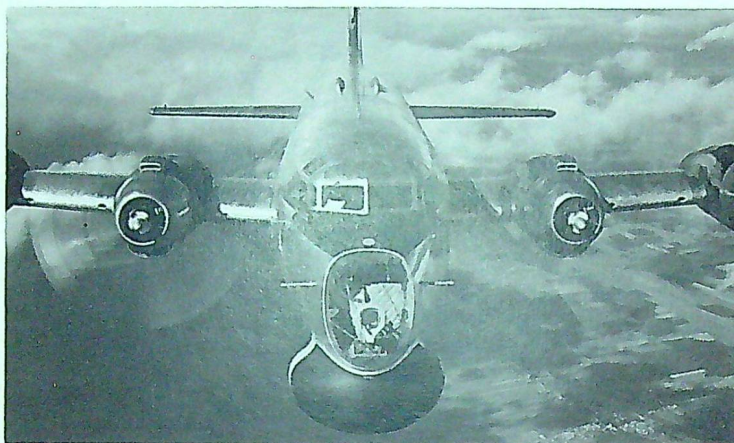


ROUNDTEL

APRIL 1965 VOL. 17, No. 3



ROUNDEL

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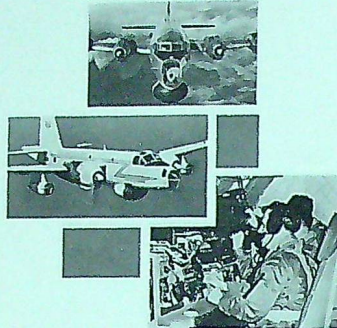
RCAF Association members, who receive ROUNDEL by virtue of such membership, should forward address changes and material for their section of the magazine to Ass'n Hdqts., 424 Metcalfe St., Ottawa, Ont.

Contributions and all other correspondence should be addressed to:

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ROUNDEL

APRIL 1965 VOL. 17 No. 3



COVER CAPTION

This month's cover, featuring the Argus and Neptune, is our artist's way of drawing attention to these RCAF anti-submarine aircraft. As announced last December, a five-year re-equipment program, which includes new equipment for the Argus and Neptune aircraft, has been approved. It is felt that both of these aircraft still have a number of useful years left but they will be improved by the installation of the latest ASW detection systems.

ARTICLES

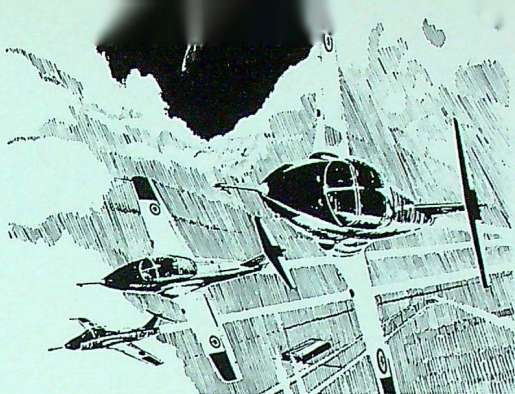
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ON THE BREAK

INTEGRATION, like the new Canadian flag, is a subject about which few people are neutral. Since the White Paper on Defence was published a year ago, it has been the No. 1 topic of discussion and speculation in military circles. Certainly, we've had more requests for articles on integration than on any other subject in recent months.

The story beginning on page 2 is a progress report on how things are shaping up at CFHQ in Ottawa. That the picture is constantly changing is indicated by the fact that the organization charts, in certain details, may be out of date even before this issue appears in print.

WHY bother about trying to identify aircraft that crashed a quarter of a century ago? Even if such wreckage can be sorted out, who is interested nowadays? In "Echoes from the Past" (page 6), Mr. Gerrie Zwanenburg answers these and other intriguing questions as he describes how salvage experts of the Royal Netherlands Air Force recover and identify aircraft which crashed in Holland during World War II. Mr. Zwanenburg was an 11-yr. old schoolboy in Harlingen when the war began. He recalls that in those days "we Dutch had the greatest admiration for the airmen who flew over our heads on their way to Germany. The sound of their engines was a great moral help for they told us we were not left alone . . . Ever since I have been trying to gather as much information as possible about these airmen and their aircraft, and what started as a hobby has grown into something useful."

In 1945, after Harlingen was liberated by Canadian troops, he joined the Marines and served as a wireless operator in Indonesia for two years. From 1950 until he recently moved to Baarn, Mr. Zwanenburg lived in Amsterdam. He married "the girl next door" in 1951 and they now have a 12-yr. old son and 9-yr. old daughter.

ANOTHER story from Europe this month portrays a Canadian airmen's view of Belgium as seen by Sgt. Ray Cossette (page 15). One of a comparatively small group of RCAF personnel who serve in foreign diplomatic posts, Sgt. Cossette has been with the air attache's office in Brussels since June '62.

A native of St. Therese d'Avila de Dolbeau, P.Q., Ray enlisted in the air force in Sept. '53 as a clerk typist. A photo intelligence course in Texas and a two-year tour at No. 4 Wing in Germany, in addition to a variety of postings in Canada, preceded his present assignment.

LUCKY is the person who really enjoys his daily work. Such has been my good fortune for the past seven years.

Editing *ROUNDEL* has been an exhilarating and, at times, a frustrating experience. Always the aim has been to make the next issue better than the last - even when right on deadline the lead story is cut for some unforeseen reason. Inherent in the job is the challenge to keep "on top" of what's going on in all facets of the service, prompting the cultivation of a wide and varied circle of acquaintances. Our reward has been the continued acceptance of *ROUNDEL* as an authoritative and entertaining journal.

Now, before signing this column for the last time, I say sincerely "thanks and farewell" to all who helped make this assignment so pleasant. Please continue to support my successor in the editorial chair, F/L Tom Coughlin, with your letters and contributions.

At Paton 5/2
Editor

INTEGRATION AT CFHQ

By SQUADRON LEADER A. T. PATON, DFC.

Editor **ROUNDEL**

"IF THE boss phones while I'm gone, be sure to get his name," is just one of several quips originated by officers and men in the throes of integration at Canadian Forces Headquarters.

Both organizationally and physically, CFHQ has undergone a series of changes in recent months. Now the dust is beginning to settle in the conglomeration of buildings at Cartier Square, Dow's Lake, Victoria Island and other national defence locations in Ottawa. Nine months after the reorganization was authorized by the passage of Bill C-90 in Parliament, integration at the top is well underway and should be virtually completed by this summer. Navy, army and air force personnel work together on common problems – not the least of which is making the new machinery run effectively.

Meantime, plans are being drawn up for the integration of commands, which will permit considerable additional financial savings while improving the efficiency of field units. The proposed melding of command structures is designed to thin-out non-operational or support elements, not the operational forces themselves.

"While it is difficult to predict the time cycle required for the whole process," observed Defence Minister Paul Hellyer in the House of Commons, "it is anticipated that the major elements of integration can take place and the most important savings effected within three years."

As the reorganization of Canada's defence force evolves, new methods are being developed and new policies established, the object being to take the best from the several systems previously in operation and apply them as a whole. In the case of logistics, for example, this will mean combining the existing automated system of the RCAF and the manual systems of the three services into a new highly-automated system, to handle the whole gamut of the supply operation.

So far, with a few exceptions (such as public information services), this process has been confined to the Ottawa scene. Here, by the creation of the functional organization depicted in the accompanying chart, and consequent elimination of duplication, a reduction in manpower of approximately 30 per cent (all ranks) is being achieved.

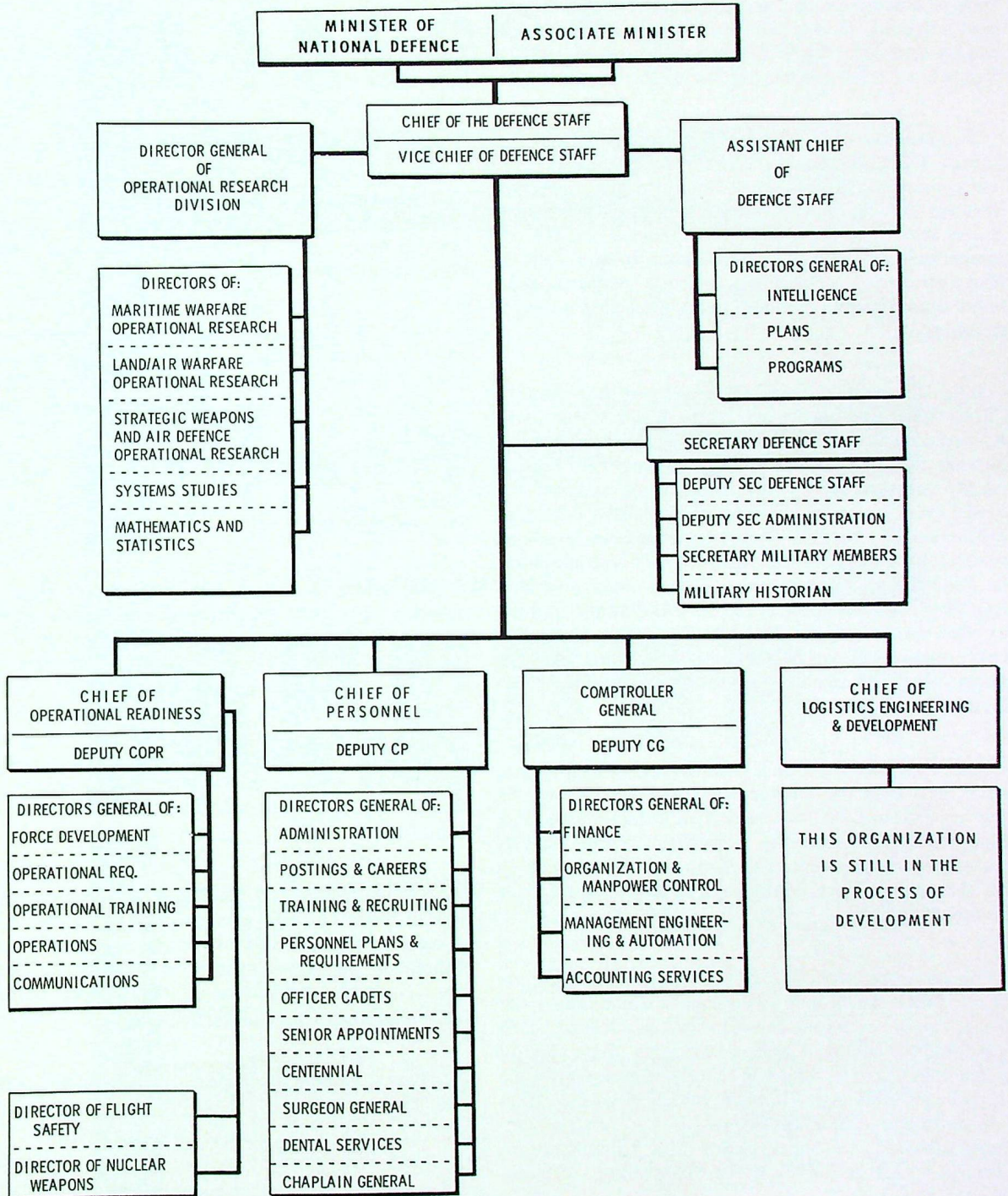
Over and above the organization depicted on page 3 is the Cabinet Committee on External Affairs and Defence, of which the Prime Minister is chairman. This is the senior civilian policy-making group that gives direction to Canada's defence department. Its vice-chairmen are the Secretary of State for External Affairs and the Minister of National Defence, and its members are all of cabinet rank. Within the Department of National Defence itself the highest such body is the Defence Council.

Replacing the three-service hierarchy, formerly existing at NDHQ, is a single senior group consisting of six military members to assist A/C/M F. R. Miller, CBE, Chief of the Defence Staff, in making decisions on matters of military policy, major programs, broad courses of action and control of major activities. These members, whose specific areas of responsibility are detailed in the chart, are Lt.-Gen. G. Walsh, CBE, DSO, Vice Chief of the Defence Staff; Lt.-Gen. J. V. Allard, CBE, DSO, Chief of Operational Readiness; A/M C. L. Annis, OBE, Chief of Logistics and Engineering Development; V/Adm. K. L. Dyer, DSC, Chief of Personnel; Lt.-Gen. R. W. Moncel, DSO, OBE, Comptroller General; and A/V/M W. W. Bean, OBE, Assistant Chief of the Defence Staff.

This CDS Staff meets regularly to provide major policy guidance which the CFHQ functional branches or field commands need to discharge their responsibilities. Sponsorship of items dealt with in their meeting may come from above or below, i.e. it could be a direction from the Minister to carry out a particular action, or it could be a matter brought up by one of the military members from his branch. If the subject requires con-

CANADIAN FORCES HEADQUARTERS

(This Chart is subject to change)



currence or direction from a higher authority it is referred up either to the Defence Council or the Minister.

Responsibility for ensuring that current projects progress to completion in a specific manner and that problems affecting more than one branch are reconciled quickly rest with the VCDS, who performs a vital co-ordinating function in the implementation process.

The Defence Staff Secretariat, headed by Brig. R. L. Purves, DSO, and coming directly under the CDS, formulates and co-ordinates the administrative processes, ensuring that the CFHQ machinery doesn't get clogged in red tape. The Secretariat is responsible for the collection and distribution of information to and from the above-mentioned committees and the pertinent functional branches, and monitors follow-up action on policy decisions.

When the new organization was set up last summer, CFHQ was still functioning at the lower levels under the separate services organization. The task was to mobilize the newly-integrated branches to take over as quickly and smoothly as possible their assigned tri-service roles, ensuring that the headquarters continued to function day by day. Naturally, numerous large and small problems confronted those charged with moulding the "new look" (for instance, it was discovered that navy, army and air force each had a different definition for the word "program"). Happily, many obstacles which seemed difficult to surmount six months ago have miraculously disappeared as integrated staffs get to know each other better.

Some functions were more easily brought together than others and thus the change-over from the old to the new organization has not been at a constant rate. For example, special problems pertaining to the logistics and engineering branch still exist, making progress in this area slower than it has been in the integration of the other branches.

The evolution process may best be described by citing one particular branch (Personnel) which affects the service lives of everyone in uniform. Last August when V/Adm. Dyer became Chief of Personnel, there already existed in Ottawa a Chief of Naval Personnel, Adjutant-General and Air Member for Personnel – each with staffs whose functions more or less ran parallel. These included personnel policy and administration, manning, postings and careers, chaplaincy services,

training and welfare. Some areas were not common to all three e.g. naval and air force individual training came under the CNP and AMP respectively, whereas all army training was under the Vice Chief of the General Staff.

Today the integrated Personnel Branch is organized and operating. As in all branches, the directors general are at the brigadier or equivalent rank level. Below the DGs come directors, who are of colonel rank, and section heads of lieutenant-colonel level. (For the sake of uniformity, army nomenclature is used throughout in referring to CFHQ establishments and organization charts. In every case, this means "or equivalent" navy and air force rank. A comparison of service ranks and insignia appears on page 5).

When the process of integration is completed, the total personnel establishment at CFHQ will be 70 per cent of the previous establishment. The reduction will be made mainly by not replacing those who reach retirement age or are retired for medical reasons. For a few, however, it means premature retirement and an earlier-than-expected return to civilian life. Those prematurely retired receive a cash gratuity and normal retirement benefits.

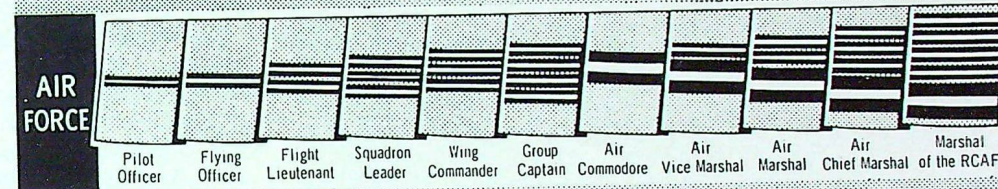
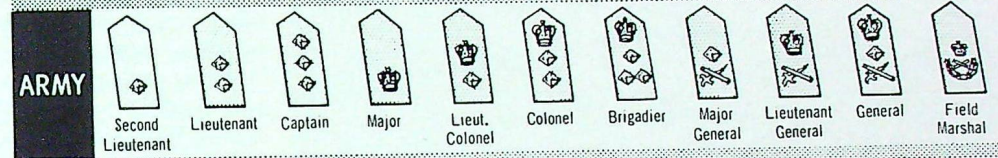
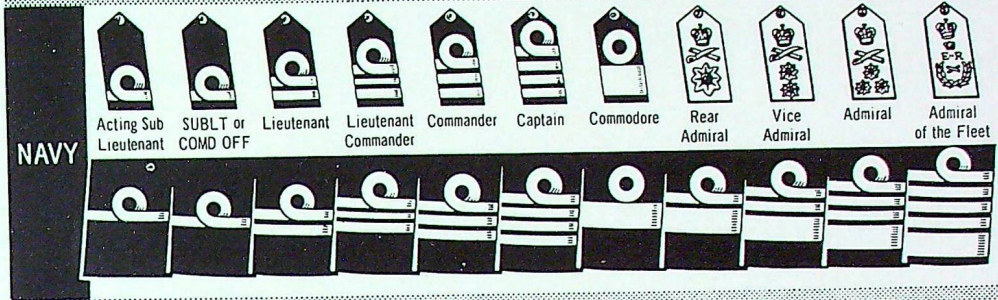
Despite the reduction, the services still needs large numbers of recruits. Because the structure of the armed forces is being changed, a small percentage of men must be released before retirement age to give the reorganized forces the right balance in rank and trade structure, and to allow a healthy rate of promotion. But because over the next two years some 24,000 men will leave the service – the vast majority on reaching age limit – the services will need to enlist approximately 9,000 young men each year. That's why there has been no let-up in recruiting.

To quote from the White Paper on Defence published in Mar. '64, "The total savings to be effected as a result of such reductions will make available funds for capital equipment purchases, and eventually make possible more equitable distribution of the defence dollar between equipment and housekeeping costs."

The first large step towards achieving this aim has been taken. ©

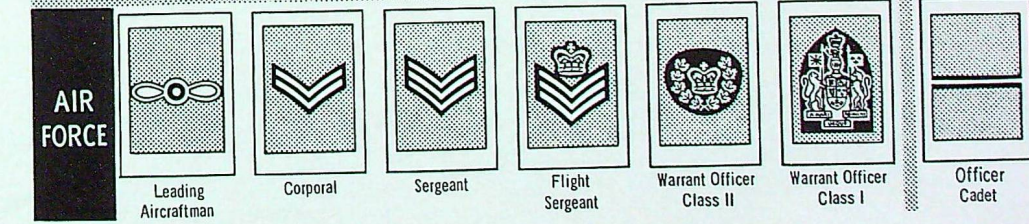
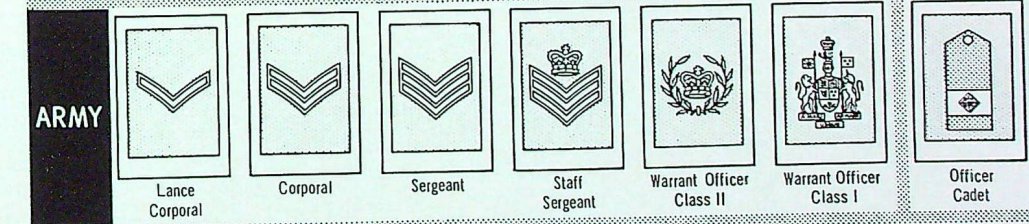
CANADIAN ARMED FORCES

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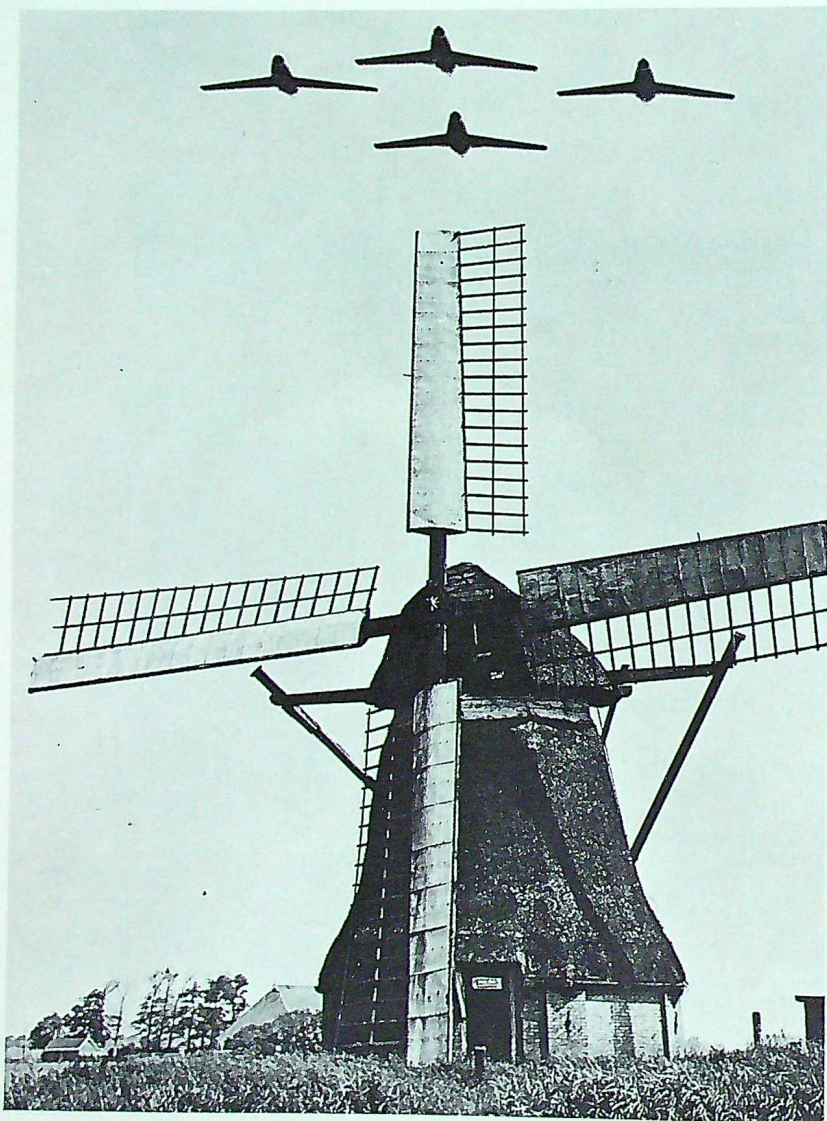
ECHOES FROM THE PAST

By G. J. ZWANENBURG

Baarn, Holland



Sabres from the RCAF's No. 1 Air Division fly over a once-familiar landmark in Holland.



DURING the 1930s the Netherlands government began an imaginative project to give the Dutch people many acres of much-needed fertile land. This project was to build a dike across the Zuider Zee and pump the water back into the ocean. The first reclaimed area (the north-east polder) was completed during World War II. The war also produced numerous man-made obstacles to farming in the polders. These obstacles were the many hundreds of Allied and German aircraft which were destroyed in combat or shot down by flak and crashed.

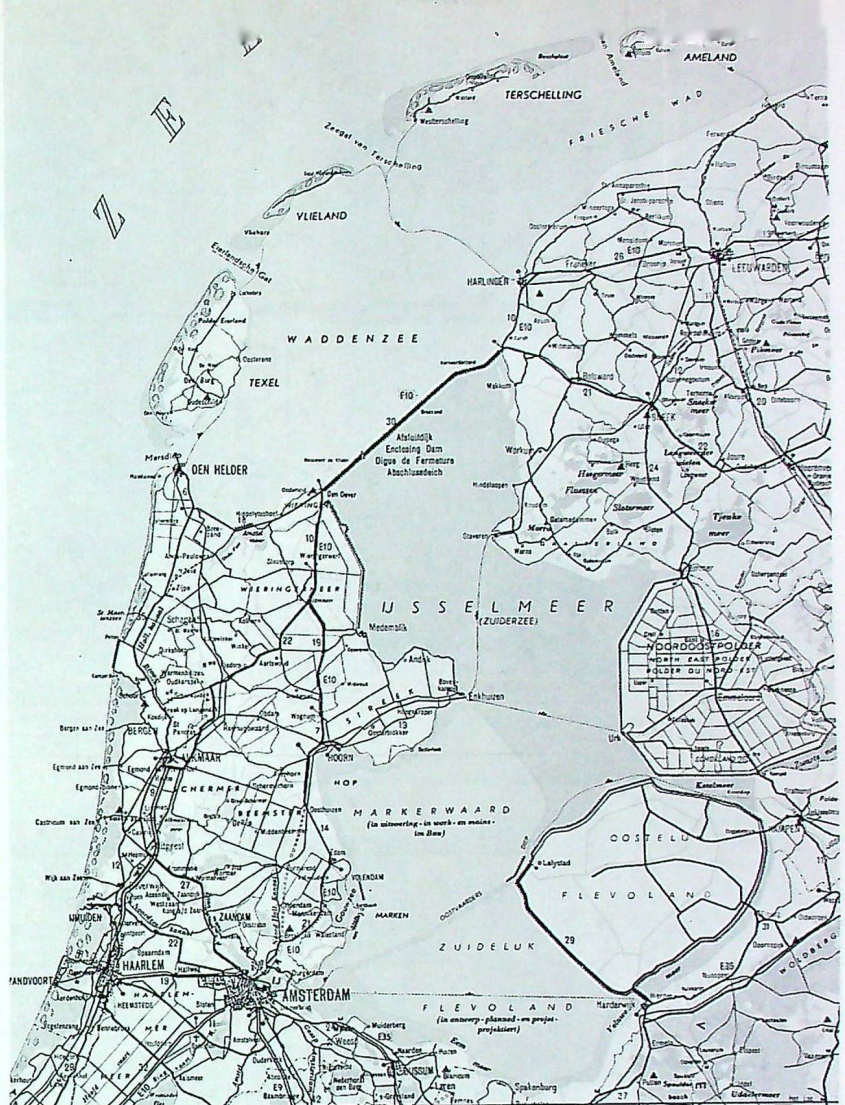
Five years ago a special Royal Netherlands Air Force team started to recover aircraft wreckage reported in East Flevoland. Owing to the weather, this work can only be done in the summer and early autumn; yet it has to be done, otherwise wreckage embedded in the mud might create difficulties in the future for farmers when ploughing.

It is estimated that the RAF alone (including dominion and allied squadrons under RAF control) lost some 2,500 aircraft over Holland and of these at least 130 bombers came down in the IJsselmeer (formerly the Zuider Zee). To this total can be added allied fighters and other types plus German aircraft. Not all these machines will be found since some of them came down in places that will remain under water. Others will be found later in areas which will become land in the near future.

The salvage work is done with mechanical tools, but with care, for

live ammunition and bombs may still be in the wreckage. If, however, there are indications that the remains of the crew are still in the wreckage, the work is done by hand so as not to destroy anything that might lead to identification of those crew members. All aircraft parts are taken to Gilze-Rijen Air Base where a closer inspection is carried out. Then everything is sold for scrap.

Up until now, 13 aircraft have been found: one from World War I, eleven from World War II and one post-war aircraft. The relic of World War I was a German Gotha G-IV twin-engine biplane bomber used by the Germans to bomb London. A diligent search of records showed that the aircraft had crashed, in what was then the Zuider Zee, on 13 Oct. '17. The eleven World War II aircraft which have been recovered from the polders are two RAF Lancasters, one Wellington, one Spitfire, one Mosquito, two USAAF Flying Fortresses, two German Me-109s, one Me-110 and one Ju-88. The "Mossie" was something of a mystery in that its wreckage contained unused German machine gun ammunition. Was it a captured British aircraft flown by a German crew? An intriguing question but, unfortunately, one which will never have an answer. Although some factory numbers were found on the Mosquito's undercarriage they could



Long-term Netherlands land reclamation program included completion of Afsluitdijk (enclosing dam) in 1932, Noord Oost Polder in 1942 and Oostelijk Flevoland in 1957. Zuidelijk Flevoland and Markerwaard areas are slated for reclamation by 1968 and 1978, respectively.

A silent reminder of the price of war, this propeller was recovered from a polder.





German JU-88 wreckage (left) included bullet-ridden pilot's seat and bottle of Eau de Cologne, still intact and as sweet-smelling as ever after 20-odd years.

not be traced. The aircraft from the post-war era was a Dutch Air Force *Meteor*.

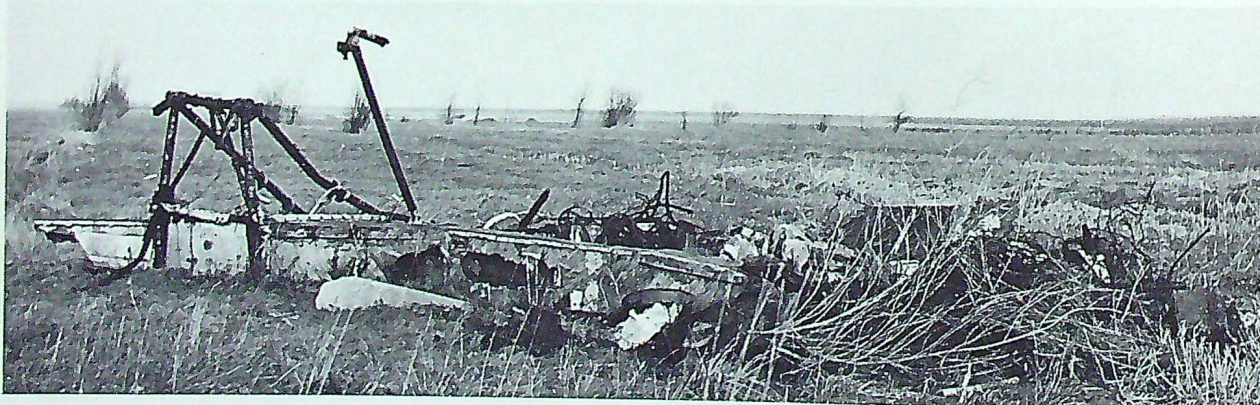
In addition to complete aircraft, the polders have yielded many parts and pieces of airframes and engines. In each such case these recoveries have presented the identification team with an interesting problem to solve. For instance, in November 1963 a nine-cylinder radial engine with a de Havilland variable-pitch propeller was found. It was impos-

sible to identify the engine properly, but the combination suggested either a *Hampden* or a *Blenheim*. According to the engine's dimensions, it was a Pegasus, which would make it from a *Hampden*. Could this be a missing *Hampden* from No. 408 (RCAF) Sqn.? Nobody can be sure.

The Dutch Air Force identification teams not only search the polders but also the Waddenzee, the sea between the Frisian Isles and the mainland in the northern half of

the former Zuider Zee. In this area the fishermen, sailing from Harlingen, bring aircraft parts which they catch in their nets. In March 1962, a fisherman brought in a 14-cylinder Hercules engine with a Rotol Electric propeller, the type used mainly on *Wellington* Mk Xs. Both Nos. 427 and 428 (RCAF) Sqn. lost a *Wellington*, probably a Mk X, in that area on 13 June '43 and 5 Apr. '43 respectively. So the engine might have been from one of these

An unsolved mystery is this Mosquito, found in the polder still armed with German machine gun ammunition.



RCAF aircraft. But this possibility could not be proven because the engine number plates could not be found.

On the other hand, sometimes a specific piece of equipment turns up which, combined with some intensive research, establishes the identity of the aircraft practically beyond doubt. A couple of examples will serve to illustrate. In May 1963 a fisherman found a weapon container of the type used to drop arms and supplies to the Resistance. According to my own records, a *Halifax* had been shot down by anti-aircraft guns over Harlingen on 19 Sept. '43 and crashed in that area. Additional research showed that this *Halifax*, with a Canadian captain, had been from No. 138 Special Duties (RAF) Sqn. so it is as good as certain that the container came from this particular aircraft.

In September 1963 the Dutch Air Force, in co-operation with the Dutch Navy, salvaged parts of a *Wellington* along with a Hercules XI 14-cylinder radial engine which identified the *Wellington* as a Mk III. In this case it was easy to determine to which squadron the *Wellington* belonged because it was the only aircraft of that type lost in that particular area. The squadron was No. 429 (RCAF) and my own records showed that this aircraft was shot down by flak near Harlingen on the evening of 21 Jan. '43 at 1845 hrs. local time. On that occasion, No. 429 Sqn. sent three *Wellingtons* to lay mines near Terschelling. One aircraft completed the operation, one aborted and the other failed to return, so there is little doubt that No. 429's lost aircraft and the one that was recovered from the sea were one and the same machine.

However, these cases are exceptions for, owing to the action of the water, all papers and maps are destroyed and even aircraft paint is washed away making aircraft identi-

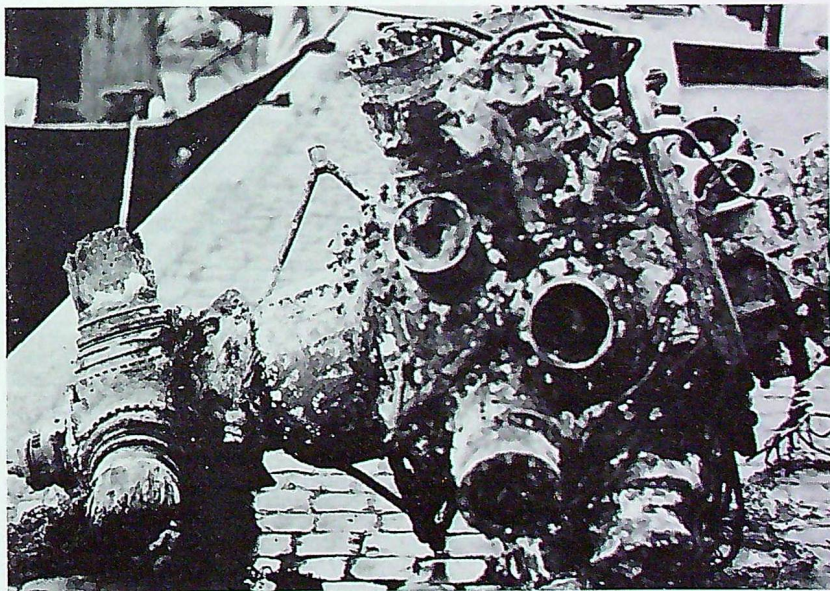
fication difficult. Yet it is remarkable how well other things are preserved. In a flight jacket found in a polder there was a fountain pen which still wrote. And from a *Wellington*, salvaged in 1961 after lying under water for almost two decades, the rear turret was found complete with machine guns which were still in firing condition. This fact was proved beyond any doubt when some boys from a nearby town somehow managed to get away with the guns and carried out a bit of target practise. What was probably meant to be a present for a wife or sweetheart, a bottle of Eau de Cologne, was recovered from the wreckage of a Ju-88. The bottle was intact and the contents smelled as good as ever.

In addition to the sea and the polders, populated centres in Holland are also contributing unexpected aircraft remains. In September 1962, when workers put their spades into the ground to start digging a tunnel under the harbour of Amsterdam, an aircraft was found in the


northern part of the city. Through witnesses and police records the exact date of the crash and some other details were established. The aircraft was identified as a *Lancaster* from No. 97 (RAF) Sqn., lost on 20 Dec. '42 after a raid on Duisburg. It was thought, too, that four of the crew still remained in the wreckage. Events proved this to be so. The marshy ground has preserved things very well and many papers were found. Identification, as well as personal papers which the crew had in their pockets, could still be read easily and all four were identified.

Almost exactly two years later an aircraft wreckage was discovered some 15 miles southwest of Arnhem in an orchard. The wreckage was found when new waterpipes had to be laid. As in Amsterdam, through witnesses and police records, the exact date of the crash and other particulars were determined. It was confirmed that the wreckage belonged to *Stirling IV* (H. for Harry) of No. 570 (RAF)

This 14-cylinder radial Hercules engine with Rotol Electric propeller, as usually fitted to Wellington MK X aircraft, was recovered from the Waddenzee and brought to Harlingen by a Dutch fisherman in Mar. '62.



Sqn. It had been shot down in the afternoon of 18 Sept. '44 while acting as a glider tug in support of the Arnhem landings, which had taken place the day before. The entire crew, which included some Canadians, had been killed. They were buried in a nearby village.

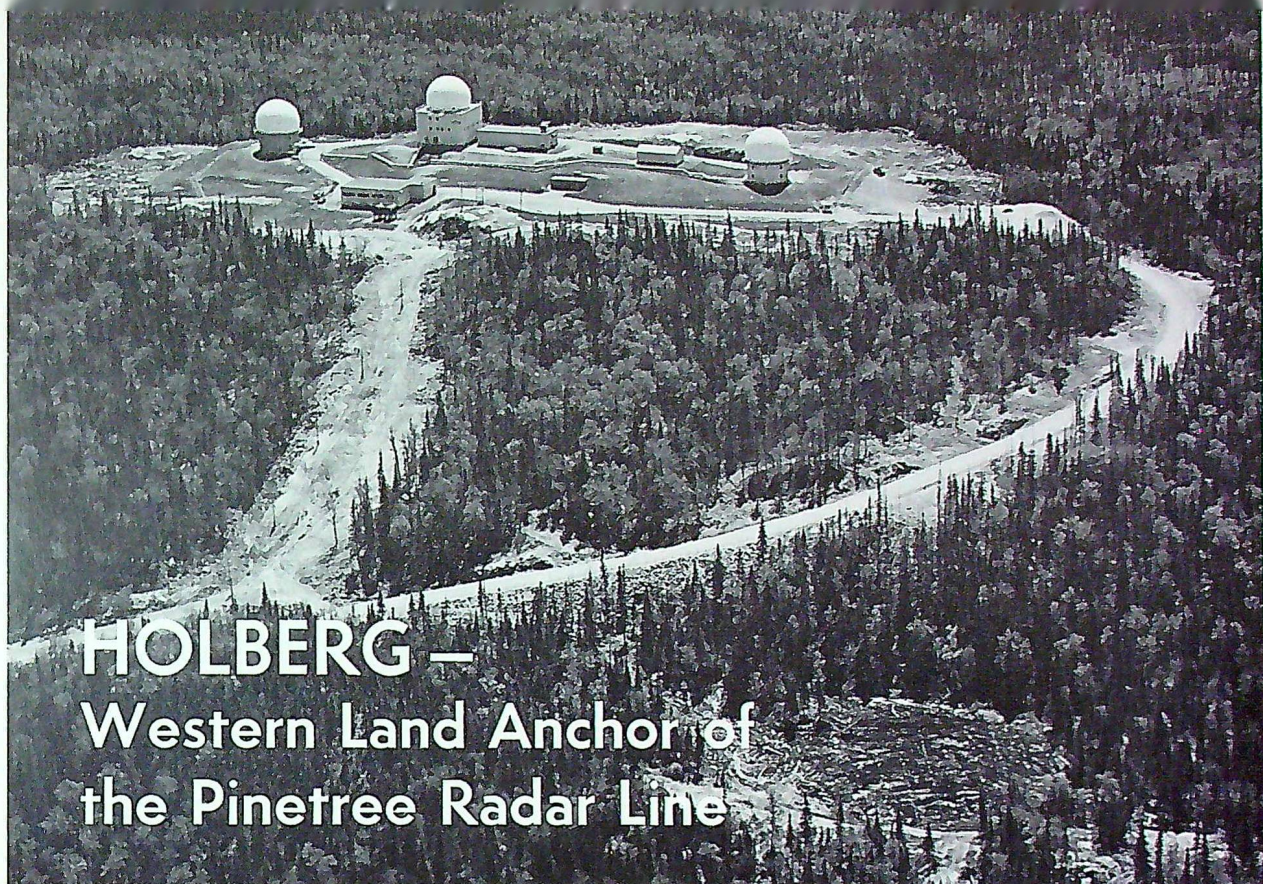
And so, long after the thunder in European skies was stilled, the echoes can, through aircraft recoveries, be heard today. These echoes tell us what war really was. Let us hope they will serve as a reminder to all people and that the sacrifices of all those gallant airmen, who once rode the night skies over Germany, were not in vain. 



Remains of Lancaster, found in Amsterdam in Sept. '62, was identified as belonging to No. 97 (RAF) Sqn. Bomber was lost on 20 Dec. '42 after a raid on Duisburg. Everything that might be valuable for identification was carefully packed and listed.

Dutch, British and American officers inspect wreckage found in Nov. '63, identified as a nine-cylinder Pegasus engine (left foreground) and de Havilland variable-pitch propeller. Author of accompanying article is in centre of group (in civilian clothes).





HOLBERG — Western Land Anchor of the Pinetree Radar Line

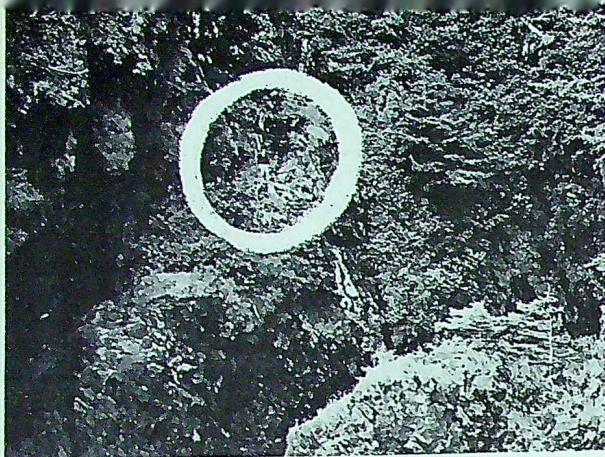
By SERGEANT BILL JOHANSON

Photos by CORPORAL JIM COCHRANE

RCAF Station Holberg, located on the northwest tip of Vancouver Island, is the western land anchor of the Pinetree radar line which stretches across the nation. Two miles of tangled jungle-like forest and underbrush separate this RCAF community of some 800 souls from the "outside world", but to the inhabitants who live in semi-isolation, it might as well be 100 miles or more. Yet, more than 50 per cent of the servicemen enjoy the life so much that they apply for extensions to their normal tours of duty.

Air Force personnel and dependents disembark from the vessel Nimpkish II on their way to Stn. Holberg.





The difficulty of spotting a man in the bush can be clearly seen by the picture. LAC Edlund is in the circle.



The rescued and the rescuers. Pilot of the rescue helicopter F/L C. Miller is at the left, while the rescued, LAC Edlund is third from the right.

Just getting to Holberg is a problem. RCAF personnel and dependents, as well as some supplies, are flown as far as the civilian airport at Port Hardy. Here, passengers board buses for a 16-mile trip over a twisting, hump-backed road to Coal Harbour, site of the only whaling factory on the West Coast and a former RCAF wartime base. This is followed by a two-hour voyage on the RCAF vessel Nimpkish II, and a final bus journey from the head of Holberg Inlet to the station itself, a distance of more than four miles over another logging road.

W/C H. F. Wenz
CO Stn. Holberg



But for the staples of life, the residents of Holberg are dependent on a sea-going barge which brings in supplies and equipment from Vancouver once a week. Milk, bread, fresh vegetables and other foodstuffs and gear are loaded at Vancouver on Mondays and reach Holberg late Thursday nights when the weather is favorable. When storms rake the northern portion of the island, particularly in the winter months, the barge has been known to take as long as 10 days to make the 200-mile trip, leaving little in the larders of the station stores.

Two miles of roadway, slashed through the forest to link up with existing roads to southern Vancouver Island, would terminate Holberg's dependence on the barge, Nimpkish and aircraft. "We're hopeful that this year the link will be made," says W/C H. F. Wenz, RCAF Stn. Holberg's commanding officer. "The logging roads, designed for use by heavy trucks, would have to be considerably improved for private automobile use. Trucks and buses would also have to be radio-equipped as only one-way traffic is possible on these narrow roads. However, it would be more feasible and ever so much more economical than our present set-up."

The station's role is to provide data to the SAGE (semi-automatic

ground environment) system of the North American Air Defence Command. Operating 24 hours a day, every day of the year, the base's equipment scans the skies in its assigned area and reports direct to the Seattle NORAD Sector, located at McChord AFB, Washington, which covers the Province of B.C., Washington State, and parts of Alberta, Idaho and Oregon.

Three radar domes dominate the operations centre, perched on top of Mount Brandes, 2000 feet above sea level and five and one-half miles from the domestic site.

An important secondary task carried out at Holberg is that of search and rescue. During the past dozen years Holberg's volunteer ground search teams have participated in several SAR missions for persons lost in the bush. One such operation is illustrated by the pictures on this page.

While the men are at work, the women look after their modern homes or apartments and raise families as they do anywhere else in Canada. Community life centres around the recreation building which houses a swimming pool, gymnasium, four-lane bowling alley, library, games room and social centre. The Hudson's Bay Company store provides a full range of food as well as limited clothing and sundry items. As well

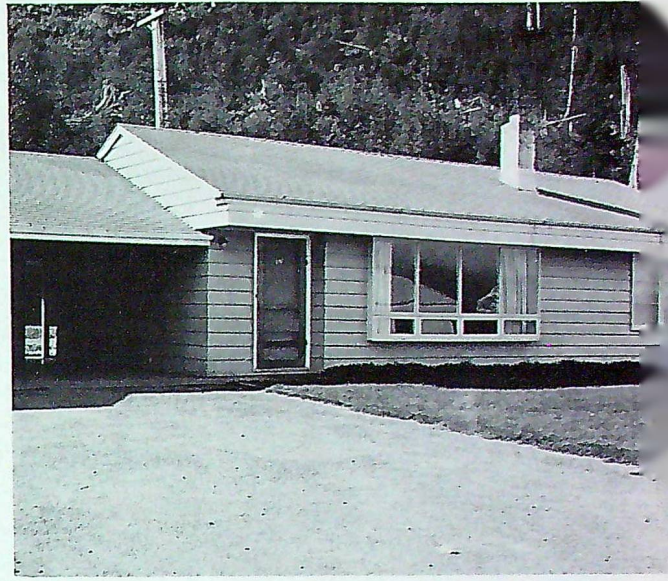


Station Holberg, on the northern tip of Vancouver Island, is surrounded by a heavily-forested and hilly region.

as the store and recreation centre, the base houses a bank, post office, beauty parlor, barber shop, snack bar, and theatre, along with a modern school, hospital and two chapels.

Most service personnel and dependents miss television, which does not reach this far north, and radio reception "from down south" is not too good. However, parents attribute the general improvement of their children's school grades to the lack of such outside distractions.

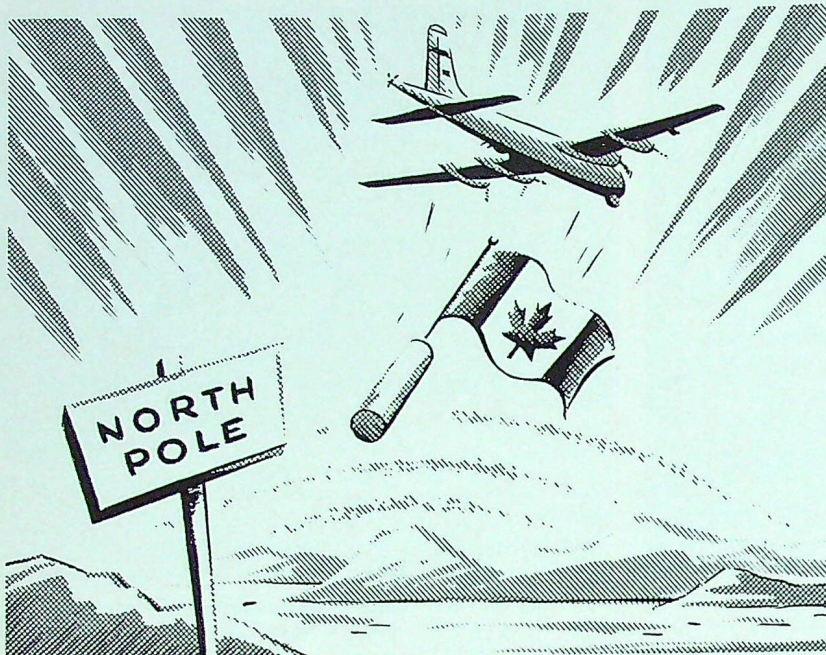
Greatest problem facing service people, dependents and civilians, next to the transportation difficulty, is the weather. It rains practically every day, with the average rainfall ranging up to 14 feet or more per year. The forest and streams abound in wild life, making Holberg a hunting and fishing paradise. Soon after the station was built in the early 1950s the local bear population found its garbage dump a bonanza and have been regular visitors ever since. Residents claim that if the temperature should ever increase by only as much as 10 degrees over a sustained period of time, "We'd be living in a tropical jungle here".



The PMQ area contains 59 bungalows, such as the type shown here. There are also apartments and barracks for servicemen and their dependents.

A bear's bonanza is the local garbage dump, located near the station.





NEW CANADIAN FLAG ON TOP OF THE WORLD



On Proclamation Day 15 Feb. '65 Canada's new flag was raised across Canada and around the world but the most unusual flag-raising ceremony, actually a flag-dropping ceremony, was carried out by an aircraft crew from RCAF Stn. Up-lands.

The crew of an *Argus* from the RCAF's Central Experimental and Proving Establishment, "planted" Canada's new flag on the Geographic North Pole on a navigation testing project.

After completing navigation tests to determine the heading accuracy of two new navigational systems in northern latitudes, the *Argus* set out from Thule, Greenland, flew directly to 89°N, circled the area and paradropped a canister containing the new flag, copies of Ottawa newspapers and a note of explanation.

While depositing Canada's new flag on the North Pole (navigators consider the canister was dropped within a two-mile radius of the exact location of the Pole), the aircraft circled the world in three minutes, orbited the North Pole for three minutes, and crossed the International Dateline four times.

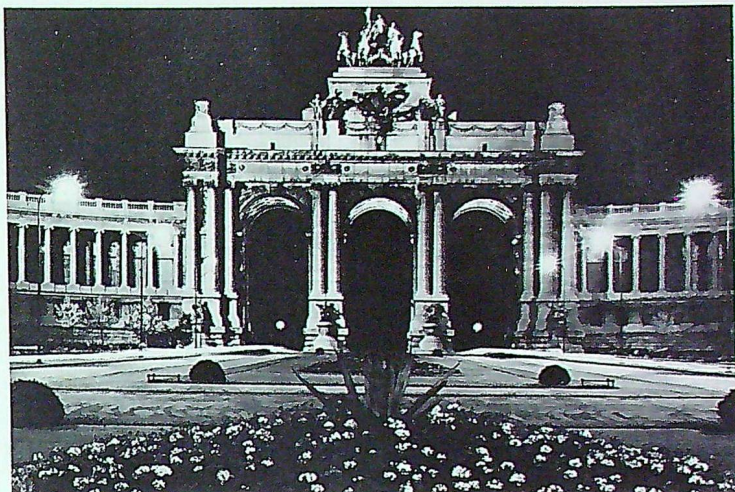
The note in the canister stated that, "... the flag contained herein replaces any previously designated Canadian flag mounted, displayed or deposited on this place," and that, "We as Canadians aboard this aircraft take great pride in the knowledge that our new flag has now been deposited on 'Top of the World'".

WO2 W. Tatarchuk (left) and F/L E. J. Sinnett put a new Canadian flag into a canister prior to dropping it over the north pole.

A CANADIAN AIRMAN'S VIEW OF BELGIUM

By SERGEANT R. G. COSSETTE

Office of the Air Attache



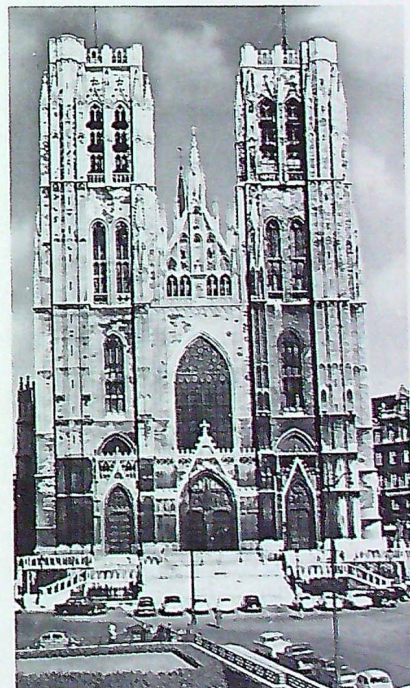
The 50 Jubilee Arcade is a monument well-known to visitors to Brussels.

"IT is different, but you get used to it." That was how, many years ago, a young Belgian immigrant summed up his impressions of Canada to me. During the three years we have been in Belgium, I have often thought about that remark; indeed, my wife and I use it every time we experience a new local custom or habit.

As far as my work at the air attache's office in the Canadian Embassy is concerned, there is not the slightest comparison with the jobs I did before in the RCAF. Moreover, it is not only the job which is different; it is also the attitude and the atmosphere of the country as a whole. You notice it in little things, peculiar little habits, which seem easy enough to copy but which are sometimes very hard to acquire.

Take, for instance, the business of shaking hands. In Belgium you

shake hands with everybody when you meet and when you leave them. If you meet the same person two hours later you repeat the whole ritual. You shake hands with the milkman, baker, garage attendant, baby-sitter, plumber, electrician, charwoman, but not with your taxi-driver. School children (even 3 and 4 year-olds going to kindergarten) solemnly shake hands with each other at the school bus-stop and then, upon entering the bus, shake hands with the driver. The hardest thing to get used to is shaking hands with my wife when we meet. Along with hand-shaking is kissing a lady's hand, including your wife's when meeting in public. I have not yet



One of the many beautiful churches in Brussels is the one shown above, St. Gudule.

found the nerve to practice this custom.

Recently I discovered hand-shaking's practical side. That was when I was involved in a slight car accident. It was one of these cases where each driver thought he was in the right. When I got out of my car I was prepared for a heated argument. Instead, the other driver met me with his out-stretched hand. Only after we had shaken hands, inquired after each others' health and exchanged names did we get around to discussing the accident.

This brings me to another strange custom in this country: car-driving. Belgians proudly call themselves "Europe's worst drivers". As they staunchly resist government meddling in their personal affairs, they categorically refuse to submit to a driving test. Hence this country is unique; a driving licence is not needed here. Anyone from 18 to 100 years is permitted to crawl behind the wheel of a car – regardless of whether or not he has driven before.

There are countless stories told by the Belgians about Belgian drivers. One of the best I think is that of the man who told his wife, "I'm going to pick up my new car and you can expect me back by lunch-time!" When at 10 o'clock in the evening the husband had still not turned up with the new car, his wife, fearing an accident, rang up the police to report her husband missing. Hours later, the police rang back saying, "Lady, we have located your husband. He is safe and sound, but don't expect him back until tomorrow morning. He is driving around the park until he runs out of gas because the people who sold him the car told him how to start it, but not how to stop it."

The Canadian Embassy where I have my office is situated in what used to be the governmental section of town. All around the embassy building, which stands in a late 18th Century square, the stately man-

sions remind one of Belgium's recent past. Here, not so long ago, cabinet ministers and industrial leaders of the country used to live. Today, practically all of the buildings have been converted into offices. At one side of the square there stands a massive church, a reminder that you are in the country of the world's most famous carillon makers. The church still holds a special mass once a week for the employers – there is no special mass for the employees.

From the Brussels Embassy the three-man military section (consisting of the attache, G/C E. C. R. Likeness, his chauffeur and myself) deals with the Belgian Army, Navy, Air Force and Gendarmerie (our RCMP equivalent except that here they come under the Department of National Defence), the Army and Air Force of Denmark, and the Luxembourg armed forces. In addition we have a national responsibility for Canadian air force personnel stationed at 1 (F) Wing Marville, but residing in Belgium, and for the Canadian Army advanced-base personnel stationed at Emblem near Antwerp, Belgium. But our "responsi-

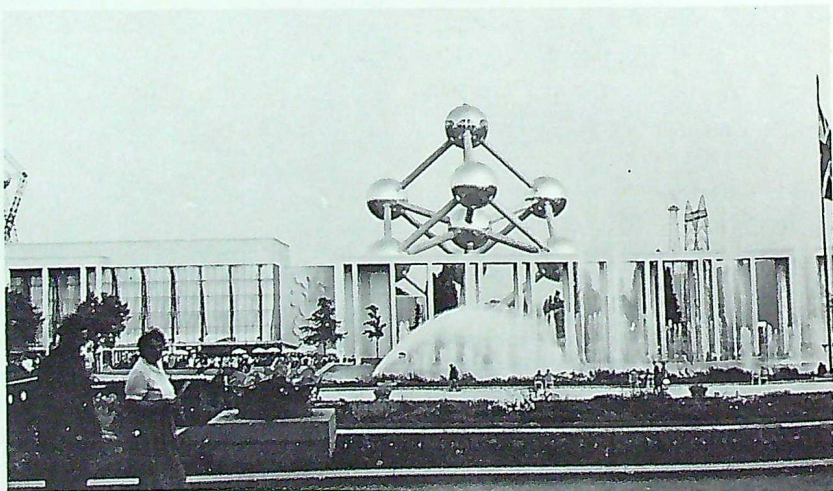
bility" for these servicemen is only where diplomatic matters are concerned.

Not long ago a rather shy young Belgian air force officer came to see me on what he called "a private matter". It turned out to be the shocking state of his pilot wings and those of a number of Canadian-trained Belgian pilots. Wings, such as they had received in Canada, could not be bought in Belgium, he explained, and the only way to replace them would be to have them custom-made at something like \$15 a pair. "We wondered" he said, "if you could help us to get new wings from Canada at a more reasonable price?"

When later that day I transmitted the request to the Air Attache (at the time, G/C J. R. Beggs, now CO RCAF Stn. Chatham) it turned out that he was preparing to leave for Canada on an official visit. While in Ottawa G/C Beggs personally made the request and some time later we were able to present a happy group of Belgian air force officers with brand new wings "with the compliments of the RCAF".

Apart from the requests for help

A visit to the Brussels World's Fair was a "must" for Canadian servicemen stationed overseas at that time.

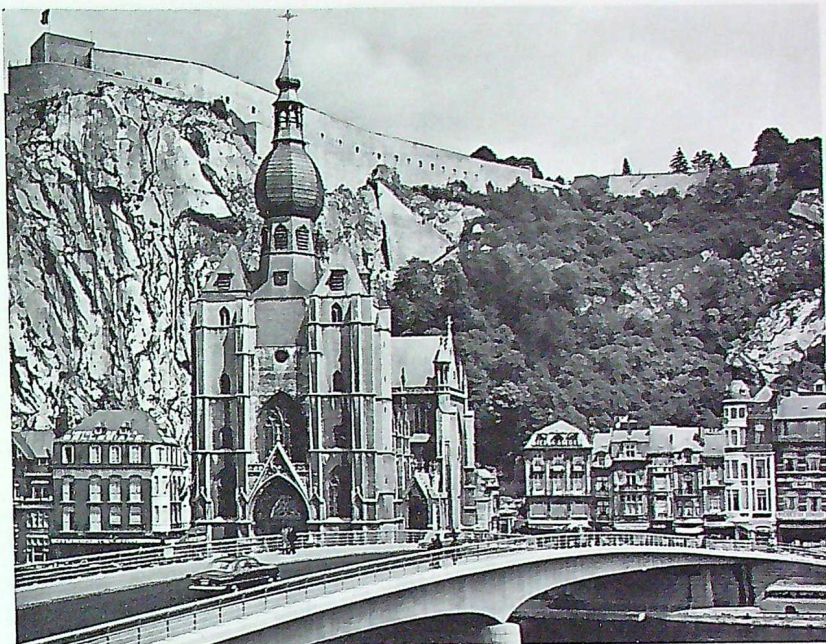


or information from Belgians, Danes and Luxembourgers, we try to help Canadian servicemen who get themselves into difficulties. This includes assisting them back to base or camp when for one reason or another they run out of funds – and believe me in Brussels, Copenhagen or Luxembourg one can find a number of good reasons for going broke. In this same category come the distress calls for hotel reservations and garage services. We also arrange special clearance for aircraft, helicopters, military convoys, guards of honour and bands for military ceremonies.

In addition, there is the job of keeping in touch with military activities in the three countries. This work has a more glamorous side in the way of cocktail parties, dinners and luncheons. It is especially on these occasions that I find the opportunity to meet Belgians and talk about their country.

Although Belgium is one of the smallest countries in the world, its people, its culture, and its industry provide an unlimited scope for conversation. It is one of the most densely-populated countries in the world. The total length of its frontiers is 895 miles and it has an average of 300 inhabitants to the square mile. Today its economy is booming and its industrial products are famous around the world for both their high quality and fine craftsmanship.

The country is populated by two different ethnic groups: The Dutch-speaking Flemish in the north and French-speaking Walloons in the south. This linguistic division causes enormous problems, and makes Belgium's administration an expensive item on the national budget. Since both languages have equal rights, it means that all official documents have to be printed in the two languages. Despite the language difficulties, which are the source of much friction and ill-feeling between the



One of Belgium's best known industrial products, is pottery. Here a pottery factory is located on the top of a steep hill.

two races, the Belgians have been remarkably successful in making their country a sound and compact economic unit.

Belgium only became a nation after the Battle of Waterloo, still the bloodiest massacre in European history. Both before and since its houses, churches and monuments have been destroyed by foreign armies. It is a typical facet of the Belgian character that today all these houses, churches and monuments have been rebuilt to their original splendour. Twice this century Canadian troops played an important role in the liberation of this country. Thousands of young Canadians have paid with their lives for Belgium's freedom. Their simple graves, scattered all over the country, are today silent reminders of the sacrifice of these men, who are still very much alive in the hearts and minds of the people. Twice this year, when attending ceremonies on official duty, I witnessed incidents so touching in

their simplicity that it almost brought tears to my eyes.

The first time was at Adegem, a small village near Ghent. Buried there are 830 Canadians who were killed fighting the Germans in the fall of 1944. Every year a ceremony is held at the cemetery in which Belgian and Canadian bands and guards-of-honour take part. Beside the Canadian Ambassador and members of the Embassy staff, the Belgian government is represented (last year by the Prime Minister himself), by high church, government and military officials and by the people of Adegem.

This latter group is largely made up of children from the local village school. At the end of the ceremony the children come up in two files and each one of them deposits a small bouquet at the cenotaph. Watching them go by with solemn little faces, I noticed that the bouquets of flowers they were clutching seemed rather an odd mixture. Some

were carrying a few roses. Others had huge bunches of field flowers obviously picked just before the ceremony started that morning. What I did not know at the time was that each child provides his own flowers; a tradition started by the children themselves shortly after the war.

The men who were left behind in Belgian soil are not forgotten by the people here. But neither are those who were fortunate enough to return home after the war. This was clearly demonstrated by the warm applause a Canadian guard of honour from Marville received while marching in the memorial parade in Brussels last October. As King Baudouin and Queen Fabiola together with the highest Belgian dignitaries and foreign diplomats were watching the march-past of thousands of Belgian and allied troops, a six-foot Canadian sergeant was given a sign of Belgian gratitude which I am sure he will remember for a long time.

It happened just before the Canadian detachment was to start their march. The two standard bearers were quietly approached by a little old lady who stepped out of the crowd and, raising herself on tiptoe, she kissed first the RCAF ensign and then the Canadian flag. Looking the RCAF sergeant straight in the eyes, she made a sign of the cross and whispered, "God Bless Canada".

Although this country has had more than its share of wars and battles, the people are extremely peace-loving. Their minds are more on arts and culture than on arms. Ironically, they possess one of the finest small-arms factories in the world, but the products of the Liege Fabrique Nationale (FN) are not very much in evidence in Belgian life. The Belgian's love for art is demonstrated everywhere, especially in the ancient towns such as Bruges, Ghent, Brussels and Antwerp. Belgians hardly ever boast about their

heroism in the two wars, nor do they brag about the product of their varied industries. But they do like to remind their foreign friend that Reubens was one of them, and so were brothers Van Eyck and many world famous painters, musicians, poets and scientists. Even today, the memory of these great Belgians is kept very much alive in numerous museums.

The business of eating and drinking has been developed into a fine art. Nowhere in the world does one find more cafes, bistros, inns, taverns, rotisseries, auberges, snack bars and restaurants per capita than in Belgium. Yet Belgium is a "dry" country where it is officially forbidden to sell liquor in bars and cafes. This of course does not bother the average Belgian for his favorite drink is beer. The liquor laws also forbid the sale at an authorized store, of less than two bottles of liquor at a time. This law was created around the turn of the century when especially the working classes were heavy drinkers. Without forbidding the sale of spirits, the law made it impossible for a working man to buy any because the two bottles

would cost him almost half his weekly wages.

While the Belgian takes all kinds of joking about his drinking light-heartedly, he will not stand for any nonsense about his food. Discussing food with a Belgian is almost like listening to a poet. The way one describes the "truite meuniere" he had for lunch brings water to your mouth.

Not only does the Belgian like his food, he also likes lots of it, which accounts for the huge portions one is served in restaurants. Some of the Belgian's favorite dishes are steaks grilled in woodfire, chicken (for which he has invented some 20 different ways of cooking it), trout, shrimps and mussels. As a result of the above, I am hard at my 5 BX program.

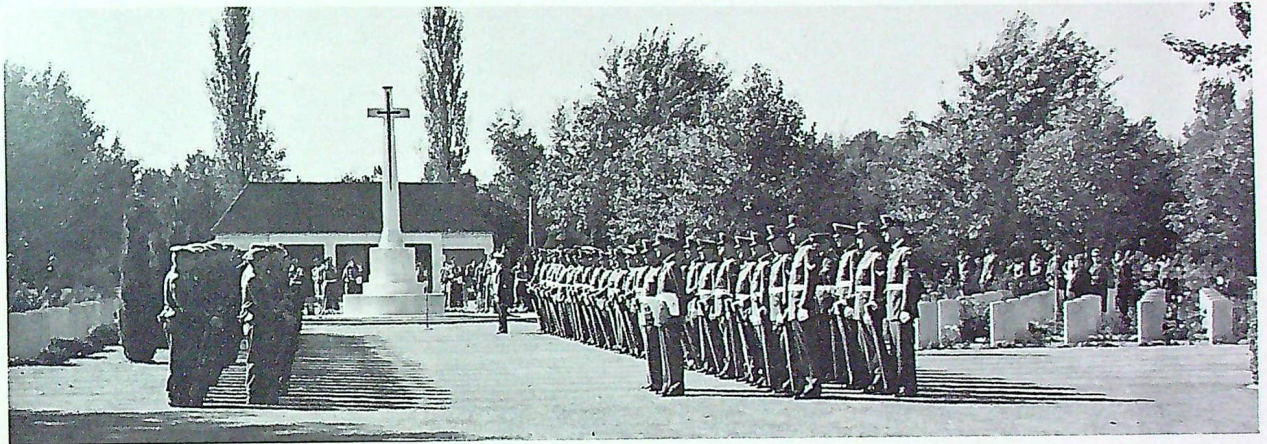
In summing up my feelings about my posting to the Canadian Embassy in Brussels, I can say that I enjoy the assignment very much because it is giving my family and me an experience we will long remember. The variety in the office work and the opportunity to meet people cannot be duplicated in any other

Sgt. Cossette at his desk in the Canadian embassy in Belgium.





King Baudouin, accompanied by Queen Fabiola, takes the salute as an RCAF colour party and honour guard march past, 4 Oct. '64.

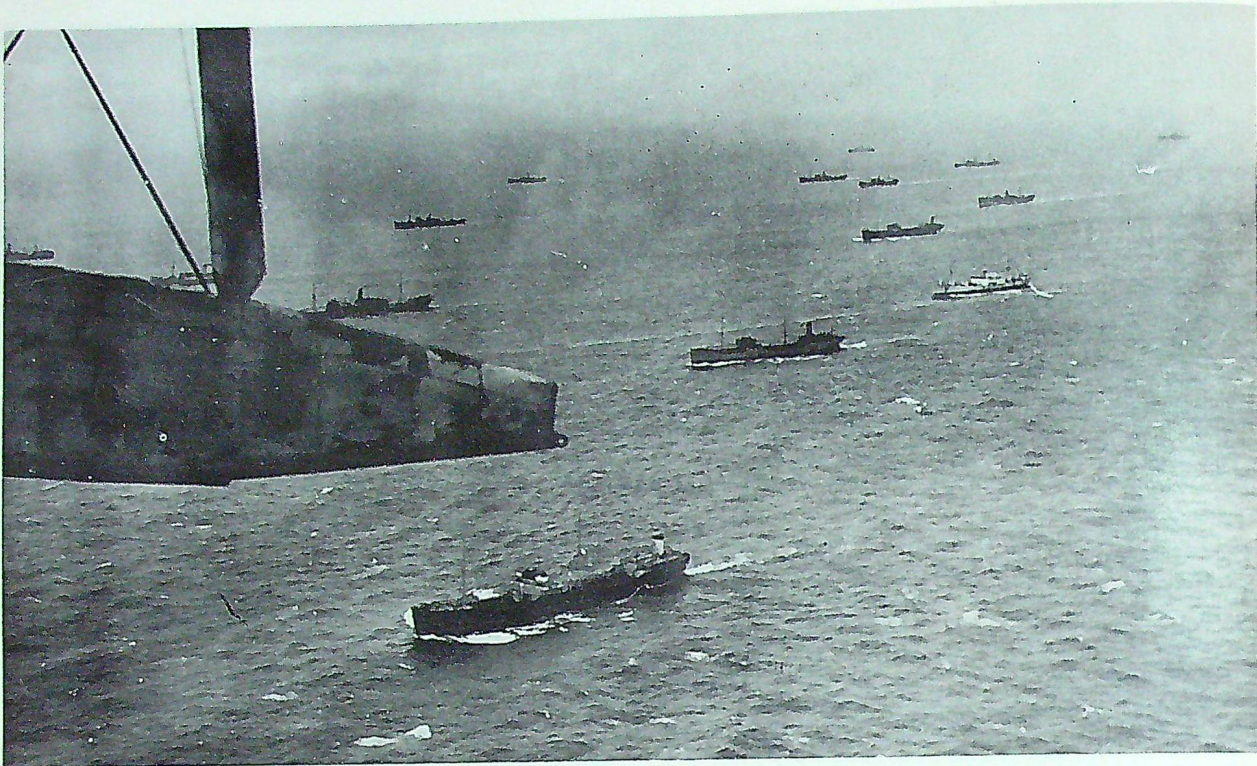


An RCAF contingent takes part in the annual memorial ceremony at Adegem, Belgium, 13 Sept. '64.

service job. I believe that we also enjoy the challenge of the drive to the office and the challenge of the dinner table. When we return to Canada we will miss Belgium, but we will be returning home – and home is where our hearts are. ☉

A/C R. C. Stovel, AFC, chief of staff, Air Division Headquarters; His Excellency S. D. Pierce, Canadian ambassador to Belgium; and G/C E. C. Likeness, Canada's air, naval and military attache to Belgium, participate in ceremonies at the Canadian Military Cemetery at Adegem, Belgium.





WAR ON THE FRONT DOORSTEP

By FLIGHT LIEUTENANT H. A. HALLIDAY

Directorate of Historical Services

Second of Three Parts

As the submarine campaign faded out in the Gulf of St. Lawrence and along the American seaboard, it flared up again in the north Atlantic. Sinkings in this area rose sharply from the number recorded during the summer of 1942, and the escorts, both air and sea, sank 18 U-boats in October and November. An indication of the increasing role of air power was the fact that 11 of these were sunk by shore-based aircraft of the RAF, RCAF, USN, and USAAF. A twelfth U-boat was sunk by an *Albacore* of HMS "Victori-

ous". It was U-517, which had only recently caused such havoc in the Gulf of St. Lawrence.

On 30 Oct. '42 fortune was clearly with EAC. That day two *Hudsons* of No. 145 Sqn. were on an anti-submarine sweep 280 miles north-east of Torbay. They were nearing the limit of their endurance when a submarine's conning tower broke surface two miles away. It was the ideal situation. The enemy, with no men on deck, were blind to the presence of the aircraft.

Flying Officer (later F/L) E. L.

Robinson immediately attacked. The four 250-lb depth charges dropped cleanly and accurately, all exploding within 15 feet of the hull. The U-boat was lifted partly out of the water, then began to settle. The stern rose until one-third of the submarine was visible. Then, it slid under, leaving an oil slick which spread rapidly. U-658, Kapitanleutnant Hans Senkel commanding, had been part of a wolf pack preparing to attack convoy SC.107. After this bombing she never surfaced again. F/O Robinson was awarded the DFC and

two of his crewmen were mentioned in despatches.

The same day (30 Oct.) a *Digby* of No. 10 Sqn. was returning to base after covering an inbound convoy. At a range of two miles the crew spotted a U-boat starting to dive. The pilot, F/O (later F/L) D. F. Raymes, turned sharply to port and came up on the stern just as the U-boat went under. Four 450-lb depth charges exploded in the swirl left by the sub, probably all around the stern as they were spaced at only 20 foot intervals. A few minutes later a dark object shaped like the end of a cigar bobbed up in the turbulent water and then disappeared. This was followed by a huge bubble of air, and then more bubbles and oil, all concentrated in one spot.

U-754, commanded by Kapitänleutnant Hans Oestermann, had followed her sister U-658 to destruc-

tion. It is a measure of the difficulty of assessing these actions at the time that during the war the results of this attack were put down as "probably damaged". F/O Raymes was awarded the AFC in January 1943. When post-war analysis showed that he had, in fact, sunk U-754, he was awarded the DFC.

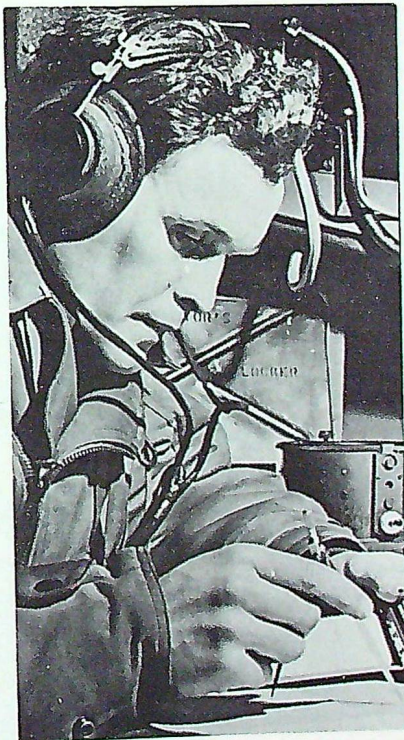
This rough handling of the U-boats gave considerable support to the convoy. Next day, 31 Oct., a *Hudson* of No. 145 Sqn. piloted by P/O (later F/L) L. T. Ross, jumped a fully surfaced U-boat ahead of the convoy, but without inflicting any damage. On 1 November a *Can- so* of No. 5 Sqn. attacked another U-boat but the depth charges refused to drop. That night, convoy SC.107 sailed beyond the range of the Newfoundland-based aircraft. While crossing the Atlantic Gap — that area outside the range of air-

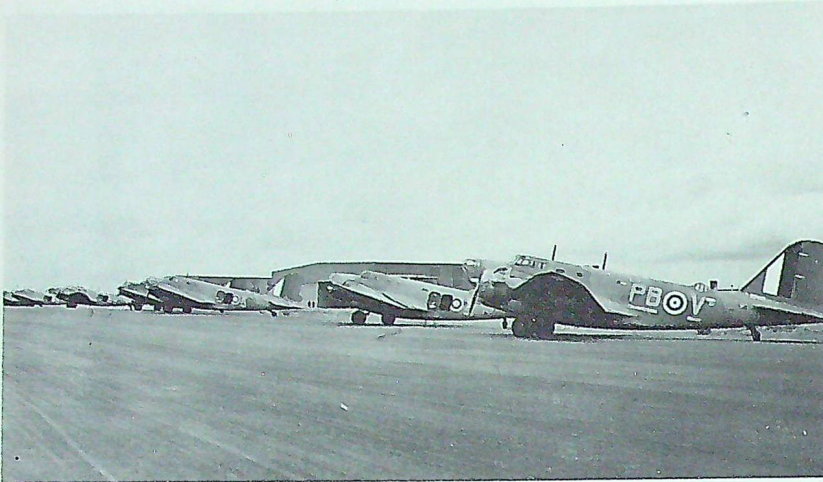
craft based in Newfoundland and Iceland — the convoy took a brutal beating, losing 15 ships. When it came under air cover from Iceland, a *Liberator* sank U-132, and the wolf pack was called off.

Something should be said concerning the tactics used by EAC and the problems encountered by the command. Late in 1942 a staff officer in RAF Coastal Command pointed out that EAC employed mainly defensive tactics, giving convoys close escort. He advocated the use of offensive measures, with sweeps carried out further from the convoys to force the subs down and keep them submerged in daylight so that they could not close on the ships before nightfall. He also pointed out that many pilots on operations had little training in anti-submarine warfare.

Both these problems could be ex-

Anti-submarine warfare took teamwork from such specialists as (l. to r.): a bomber, a navigator and an air gunner.





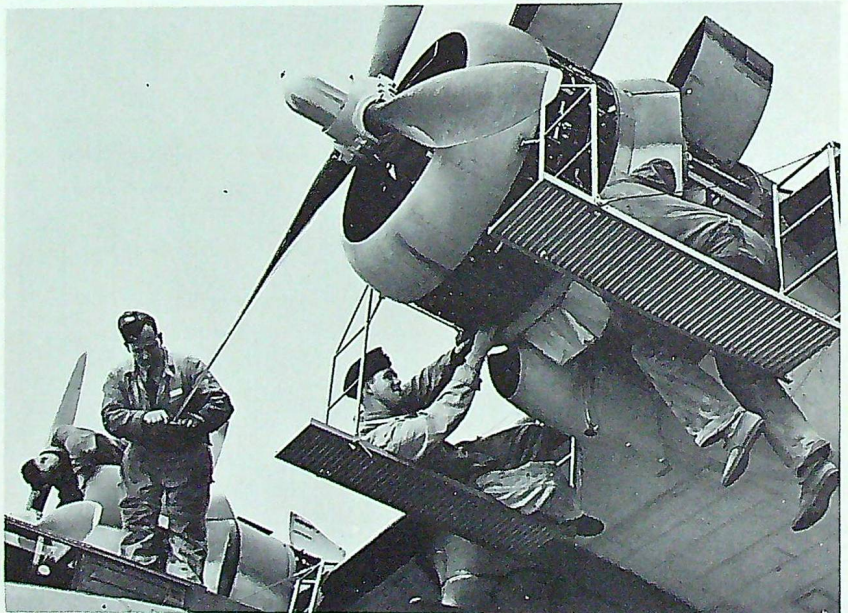
A line-up of Douglas Digbies stand by ready to go out on anti-submarine patrols.

plained by the chronic shortage of aircraft in EAC, which made it difficult both to provide close escort and to undertake independent sweeps. As of 24 Nov. '42 EAC had an establishment for 135 reconnaissance and strike aircraft, but had only 85 on strength. Crews arriving from the Service Flying Training Schools obtained most of their operational training in the squadrons whose aircraft were already hard-pressed to provide adequate support for the convoys. A meeting of RCN and RCAF staff officers held early in November 1942 recommended that a greater proportion of Canada's war effort be directed to the war at sea. These officers also recommended closer co-operation between the RCN and RCAF, and steps were taken to implement these recommendations.

Thus closed 1942. It had seen the enemy's most destructive thrusts into Canadian waters, and EAC had responded with all the power of its limited resources. The command had carried out 42 attacks, sunk three U-boats, and forced at least

one to return to base. The fact that 38 attacks did little or no damage did not indicate any slackness or lack of skill on the part of the

The groundcrew spent many tedious hours working to keep Eastern Air Command's aircraft, serviceable.



RCAF crews. Many times the enemy had submerged before the depth charges were released, and aiming was little more than a guess. The four depth charges carried by most EAC aircraft were a minimal load pitted against the finest German construction. Laying the depth charges close enough to damage the enemy's hull required extremely high accuracy.

EAC embarked upon 1943 with a force of 201 operational aircraft. The actual strength of the command was far less, however, as many of these were *Lysanders*, *Ansons*, *Harvards*, and other types with little or no destructive capacity, while 72 *Hurricanes* represented a fair defensive force which could play no effective role against the U-boats. The heart of the command lay in only 85 patrol bombers – ten *Digbys*, 43 *Hudsons*, and 32 *Cansos*.

The German U-boat force, expanding since the outbreak of war, reached its peak strength in April 1943, with 240 operational subs

and 185 more in training and trials. Following a crisis in command, Grand Admiral Doenitz became Commander-in-Chief of the German Navy. Doenitz had previously commanded the submarine arm, and he retained personal control of the U-boats after his elevation to the top command post.

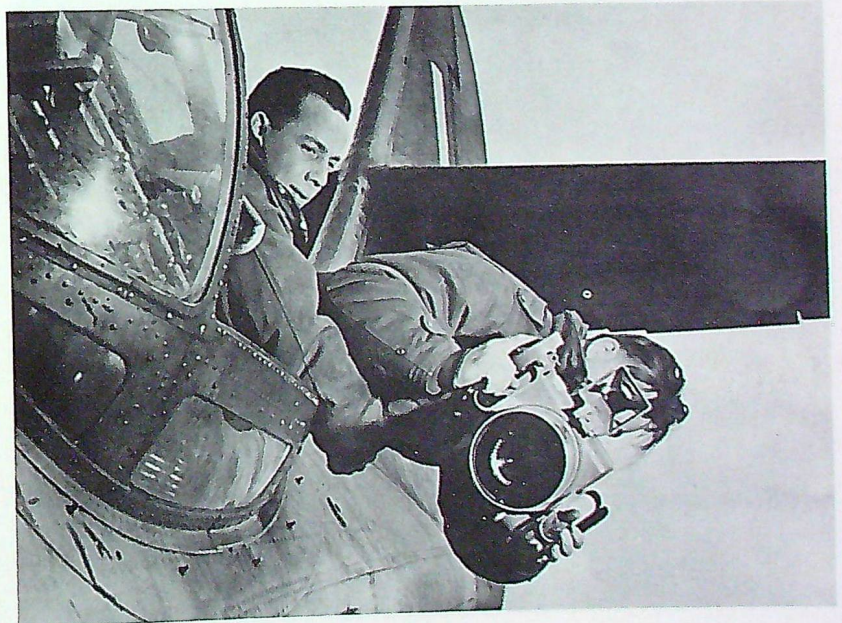
Fierce Atlantic storms restricted the activities of both sides in January, but further south, near the Azores, the convoys were badly mauled. February brought a series of bitter convoy battles on the northern runs, and 63 ships were sunk, including 41 in convoy. The enemy lost 16 U-boats. March was even worse. Twelve U-boats were sunk in exchange for 108 ships. In mid-March a ferocious battle raged over HX.229 and SC.122, two east-bound convoys. The result was a disaster – 21 ships sunk in exchange for one U-boat. At that moment, more than any other time of the war, it appeared that the convoy system was inadequate, and that the enemy was about to win on the North Atlantic routes.

Then, with the course of the war hanging in the balance, a number of factors came together and in dramatic fashion the bleak picture changed, with the U-boats being beaten in a period of two months. It would be well to discuss these factors. To begin with, the Allies put all their faith in the convoy system and the number of unescorted vessels, the easiest prey of the U-boat, declined. The Allies had been building increasing numbers of escort vessels. These were deployed in the spring of 1943, some in independent hunting groups, and soon made their presence felt. "The Wizard War" – the battle of scientific brains – was won by the Allies. New weapons systems, depth charges, explosives such as torpex, ten-centimetre radar which was undetected by German equipment; all these came into play to defeat the U-boat.



A Canso of No. 5 (Bomber Recce.) Sqn. drops depth charges during a training exercise.

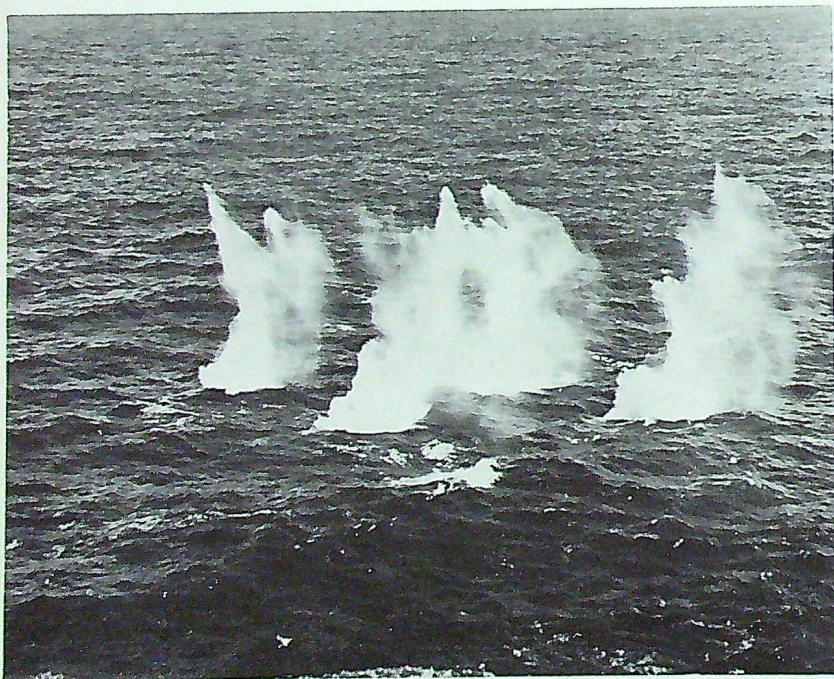
Photographing an attack on a sub was a hazardous procedure.





In this wartime picture an unidentified crewman signals a convoy by Aldis lamp.

Constant practise kept anti-submarine aircrew ready for the moment when they would make an attack on a submarine. Here exploding depth charges form a pattern during an exercise.



In the air, long range *Liberators* based in Iceland and Newfoundland finally closed the Atlantic Gap. Thereafter the whole of the Atlantic became a hunting ground for the aircraft rather than for the enemy. The Germans made mistakes that contributed to their own defeat. Ignoring the possibility that the aircraft were using ten-centimetre radar (which had already been noted by Luftwaffe scientists), the German naval authorities adopted a haphazard approach to radio countermeasures which delayed the development of any means to detect the emissions of the Allied radar. From March 1943 onwards the enemy adopted new tactics of staying on the surface and fighting it out with attacking aircraft. Though several aircraft were lost through these methods, U-boat losses soared.

Finally, the German advantage of a single, unified command under Doenitz as opposed to the many Allied and service commands was largely wasted in the manner in which that command was exercised. The German U-boat commanders were required to make daily radio reports to headquarters. These reports became known as "Papa Doenitz' Bedtime Stories". As Allied radio monitoring improved it became possible to pinpoint the submarines and send ships or aircraft to the scene while routing convoys away from the dangerous areas. Only on rare occasions did the enemy maintain a strict and comprehensive radio silence. This tight, centralized system of command persisted throughout the war.

During the campaign leading to the climax of the spring the main enemy strength was concentrated south of Greenland, beyond the reach of most RCAF aircraft, and the brunt of EAC operations fell on the *Cansos* of No. 5 Sqn. These aircraft were sturdy and had a long range, but that was not enough. On sweeps their radius of action was



F/L F. C. Colborne and his crew made two attacks against submarines in February 1943 (l. to r.): Sgt. R. Duncan, F/O W. P. Irving, F/L Colborne, WO2 J. J. Elden, FS L. H. Blain, Sgt. G. H. Thomson and LAC J. Watson.

750 miles, but the maximum range for a convoy escort patrol was only 450 miles. Their flying characteristics deteriorated as the all-up weight increased with radar, aerials, and additional fuel. Their large profile and relatively slow speed enabled U-boats to spot them and dive in time to escape a salvo of depth charges. Nevertheless, until improved long range aircraft became available the *Cansos* were all that EAC had to reach into the mid-Atlantic.

Cansos of No. 5 Sqn. made four attacks in February 1943, including two by F/L (later S/L) F. C. Colborne and one by F/O (later F/L) D. G. Baldwin. In March Baldwin carried out another attack. On 22 Apr. F/L J. W. C. Langmuir homed on a sub using his radar and bombed it. The attack was so promising that it was assessed as "probably sunk". This was subsequently downgraded to "insufficient evidence of damage". The climax came in May during the fierce battle over convoy ONS.5 S/L (now G/C) B. H. Moffit AFC was sweeping in the vicinity of the convoy on 4 May. He was

750 miles northeast of Torbay when the radar picked up a blip seven miles away. Moffit homed on the blip and at a range of two and a half miles the first engineer, Sgt (later P/O) W. Bedwell spotted the sub. Perhaps the enemy felt secure so far north and under 10/10 cloud. At any rate, the attack achieved complete surprise. Four 250-lb torpex depth charges blasted U-630 along her length and she sank with no forward motion, leaving a large oil slick to mark her grave.

Half an hour later the *Canso* turned for home, sighting another U-boat enroute. S/L Moffit was awarded the DFC, as was WO2 (later F/L) C. E. Spence, one of the gunners. Sgt. Bedwell was later commissioned and awarded the DFC. The second engineer, Cpl. H. Knelson, was awarded the DFM, and the three remaining crewmen were mentioned in despatches. Three hours after the sinking of U-630 F/L Langmuir attacked a U-boat (his second) in the face of intense AA fire, the first such incident for EAC. The depth charges shook the

sub but did no damage. The crew then mounted the nose gun in the aircraft and engaged in a gun battle with the U-boat. Three German sailors were seen to fall. While manoeuvring for another attack the *Canso* crew lost sight of the U-boat, which apparently dived.

The convoy battles of that month in which No. 5 Sqn. was participating were as fierce and decisive as any engagement between surface ships. In the struggle over ONS.5 the enemy sank 12 ships but lost seven U-boats. Shortly afterwards in another convoy battle the enemy sank five ships but was made to pay with five U-boats. In two further actions the Germans lost seven U-boats without sinking a single merchantman. Doenitz was beaten, and on 22 May he admitted it by recalling all but a token force of U-boats from the North Atlantic. He had lost 15 subs in April but a whopping 41 in May.

(to be continued)

WIRE BOWLING CHAMPIONSHIP

There is certainly one thing you can say about the personnel at RCAF Stn. Cold Lake, they have their ways – winning ways.

Some months ago a service-wide softball championship was held and Cold Lake emerged the winner. Then, they repeated the feat by winning the service-wide competition for curling. Now, to prove that they are a triple-threat in the athletic department, a team from Cold Lake has won the Pin Trophy which is awarded to the winner of the RCAF Wire Bowling Championship. The five Cold Lake ladies who teamed up to defeat 33 other teams in Canada and Europe are (l. to r.): Marilyn Blackmore, Phill Ogilvie, Pat Gould, Gerry Hall and Isobel Jesse.



WHO IS SYLVIA?

Choosing a name for a new oil field is easy when you follow convention and borrow from a river, gully or township where the field is located.

But it gets more difficult when the field is in the largely uninhabited areas of Canada's north where township names are often difficult to track down or yet to be chosen.

Walter Smith, a landman for Imperial Oil in Edmonton, faced this problem when he received a telephone call from a surveyor who said he couldn't find any name for the township in the Lesser Slave Lake area of Alberta where the

company planned to drill and asked suggestions for a name.

"How about Sylvia?" said Mr. Smith looking at his stenographer, Mrs. Sylvia Sampson.

"Good enough," answered the surveyor. It was also good enough for the Alberta government which accepted Sylvia as the township name.

This year the company announced a promising oil discovery in the Sylvia field.

Mrs. Sampson has since left the company and is with her husband who is serving with the RCAF in Cold Lake, Alta.

BMEWS Sexless?

Men at the Ballistic Missile Early Warning System site at Thule Air Base, Greenland, 600 miles above the Arctic Circle, have found a new meaning for the abbreviation BMEWS. It stands, they say, for "Bewildered Men Existing Without Sex".

Canadian Research Produces Safer Jet Refuelling

An aviation jet fuel additive known as ASA-3, which eliminates the hazard of fire and explosion due to electrostatic charging while fuelling aircraft, is now on the market. While the basic research on ASA-3 was done by the Shell Oil Co. in Europe, it has been through the joint efforts of the RCAF, the National Research Council and Shell Canada Ltd. that this achievement in safer jet fuelling has become a reality.

When fuel is pumped through pipes and filters, particularly under low temperature conditions, it acquires an electrostatic charge which

can result in sparks, making explosions and fires possible. ASA-3 very rapidly dissipates the charge thereby eliminating the hazard. Since the hazard is particularly prevalent in Canada with its cold climate, a joint Shell, NRC and RCAF research program was undertaken about two years ago to throw further light on the low temperature aspects of the static electrification problem.

An RCAF-Shell flight test program showed that there were no adverse effects through the inclusion of the additive in their fuels and the NRC program, which included tests

on full-scale aircraft, strikingly demonstrated the complete suppression of spark discharges when ASA-3 was used.

As a result of this thorough and conclusive testing, the Canadian Government Specifications Board altered their jet fuel specifications early in 1964, necessitating the inclusion of a static dissipator. The International Air Transport Association has cleared the way for its use by civil airlines, and Canadian operators have been the first to take advantage of it.

TRI-SERVICE IN CYPRUS

There's tri-service representation on Cyprus these days with the arrival of the first naval officer to join the Canadian Contingent. Here the army commander of the contingent talks with the naval officer, who will handle public information releases and the lone RCAF representative on Cyprus who assists with the maintenance and turnaround of RCAF aircraft. (L. to r.): Lt. Cdr. J. L. Wightman, Col. W. deN. Watson and Sgt. R. Knight.





ROYAL CANADIAN AIR CADETS

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

These lines were written shortly after the completion of the 24th Annual Meeting of the Air Cadet League of Canada, held at the Seigniory Club, P.Q. One of the prerequisites of this type of meeting is the preparation of an annual report which summarizes the activities of the organization for the previous 12 months. Annual reports, by their very nature, often tend to be dull and uninteresting to the casual reader. However, the Annual Report of the Air Cadet League for 1964 covered such a wide range of worthwhile activities and presented such

significant statistics that it proved to be anything but dull.

One of the press representatives who looked over the report was Norman Avery, a former RCAF public relations specialist who is now a newspaper writer and aviation columnist with the Ottawa Citizen. After reading the report, here is what Mr. Avery had to say in his Citizen aviation column under the heading "Money Invested in Air Cadets Paying Encouraging Dividends":

"If somebody sat down and figured it out, Canada's Air Cadet or-

ganization would probably show a profit. The Air Cadet League has just reported to its 24th annual meeting and figures on air force enlistments from the cadet ranks are impressive indeed. Not only are the numbers high but quality is far above the average.

This might be more easily understood if the League existed solely to pump manpower into the air force. But this part of its function is merely a byproduct and boys who are introduced to air force life on the cadet level make up their own minds about joining the regular force. Here are some figures reported by the League for 1964:

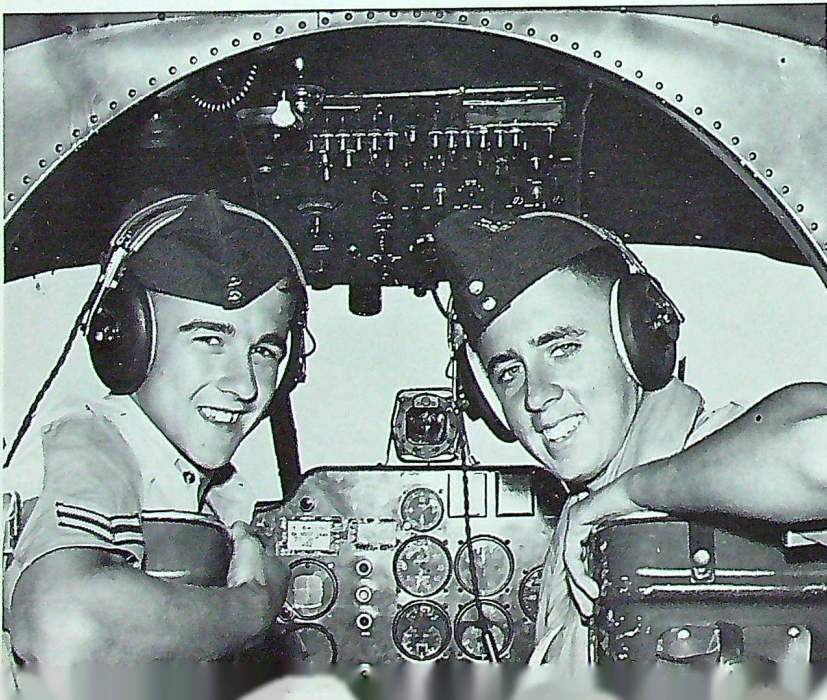
Of 637 officers enlisting, 147 were ex-cadets and of 3,063 airmen, 465 came from cadet ranks. This means 23.1 and 15.3 percent respectively. As well, 339 cadets joined other armed services, making a total enlistment of 1,123.

This means that about 15 percent of the 7,500 youths graduating out of cadet squadrons each year go into the forces.

Stay with it

The cadets also have proven to have greater staying power in the regular forces. During 1963, of 284 officer candidates joining the RCAF under the Regular Officer Training Plan, 46 (or 16.2%) were former cadets. At the end of the first phase of training (18 months), the wastage rate from non-cadet candidates was 35.3 percent. Among former air cadets it was only 6.3 percent.

Here, in the cockpit of an Expeditor, are two of the 28,000 Air Cadets who are organized into 366 squadrons across Canada.



Of all the former air cadets who enrolled in the RCAF as officers in 1963, not a single ex-cadet has left the Air Force. The release rate among cadet-trained airmen (other ranks) is some six percent lower than among recruits from other sources.

One must consider that it costs upwards of \$150,000 to train one aircrew member. Figures for ground-crew technicians are also high. With such an outlay it is frustrating for air force officials to write off a high percentage of their training funds to the dropouts who scurry off to well paid jobs on civvy street.

If calculation could be made accurately, it might be shown that the \$24 million spent on air cadets annually is mostly recovered as money well invested.

Other facts

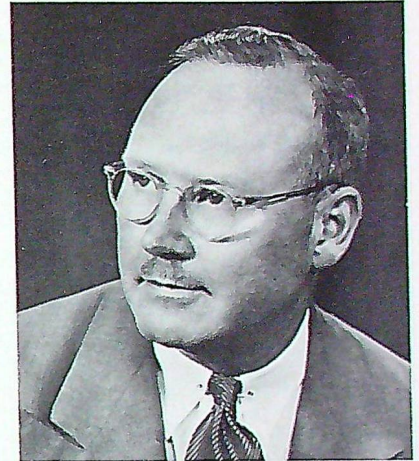
Here are some other air cadet facts:

- Recruiting of cadets is not a problem – the League worries more about keeping under its ceiling of 28,000 cadets.
- Some 7,049 cadets spent periods at summer camps in Alberta, Quebec and Ontario last summer and a similar number will do likewise this year.
- Pilot training saw 303 cadets win wings in 1964 with the passing average over 96 percent.
- The tough senior leaders course at Camp Borden trained 241 cadets.
- A bush survival course with the RCAF was introduced in 1964 and will be modified for another session this year.
- Sixty cadets visited the U.K., U.S., Norway, Sweden, Holland, Denmark, France, West Germany, Belgium, Turkey, Israel and Switzerland. Those countries also sent cadets to Canada.
- Cadets are taking part in the Duke of Edinburgh Award Scheme in which boys strive for higher levels of attainment in selected sports and hobbies.

- And again on finances, the cadets and their sponsoring organizations raised over \$340,000 in various ways to help support programs beyond the federal purse.

One thing is assured, when integration trickles down to the cadet level the air cadets will have written the book on how a military-styled youth organization should be run.”

AIR CADET LEAGUE ELECTS NEW PRESIDENT



PRESIDENT ROBERT F. INCH, Q.C.

At the annual meeting of the Air Cadet League of Canada held at the Seignior Club, Quebec, February 10 and 11, Mr. Robert F. Inch, Q.C., was elected President of the League to succeed Ivan B. Quinn of Vancouver, B.C.

The new president became interested in air cadets in 1949 when he joined the Hamilton Civilian committee of the Air Cadet League of Canada. He has since risen through the ranks of the League's provincial and national organization, serving as Ontario Provincial Chairman in 1958 and as national vice-president for the years 1960 to 1964.

Mr. Inch was born at Mount Hamilton, Ontario, in 1893. He was educated at Hamilton Central Collegiate, and at the University of Toronto where he obtained his Bachelor of Arts degree. In 1915 he enlisted in the Canadian Expeditionary Force and proceeded overseas in 1916. He was awarded the Military Cross in 1918 and received it from King George V at Buckingham Palace. He was wounded October 10, 1918 at Comhair, France, and returned to Canada.

On his return from overseas, he entered Osgoode Hall, studied law and graduated with an honours degree in May, 1920. Mr. Inch has since practised law in Hamilton and presently heads the firm of Inch, Easterbrook and McLelland. He was appointed King's Counsel in 1946.

A qualified private pilot, Mr. Inch is a past president of the Hamilton Flying Club and is also a licensed "ham radio" operator.

He was married in 1923 and has two sons who are both married with families.



RCAF ASSOCIATION

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

NOVA SCOTIA AIR CADET SQUADRON WINS NATIONAL AWARD

The RCAF Association Trophy, awarded annually to the Air Cadet squadron assessed as the most proficient in Canada, has been won this year by No. 374 (Stellarton) N.S. Squadron, sponsored by No. 110 (Northumberland) Wing of the RCAFA, whose President is Mr. T. H. Frazer.

The award winning squadron was picked by the National Executive Awards Committee of the Air Cadet League who compare reports on the top squadrons in each of Canada's ten provinces.

The award is based on an assessment of all squadrons in Canada made by visiting officers of the RCAF, and officials of the League. All factors of squadron operation are taken into account, including training of cadets and activities of the local sponsoring committee throughout the training year.

The RCAF Association Trophy – a striking design depicting the spirit of modern flight – was won last year by No. 170 (City of St. James) Squadron, Manitoba. The award is accompanied by an illuminated scroll and cash grant. In the accompanying photo RCAF Association president, Mr. G. Penfold (left) presents the RCAF Association Trophy to Mr. P. Kinsmen, Provincial Chairman of the Air Cadet League of Canada. The Air Cadet Liaison Officer for Maritime Air Command, S/L A. D. J. Delmotte, smiles his approval.



FIFTEENTH ANNIVERSARY DINNER

Number 306 (Maple Leaf) Wing of the RCAF Association held its 15th anniversary dinner at RCAF Stn. St. Hubert on 12 Feb. '65. There were 160 members and guests in attendance with A/V/M M. O. Lister as guest of honour. Pins, commemorating 15 years membership in the RCAF Association, were presented at the dinner with 53

members of No. 306 (Maple Leaf) Wing eligible for the pins.

During the dinner A/V/M Lister presented RCAF Association "Awards of Merit" to Gordon Shaw, Walter Nobes, Arthur Clibbon and Sam Shernofsky in recognition of their outstanding contribution to the success and welfare of the RCAF Association.

PORTRAIT OF SIR WINSTON

The RCAF Association, through its Wings and the National Office, is making available to the general public a unique portrait of the late Sir Winston Churchill. It is a copy of a wartime photograph and the artist has captured the true spirit of the great man by using the 'scratchpen' technique. It is available in three sizes:

23 x 19	–	\$3.95
11 x 14	–	\$2.85
9 x 7	–	\$1.95

CANADIAN FLAG

The following is an extract from a bulletin sent to all Wings of the Association, by Mr. Penfold, shortly before the new flag replaced the Red Ensign.

"The ceremony will signal the end of an era; at the same time, however, it will begin a new chapter in the history of our country. It is to be hoped that the new flag will indeed fly over a united Canada dedicated to common understanding and the ideals we all want this great country to achieve.

I am sure, therefore, that on 15 Feb. '65 the members of the Association will raise our new flag with respect, and in the hope that it will represent Canada to the world in the same unflinching way as did the Red Ensign."

WING QUARTERS

We are happy to report that both RCAF Association Wings in Hamilton, Nos. 447 (City of Hamilton) and 431 (Krakow), now have permanent quarters at the Hamilton Municipal Airport.

ASSOCIATION DRESS TIE

Our new dress tie, which was shown for the first time at the annual convention in Charlottetown, has been very well received and many compliments received on its design. The tie is of good imported pure silk, dark blue with small replica association crests properly interspersed. We now have a complete stock of the Association dress tie and, by wearing it, you indicate, in a dignified way, your membership and pride in the Association. We would like to see many of our Members-at-Large wearing this tie. The price is \$3.50 and is available at the National Office.



Roman Hawryluk

Some of the past presidents of No. 306 (Maple Leaf) Wing (l. to r.): Mr. Sam Shernofsky, Mr. Gordon Shaw, Mr. D. G. Johnston, Mr. James Ritchie, Mr. Arthur Clibbon, Mr. George Ellis, Mr. Walter Nobes and Mr. J. Andrew Cooper.



Letters to the Editor

RIGHT YOU ARE

Dear Sir:

After reading the last of your enlightening series of articles on the "Evolution of RCAF Telecommunications" in the recent issue, I noticed the photograph of the Norseman aircraft. As an ex "Tusker" I feel I should draw your attention to the fact that these aircraft bear the markings of 413 Sqn. and not those of 408 Sqn. as mentioned.

F/L W. A. C. Wilson,
3 (AW) OTU,
RCAF Stn. Bagotville, Que.

PILOTS WANTED

Dear Sir:

At the present moment Nos. 401 and 438 Auxiliary Squadrons have vacancies for Air/Pilots. We are anxious to make this fact known to pilots who are leaving the RCAF and who intend to take up residence in the Montreal area. Would you help us by circulating this information in your magazine? Those interested should apply directly to the Commanding Officer, No. 438 Squadron (Auxiliary) 160 St-Joseph Blvd. East or to the Commanding Officer 401 Squadron (Auxiliary) 4450 Sherbrooke St. West.

W/C A. E. Gamble,
Chief Ops Officer,
No. 11 Wing HQ, (Aux.)

WHAT'S A SKU-L?

Dear Sir:

Three cheers for S/L (or is it Major?) L. C. Morrison from all of us who have been advocating this change for years. I am certain that we all have, at one time or another, been at a loss to explain to a civilian why a "flying officer" was not necessarily an aircrew officer. This is certainly one of the changes integration of the services can bring about with the shortest possible delay.

F/L J. R. P. Faucher,
Central Officers School,
RCAF Stn. Centralia, Ont.

Dear Sir:

S/L Morrison's argument (ROUNDEL Jan-Feb. '65) is specious, and he is hoist with his own petard when he mentions brigadiers.

How many brigadiers (brigadier-generals in the US services) are there who have never commanded, and never will command, a brigade?

F/L J. A. McCormick,
PIN Main,
C/O Federal Electric Corp.,
Winnipeg 21, Man.

Dear Sir:

I received in the same mail, the Jan-Feb. '65 ROUNDEL with the featurette "What's a Sku L?" and a letter addressed "Flight Lieutenant" with the salutation "Dear Lieutenant".

The Commanding Officer, G/C A. M. Jardine, was non-plussed recently, at the reference in the local newspapers to "Captain Jardine".

Surely in this age of automation with computers programmed to write poetry, we could have all modern information on the rank structures fed into the beast and come up with something as acceptable as the Canadian Flag but a lot quicker?

F/L C. J. Strong,
RCAF Stn. Penhold, Alta.

THE FINAL ARGUMENT

Dear Sir:

Anent those recent words So rudely captioned "What is a Sku L?" I take in hand my vitriolic pen And, like the lady, do protest: "Too Much!"

'Midst integration's roiling, freshening wing
Leave not us now so callously discard
Beloved titles which our flat-hat corps
With warm tradition bear; and which,
'Spite some admitted verbiage, yet hold
A certain charm and more, a potent
power.

First let's a searching telescope direct
Unto the silent sister Service; where
Proud, valiant Escort Squadrons sweep
the seas
Yet fail to grant their skipper on his
bridge
The name of 'Squadron Leader' which
he rates.
That self-same Navy - which perpuates
Such scabrous ranks as Admiral of Vice,
Commander of Lieutenants - should not
carp
Merely 'cause Pilot Officers don't fly!!

Like scathing scrutiny toward "Brown
Jobs" bent
Finds targets, irony-filled, to lampoon
more;
Squadrons of Armour, Engineers and
such
Flight Squadron Leader-less! By Colonels
led!
While Major crises, General strikes,
abound
Amidst the headlines, mundane ranks
like these -
(Overworked words of dubious import) -
Define our khaki warriors! Too, who sees
Brigades commanded now by Brigadiers?

But spread our sails 'fore unity's wind we
must!

So let us soar with ranks of space and air
(Abridged somewhat, in tribute to our
age,

Compressed by Mach in progress' hur-
ried race).

Begin with "Pofficers" (who fly or not)
Then "Flofficers", the "Flightnants",
"Squadlers" too,

Through "Wingders", "Grouptains",
"Airdores" and above

To stratospheric levels; amongst which
'Twould ill behoove mere mortal me to
stray.

And, just a parting shot, would not such
ranks

Delight our cloak and dagger set? And,
too,

Confound, bedevil, anger and dismay
The lurking spies of SMERSH and
THRUSH anew?

What matchless coup for our security
Innocuous labels such as these would be!

Name withheld
in some faint hope
of eventual promotion.

NOT QUITE RIGHT

Dear Sir:

While reading "Comox - West Coast
Hub of the RCAF" (Jan-Feb. '65), one
small error was noticed.

You included the state of Montana
when mentioning that 25th NORAD
fighter bases were scattered across the
states of Washington, Montana and
Oregon. The one small error is that all
fighter bases in Montana come under the
29th NORAD Region and not the 25th.

The ROUNDEL is enjoyed very much by
both RCAF and USAF personnel at this
sector.

Cpl. C. Stad,
Great Falls Sector,
Malmstrom AFB, Montana.

*(Cpl. Stad is almost correct because the
majority of Montana comes under the
29th NORAD Region. However, one
small portion of that State is protected
by 25th NORAD Region . . . Editor.)*

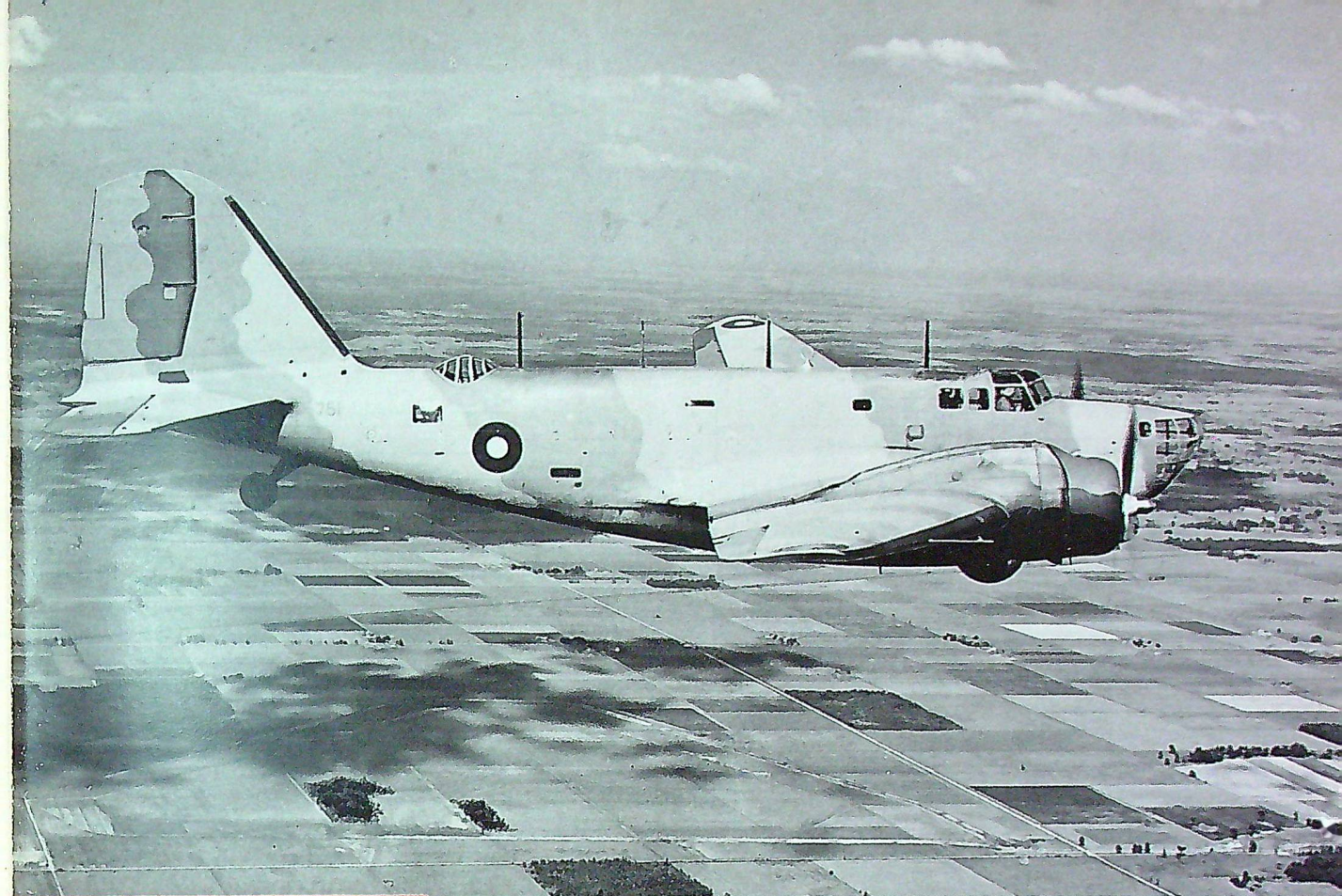
BOOKS WANTED

Dear Sir:

I am most anxious to obtain the complete set of three books of the "RCAF Overseas" (World War II).

While I realize that these books have long since been out of print, I wonder if perhaps one of your readers may have any knowledge as to where I may obtain a set.

Capt. F. W. Poole,
30 B Brock Cresc.,
Fort Henry Heights,
Kingston, Ont.



AIRCRAFT ALBUM:

Douglas Digby

The *Digby*, designed for the US Army Air Corps as the B-18, was derived from the DC-2, having the same wings, engines, and tail components as the transport. Early in 1940 the RCAF acquired 20 *Digbys*. They served with Nos. 10 and 161 Bomber Reconnaissance Sqns. in Eastern Air Command, acting as patrol bombers, and with Nos. 121, 164 and 167 Transport Sqns. The first attack on a U-boat by EAC was carried out by S/L (now A/M) C. L. Annis, flying a *Digby* of No. 10 (BR) Sqn., on 25 Oct. '41. *Digbys* of EAC carried out 11 attacks on U-boats and sank one, U-520 sunk by F/O D. F. Raymes of No. 10 (BR) Sqn. on 30 Oct. '42.

The *Digby* was powered by two Wright Cyclones of 1,000 H.P. and had a top speed of 184 mph. It was armed with three .303 machine guns and carried up to 2,400 lbs. of bombs or four 450 lb. depth charges. Wingspan was 90 feet, length 57 feet 10 inches, and loaded weight 24,000 lbs. The type was popular with its crews, being very comfortable and easy to fly.

Roger Duhamel

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