireless schools and also acted as light transports with Nos. 8, 6, 119, 121, 122, 166, and 167 Sqns. In the immediate post-war years they were the backbone of RCAF search and rescue units. The *Norseman* retired from RCAF service in 1954, but still flies with many civilian companies.

Powered by a 550 hp. Wasp engine, the *Norseman* had a top speed of 170 mph. and cruised at 150 mph. The load was eight passengers or 1,687 lbs. of cargo. Wingspan was 51 ft. 6 in. and length 32 ft.

Roger Duhamel

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