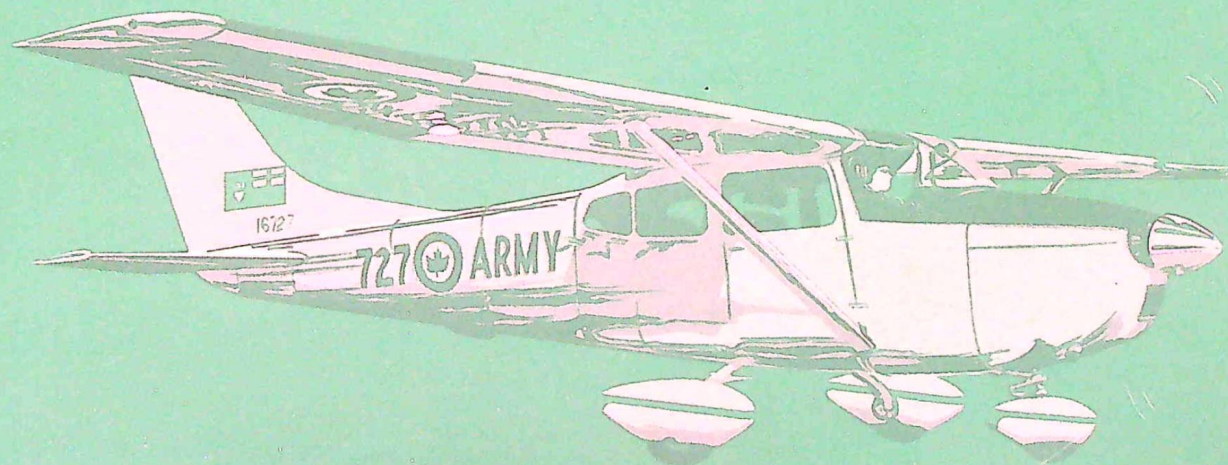
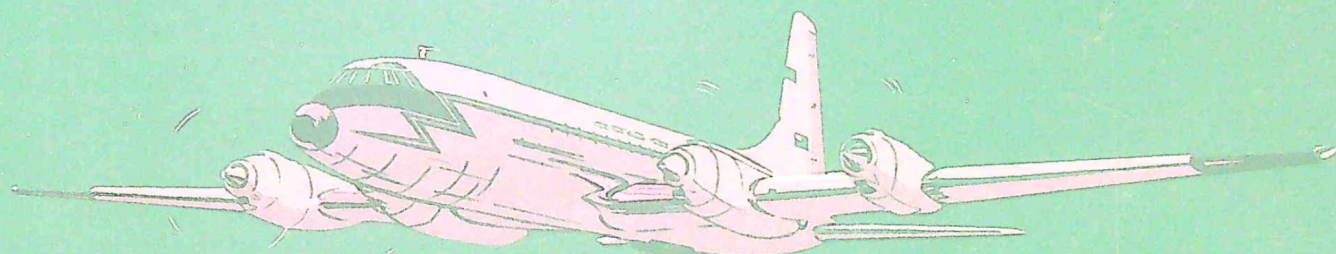


ROUNDEL

OCTOBER 1964 VOL. 16, No. 8



ROUNDEL

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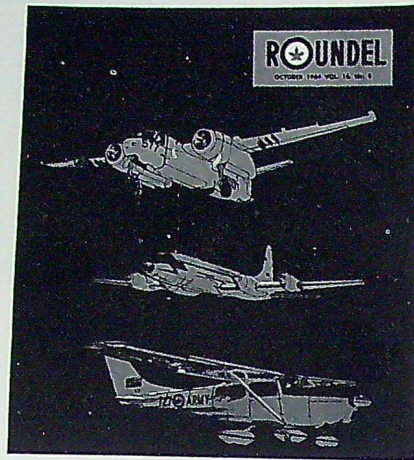
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Contributions and all other correspondence should be addressed to:

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RCAF Victoria Island,
Ottawa 4, Ont.



COVER CAPTION

A navy Tracker, an army L-182 and an air force Yukon illustrate how Canada's three armed services are all engaged in flying aircraft. Cpl. Claude Rousseau's art work also introduces our readers to three articles in this issue which are devoted to navy, army and air force flying activities.

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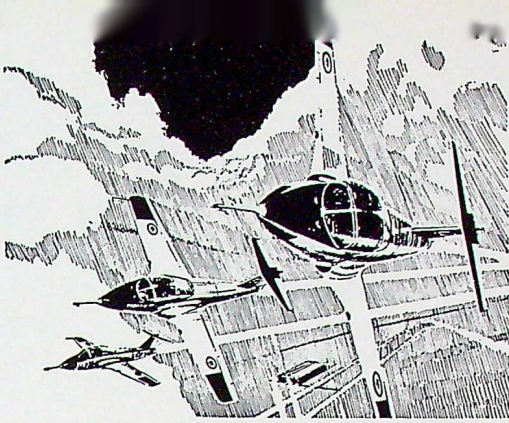
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ON THE BREAK

ALTHOUGH integration of the armed forces (see centre spread) hasn't reached the boys in the field yet, we feel it appropriate this month to point out that the RCAF isn't the only service in the flying business. Both the Canadian Army and the Royal Canadian Navy have been up in the air for a long time.

Indeed, the World War I flying heroes of every Canadian schoolboy, A/M Billy Bishop (dec.) and A/V/M Raymond Collishaw (whose memoirs have been appearing in *ROUNDEL* for the past five months, see pg. 18), were originally army and navy pilots, respectively. In World War II the only Canadian fighter pilot to win a Victoria Cross was Lt. "Hammy" Gray, a member of the RCN aviation branch who died when his flaming *Corsair* crashed into Onagawa Bay after he destroyed a Japanese warship in 1945.

How our sister services got off the ground and how they operate in the air today are the subjects of "Khaki in the Blue" (pg. 5) and "Canada's Flying Sailors" (pg. 9).

WHEN "Reflections on Fort Churchill" (pg. 23) was originally planned, both RCAF Unit Churchill and F/L H. R. Noble were on military service. Now neither the place nor the author are "in uniform", Fort Churchill having been transferred from National Defence to Public Works last March and F/L Noble having subsequently left the RCAF to pursue a career on civvy street. Ex-telecommunications officer Noble now toils for Canadian Westinghouse Ltd. in London, Ont.

THIS month the RCAF Association meets in annual convention in Charlottetown, P.E.I., cradle of confederation 100 years ago. As usual, *ROUNDEL* will be represented there and will present a four-page report of the meetings in the next issue.

In place of the regular RCAF section on pgs. 30-31 we give you a picture story highlighting some of the activities of the Royal Canadian Air Cadets during the past summer. A few fortunate lads travelled overseas and others from foreign countries toured Canada under the exchange visits program. Many more attended summer camps at RCAF Stns. Namao, Trenton, Saint Jean and Greenwood, and the senior leaders' course at Camp Borden. This year for the first time 30 air cadets attended a two-week survival course at Jasper, Alta., under the supervision of the Namao-based RCAF Survival School.

UPCOMING in our November issue:

- "The Evolution of Telecommunications", by G/C E. J. Gauthier, one of the RCAF originals in this increasingly important field. The first instalment of his three-part article describes the early days of the signals branch up to the beginning of World War II.

- "The UN and the RCAF", by *ROUNDEL* assistant editor F/L T. G. Coughlin. No country in the world has been engaged in more United Nations' peace-keeping operations than has Canada. The RCAF's participation in these international commitments has been covered from time to time in *ROUNDEL*, but here is a summary from Korea to Cyprus.

- "What You Think of *ROUNDEL*", a report on the readership survey conducted earlier this year. The questionnaire presented to a scientific sampling of *ROUNDEL* readers resulted in brickbats, bouquets and many worthwhile suggestions for improvement — some of which we intend to implement in future issues.

At Paton 5/2
Editor

A DAY WITH A SUPER STARFIGHTER PILOT IN EUROPE

Photostory by SERGEANT G. A. WALKER and
CORPORAL W. M. NOICE



F/L Hutt says goodbye to his family as he leaves for work.

IN December 1963, CF-104 *Super Starfighters* began to make their appearance on the flight lines of RCAF bases overseas. Now, eight squadrons of these Mach 2 aircraft are being flown by RCAF pilots overseas.

The CF-104, often referred to as "a missile with a man in it", is employed by the RCAF in a strike/reconnaissance role with Allied Air Forces Central Europe. For the pilots, many of them veterans of previous overseas tours on *Sabres*, flying CF-104s is a demanding task. In addition to flying many practise sor-

ties the pilots spend much of their 80-hour weeks on Quick Reaction Alerts. These duty periods consist of standing by an armed aircraft in a ready-hangar prepared to get airborne on a moment's notice. Time off is a relative term also. Time off frequently means standby which, in turn, means that the pilots must be available within the hour.

Piloting a nuclear armed, supersonic CF-104 for the RCAF's No. 1 Air Division requires highly-skilled pilots. One such man is the subject of this picture story, F/L J. Hutt.

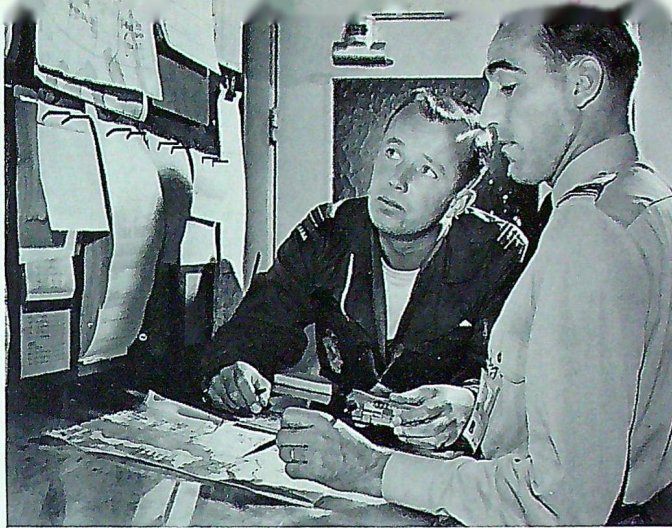


An air force policeman checks F/L Hutt through the gate.



Contrails from other jets etch the sky as F/L Hutt boards his Super Starfighter



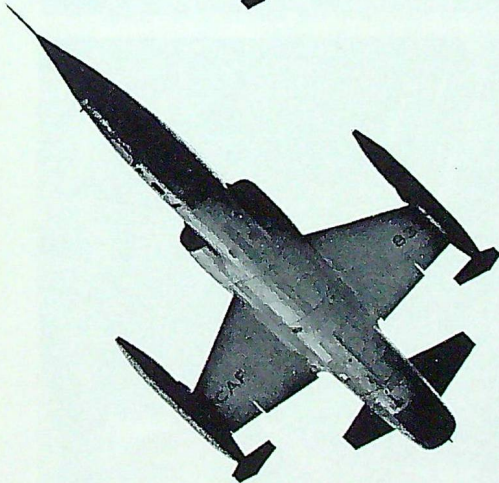
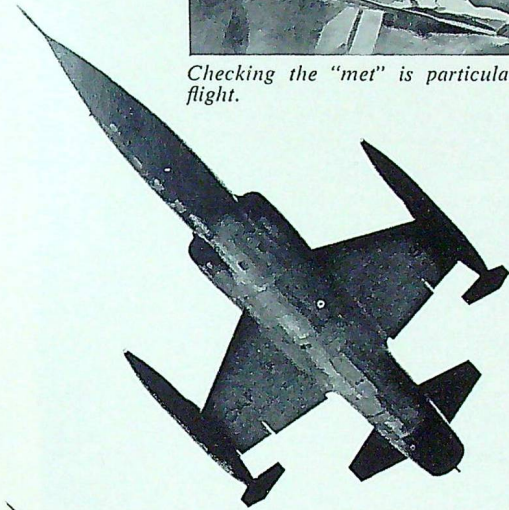


Checking the "met" is particularly important before a night flight.

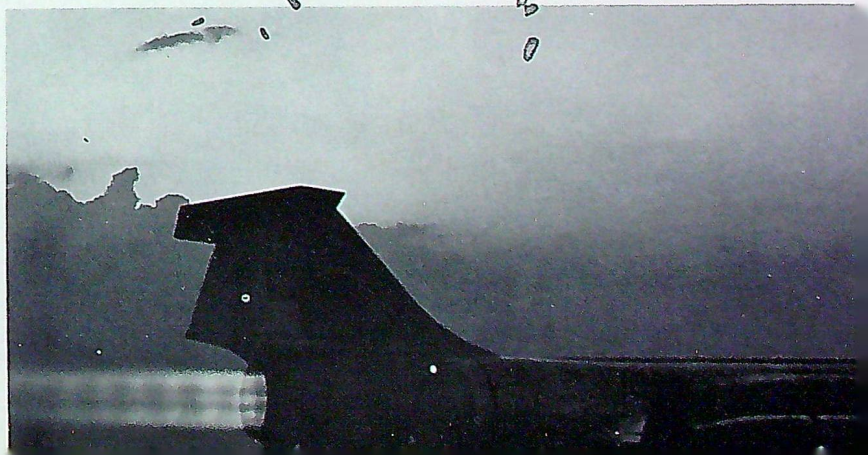
THE STARFIGHTER

By FLIGHT LIEUTENANT
PAT RIBBINS

Squat she is and sleek,
Menacing and poised.
Her needle features pointing to a dare.
For dare her if you will,
And the peril is yours.
Small she looks athwart,
Vicious as a dart.
Reared a-back and ready to be launched.
Eager for the enemy,
Who may over-reach.
Blades of steel and sharp,
Her wings prepared
To cut through intervening air at speed,
So clean to outride sound.
Then be chased by thunder.
Ours she is, to turn
And face the danger
That any foolish stranger may unleash,
Upon our sleeping kin,
Or brothers of our nation.
Gentle though, to touch,
She makes her peace.
And smiles through lids of radar eyes,
When all is well with us,
Prolonging — forms of peace, the
Starfighter.



The afterburner belches fire as F/L Hutt's Super Starfighter accelerates down the runway.



FASTER FREIGHT

By FLIGHT LIEUTENANT D. G. FRY, No. 1 Air Div. HQ

MAN'S development of transport methods has evolved through many interesting phases. The caveman dragged his new bride by the hair until somebody invented the wheel and started a trend which seems to have ended with streamer-towing, horn-honking convertibles. Early man floated his fallen quarry on a log and this led to coracles and kyaks. The Mercantile Era was born as man, looking for trade, discovered the world was round and then it was but a short step to the age of steel and steam fleets.

The aeroplane developed from an experiment to become a fighting machine, a mail carrier and a means of fast personal transport, until the later days of World War II when air cargo transport proved itself. Steadily the world's major airlines have increased their air cargo business till today the most progressive are providing for all-jet, all-cargo fleets.

The air transport of freight has generally been looked upon as an expensive means of moving perishable luxury items. But airlines don't build all-jet fleets just to export live lobsters and fresh flowers. The rapid growth of the industry is based on sound economics. Today big business, including the RCAF, is taking a good, hard look at total distribution costs and is realizing that air cargo can save much money.

The ability of the RCAF's logistic system to make rapid delivery of supplies to operational units in Europe via trans-Atlantic *Yukon* and *Bristol Freighter* feeder-lines elimi-

nated the need for No. 30 AMB, Langar, the large storage site in Britain. This not only meant savings on real estate and operation of the depot but also saved money by getting rid of a stockpile. That was the real saving for, when it comes to high-value items, a shelf of spares can represent a lot of money which nobody can afford to have tied up unproductively.

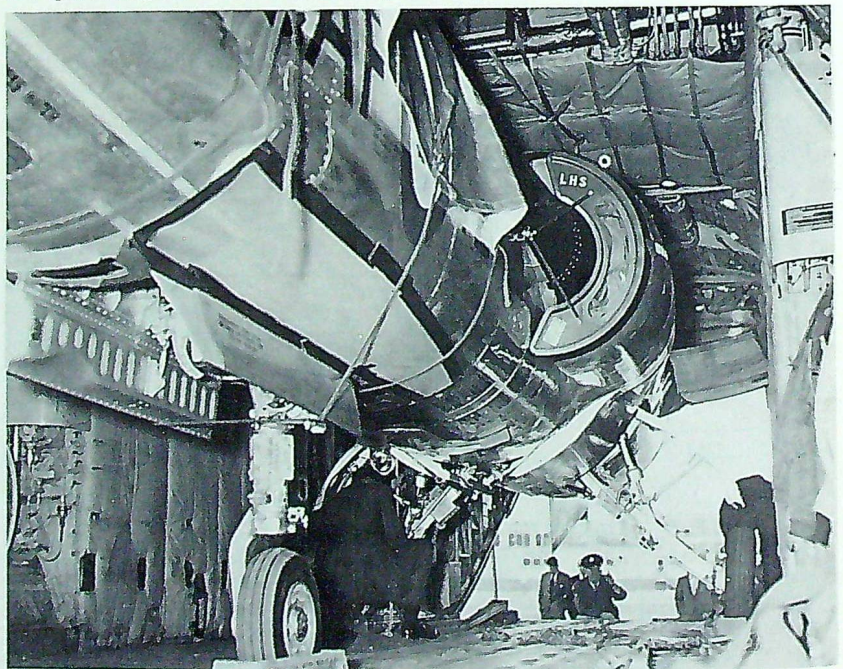
Goods for the Air Division used to travel by road, rail and sea from factory to user and this took time. Goods in transit are not much better than goods on a shelf when the maxim "idle goods mean wasted

money" is applied. Thus one month of movement by low-cost, surface transport may well cost more than half a day in the hold of a cargo plane when total distribution costs are considered.

Another reason for the swing to air cargo is that the need for costly protective packing is greatly reduced or even eliminated. Heavy wooden crates to protect goods from the rigors of dockside handling and ocean buffeting can be replaced by light, cheap cardboard cartons or a variety of plastic and foam containers. The RCAF has already done a good deal of work and is doing a lot more study in this field of "containerization".

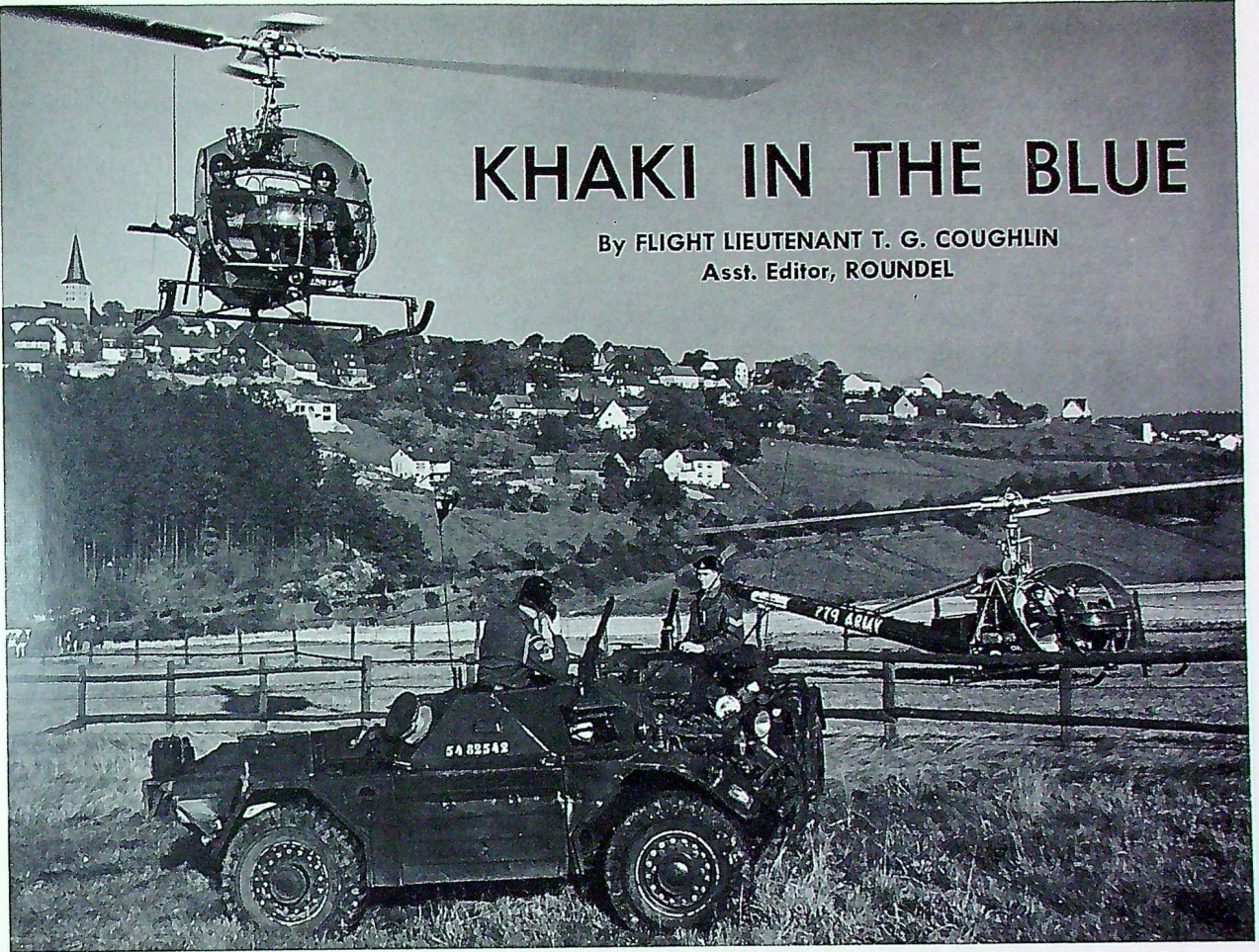
While the future for air freight holds bright promise for the commercial carriers, they will not be alone in reaping financial rewards. The Canadian taxpayer will also benefit as the RCAF keeps abreast of air cargo progress and applies its skills in the field of military supply support.

A Super Starfighter is readied for its trip to Europe in the hold of a Hercules.



KHAKI IN THE BLUE

By FLIGHT LIEUTENANT T. G. COUGHLIN
Asst. Editor, *ROUNDEL*



Helicopters of the reconnaissance squadron, Fort Garry Horse, come in for a landing beside scout cars at Soest, Germany.

THE German farmer looked around for the source of the noise. He saw, to his amazement, a helicopter roaring across the field scant inches above the blowing wheat. Moments later, the helicopter disappeared behind some trees then flew down a shallow gully. This low-flying flier was a member of an exclusive breed of airmen – a Canadian Army pilot.

Had the Canadian Army been given its way, it would likely have got into flying before the First World War. Militia Headquarters made several proposals during the 1910-12 period, suggesting that a modest start be made, that a few aircraft be bought and several officers be train-

ed. Their proposals were turned down, though, by higher authority. A short-lived "Canadian Aviation Corps" of three men and one aircraft was formed in September, 1914, result of a sudden decision by Militia Minister Colonel Sam Hughes but it ceased to exist shortly after arriving in England with the 1st Canadian Contingent. The thousands of Canadians who flew during the First World War did so with the British forces, as members of the RFC, RNAS, or RAF. A second start in aviation was made during World War II when three officers were given pilot training in Britain in 1942. By 1944 the Canadian Army

had three squadrons of *Auster* aircraft in Europe prepared for air observation duties.

When World War II ended the army's flying units were disbanded. But, in 1947, the soldiers went back into the flying business on a permanent basis. It was a humble beginning. A Light Aircraft School, equipped with *Auster* aircraft, was formed at Rivers, Man. with one element of this squadron attached to the School of Artillery at Shilo, Man. Before long, however, these small aircraft not only proved their worth but indicated that there were certain specific tasks which could best be done by army personnel in their own

aircraft. Initially the army fliers were drawn almost exclusively from the Royal Canadian Artillery and were used for battle field surveillance and for controlling artillery fire. This reconnaissance role was simply another step forward in the evolution of military recce. which began with foot soldiers, passed through cavalry and on to armoured regiments. With aircraft, however, the artillery spotters moved into the third dimension. They were no longer restricted to heights of land or tall trees to give them vantage points and they could now move quickly from one position to another.

The Canadian prairies with its monotonous flat terrain would seem to be a most unlikely place to learn the business of contour flying. Nevertheless, the army fliers learned this specialized role well as they so ably demonstrated in the Korean War. Nine Canadian Army officers flew in Korea as observers in USAF T-6 (*Harvard*) aircraft. In addition, one Canadian Army pilot was attached at all times to the Commonwealth Division AOP Flight. They flew with distinction, winning a total of five Air Medals, one Oak Leaf Cluster, four American DFCs and one British DFC. One of these pilots, Captain J. M. Liston, was shot down

and spent a year in a Chinese POW camp. Captain P. J. Tees was awarded the DFC in Korea which was the first such award to a Canadian Army Officer since World War I.

In due course the army's aircraft inventory was improved and expanded. *Auster* aircraft gave way to more modern L-19 *Bird-Dog* aircraft and three *Chipmunks* were purchased while six others were obtained on loan from the RCAF. A number of S-51 helicopters were jointly owned with the RCAF. A few years later, several CH-112 helicopters were acquired. Still, until 1960, army fliers had a muted voice at Army Headquarters since the aviation branch was simply a section of the directorate of military training. In that year the Directorate of Land/Air/Warfare was formed with its director, Lt. Colonel D. R. Ely, being made responsible for matters concerning army aviation. These matters included sending the army's first Air Observation Post (AOP) overseas. This unit was sent to Germany as part of the Canadian Army Brigade on NATO duty in Europe.

The Army Aviation Branch today concerns itself with air observation post and reconnaissance roles plus the additional ones of battlefield liaison and logistic transport.

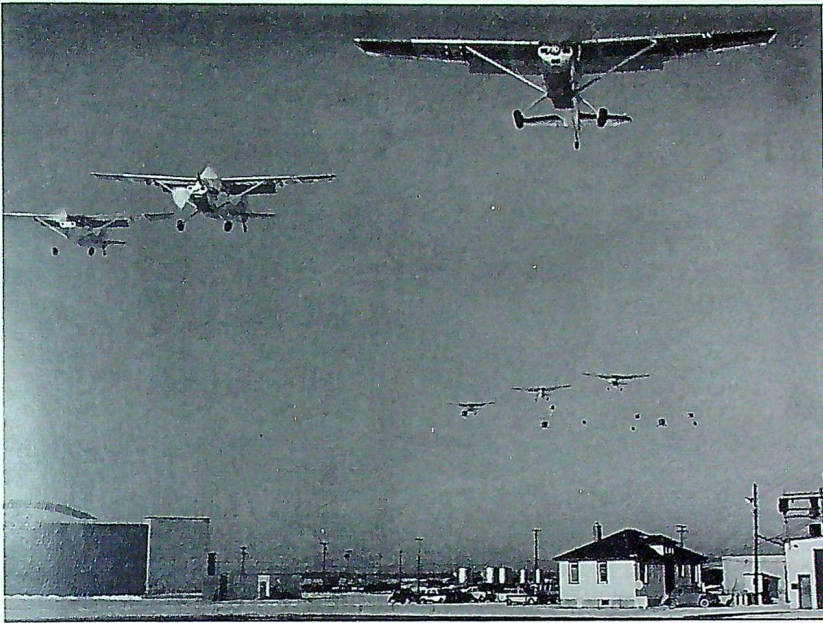
The battlefield liaison is, in effect, a short-range taxi service which shuttles small items, despatches and staff personnel between headquarters and units in the field. This role is carried out by using either CH-112 helicopters, L-19s or L-182s (used only in Canada). Logistic transport consists of re-supplying troops in the forward areas with reinforcements, POL and stores. This August the first of 12 CH-113As (*Vertol 107s*) helicopters, which are somewhat similar to the RCAF's CH-113s will be delivered. With these machines the army will have flying trucks capable of airlifting 25 troops or 6,000 pounds over short distances.

Air observation post duties involve the observation and adjustment of artillery fire by radioed commands from L-19 light aircraft. The pilot is an experienced artillery officer, trained to direct artillery fire while flying an aircraft at tree-top height. For the reconnaissance helicopter pilots, working with scout cars and tanks is second nature. Since all pilots on reconnaissance duties are experienced armoured corps officers, they have no difficulty adapting armoured corps tactics to air operations. These sky cavalrymen become hill-and-gully riders as they roar up and down the terrain on their ground-hugging infiltration and observation operations.

When army aircraft are doing a particular job, the aircraft and their crews become an integral part of the unit to which they are attached. For instance, aircraft assigned to an air observation role would come under command of that particular field artillery regiment of the Royal Canadian Artillery. Similarly, logistic transport helicopters will normally function under the Brigade Service



Army aircraft are based at a historic site, the Silver Dart airport, where on 23 Feb. '09, the first military flight was made in Canada.



A flypast of L-19 aircraft at the Army Aviation Tactical Training School, Rivers, Manitoba.

Battalion in a supply role. Aircraft on reconnaissance missions will be working for reconnaissance units of the Royal Canadian Armoured Corps. Since there is no separate army aviation corps, army fliers wear the corps badges of their parent regiment plus their army pilot wings.

The Army Aviation Branch today, supervised by the Director of Land/Air Warfare, Lt. Colonel D. W. Francis, has approximately 200 personnel wearing pilot wings. Many of these personnel are either on ground tours or have left flying for other army duties but those who are still actively engaged in flying operations are stationed at one of the following units: Army Aviation Tactical Training School at Rivers, Man.; Air Observation Post (AOP) troops at Camp Petawawa, Shilo, Gagetown or Germany or with the Armoured Corps reconnaissance helicopter troop in Germany; Army Headquarters Training and Liaison Flight at

Brig. M. R. Dare, DSO, takes the salute at a combined roll past and flypast.

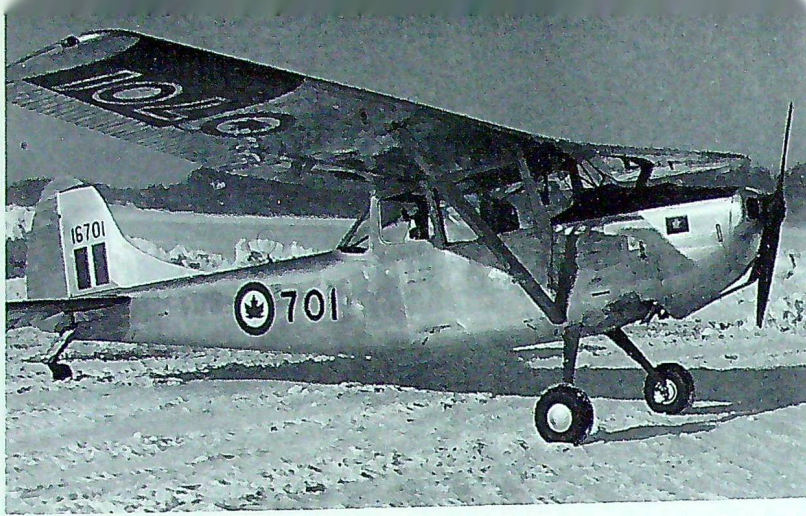
RCAF Station Uplands. These various flying jobs are accomplished with L-19 *Bird-Dogs*, L-182 *Cessnas* and Hiller CH-112 helicopters.

Army pilots begin their flying careers at the Air Force Selection Unit, RCAF Stn. Centralia. Following the standard RCAF aircrew medicals and screening process, successful candidates spend 17 weeks at Cen-

tralia going to ground school and logging 80 hours in air force *Chipmunks*. Graduating from Centralia, these student pilots proceed to Rivers where they attend the Army Aviation Tactical Training School at the Canadian Joint Air Training Centre. At this unit they are converted to the L-19 aircraft. For 14 intensive weeks army pilots undergo the advanced phase of light aircraft training and, at the end of this course, they are presented with their pilot wings.

Following fixed-wing instruction, the army pilots learn rotary wing flying from air force instructors at the Basic Helicopter Training Unit, also located at Rivers. This conversion course consists of 60 flying hours on CH-112 helicopters and, for some of the army pilots, completion of the course means the end of training. Many of the graduates are posted directly to army units for flying duties, some go to the RCAF's No. 4 OTU at Stn. Trenton for the cargo helicopter course and the remainder go on to the army's tactical helicopter unit for additional instruction. At this advanced helicopter school the





Cessna L-19A aircraft are used by the Canadian Army as liaison and spotter aircraft.

future reconnaissance pilots learn operational techniques. One of these techniques, called nap-of-the-earth flying, employs ground features to avoid detection while flying. Since the area around Rivers is quite flat, finding obstacles to hide behind is quite an accomplishment in itself. Nevertheless, undaunted by uncooperative terrain, army fliers skim along approximately six feet above the ground as they fly a round-about route seeking gulleys and trees on the approach to their training objectives.

One aspect of their training which is of particular interest to army pilots is the instrument flying which they receive on *Expeditors* from RCAF instructors. Since the army only operates single-engine aeroplanes, the opportunity to fly twin-engine aircraft is a novel experience. However, the instrument ratings which the army pilots receive will be a required document when the army acquires their transport helicopters which have an IFR capability.

In addition to pilots the army has a second aircrew position, that of observer. The observers are senior NCO's from the Royal Canadian Armoured Corps whose job it is to assist army pilots with navigation, radio work and observation duties in light helicopters. The observers, trained on an as-required basis, are brought up to operational standard

at the Canadian Joint Air Training Centre at Rivers.

Groundcrew members of the army's flying branch are trained at RCAF technical schools, then receive on-the-job experience at various RCAF units. As a result of this training, army groundcrew are able to carry out servicing requirements, primary inspections and minor modifications on army aircraft. Major repair and modifications as well as stockpiling of aircraft parts remain an RCAF responsibility.

Aircrew-trained army personnel serving ground tours maintain their

flying proficiency through a continuous training program. This consists of logging a minimum of 18 flying hours every quarter with the nearest army aviation unit or with the local flying club. This allows the Army to rotate personnel from ground jobs to flying positions without an intervening period of refresher flying. And, at the present time, the army's aircrew personnel are almost evenly divided between ground tours and flying tours.

The army aviation branch and the RCAF have always worked closely together. Over the years thousands of Canadian paratroopers have jumped from RCAF C-119 aircraft and army pilots undergoing flight training at RCAF units is a common sight. On the other side of the ledger, selected RCAF pilots have received tactical helicopter training through army aviation facilities. The end result of this inter-service co-operation has been stronger and more efficient airpower in Canada. ◎

The first CH-113A cargo helicopter for the Canadian Army arrives this month.

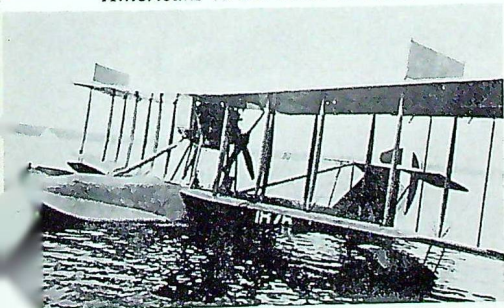


CANADA'S FLYING SAILORS



Dartmouth Air Station, 1920.

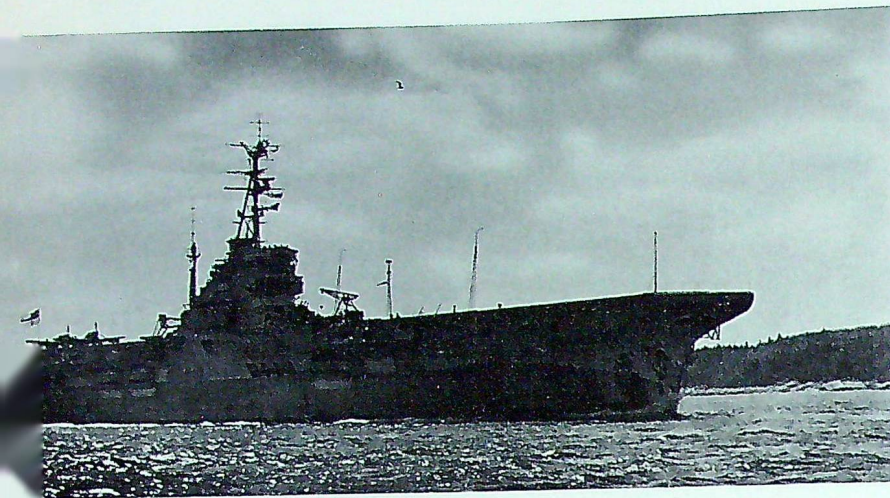
HS2L flying boats were donated by the Americans to the RCN in 1918.



At first glance the scene would appear to be bedlam. A phalanx of aircraft with engines roaring, personnel hurrying about on a variety of assigned tasks, wisps of steam curling up from the deck catapult and a helicopter hovering nearby — all contribute to a picture of frenzied activity. But, it is activity with a purpose as a unit of the Royal Canadian Navy's Aviation Branch participates in an anti-submarine exercise.

High-performance aircraft, helicopters, an aircraft carrier and all the elaborate paraphernalia that go with modern naval aviation are taken

for granted by Canada's flying sailors. Compared to the navy's aviation branch of 1918, today's Naval air arm is just short of miraculous. Canadians got off to an early start in naval aviation. In April 1915, at the request of the British Admiralty, probationary flight sub-lieutenants (later called probationary flight officers) were recruited in this country for service with the Royal Navy (RN). By the time naval recruiting ended in April 1918, approximately 500 Canadians had been recruited for the Royal Navy Air Service (RNAS). Some of these recruits received preliminary training in Cana-



HMCS Warrior, the RCN's first aircraft carrier.

dian flying schools before enlistment but on signing with the RNAs they were sent overseas for training.

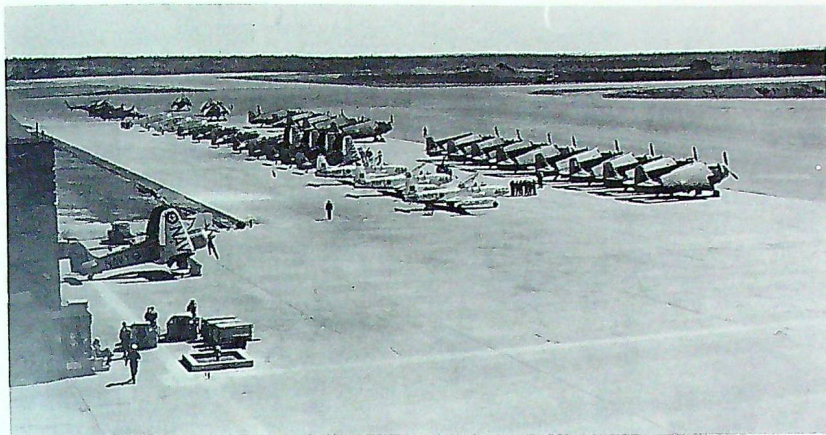
Early in 1918 planning was started for a Canadian naval flying service, to operate off Canada's east coast, to counter the enemy's submarine threat. Work began during the summer on two air stations, at North Sydney, N.S. and at Eastern Passage, near Halifax and in August the recruiting of 100 cadets was begun. The Royal Canadian Naval Air Service was officially authorized on 5 September and the following month 60 cadets were sent to Boston for training. In addition 12 cadets were sent to England for airship training, with six RCN petty officers to be trained as airship coxswains. Meanwhile, the USN began to operate HS2L flying boats from the two bases, pending the capability of the Canadians to take over the work. But, with the war's end the embryo Canadian naval force was disbanded, the USN returned home and, although they left their flying boats behind as a gift to the Canadian government, flying activity at both air stations was discontinued. Thus, the first stirrings of an RCN air arm came to a close.

During the quiet years of peace and the first years of World War II the RCN had no aviation component, although a number of RCN personnel were serving with the Royal Navy as pilots and observers. However, in 1943 the RCN began to form an aviation branch. Two RN escort carriers, HMS "Nabob" and "Puncher", were manned by Canadian officers and men although the ships' aircrews were mostly British or from other Commonwealth countries. Both ships took part in European theatre engagements and provided Canadians with valuable naval air experience. Among the many Canadian naval fliers who served with the RN was Lt. R. H. Gray, the only Canadian fighter pilot to win a Victoria Cross in World War II.

By the end of the war there were sufficient aircrew available to start forming Canadian naval air squadrons. It was then decided to obtain an aircraft carrier for the RCN and, in January 1946, HMCS "Warrior" was commissioned. Equipped with squadrons Nos. 803 and 825 flying *Seafire* and *Firefly* aircraft, respectively, the "Warrior" played an active and important part in moulding the newly-formed air arm. In May

Firefly MKI aircraft warm-up on the deck of HMCS Warrior.





Six different types of aircraft line up on the tarmac at HMCS Shearwater, the hub of RCN air activities.

1947 the RCN formed two more squadrons, Nos. 826 and 883, which were based at the RCN Air Station Dartmouth, N.S. In March 1948 HMCS "Warrior" was returned to Britain in exchange for her more modern sister, HMCS "Magnificent". "Maggie", as she was soon nicknamed, served the fleet faithfully for the next eight busy years. At the same time, 1948, the Eastern Passage Air Station of World War I fame, was transferred from the RCAF to the RCN and became HMCS Shearwater.

Since 1957, naval aviation has been centered on Canada's third aircraft carrier, HMCS "Bonaventure". Commissioned in 1957 at Belfast, the 20,000-ton ship is equipped with the latest developments in naval aviation: mirror landing aid, angled flight deck and steam catapult. Twin-engine *Tracker* aircraft, *Banshee* jet fighters and anti-submarine helicopters have operated from her deck. From the home port of Halifax, the "Bonnie" has sailed to take part in numerous NATO and national exercises on both sides of the At-

lantic; the 10,000th landing on her flight deck being made by a *Tracker* aircraft in 1962. Earlier this year the "Bonnie" carried a cargo of heavy army equipment from Halifax to Cyprus in support of Canada's latest UN peace-keeping assignment.

Ashore, HMCS Shearwater has been the hub of naval air activities since 1948. Situated on the site of

the original air station near Halifax, Shearwater now occupies 1,300 acres, making it the largest naval establishment in Canada. More than 2,100 naval personnel are engaged in carrying out the station's dual function of training and operational flying. A fleet school, established in 1960, co-ordinates air and ground training. Its staff of 115 naval and civilian personnel have handled 1,000 trainees annually to date.

Operationally, five squadrons of fixed-wing aircraft and helicopters are based at Shearwater. These include the RCN's two front line anti-submarine squadrons, VS 880 and HS 50, flying *Trackers* and *Sikorsky* helicopters respectively, which are frequently embarked on the carrier; VU 32, a fixed-wing utility squadron operating *Trackers* and *T-33*



Gruman Avenger aircraft logged many hours for the RCN's Aviation Branch.



The Sea-Fury piston engine aircraft. . . .

jets for aircrew training and fleet support; HU 21, a helicopter utility squadron equipped with Sikorsky HO4S's and Bell HTL6's for aircrew training, fleet support and search and rescue duties. Shearwater is also the headquarters for VX 10, the navy's experimental squadron, which is engaged in the testing and evaluation of aircraft and equipment. Most of VX 10's pilots have successfully completed test pilot training at Farnborough or with the USN at Patuxent River, Maryland – a rare qualification among military flying units.

Three thousand miles west, at Patricia Bay, B.C., the RCN has its sixth air squadron, VU 33. Here naval pilots, operating fixed-wing aircraft and helicopters, carry out a variety of fleet support duties and aircrew training. In addition, the squadron is a vital link in the Pacific coast search and rescue organization.

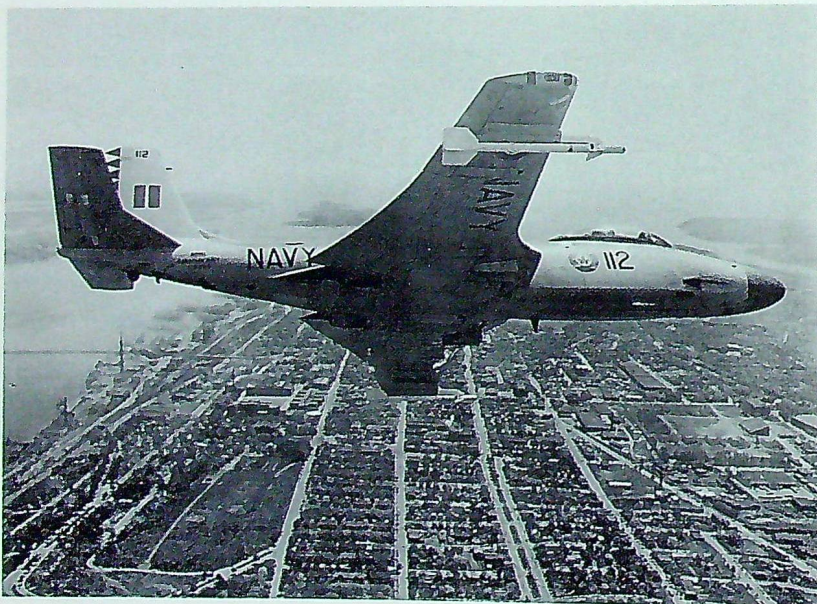
Since the days of the *Swordfish* and *Walrus* RCN pilots have flown a

variety of aircraft. In 1948 the Hawker *Sea Fury*, then one of the fastest propeller driven aircraft in the world, replaced the *Seafire*. In 1950 the Grumman *Avenger*, a World War II torpedo bomber converted for RCN anti-submarine operations, replaced the earlier *Fireflies*. Helicopters were first introduced in 1951.

In 1955, the RCN re-equipped its fighter squadrons with the *Banshee* all-weather jet fighter in place of the *Sea Fury*. By 1962, it had been decided that this aircraft had reached the end of its useful life and VF 870, the last remaining fighter unit, was disbanded. New equipment for the RCN's aviation branch has been received in the form of the *Sea King* a turbo-powered all-weather helicopter. Delivery of the first machine took place in May 1964. With a complement of two pilots and two aircrewmembers, in its anti-submarine role, the *Sea King* will operate from the aircraft carrier and destroyer escorts. HMCS "Assiniboine", the first of nine destroyer escorts to be fitted with a helicopter platform and hangar to accommodate the *Sea King* is currently undergoing trials of this new equipment. Acquisition of these helicopters will mean the end of an old joke on the navy helicopter pilots. Previously, *Tracker* pilots used to refer to their helicopter colleagues as "sundowners" because of their inability to fly at night. This operational restriction will end with the instrument-equipped *Sea King*.

Since 1953 Canadian navy fliers have been brought up to wings standard through the facilities of the RCAF. At RCAF Stn. Centralia, approximately 36 naval officer cadets report each year for selection, academic instruction and basic flying training. Following a 12-week course, during which time they attend ground school and log 48 hours flying time in *Chipmunks*, they are posted to RCAF Stn. Portage for advanced training. At Portage the fly-

. . . . gave way to Banshee jets equipped with Sidewinder air-to-air missiles.



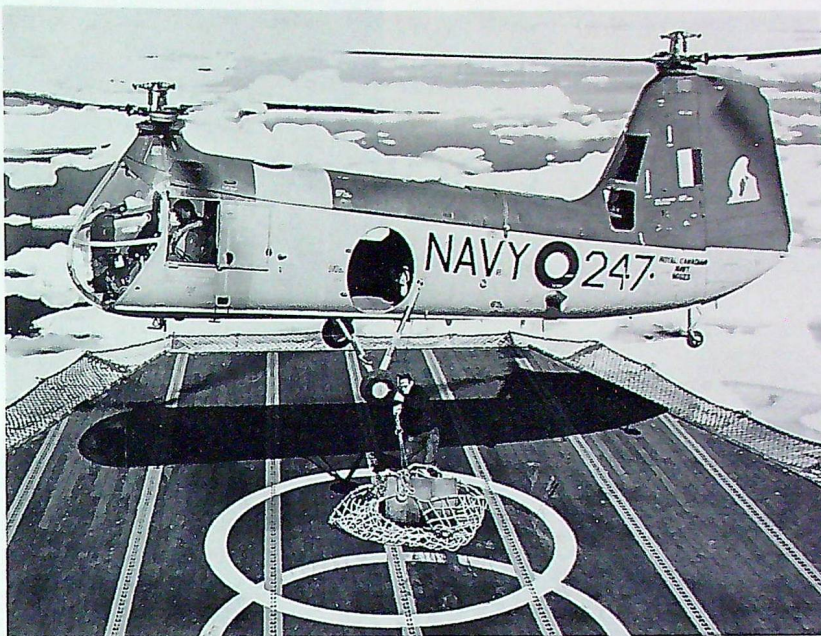
ing sailors receive additional ground-school training and put in 204 hours on *Expeditor* aircraft. At the end of this 30-week course the fliers are presented their wings by a senior naval officer.

Navy fliers are also sailors in their own right. Of the 300 RCN officers who wear aircrew wings, 225 are engaged in flying duties and another 45 are at sea, qualifying for bridge watchkeeping tickets. As a result of the cross-training program, aircrew officers are now serving at sea in a variety of appointments, and there have been as many as nine in command of destroyers or ocean escorts.

The other aircrew position in the RCN is known as naval aircrewman. The main function of the naval aircrewman is to operate anti-submarine warfare equipment on *Tracker* aircraft and on the helicopters engaged in an anti-submarine role. To qualify for this position, seamen are given on-the-job training and/or formal courses at the Fleet School HMCS Shearwater. At present there are approximately 130 naval seamen qualified for aircrew duties.

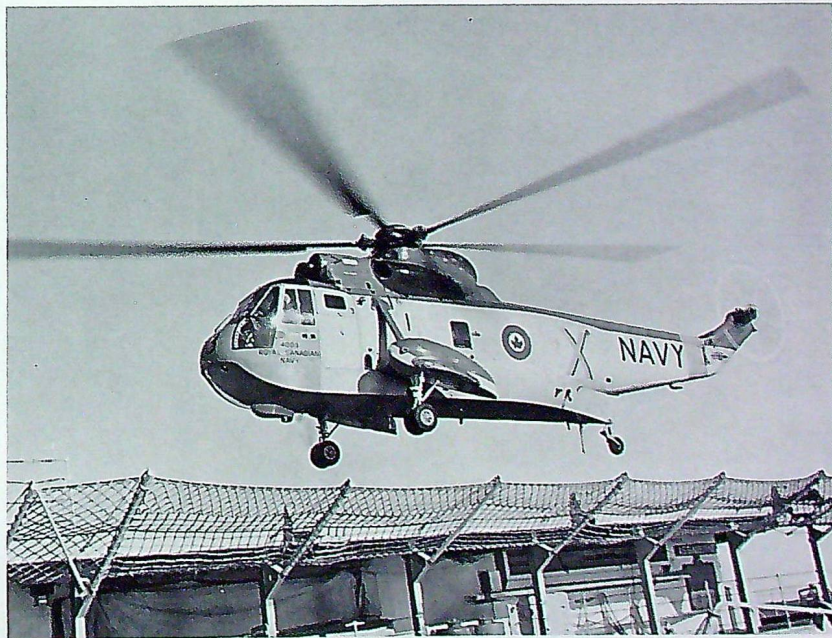
Throughout the training of aircrew personnel high professional standards are demanded. Thus, although comparatively small in numbers, the RCN's air arm, like the navy as a whole, has consistently proved its qualitative excellence in comparison with other navies.

Motorists made a speedway of a stretch of road through a farming community. Even "Watch Out for Children" signs failed to slow them. But speeders took their feet off the gas when confronted by Farmer Brown's big sign. All it said was, "Careful. Nudists crossing."



A navy helicopter picks up a barrel of oil from HMCS Labrador in far northern waters.

The RCN Aviation Branch's latest anti-submarine weapon, the Sea King helicopter.



COOKING AT CLINTON

Photostory by CORPORAL R. I. CLYNICK

LAST month the School of Food Services, based at RCAF Stn. Clinton, celebrated its tenth anniversary by graduating a class of seven officer cadets from the 16-week food and administration course. These girls are majoring in dietetics and nutrition or food administration at various universities across Canada.

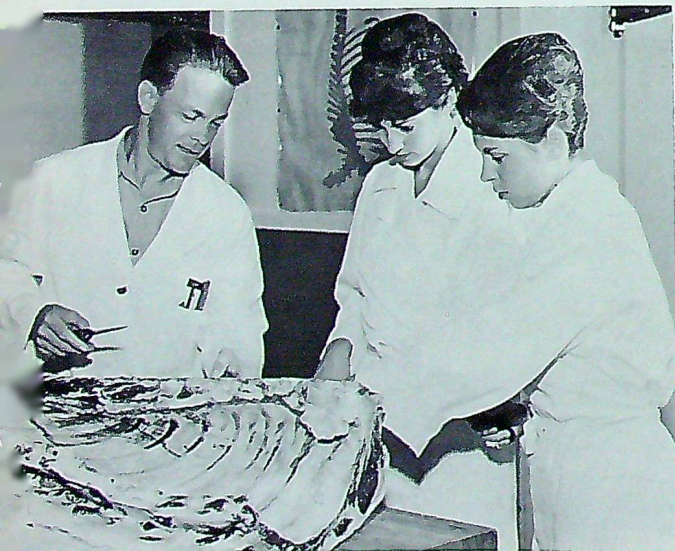
During the ceremony W/C Agnus Campbell, RCAF director of food services from Ottawa, spoke to the graduating class and G/C K. R.

Greenaway, CO of Stn. Clinton, commented on the school's anniversary. Honoured guests included G/C E. J. McLeod, Training Command senior ground training staff officer from Winnipeg and G/C L. H. Randall, CO of neighbouring Stn. Centralia. A buffet dinner prepared by the graduating class was later served by the senior class in residence.

Officer Commanding the School of Food Services (SFS) is F/L Jean

Liberty, who is probably the youngest OC in the RCAF. She and her staff are responsible for providing qualified cooks and food service attendants for the RCAF. Four courses can be trained simultaneously. Since 1958 the school has trained Group 3 cooks as flight stewards for food services aboard Air Transport Command domestic and overseas passenger flights.

Sgt. J. Hewitt instructs O/C Fran Paraselia and O/C Pat Ridings in the art of meat cutting.



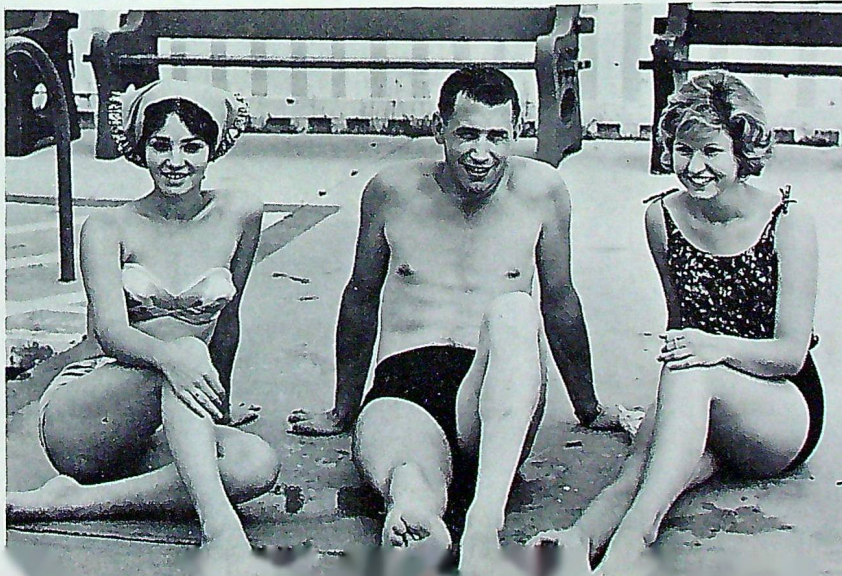
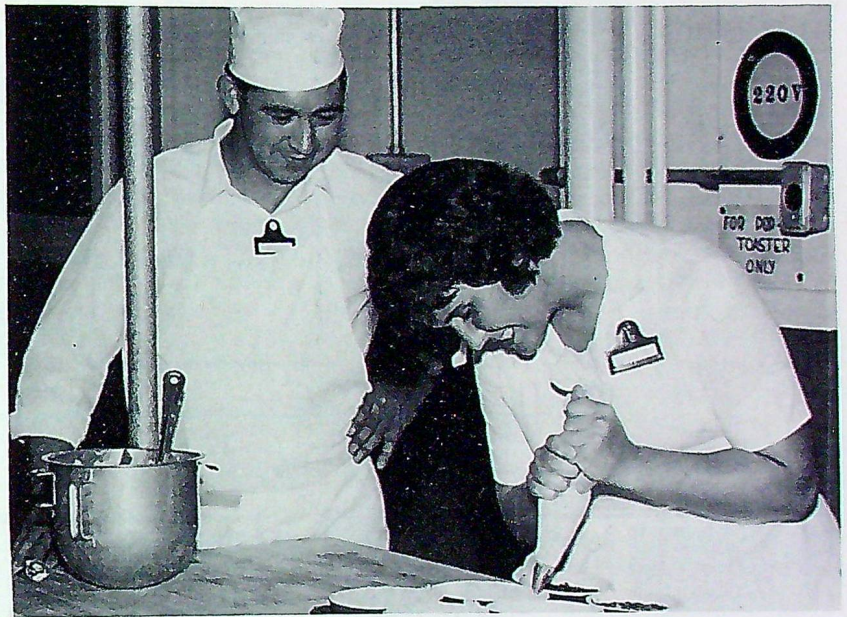
F/O Dianne Reid, SFS assistant officer commanding (extreme left), supervises salad inspection, aided by O/C Joan Lewis and O/C Denise Leduc. Cpl. Ron Burbridge and O/C Pat Palmer wait hopefully for the verdict.





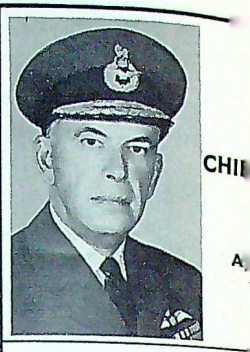
Cpl. E. Rodgers, on an advanced cook course at SFS, has his latest culinary effort checked by instructor Cpl. B. MacRae.

Cpl. Joe Bourque and O/C Gail Trottier prepare meat pies for noon meal at SFS.



Cooking beside the pool at RCAF Stn. Clinton are (l. to r.) O/C Francine Paraselia, Cpl. George Pagoski and O/C Joyce Nettleton.

INTEGRATION TAKES SHAPE



CHIEF
A

VICE CHIEF OF
DEFENCE STAFF

Lt/Gen. G. Walsh, DSO

SECRETARY
DEFENCE STAFF

A black and white portrait of a man in a military uniform, wearing a peaked cap with a crest. He is looking directly at the camera.

Brig. R. L. Purves, DSO

A black and white portrait of a man in a military uniform, wearing a peaked cap with a crest. He is looking slightly to the left of the camera.

CHIEF OF OPERATIONAL
READINESS

Lt/Gen. J. V. Allard, CBE

A black and white portrait of a man in a military uniform, wearing a peaked cap with a crest. He is looking directly at the camera.

CHIEF OF PERSONNEL

V/Adm. K. Dyer, DCS

DEPUTY CHIEF OF
OPERATIONAL
READINESS

A black and white portrait of a man in a military uniform, wearing a peaked cap with a crest. He is looking slightly to the right of the camera.

R/Adm. R. P. Welland, DSC

DEPUTY CHIEF OF
PERSONNEL

A black and white portrait of a man in a military uniform, wearing a peaked cap with a crest. He is looking directly at the camera.

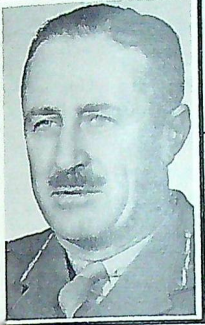
A/V/M M. P. Martyn

DEPUTY LC

to be anno

DEFENCE STAFF

F. R. Miller, CBE



**ASST. CHIEF OF
DEFENCE STAFF**

A/V/M W. W. Bean, OBE



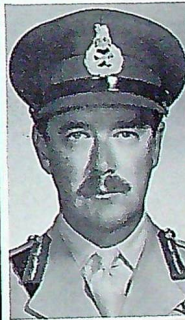
**CHIEF OF LOGISTICS
& ENGINEERING
DEVELOPMENT**

A/M C. L. Annis, OBE



COMPTROLLER GENERAL

Lt/Gen. R. W. Moncel, DSO



**DEPUTY ENGINEERING
& DEVELOPMENT**

Maj/Gen. L. G. Lilley, DSO



**DEPUTY COMPTROLLER
GENERAL**

R/Adm. C. J. Dillon



MEMORIES OF A CANADIAN AIRMAN

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

Fifth of Five Parts

BEATING THE ITALIAN AIR FORCE—1940-41 AND POSTSCRIPT

THROUGHOUT the first nine months of the Second World War there was little that the RAF in Egypt could do except to prepare as best it could for what might come. As the Nazi blitzkrieg rolled aside the allied opposition in Europe, it became evident that we were going to be fighting the Italians, and when Mussolini did enter the war, dazzled by dreams of empire, our plans had been made and we were as ready as we could be.

I was by then an air commodore and was in command of No. 202 Group – the RAF units in the Egyptian Western Desert. It was nine minutes past midnight, the night of June 10/11, 1940, when I received word in my underground operations room near Maaten Bagush that we were at war with Italy. My orders, from Air Chief Marshal Sir Arthur Longmore, the AOC-in-Chief at Cairo, were to send out reconnaissance planes in accordance with the pre-arranged plan. Concentrations of Italian aircraft had been noted in the north, and the reconnaissance machines were to be accompanied by bombers. Some of my squadrons were in action at dawn, striking at El Adem, the main Italian air base in Cyrenaica.

Mussolini had been able to whip up a certain amount of martial enthusiasm amongst his people, but as the fighting began it was evident that the rank and file of the Italian forces had no real heart for the

struggle. As far as the Regio Aeronautica was concerned, though, its aircrew at first conducted themselves with both courage and determination, and they outnumbered us in the air some six to one. The RAF had about 150 aircraft in the whole of Egypt and it was apparent that the shipment of additional machines and vital supplies from Britain was go-

ing to be a formidable task. The Italians had close to 300 aircraft in Libya alone, with nearly 200 more in Italian East Africa and the Dodecanese. They were in a position to concentrate as many of their home strength of 1,200 aircraft as they desired in Libya, and their supply problems were minor by comparison with ours.

A/C R. Collishaw examines bomb damage at Tobruk, Libya in 1940 after its capture by British forces.



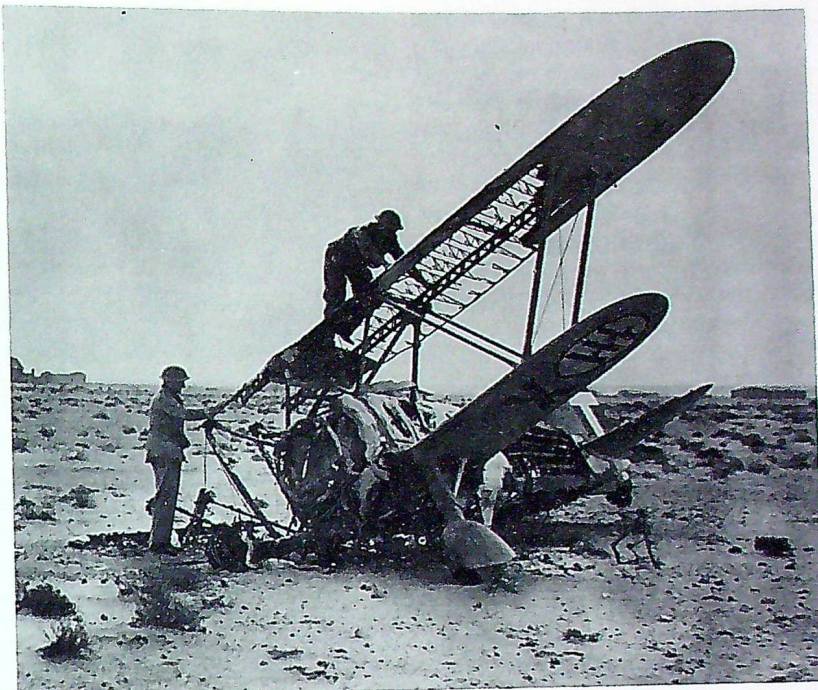
ON THE ATTACK

I resolved to try to counter the enemy's superior force by maintaining the offensive and by following the advice of Stonewall Jackson, who said "Mystify, delude and deceive your enemy". At the same time, though, we were forced to avoid the temptation to risk a decisive engagement, with its perilous potential in defeat. By maintaining aggressive tactics, without committing ourselves to the possibility of a mass air action which could have gone against us, or which might have entailed losses we could not afford, we were successful in establishing a defensive mentality in the Italian Air Force.

As Graziani penetrated the Egyptian desert and built up his forces at Sidi Barrani for a decisive push eastwards, my squadrons maintained a series of blows which kept the enemy air force off balance and forced a dispersal of air protection. Although our meagre forces were unable to prevent the concentration of the enemy's ground forces, we were able to delay it. Also, by incessant bombing of the enemy we caused malicious whispers to be started within his ranks assailing the Regia Aeronautica, and the sinister image of our aircraft never left the minds of the Italian troops.

Sustained bombing operations were conducted against the Italian bivouac camps after the enemy advance into Egypt in 1940 in an attempt to undermine morale. The process was intensified, as a prelude to the blow soon to fall on Graziani. Almost pitifully weak in bombers and dangerously short of standard bombs, we had to improvise, and resorted to the employment of some ancient *Bombay* troop carriers.

A windfall produced a large stock of obsolete 20-pound anti-personnel bombs, a relic of the First World War, and these were pressed into service. The *Bombays* were each loaded with 200 of these bombs,



One of the many Italian aircraft shot down by Collishaw's squadrons, lies in ruins in North Africa.

stacked in the belly of the aircraft. Operating by night, they flew over the camp of the Italian Field Army at Sidi Barrani where the bombs were thrown out, almost promiscuously, through the door of the aircraft. The operatives had to remove the security wire on the bomb wire on the bomb vane, and then pass the bomb from hand to hand in the darkness, the process thus occupying an interval of a minute between bombs.

The pilot contrived to maintain his aircraft over the succession of associated camps throughout the progress of the operation, sustained for more than three hours. A succession of these aircraft continued through the night; while the day bombers commenced their activities with the dawn. The *Bombays* were practically unarmed, and they had to run the gauntlet of the enemy anti-aircraft defences and the risk of

fighter intervention as the crew laboured with the bombs. The fortitude and outstanding devotion to duty continuously displayed by these aircrews was unsurpassed in the war.

Before the war, we secretly constructed a considerable number of dummy aircraft of the actual size and specifications of the real ones, and they proved to be of inestimable value in the emergency. They were disposed between the real aircraft on the aerodromes, so their spurious nature could only be discovered by close examination. The Italians photographed our aerodromes and their intelligence staff was misled, to a degree which made their commander think twice before ordering a further advance into Egypt, beyond Sidi Barrani. This was confirmed, when we subsequently captured some Italian generals, who commented upon the RAF numerical superiority in the Western Desert. As mentioned, they

in fact outnumbered us, six to one.

During the early part of the campaign in the Western Desert the enemy's numerical superiority and our deficiency in radar and night defences provided them with a dangerous opportunity to bombard our aerodromes and the RAF headquarters. We discovered that the Italian bombers kept in radio touch with their bases, and so to counterpoise our deficiencies, I resorted to a subterfuge.

Our radio transmitters were attuned to the Italian frequency and as his bombers approached to attack our headquarters, they fancied they could hear us marshalling our defences to oppose them. We knew from the radar plot where the Italian aircraft were, and an RAF officer born of an Italian mother spoke into the microphone in the operations room, transmitting orders in Italian, so as to direct numerous imaginary fighters into the path of the on-coming enemy. One could perceptibly see the result in the wavering of indecision, as the tracks of the enemy altered course in the operations room plotting. The artifice seldom failed to weaken the enemy determination; and later in the campaign a captured general referred to the great difficulty his bombing pilots experienced in the face of our powerful night defences!

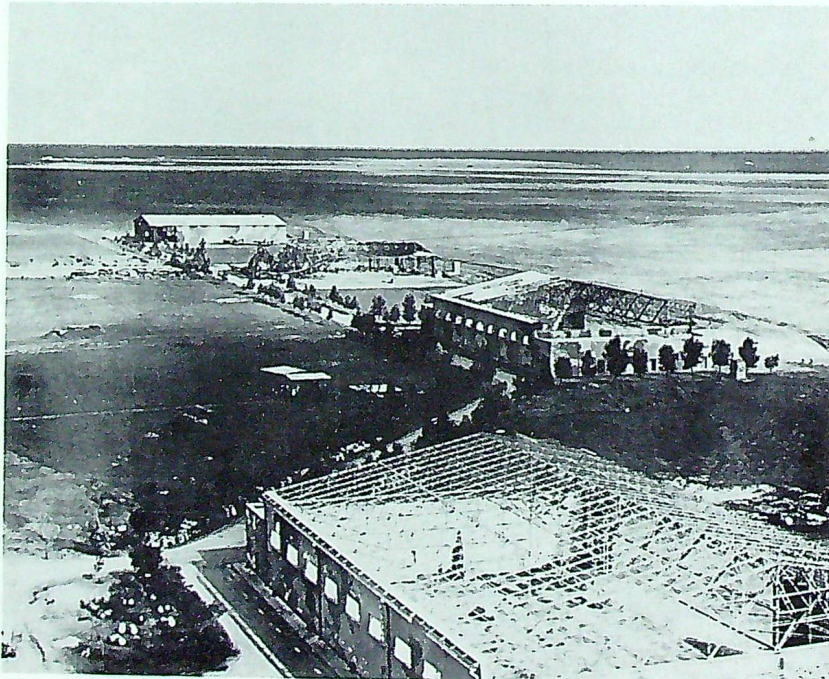
SUCCESS IN BATTLE

My squadrons played a full share in the crushing defeat inflicted on Graziani by the offensive of December, 1940, and which ended in the taking of all of Cyrenaica and the capture of 130,000 prisoners. Throughout the attack the RAF successfully isolated the battlefield, and there was not a single instance where our troops were seriously held up by enemy aircraft. At least 1,100 enemy aircraft were destroyed, and our achievements had been attained with an RAF fighting strength of only 168 aircraft. The destruction of the Regia



Wellington aircraft of the Desert Air Force are bombed-up for a raid. (Photo courtesy of Air Ministry.)

The Italian airfield at Benina is left in ruins after an attack by the Desert Air Force in 1940.



Aeronautica was swift and violent and Italian military aviation, although resuscitated, never rallied from the blow. Through fundamental errors of policy, it was squandered by the higher army commanders and so was forced to give way everywhere under the pressure of our sustained initiative. The destruction of the Regia Aeronautica was another of the fatal results to be expected when a commander on the defensive tries to be strong everywhere and so allows his forces to be defeated in detail.

The British commander in the field was kind enough to issue the following order of the day:

"... Since the war began you have consistently attacked without intermission an enemy air force between five and ten times your strength, dealing him blow after blow, until finally he was driven out of the sky, and out of Libya, leaving hundreds of derelict aircraft on his aerodromes.

In his recent retreat from Tobruk you gave his ground troops no rest, bombing their concentrations, and carrying out low flying attacks on their motor transport columns.

In addition to the above you have co-operated to the full in carrying out our many requests for special bombardments, reconnaissance, and protection against enemy action, and I would like to say how much all this has contributed to our success".

At this time a German offensive had begun in Greece, and a decision was made to withdraw our strength from Libya and send it there. Had the decision been reversed, the fragmentary Italian forces in Africa would undoubtedly have succumbed to our arms early in 1941 with imponderable consequence to the conduct of the war. Our fatal decision sacrificed our forces in Greece and also our victory in Africa, and in its turn, facilitated a later offensive by

the enemy, which carried him to the threshold of the Egyptian delta. Two eventful years bringing their successes and failures elapsed before we obtained sufficient strength to restore the situation and to drive the enemy out of Africa.

By the time eventual victory came in Africa, though, I was back in Britain. After the major portion of the Desert Air Force was withdrawn and sent to its destruction in Greece, I became AOC Egypt. With the advent of Rommel's African Corps and the German Desert Air Force I again took over as AOC Desert Air Force and an air war of attrition developed. We managed to grasp air superiority as new aircraft arrived from home. These included eight squadrons of *Spitfires*, as well as American-made aircraft.

At the end of 1941 Air Vice Marshal A. Coningham took over as AOC Desert Air Force and I returned to Britain, where I com-

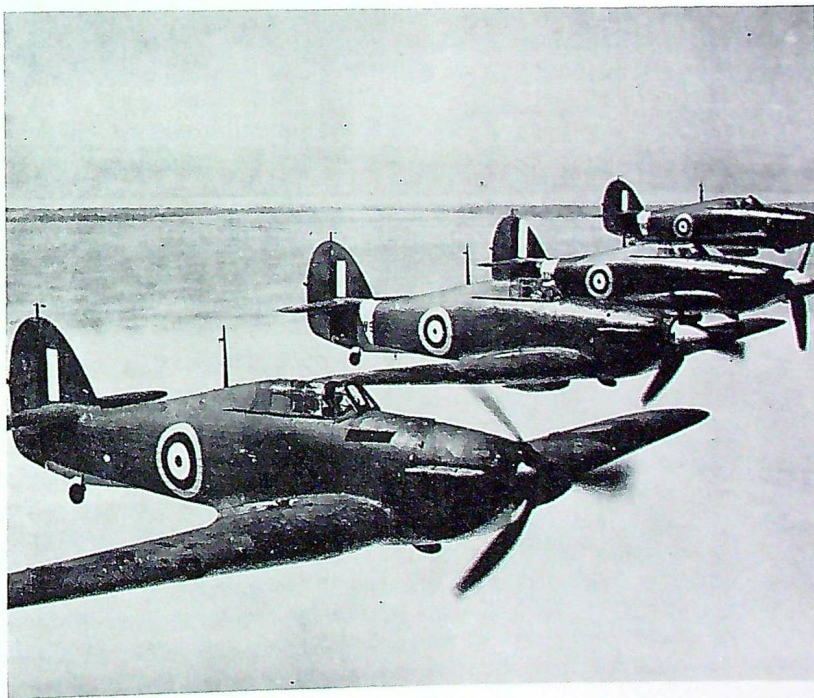
manded No. 14 Fighter Group in 1942 and 1943, until my retirement from the RAF. At the end of 1943 I was then re-employed on staff duties in England until the end of the war.

POSTSCRIPT

Looking back over my service career, I find myself in sympathy with the late Sir Arthur Conan Doyle, the creator of the famous Sherlock Holmes. Poor Sir Arthur always regarded the tales that he wrote about the Baker Street detective as "bread and butter" efforts, with little literary merit, and he wished to be remembered for his historical novels. Alas! The historical novels which he felt reflected his true literary ability are today little read, but Sherlock Holmes is still known to all.

I feel that my days of command in North Africa, when we had to depend upon superior strategy, deception, and fighting spirit, faced with a

RAF Hurricanes fly over Ismailia, Egypt, on the way to reinforce the Desert Air Force after the outbreak of World War II.



numerically superior enemy, represented by far my best effort. Yet if I am known at all to any of my fellow Canadians it is through more carefree days, when as a fighter pilot, with the limited responsibilities of a flight commander in a squadron over France, I had the good fortune to shoot down a number of the enemy without in turn being killed.

I was fortunate enough, throughout my service career, to have been able to have played some small part in the conduct of two world wars, and during the years between my career was perhaps rather more varied than most, and enabled me to see more action. I commanded seven squadrons, six stations, and four groups, and this experience in command impressed upon me one thing above all others. The commander, to be successful, must possess all the attributes taught at the staff colleges. But above all he must be able to impart to those under him a spiritual stimulation. He must keep to himself his hopes and his fears, and must instil into others a super-confidence and an implacable will to victory. In such manner do those under the commander reach their greatest heights of devotion to duty. ☉

A/C Collishaw with the Commanding Officer of No. 13 Squadron (RAF) check plans for a raid in an operations room. (Photo courtesy Jarcho of LIFE magazine.)



MISSILE-MAN

F/L J. Walker of RCAF Stn. Winnipeg, an armament officer in the RCAF, has not confined his knowledge of weapons to the modern variety. Early this year he became interested in the ancient sport of archery and later founded the station archery club of which he is presi-

dent. As armament staff officer at Training Command Headquarters, F/L Walker is concerned with guided missiles and other such sophisticated weaponry. But, on his off-duty hours he is quite at home with one of the simplest weapons of all, the bow and arrow.



REFLECTIONS ON FORT CHURCHILL

By FLIGHT LIEUTENANT H. R. R. NOBLE

PROBABLY not too many tears were shed throughout the service when, on 31 Mar. '64, the air force officially closed RCAF Unit Fort Churchill. And yet, for many of us who served there, that event did not erase fond memories of our stay at Canada's most northern port. Notwithstanding Churchill's formidable environment, there is a certain warmth of feeling and co-operation among the majority of residents which one is hard-pressed to find in the more sophisticated urban areas "outside".

Fort Churchill was Canada's most unusual military base from almost every aspect. Where else, for instance, could you have attended the marriage of a USAF (SAC) pilot to an American southern belle, and see an honour guard composed of members of the USAF, US Army, US Marine Corps, RCN, Canadian Army and RCAF? This was typical of the place which housed an amazing cross-section of military and civilian organizations from both sides of the border and frequent visitors from other countries.

Within a few square miles live English and French-speaking whites, treaty and non-treaty Indians (of the Chippewayan and Cree bands) and Eskimos. Standard PMQs on the military base compare most favorable with private homes in the town. Eskimos live in ranch-style bungalows in their government-sponsored subdivision while non-treaty Indians live in hovels made from discarded wooden boxes.

The country itself is also a land of contrasts. Despite the mosquitoes and black flies of early summer, it is a hunter's and angler's paradise; despite the beauty of the shimmering

northern lights in winter, it is a nightmare of bitter cold, high winds and drifting snow that gets into every crack and crevice like sand in a desert. Permafrost and forest, sub-arctic tundra, muskeg and barrens are all to be found in the Churchill area.

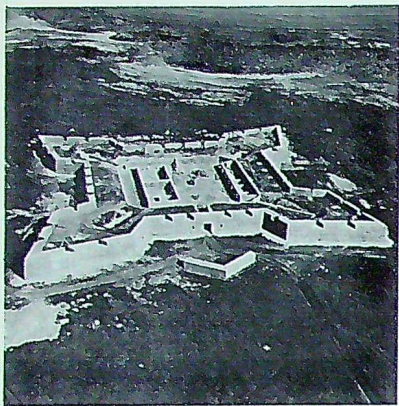
It is estimated that about one thousand years ago Eskimos from the north and west, and Indians from the southeast arrived at the inhospitable shores of Hudson Bay. At that time, even as today, both races disliked, feared and distrusted each other. Their differences in means of livelihood, appearance, customs and language resulted in their using the tree line as a natural break between their respective domains. Today Churchill is one of only three places in Canada where Indians and Eskimos live side by side.

"Modern" man's entry on the scene commenced in 1610 with Henry Hudson's discovery of Hudson Bay and was followed in 1619 by the discovery of the mouth of the Churchill River by Jens Munck. He wintered there with his two vessels and, along with two other members of the expedition who managed to survive the winter and scurvy, returned to Denmark in June. In 1686 the river was explored by John Abraham on behalf of the Hudson Bay Company (and named after John Churchill, later the Duke of Marlborough). This exploration was followed in 1687 by the building of a fort which was destroyed by fire shortly after. Started in 1731 and finally completed in 1771, a new and quite elaborate fortification was built by the HBC at the mouth of the

river on the west side, with a small battery of guns facing it from the opposite side to ensure control over the river mouth. The partially-destroyed fort, which still stands today, was approximately 320 feet square with 17-foot masonry walls and six, 10 and 20-pounder gun emplacements.

This fort had a rather unspectacular finish. As a result of the French decision to aid the Americans in the revolutionary war, La Perouse arrived there in 1782, with three ships and a force of 400 men. Explorer Samuel Hearne was in command with only 39 men and hence had to surrender. The French sacked the fort, took the furs as spoils of war and Hearne as a prisoner. Thus the fort built under such hardships and designed to withstand a long siege by the French





Fort built by HBC in 18th Century as it looks from the air today.

fell without a single shot as a result of a mere lack of men. Hearne was later ransomed by the company and returned in 1784 to re-establish the post, however, it never returned to its former eminence and Churchill went into a twilight era of diminishing importance for more than 100 years.

Its modern position as a port began in 1926 when a commission under Sir Frederick Palmer recom-

mended that Churchill replace Port Nelson as the modern terminus of the Hudson Bay Railroad. The railroad and the 2,500,000-bushel grain elevator both opened in the fall of 1931 and the port and harbour facilities in the summer of 1932.

Fort Churchill has been the site of scientific studies and explorations for many years, dating back to 1741 when Christopher Middleton wintered there with HMS "Furnace" and HMS "Discovery" while seeking a northwest passage.

The present-day base (named Fort Churchill in 1948 to distinguish it from the town), about three and a half miles southeast of Churchill on the shore of Hudson Bay, was originally built by the US Corps of Engineers in 1942 as part of an air route to the United Kingdom. In 1946 the camp was taken over by

the Canadian Army as a joint services experimental, environment and training station.

RCAF Detachment, Joint Services Experimental Station, Churchill was formed on 1 Oct. '46 to conduct cold-weather trials of service equipment. The RCAF took over from DOT responsibility for the maintenance and supervision of the airfield, hangar, control tower, air/ground/air communications and other facilities exclusive of the radio range and meteorology (all of which were returned to DOT earlier this year). In 1947 the RCAF was given the additional responsibility of providing airlift to carry out the requirements of all US and Canadian forces based at Churchill. The following year the RCAF unit assumed control of the airfield at Baker Lake, NWT, relinquishing it but adding Coral Harbour in 1949. The summer of 1949 was a particularly busy one as No. 408 Sqn. used Churchill as a base for its historic

RCAF turned over Churchill aerodrome control and other facilities (such as hangar in centre foreground) to DOT this spring.

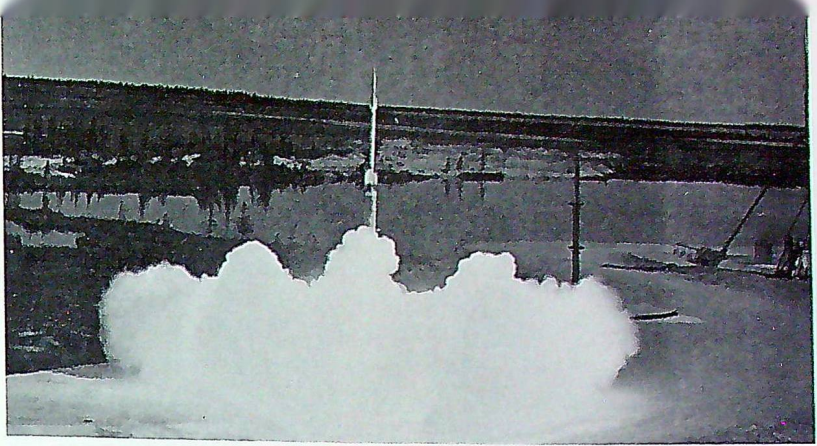


Rocket launching site at USAF Office of Aerospace Research-operated Churchill Research Range.

aerial mapping of the north.

In 1952 RCAF Unit Fort Churchill (as it was then named) became part of Air Transport Command - a logical move as the airfield had become a major staging base for the increasing northern traffic. With its extensive meteorological, air traffic control, radio and radar navigational aids facilities, this was a welcome haven for both military and civilian crews returning from the Arctic, as the nearest similarly-equipped airfield is at Thule, Greenland. The RCAF operated a combined minor relay and communications centre (which processed about 10,000 messages a month for several units and services in Churchill and to the north). It also had an air/ground/air radio facility providing long-range communication to ATC aircraft as part of the Military Aeronautical Communications Service.

Central Experimental and Proving Establishment (CEPE) took advantage of the Churchill facilities to carry out cold-weather environ-



mental testing of many new items purchased for the RCAF inventory. The majority of our new aircraft, including such diverse types as the *Tutor*, the *Yukon* and helicopters, have been subjected to the Churchill weather. As a result CEPE has devised modification methods for many of these aircraft so that they can cope with the Canadian winter. (One day I can recall seeing parked either in or out of the hangar a *Yukon*, a German F-104, a Royal Navy helicopter, an RCMP and an RCAF *Otter*, four US Army helicopters, a Canadian Army helicopter, a *Flying Boxcar* and a *North Star*.)

Even though RCAF Unit Fort Churchill is now closed, the RCAF is still represented in the area. Two technical officers (F/O J. G. Gallant and F/L P. E. Woods) are on staff of the Churchill Research Range - the USAF-operated rocket-launching site which over the past few years has played an important part in man's probing of the upper atmosphere.* This summer negotiations were started between the US and Canadian governments with a view to choosing a new operator for the range. A likely successor to the USAF's Office of Aerospace Research is Canada's National Research Council. Next year DRB's Northern Laboratories at Churchill, which has concentrated its scientific efforts on studies of the aurora borealis and providing support for the research range, will be closed down.

Along with the RCAF, the Canadian Army has also recently pulled out of Fort Churchill, turning over its "housekeeping chores" to the Department of Public Works. Eventually the camp will become the main base for the Department of Northern Affairs' Eskimo program - encompassing educational and recreational facilities for Eskimos from all parts of northern Canada.

Thus, the military occupation of Fort Churchill has given way to a new civilian era - again without a shot being fired in anger.

*ROUNDEL, Sept. '63

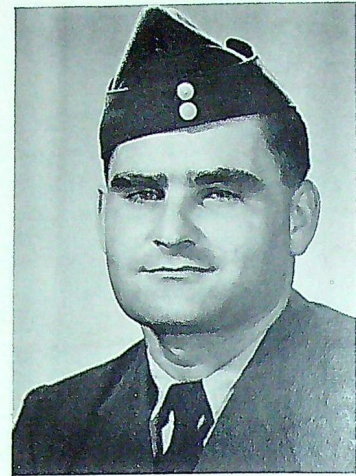
Grain elevator and docks dominate skyline at town of Churchill, three miles from military base.



AWARDS FOR GALLANTRY



F/L R. W. Cass, AFC



Cpl. P. E. Blank, BEM

TWO RCAF members have been awarded medals for the parts they played in a search and rescue incident. F/L R. W. Cass was awarded the AFC and Cpl. P. E. Blank received the BEM for Gallantry. The incident took place on the morning of 20 Feb. '64 when F/L Cass was the captain of an *Albatross* assigned on a SAR mission to locate a missing seal-hunter, Albert Muise, in the Gulf of St. Lawrence. After a search in constantly deteriorating weather conditions, the hunter was found stranded on a small ice pan which was breaking up in floe ice on the edge of an open lead of water.

Determining that no other means of rescue could arrive in time to save Mr. Muise's life, and that dropping of survival equipment was inadvisable, F/L Cass decided to land his aircraft in the narrow open water lead and effect the rescue by using a small rubber boat aboard the aircraft. Appreciating the dangers in landing in floe ice conditions, F/L Cass coolly and deliberately made at least 12 inspection runs to select the safest landing path. He informed his crew of his decision to land, sought

their advice and, in his composed manner and genuine concern with the safety of all aboard, demonstrated leadership of a high order which engendered the unstinting, unanimous support of his whole crew. He landed the aircraft and subsequently manoeuvred it during the actual rescue with great skill and precision. After the rescue of Mr. Muise was accomplished, in shifting winds and waves as high as four feet with a heavy chop, F/L Cass took the aircraft off expertly and returned to base. This officer's calm, professional approach, exceptionally fine airmanship and devotion to duty in an extremely critical situation were major factors in saving a man's life.

Corporal P. E. Blank of No. 103 Rescue Unit, RCAF Stn. Greenwood, was the jump-master of a three-man para-rescue team aboard the *Albatross*.

After the aircraft was landed in perilous conditions, amidst floe ice, Cpl. Blank, climbed into a small rubber boat and set out to rescue Mr. Muise who was stranded on a small ice pan some 50 feet behind the aircraft. The weather was deteri-

orating, temperature was at the freezing point, and the sea was running in three to four foot waves with a heavy chop. Cpl. Blank, well aware that his flimsy craft might be torn by the jagged ice, might easily capsize, or that the life-line attached to the aircraft might tear free and leave him adrift, pressed on with the rescue. The boat's outboard motor was quickly swamped and Cpl. Blank had to drift, paddle and fend off floe ice to reach Mr. Muise's position. When the boat came close enough, Mr. Muise jumped towards it and was pulled aboard by Cpl. Blank. With a difficult and dangerous return to the aircraft, the rescue was completed.

"Demonstrating devotion to duty of a high order, Cpl. Blank, without regard for his own safety, performed an act of bravery under extremely hazardous circumstances which was instrumental in saving a man's life," concludes the citation accompanying his award of the British Empire Medal for Gallantry.

THE GIFT OF LIFE

By FLIGHT LIEUTENANT D. G. FRY


EVERY year, twice a year, RCAF personnel ranging in rank from airman to air marshal roll up their sleeves to support the Canadian Red Cross Blood Transfusion Service by donating over 12,000 bottles of blood.

Some of these personnel started giving blood before the transfusion service was started in British Columbia in 1947. (The service became nation-wide in 1961 when the 10th province, Quebec, entered the scheme). Until the service was fully operating some patients had to pay \$20.00 or more per bottle or replace twice the amount of blood they received. The cost and the worry were hard on sick or injured persons. Now with the combination of provincial hospital plans and the facilities of the Red Cross, blood donations are provided by hospitals free of charge.

It was because of the worry and the cost to patients that the Canadian Red Cross Society moved in nationally to organize blood donor clinics and the free transfusion service. From its beginning the service has grown steadily until today it collects over three-quarters of a million bottles of blood (771,203 in '63) annually.

Today's figures are not quite so satisfactory as they may seem. An indication of the problem is that the RCAF's highly praise-worthy annual contribution of 12,000 bottles would keep a city the size of Ottawa supplied for only 200 days.

The number of persons needing transfusions grows as both the national population and surgical capabilities increase. Because of this the Canadian Red Cross Society must constantly strive to increase blood

supplies by recruiting new donors. The blood you give today may save your life tomorrow. 

Aide technician Helen Lefebvre of Ottawa proves she can get blood from a stone, provided he's a volunteer donor. Getting the point is F/O R. Stone of CFHQ. Waiting their turn are LAC C. J. Jessup and LAW Claire Theriault.



The venipuncture completed, Nurse Marilyn Westwick of Ottawa makes the donor's arm comfortable. Nurse's aide Linda Barkhouse will stay with the patient to see that all goes smoothly.



Donors rest for a few minutes after giving blood and apply pressure to stop bleeding. Relaxation with free coffee and cookies follows before donors return to their normal duties.



TOP GUNS



F/L R. A. Pitcairn is chaired after he won the coveted Governor General's Prize at the 82nd annual Dominion of Canada Rifle Association meet.

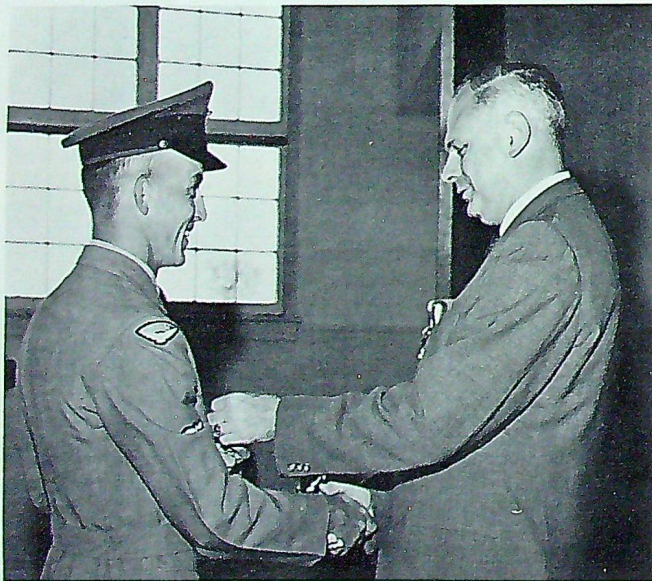
The RCAF is a service which has considerable highly-sophisticated armament in its inventory but, to at least three air force personnel, the old standard rifle is still a most lethal weapon.

At the 82nd annual Dominion of Canada Rifle Association meet held recently near Ottawa, F/L R. A. Pitcairn, a flying instructor at RCAF Stn. Portage la Prairie, repeated his 1962 triumph when he again won the coveted Governor General's Prize. For the past two years he has represented Canada at the Commonwealth Rifle Match in Bisley, England and has been selected as a member of the 1965 Dominion team for Bisley.

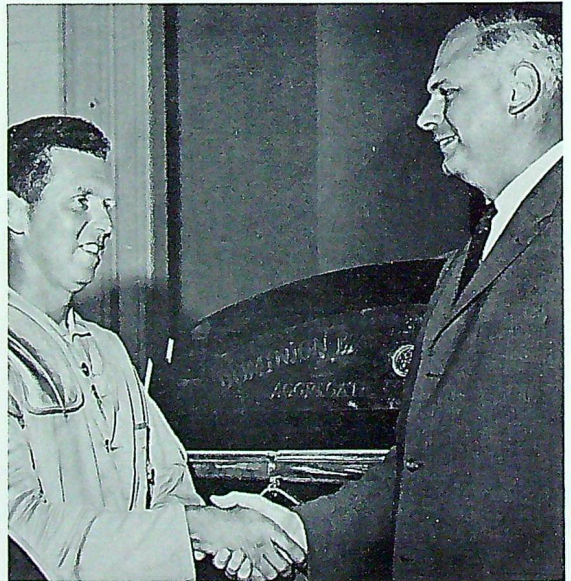
LAC R. Wesley, of RCAF Stn. Uplands, received the Queen's Medal for the RCAF. LAC Wesley led a field of RCAF marksmen in the event which required entries to compete in deliberate fire, fire with movement, rapid fire and snap-shooting at ranges from 100 to 600 yards.

LAC M. Hooley, of RCAF Stn. Comox, won the Dominion Brewers Association Aggregate Challenge Shield. The Aggregate, based on the highest combined scores of six individual events and the first stage of the Governor General's match is awarded to newcomers at the annual rifle meeting. ©

LAC R. Wesley receives the Queen's medal for the RCAF from the Hon. Paul Hellyer, Minister of National Defence.



LAC M. Hooley is presented with the Dominion Brewers Association Aggregate Challenge Shield by the Hon. Paul Hellyer.



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.



Sgt. D. M. Stead of No. 1203 TSD Downsview suggested the re-use of serviceable amplifiers to reduce overhaul costs of the switching rate gyroscope.



Cpl. F. J. H. Thurrott of 6 RD Trenton made a suggestion concerning a modification to the oxygen door latch on *Yukon* aircraft.



Cpl. A. L. Humphries of Stn. Rockcliffe suggested a wall type steel bracket mount for 21U/476 clamp on, tri-service type electric lamps.

Other award winners:

F/L R. B. McMillan
 F/L P. G. Aber
 F/O J. D. E. Murray
 F/O D. A. Fanning
 F/O R. M. Maerz
 WO2 A. L. Buck
 FS S. E. Rafuse
 FS R. E. Moyer
 FS G. G. Grant
 FS R. G. Smith
 FS F. O. Honey
 Sgt. J. S. Topping
 Sgt. E. G. Paisley
 Sgt. B. A. Lannan
 Sgt. J. B. Cowley
 Sgt. E. R. Kennedy
 Sgt. S. U. Guinchard
 Sgt. F. F. Lambert

Sgt. N. R. Everatt
 Sgt. J. A. Lovasz
 Sgt. J. W. Biro
 Cpl. D. W. Henderson
 Cpl. J. R. Doucette
 Cpl. J. Maltby
 Cpl. N. MacKenzie
 Cpl. J. L. J. G. Poire
 Cpl. W. P. Smith
 Cpl. E. G. Arnet
 Cpl. E. W. Mohr
 Cpl. R. B. Warke
 Cpl. A. A. Miller
 Cpl. L. L. J. Bisson
 Cpl. J. A. Bouchard
 Cpl. O. C. Fitzpatrick
 Cpl. J. W. McDonald
 LAC S. S. Howard

LAC F. E. Willson
 LAC R. W. Henley
 LAC G. F. Young
 LAC B. Warner
 LAC J. P. Guevin
 LAC R. N. Olmstead
 LAC M. A. Nagle
 LAC R. G. Edwards
 LAC R. G. Cooper
 LAC R. G. Schock
 LAC G. F. Graham
 LAC D. B. MacMillan
 LAC C. L. Sleming
 LAC K. R. Buxton
 LAC N. A. Legge
 LAC W. A. Downton
 LAC B. B. Fostey

ROYAL CANADIAN AIR CADETS



This section of ROUNDEL is prepared by Air Cadet League Headquarters, 424 Metcalfe St., Ottawa 4, Ont.

This past summer, more than 7,600 air cadets from all ten provinces participated in a highly successful program of special activities and advanced training courses. These interesting and varied programs

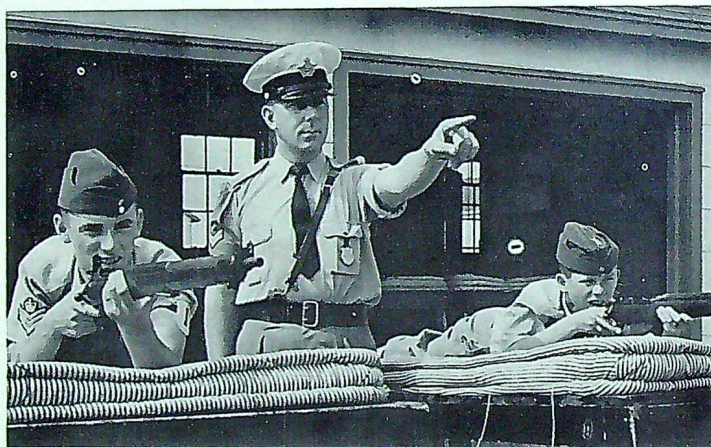
help to produce good Air Cadets and good citizens. As always, the Cadets displayed an enthusiastic response. To tell the complete story of this outstanding effort on the part of boys, civilian committees and

service personnel, would require much more space than is available at this time. However, in order to provide a glimpse of this extensive summer program in action, we offer the following photographs.

Emerging from the clubhouse with his "first solo" certificate, Air Cadet Cpl. P. Dawson of Ottawa gets the traditional 'dousing' from fellow trainees at Stn. Rockcliffe.



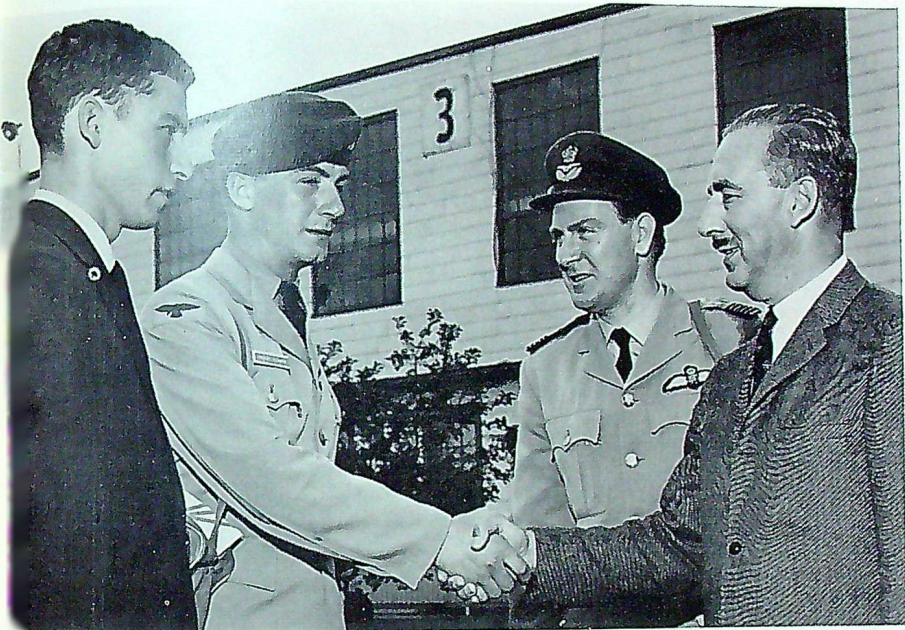
Cpl. C. D. Gould, an air force policeman at Stn. Greenwood, instructs air cadets in the proper handling of smallarms. (l. to r.): FS T. English, Cpl. Gould and LAC G. Murray.



G/C W. M. Diggle, Commanding Officer of Stn. Camp Borden welcomes air cadet Sgt. D. MacGregor of No. 562 Cabot Squadron, North Sydney to the birthplace of the RCAF while S/L J. H. Riva, Officer Commanding the Supervisory Service Training School looks on.

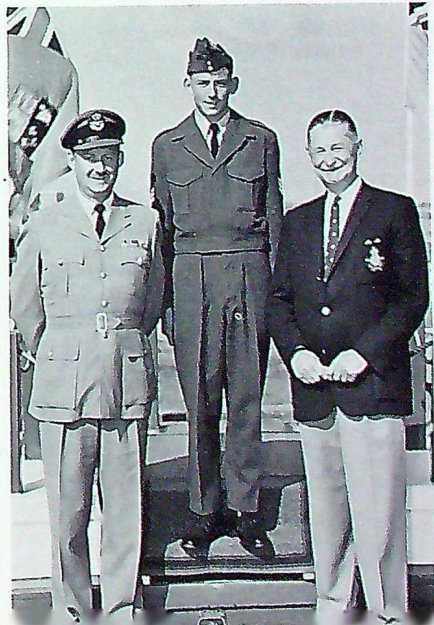


Air cadets Bill Bukler of No. 522 Berwyn Squadron, (left) and Bruce Zack of No. 124 Peace River Squadron think the meals are "pretty fine" at Air Cadet Summer Camp at Stn. Namao. Even Bruce's cracked wrist hasn't spoiled his appetite.



Mr. Joe Venis, Chairman of the Quebec Provincial Committee, welcomes Eytan Erez of Kiryat Tivon, Israel, left, and Cadet Robert Winrow of Manchester, England, to Montreal while the groups' escort officer, S/L M. Hughes of the RAF looks on.

Three generations of the Mayne family are (l. to r.): F/L B. O. Mayne, a serving member of the RCAF; Cadet Sgt. G. Mayne, son of F/L Mayne and Mr. B. O. Mayne formerly a group captain in the RCAF and now a national director in the Air Cadet League of Canada.



Letters to the Editor

NUREMBERG MEMORIES

Dear Sir:

With a view to its publication in book form, I am writing a documented account of the attack by RAF Bomber Command on Nuremberg, Germany, on the night of 30 March '44, during which operation the command sustained losses of nearly 100 aircraft.

The book will have no political emphasis or undertones. It will be a strictly factual account of an air battle which could well be considered to be a synthesis of all the gruelling operations carried out, during nearly six years of war, by Bomber Command. If anything, I see the book as a kind of answer to some post-war writers who have latterly begun to imply that Bomber Command operations were largely "milk-runs" over a virtually defenceless Germany — a point of view which would have surprised the air crews who died in the process.

To this end, I have prepared a "de-briefing" questionnaire which I would be most happy to send, with a self-addressed and stamped envelope, to any present or past members of the RCAF who, on the ground or in the air, might have taken part in planning, preparing for and carrying out that operation.

Geoff Taylor
21 Anne Crescent,
Brighton, S. 5,
Melbourne, Australia.

FORGOTTEN MEN

Dear Sir:

The picture on page 22 of the May issue of *ROUNDEL* captioned "A group of RCAF fliers walk from their *Wellington* Bomber" prompted me to write this letter on a subject near and very dear to my heart.

The subject is that there appears to be emerging a "Legion of Forgotten Men". I refer to the many thousands of RCAF personnel who, throughout World War II served overseas, in many parts of the world with the RAF. I have read *ROUNDEL* for years and very little if anything has ever been written about the many thousands of RCAF aircrew and ground crew who proudly served with the Royal Air Force.

A new generation is now reading *ROUNDEL*. From it they are learning the history of the RCAF but not the full history. This new generation is very familiar with the great contribution made by No. 6 Bomber Group during World War II but very few of them are aware that the greater percentage of Canadian

airmen who served overseas during this global conflict served with the Royal Air Force.

During this 40th anniversary year of the founding of the RCAF it would be very timely if you would print a few statistics which would show the full contribution made by Canadians to the victory in the air during World War II. Let us not leave the writing of this history to the un-informed.

F/L C. R. Berry,
RCAF Stn. Holberg,
B.C.

(About 65 percent of RCAF aircrew who served overseas in World War II served in RAF squadrons. Their story is difficult to tell, both because of the lack of records in this country and because their history is nearly inseparable from that of the units in which they served. It is hoped, however, that the story of these "lost legions" will be told as part of the official history of the RCAF, now being prepared by the directorate of air force history. —Editor.)

CANADIAN ACES WANTED

Dear Sir:

I have been advised that the L'Association Nationale des As is looking for Canadian members and is anxious to contact any eligible personnel residing in Canada.

To qualify, a candidate must have been a World War I fighter pilot with a minimum of five victories to his credit. Those who wish to apply for membership in the Association can do so by writing to:

Association Nationale des As,
6 Rue Galilee,
Paris, France.

S/L K. G. Roberts,
No. 1 Air Division, HQ.

TEST PILOT ERROR

Dear Sir:

While reading "Test Pilot Training" by F/L R. P. Bentham in the June '64 issue, one error was noticed. In the list of distinguished pilots appeared the name of "Capt. Ivan Kencheloe (No. 13 Course), one of the first to fly the hypersonic X-15". However, Capt. Kencheloe died more than a year before the X-15 first flew.

The first free flight of the first of three X-15s took place on 8 June '59. The honour of the first powered flight went to X-15 No. 2 on 17 Sept. '59.

The late Capt. I. C. Kencheloe was

originally scheduled to be the primary USAF test pilot in the X-15 program. On 26 Jul. '58, he was scheduled to fly an F-104 on a chase mission for another F-104 that was being tested at Edwards AFB. For some reason, still unexplained, he declared an emergency shortly after take-off and ejected. Because that F-104 was equipped with a downward ejection seat, the parachute didn't have enough time to open, and he died instantly.

OC P. A. Torunli
RCAF Stn. Chatham, N. B.

COLLECTOR OF BADGES

Dear Sir:

Being a collector of RCAF aircrew badges and rank chevrons, I should like to hear from any of your readers who would like to dispose of an old type para-rescue badge; a Navigator/Wireless half wing (World War II issue); WOI badge (with Crown of St. Edward); a set of World War II sergeants' chevrons; khaki background red albatross Canada badge or any other RCAF issue chevrons and insignia — to which no sentimental value has been attached — to add to my collection.

My ultimate aim is to donate these items, suitably mounted and if considered acceptable, to an appropriate museum. I should like to correspond with any readers who are military insignia collectors.

Sgt. S. E. J. Hunter,
CEPE, RCAF Stn. Uplands,
Ottawa, Ont.

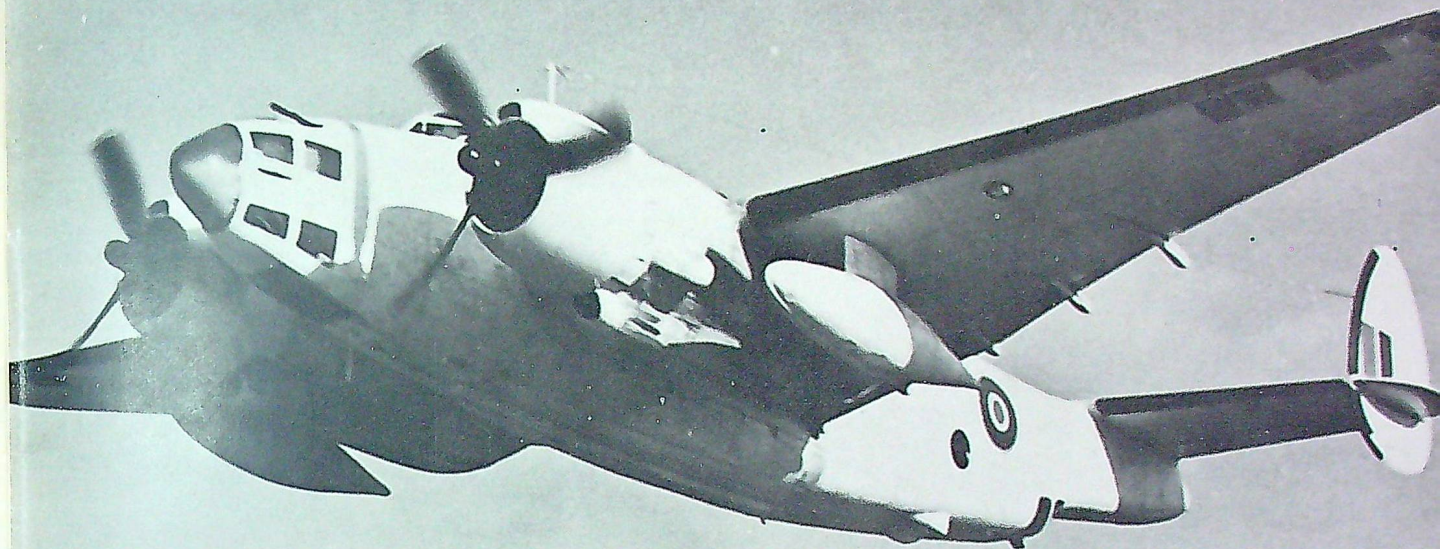
LIBRARIAN'S ADVICE

Dear Sir:

Although you asked readers (*ROUNDEL*: Jul-Aug. Letters to the Editor) to write directly to Mr. Baker who wrote in asking for a source for copies of the *RCAF Overseas*, I wondered whether you might not be interested in printing a note of advice in general.

As a librarian, I have often been asked about finding out-of-print books. The best bet is to write to some of the well-known dealers: Adelphi, Old Book Collector, Dora Hood, Old Authors Farm, etc. A local library will gladly supply addresses, and also likely to have current catalogues. If a title is not in stock a dealer will search for a patron. It is not too easy to obtain the particular books wanted, but a dealer did manage to find copies for our library within the last month.

I hope that this may be helpful.
Marjorie Larsh,
Ref. Librarian,
Public Library,
North Bay, Ont.



AIRCRAFT ALBUM:

Lockheed Ventura

The *Ventura* was a military development of the *Lodestar* transport, and drew heavily on experience gained with the earlier *Hudson* bomber. In RAF service it was used as a light bomber and a maritime reconnaissance aircraft.

The RCAF purchased 137 *Venturas* for service as patrol bombers with the Home War Establishment. The first squadron to use them was No. 113 (BR), then based at Yarmouth, in April 1943, followed by No. 145 (BR) Squadron in Eastern Air Command and Nos. 8, 149, and 115 (BR) Squadrons in Western Air Command. *Venturas* in EAC made two attacks on U-Boats in Canadian coastal waters.

The *Ventura* GR.V used by the RCAF carried a crew of four and was powered by two Pratt and Whitney Twin Wasps of 2,000 h.p. each. It had a top speed of 318 m.p.h. and carried six 250 pound depth charges. Wing span was 65 feet 6 inches, length 51 feet 2 inches, and loaded weight 26,000 pounds.

Roger Duhamel

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