

FINAL
ISSUE

JUNE 1965 Vol.17 No.5

ROUNDEL

JUNE 1965 VOL. 17, No. 5



COVER CAPTION

As can be seen by the lettering on the cover, this is the final issue of Roundel. To depict this event our graphic artist has drawn a spiral of magazines beginning with the ROUNDDEL's first issue (Nov. '48) and terminating with the final issue (Jun. '65). The ROUNDDEL staff hopes that, as the illustration shows, the RCAF's magazine has been of constant value and increasing interest to its readers during its existence. We look forward to providing even greater service through the medium of our new Canadian Forces magazine, SENTINEL.



ROUNDDEL

*Published on the authority of
the Chief of the Defence Staff*

**JUNE 1965
VOL. 17, No. 5**

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Contributions and all other correspondence should be addressed to:

The Editor, ROUNDDEL
RCAF Victoria Island,
Ottawa 4, Ont.

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A Statement from the Minister of National Defence and the Associate Minister of National Defence

This fall a new publication, the Canadian Forces *Sentinel*, will appear on the Canadian military scene. It will be an informative, well-illustrated periodical which will assume many of the functions long performed by the *Crowsnest*, Canadian Army Journal and *Roundel*, and it will be produced in English and French.

In addition to combining what has been best in these publications, it will offer a wider view of the objectives, functions and activities of the Canadian Forces than has previously been possible. In short, it will be a reflection of Canada's fresh, new approach to defence matters and the vital place of the military in the life of the country.

We would be remiss if we allowed the three present publications to pass into history without some recognition of their importance to the services and the country at large. Thanks to the loyal support they have received from their readers (who were also in many cases their writers) and the efforts of their editorial boards and staffs, the *Crowsnest*, Canadian Army Journal and *Roundel* have provided a valuable record of the services for more than half a generation.

The careers of these fine publications cannot be said to be ending since what is best in them will be incorporated in the *Sentinel* and their influence will persist for years to come, to the enduring benefit of our armed forces and Canada.

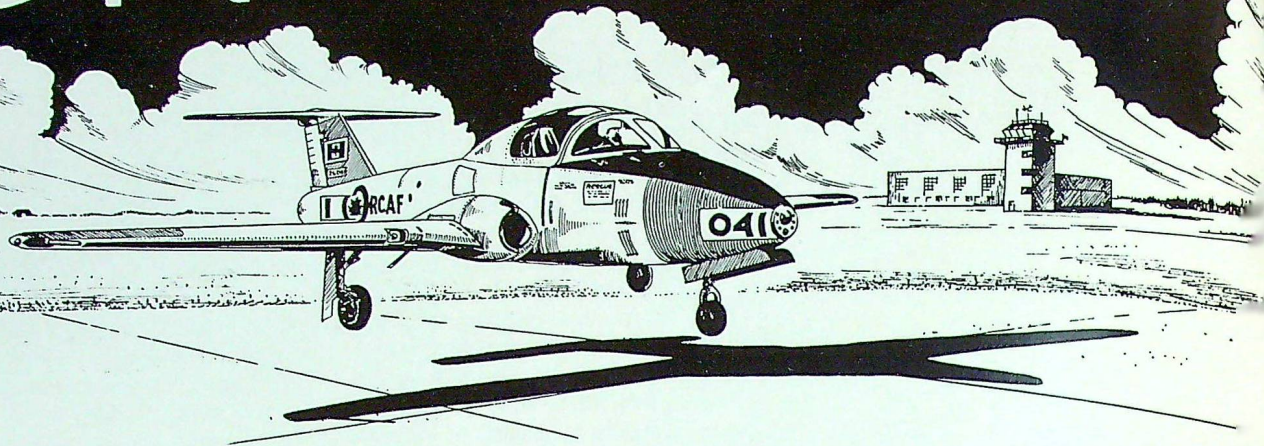
A Statement from the Chief of the Defence Staff

MY TASK of announcing that The *Crowsnest*, Canadian Army Journal and *Roundel*, the official magazines of the RCN, Canadian Army and the RCAF respectively, cease publications with this issue leaves me with mixed emotions. On the one hand, I am saddened by the knowledge that the magazines which made such outstanding contributions to service life will no longer be with us but, on the other hand, I am pleased that a new integrated service publication is about to make its appearance.

The service publications came into existence with the objective of helping their readers stay informed on matters which were of particular interest and value to them. These periodicals succeeded in achieving this difficult aim and played an important role in keeping service personnel, veterans, and interested private citizens aware of the military's past achievements, present plans and future aspirations.

But magazines of the calibre of The *Crowsnest*, Army Journal and *Roundel* could not be produced solely by the labours of the magazines' editors. They required, and received, the assistance of many people and it is these personnel whom I wish to thank now: the individuals of all ranks who, throughout the years, wrote articles or took photographs; those who used their artistic talents to brighten the magazines' pages; and those whose advice was eagerly sought and gratefully received. To all of these people I express my sincere gratitude for their dedicated efforts. Without their unfailing support, the existence of the service publications would not have been possible.

With the passing of the present magazines a new publication, in keeping with the principles of integration, will be created. I extend to this new periodical my very best wishes and I call on all service personnel to give it their wholehearted support.



WITH this issue the *ROUNDEL*, after 16 years and six months of publication, comes to an end. In the first issue of this magazine (November 1948) the then Chief of the Air Staff, A/M W. A. Curtis, CB, CBE, DSC, outlined the aims and objectives of the *ROUNDEL*. A/M Curtis pointed out that in an organization as complex as the RCAF there was a danger that, "the specialists view of the woods may eventually become somewhat obscured by the trees". The air marshal went on to say that *ROUNDEL* would be a safeguard against this danger, "by presenting a careful selection of material which would provide everyone with a wider perspective and give full meaning to individual tasks".

In order to achieve these objectives the *ROUNDEL* strove to be a mirror of the many facets of RCAF activity in such a way as to give air force personnel a feeling of deep pride in their service. In addition, through the medium of its civilian readers, the *ROUNDEL* did much to achieve knowledge of, confidence in and support for the RCAF.

Two of the articles which appeared in the first issue obviously had great foresight. These articles, *The Battle is One* and *Flight Beyond the Earth*, were concerned with integration and space travel. Also in the first issue an 11-part article, tracing the story of RCAF activities in the Arctic and sub-Arctic, was begun. *Northern Sky-trails* gave a colourful account of the unparalleled aviation saga where military fliers joined forces with bush pilots in the common cause of pushing back Canada's frontier and helping to develop the country's vast potential and natural resources. In the ensuing 16 years *ROUNDEL* printed many stories, photographs and drawings spanning the wide spectrum of air force interests across Canada and around the world as the RCAF spread its wings.

What became the best known *ROUNDEL* personality, Sgt. Shatterproof, made his appearance in the first issue. From that time until his retirement in February 1958,

the indomitable wardog made his ominous presence felt as self-appointed expert and spokesman for the "boys in the field". S/L U. H. Mignon, writer of the Sgt. Shatterproof episodes and WO1 Ray Tracy whose facile pen created the Shatterproof cartoons, teamed up to produce this mythical character which became well known to an ever-increasing number of admirers. But, if the *ROUNDEL* had certain constant factors such as Sgt. Shatterproof, it also underwent various changes during its decade and a half of existence.

In the beginning the *ROUNDEL* printed considerable technical data but when other magazines were created such as *Canair Commentary* and *Flight Comment*, *ROUNDEL* happily abandoned the technical field to concentrate on more general subject matter. Some regular departments appeared in the index and lasted for months or years before dying out. Other features became fixtures and stayed with *ROUNDEL* to the end. Examples of the former are: *The Party Line*, *Personnel Movements*, *Feminine Gen*, *Book Reviews* and *Pin-Points in the Past*. A few of the more durable items were: *The Suggestion Box*, *RCAF Association* and *Letters to the Editor*.

In June 1949 the first of a series of articles on RCAF Stations appeared in *ROUNDEL*. Station St. Hubert which began in the days of trans-Atlantic dirigible service and which was, at the time of writing, the home of Canada's first post-war regular fighter squadron, was described at some length. Also in that issue a short item from W/C F. H. Hitchins (air force historian, retired) settled, hopefully once and for all, the great Eagle/Albatross controversy. With sound argument, based on extensive research, W/C Hitchins explained that the bird which appears on RCAF buttons and badges is an eagle not an Albatross.

In December 1949 the first special issue of *ROUNDEL* was produced. This issue was devoted to the story of British Commonwealth Air Training Plan on the occa-



*S/L U. H. Mignon
Nov. 1948 – Mar. 1958*



*S/L A. T. Paton
Mar. 1958 – Apr. 1965*



*F/L T. G. Coughlin
Apr. 1965 – Jun. 1965*

sion of the BCATP's 10th anniversary. Before *ROUNDEL* went out of business, seven other special issues were printed. They were: Jan-Feb. 1959 (RCAF's 35th birthday and Golden Jubilee of Powered Flight in Canada); June 1959 (Report on NORAD); May 1960 (Arctic Issue); June 1961 (Air Defence Command); Jul-Aug. 1961 (The RCAF 1960-61); June 1962 (Special NORAD Issue); and September 1962 (Air Division's 10th Anniversary).

In the summer of 1950 *ROUNDEL* branched out in "living colour". The cover of the magazine, using three colours of ink, featured two flags, the King's Colour of the RCAF and the Colours of the RCAF. But, in December 1959, the magazine reached its colour zenith when a four-colour photograph featuring the Golden Hawks in all their glory, made the cover. Two more brilliant covers were produced; then, as an economy measure, *ROUNDEL* reverted to a two-colour cover. But although limited to two colours very imaginative *ROUNDEL* covers were still produced as the result of the skilled art work of the three RCAF corporals who, each in succession, was responsible for *ROUNDEL* illustrations. These artists were: John Blache, Peter Fong and Claude Rousseau.

The staff of the magazine was small in size composed of an editor, an assistant editor and a clerk and, throughout its existence *ROUNDEL* had but three different editors. The founding editor was S/L U. H. Mignon who nursed the magazine through its infancy and its struggling adolescent years until it was a firmly established periodical in the field. On his retirement, in March 1958, S/L Mignon was succeeded by S/L A. T. Paton. S/L Paton maintained the *ROUNDEL*'s customary high standard until he, too, retired in April 1965. For the final three months of *ROUNDEL*'s existence F/L T. G. Coughlin, who had been *ROUNDEL*'s assistant editor for a number of years, handled the editor's chair.

Now a new magazine is being planned. By relating how the Forces keep abreast of latest developments and by presenting a panoramic view of military activities, the new publication will ensure that that intangible quality, pride of service, is maintained.

Moreover, since the achievements of sailors, soldiers and airmen will be recorded in one periodical, servicemen will obtain a better understanding of each others roles. The ensuing broadened outlook will enhance the esprit de corps of Canada's Forces, a development which can only be to the benefit of all concerned.

T. G. Coughlin 7/2

Editor

CENTRAL FLYING SCHOOL



FOR almost every pilot and for many navigators in the RCAF, the letters CFS have emotional impact. CFS may be remembered with pleasure, nostalgia or dislike but – it is remembered. This is understandable because the many officers who have served at CFS have had a direct effect on the training of all RCAF pilots, and a sometimes nerve-racking effect on the thousands of instructors who have done the actual training.

Whatever CFS's effect has been, however, or whatever its "image", it has always had one clear aim in view; the production of RCAF pilots of the highest possible quality from RCAF pilot training. This aim has been attained in two ways: by training instructors, and by constantly checking the standard of students and instructors at the flying training schools. Sometimes CFS has fulfilled both these functions; sometimes, because of the creation of separate FISs, CFS has been able to concentrate solely on raising the quality of instruction and the standard of training. The results speak for themselves. The high standards set by RCAF pilots in both war and

peace have remained unparalleled whether the service was producing pilots in hundreds or in thousands. Indeed, this standard has been higher each year, despite the fact that today's students have to learn more and more in about the same number of flying hours as their 1942 counterparts.

Central Flying School, however, has not been restricted solely to training instructors and maintaining standards; it is the responsibility of CFS to write and publish syllabi and text books for all pilot training courses, and to set the examinations for these students. Thus CFS is like a small publishing house. Its officers provide a pool of specialist authors whose work is edited and prepared for publication in the school's own editorial department. This particular role is of fairly recent origin, but the school cannot be discussed as it is now without also discussing its past. CFS, in company with the service and the nation, has changed a great deal since its inception in 1939.

In April of that year, a unit called the "Flying Instructors Flight", consisting of F/Os Mitchell and Ripley (both QFIs) and under the

command of F/L G. P. Dunlop, was located at Camp Borden, and given the task of training the first flying instructors for the RCAF. The first course was a trial scheme: 10 civilian instructors from flying clubs were given RCAF categories after a course of ground and air instruction. The success of this scheme prompted the RCAF to expand the program and in July 1939, the flight was renamed Flying Instructor School (FIS). The declaration of war in September 1939 resulted in an avalanche of applicants for the course and the unit was quickly overcrowded. More spacious accommodation was found at Trenton, to which aerodrome the School moved in January 1940. Three months later, on 17 Apr. '40 the name "Central Flying School" became official, and thus began the connection between CFS and Trenton, to remain unbroken for the next 19 years.

The primary concern of CFS was the training of flying instructors for the British Commonwealth Air Training Plan (BCATP). The demand for instructors was so great, that by spring 1940, CFS staff had

increased to 35, while the aircraft establishment stood at 50. Many types of aircraft were used at this time; and a roll-call of their names must stir nostalgic memories among some of our readers: the *Shark*, *Lysander*, *Wapiti*, *Northrop*, *Fairchild*, *Norseman*, *Fleet*, *Harvard*, *Battle* and *Spitfire* were numbered among the single-engined aircraft; while multi-engined types included the *Digby*, *Hudson*, *Goose*, *Oxford*, *Boeing* and *Anson*.

An interesting definition of CFS's role was given in the following passage from an RCAF PRO's office:

"Those who enroll at CFS are all experienced pilots, but they have much to learn before they are qualified to pass their flying skill and their knowledge of airmanship along to the eager young men from Ca-

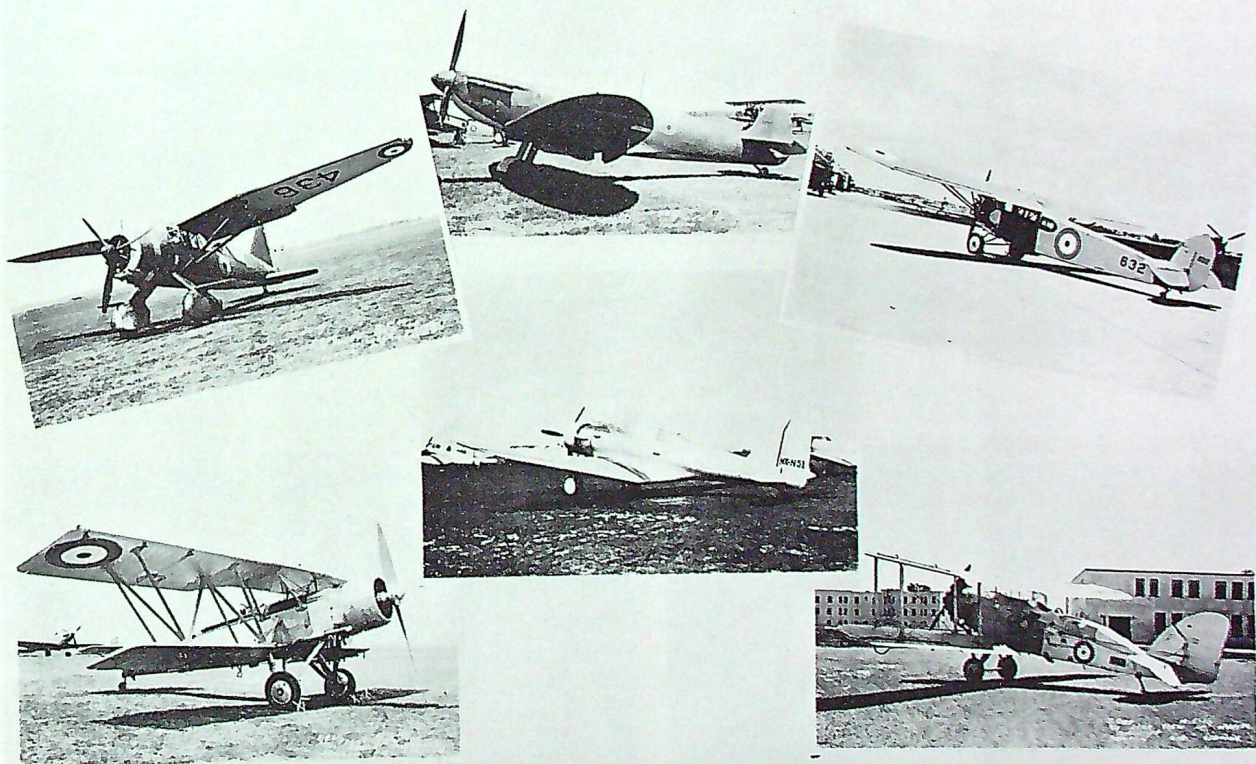
nada, Australia, New Zealand, and the UK, preparing to take their place in active service on the war fronts. There is nothing warlike about the CFS, for it is pure flying, the technique of taking a man-made machine aloft to compete with the birds. Much emphasis is laid upon perfection of flying skills, of making turns gracefully, of making proper landings, and of airmanship generally."

Pilots in the CFS of 1965, staggered by the reams of paper on their desks, the manuals they have to write, the syllabi to proofread, the examinations to amend, must envy their colleagues of 1940.

By the end of 1940, CFS had graduated 721 flying instructors, an average of 75 for each course. The students formed two distinct groups: civilians being given RCAF train-

ing before being sent as instructors to the 26 civilian elementary flying schools; and RCAF graduate pilots who would be posted subsequently to the Service Flying Training Schools. As the seemingly insatiable demand for flying instructors increased, the expansion of CFS gathered momentum in an effort to keep pace. By the end of July 1942, 2622 flying instructors had passed through the school (since its inception). That the school measured up to the demands made upon it and met this challenge successfully is due, in no small measure, to the efforts of three men who at one time or another commanded it during the early years: F/L G. P. Dunlop AFC (G/C retired), F/L N. B. Petersen (W/C deceased), and S/L D. M. Edwards (G/C deceased).

Even at the beginning of World War II CFS had a variety of aircraft as this montage shows (top l. to r.): Lysander, Spitfire and Fairchild; (centre): Northrop; (bottom l. to r.): Shark, Battle and Wapiti.



As mentioned earlier, CFS has had its effect on the RCAF; what is not so frequently acknowledged is the impact the arrival of a flying school made on the civilians of the neighbourhood. A woman from Campbellford, Ontario wrote in October 1941:

"Dear Sirs:

I am an elderly woman and I was caring or working for a family who is away looking after their home and their place sets on a hill and I heard an awful roar of planes and I went out on the veranda and watched the two planes one was chasing the other it was going for all it could and the other was going on it and caught up to it and kept crisscrossing it. . . ."

The letter went on to say that the writer thought perhaps one was "an enemy" and was trying to shoot the other down.

By early 1942 the dual role played by CFS in the training of instructors and in ensuring the high quality of BCATP graduates, could no longer be carried out efficiently by a single organization. Consequently, a separate unit, the Flying Instructor School (FIS), was again formed in March 1942 to deal solely with the instructor training, leaving CFS responsible for post-graduate refresher courses, senior instructor training,



F/L G. P. Dunlop, AFC
First Officer Commanding CFS

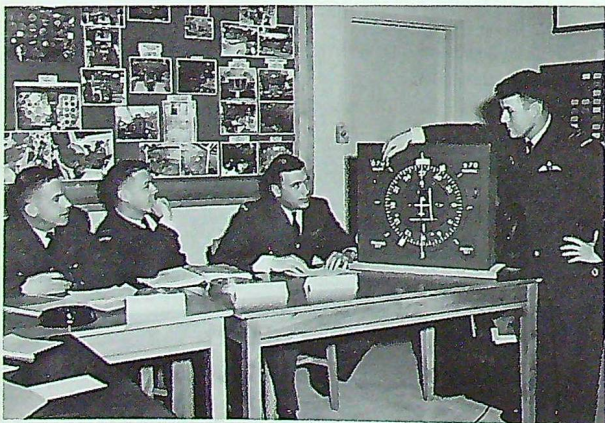
the supervision of the new FIS and of the FTSs. CFS visiting flights re-categorized instructors and checked their proficiency at the FISs and FTSs, five British FTSs in the USA and acquainted these schools with the latest developments in flying training techniques. During the life of the BCATP, CFS and FIS were thus jointly responsible for the training and supervision of the instructors who, in turn, trained the majority of the 50,000 pilots who learned to fly in Canada.

To keep pace with modern de-

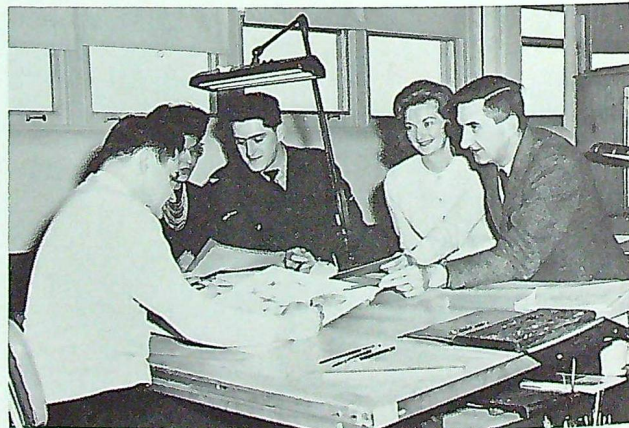
velopments in aviation during the war, CFS had constantly to adapt and improve its training techniques and acquire more up-to-date aircraft: the *Harvards*, *Fleets*, *Hudsons* and *Ansons* of earlier years were replaced or supplemented by the *Cornell*, *Mustang*, *Ventura* and *Lancaster*. As the war in Europe drew to a close, the tempo of flying training was gradually reduced. On 1 Feb. '45, CFS and FIS were amalgamated for practical and economical reasons; CFS was once more responsible for flying and OTU instructor courses, training, research, and quality standards.

After the war, as a natural consequence of the demobilization of the armed forces, CFS's establishment was drastically reduced, and by January 1946 the unit's strength was down to 50 officers. The school was commanded by W/C D. S. Brooker, AFC, and consisted of two Visiting Flights, a Navigation Flight, a Research Flight, a Ground Instruction School, and a Link Trainer Section. By May 1946, however, the establishment had dwindled to 10 officers; this was the post-war nadir, but from that time on CFS gradually began to increase its strength as history began to repeat itself. In 1947 CFS was given more staff and greater responsibilities including the first RCAF helicopter

F/L W. E. Gowlett of the UICP Flight at CFS, instructs in the intricacies of a horizontal situation indicator.



The staff of CFS's Training Materiel Section discuss a training manual layout (l. to r.): Mr. D. Labay, Miss A. Michalik, LAC B. MacLean, Mrs. B. Barber and Mr. J. B. Gibson (chief of the section).



training course, RCN flying training courses and the *Vampire* jet conversion courses. A further responsibility, the Instrument Rating course, was added in 1949.

During 1948, nine *Vampire* conversion courses were completed, marking the official introduction of jet flying to the RCAF. The *Vampires* were introduced (at first hand) to the Canadian public by a CFS formation team which gave shows in Ontario, Quebec, and the USA. The team members were S/L F. O. Barrett, F/L S. F. Phillips, F/L E. G. Ireland, and F/L I. T. Banner. In 1950 and 1951 other CFS teams thrilled CNE audiences with their jet formation displays.

The Korean War and the NATO flying training agreements led to another large expansion of RCAF flying training in the spring of 1951. Again, in 1942, a Flying Instructors School was formed and CFS was left free to concentrate on research, supervision of the FIS and FTSS, and post-graduate training. At this time, W/C W. J. Smith, DFC, the present OC CFS, served his first tour as OC of the school which then had an establishment of 30 officers and 28 aircraft.

The early 1950s were productive years: CFS evaluated the *Chipmunk*, designed courses for single engine (*Silver Star*) and multi engine (B-25) advanced flying training and formed the first jet visiting flight. The Jet Flight Commander was S/L L. J. Hill, who formed a jet formation team, affectionately known as "Hill's Hellers". They took part in the National Air Show held at the Canadian National Exhibition in 1953 and, after adding formation aerobatics to their program, gave an exciting display in the National Air Show in Toronto.

Having introduced jet formation flying to the Canadian public, CFS achieved another flying "first" with the inception of the Red Knight in 1958. In contrast to many jet flying

displays, the Red Knight in his red T-33 carried out all manoeuvres within a one mile square area so that the public could easily see all of his aerobatic display. The original Red Knight was F/L W. R. Windover of Jet Flight, who gave his first show at the CNE of 1958, and who later appeared in this role at Ottawa, Trenton and Detroit. His successor was F/L C. R. Hallowell of Research Flight who finished the 1959 season with appearances at Saskatoon, Windsor, Centralia and Toronto.

After 19 years at RCAF Stn. Trenton, CFS moved to Stn. Saskatoon in August 1959. This move was designed to locate CFS in the centre of flying training operations which by then had moved to the prairies. Saskatoon, however, was closed in 1962 and CFS moved to Stn. Gimli. The introduction of the *Tutor* as the RCAF's basic trainer necessitated the re-organization of Training Command, and yet another move for CFS; this time to Stn. Winnipeg. CFS, Central Navigation School and Training Command Headquarters are now located together at Winnipeg, as they used to be at Trenton, and this arrangement has many advantages.

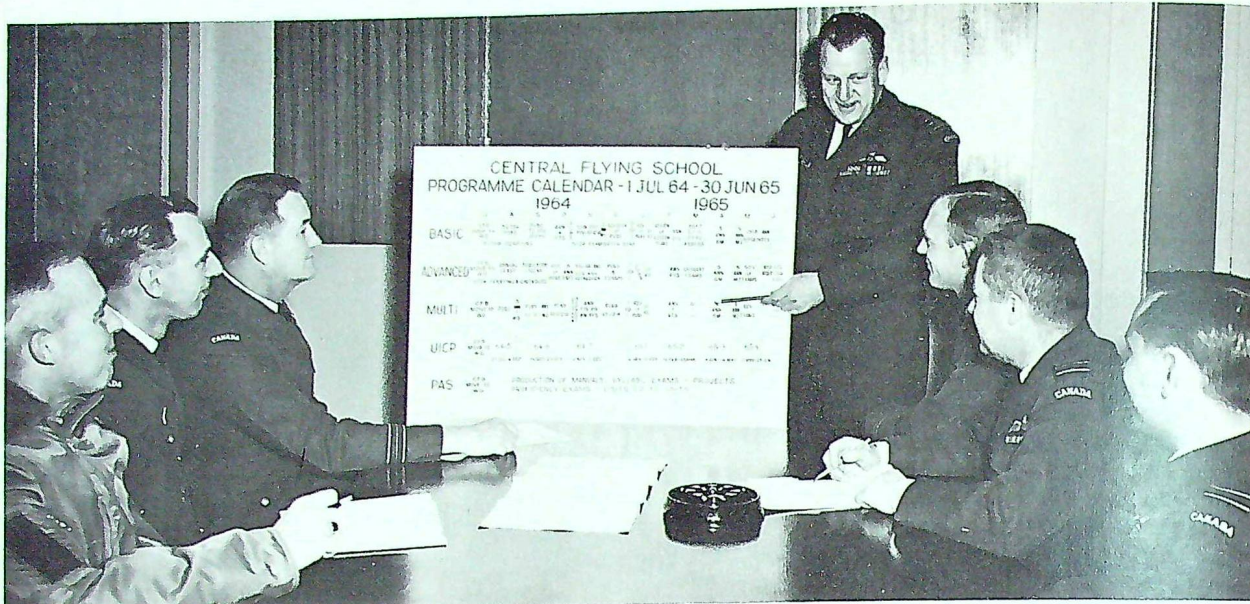
The present organization of CFS is very little changed from that of previous years. Its Research Flight has been expanded and is now called "Projects and Research", both Basic and Advanced Flights now have jet aircraft so there is no longer a single "Jet Flight", and Multi-Engine Flight has increased in size to handle to-day's greater need for multi-engine training. But perhaps the major change has been in emphasis; CFS has become much more closely related to TCHQ and takes part, to a greater extent than ever before, in the evaluation and design of training programs, the evaluation of aircraft, Training Command requirements, wastage studies, and a great variety of other planning or



Two CFS exchange officers prepare for a flight in a Tutor (l. to r.) F/L R. Feakes (RAF) and Capt. D. H. Pace (USAF).

research projects. "Training the best possible pilot at the lowest possible cost" is the modern guideline, and this requires more careful thought and planning than does the simpler aim of "training the best possible pilot."

An important part of the school today is the Unit Instrument Check Pilot (UICP) Flight which carries out the only regular flying instruction at CFS. The flight conducts seven UICP courses each year, and provides qualified, well motivated instrument flying specialists for all commands in the RCAF and the RCN. The six week course is generally attended by eight students (4 piston and 4 jet) from all parts of Canada and the Air Division. Each student writes an original paper on some aspect of instrument flying, and also receives 35 to 40 hours of instrument flying instruction directed towards procedures and marking rather than towards basic instrument flying. The course concludes with



The Officer Commanding CFS, W/C W. J. Smith, DFC, discusses CFS's program calendar with some of his staff (l. to r.): S/L R. G. Litt, F/L W. W. Garner, S/L W. C. Christmas, W/C Smith, F/L M. M. Nash, F/L R. D. Keir and F/L J. T. Goodall.

an interesting and important trip to the high density air traffic areas of the East and the USA which allows the students to visit ICAO at Montreal, CFHQ Ottawa, and the ATC School at Camp Borden.

CFS still prepares all the manuals used by instructors and student pilots. The quality of these books is higher now than it has ever been in the past, and the complexity of modern equipment demands that the variety of instructional manuals also be greater than ever before. These factors combine to ensure that CFS pilots spend a great deal of time at their desks putting their experience, knowledge, and research into a form which can be read and understood by students; no easy task!

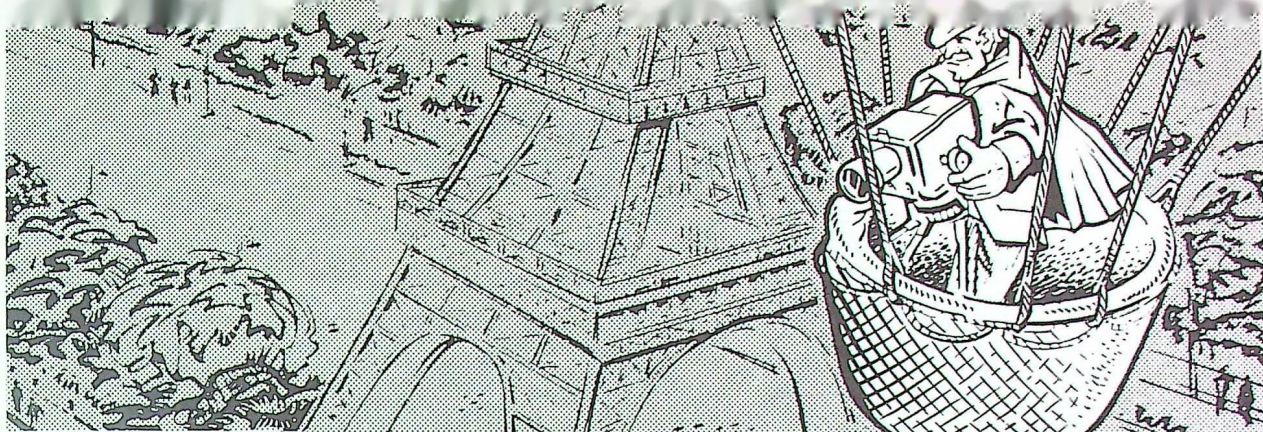
Because CFS's work is highly demanding, personnel must be very carefully selected. The present staff of 34 pilots average 14 years flying experience, 4500 flying hours and 12 types of piston and jet aircraft. Exchange officers are a regular part of the school's staff and at present Captain Dave Pace (USAF) and

F/L Dickie Feakes (RAF) are attached to Basic Flight flying the *Tutor*. The civilian staff of eight is composed of editors, office composing equipment operators, graphic artists, and typists. The Graduate Schools Meteorological Officer is also attached to CFS; he visits the FTSS to monitor and report on the standard of meteorological instruction given to aircrew students.

Under the leadership of the unit's present officer commanding, W/C W. J. Smith, DFC, CFS keeps abreast of the latest developments in flying, including instrument flying, navigational and approach aids, and flight procedure trainers. CFS also makes recommendations concerning aircrew practices and techniques for all types of flying and all types of training aircraft in the RCAF. So that the staff may be familiar with the latest in equipment and techniques, CFS regularly visits ADC, AMC, and ATC in Canada, the RAF and No. 1 Air Division in Europe, and various USAF bases in the USA.

Now in its second quarter century, CFS has passed through many phases and has made its own contribution to history. It was formed just before the war and played a vital part in the herculean task of establishing and running the BCATP until 1946, when it almost vanished again. The post-war threat of communist aggression introduced a new era of expansion for CFS and for the air force. The major change throughout this whole period has, of course, been the progression from the slow fabric-wood-and-wire biplanes of the thirties to the streamlined all-metal jets of the fifties and sixties.

Although CFS now has an aircrew establishment of only 34, its importance is, as it has always been, far out of proportion to its size. Every student pilot and every flying instructor in the RCAF comes under its influence. When students graduate and go on to their various operational careers, their efficiency and knowledge depend largely on how well CFS has done its job. ☉



THE FIRST AIR PHOTO

By SQUADRON LEADER D. G. FRY
RCAF No. 1 Air Div. HQ.

THE middle-aged Frenchman – pictured in a tall silk hat, dark suit and bow tie – stepped into a creaking wicker basket and waved to the crowd. Slowly, silently his gas-filled balloon rose into the Paris sky and the world's first aerial photo sortie had begun. It was the summer of 1855.

Crammed into the small nacelle of his balloon, Felix Nadar, former secretary, journalist, cartoonist and religious writer, took with him a portable darkroom, a cumbersome camera and a set of sensitized glass plates. He also took along a large woollen blanket which served as a light-shield for camera loading operations and doubled as protection against the cool breezes that whistled through the open wicker work. Another essential piece of equipment was an instrument that Madison Avenue might call a constant height and airspeed regulator. This true ancestor or "George", the automatic pilot, was in fact a length of rope which, thanks to the efforts of willing friends below, also served as an all-weather instrument landing system when the time came for return to earth.

What led to Nadar's exploit was his venturesome statement in 1853 that an "aerostation photographique" could serve the dual purposes

of mapping terrain and of revealing enemy movements. He had been bright enough to foresee the possibilities: somebody had to be brave enough to show the world how it was to be done.

As his basket dangled on eight thin ropes above the Paris scene, some of the evil-smelling gas spilled out of the oil-soaked percaline balloon to foul the atmosphere. Paying little heed, Felix Nadar levelled off and set to work.

One after another he loaded his wet collodion slides into the studio-size camera under the folds of the heavy blanket. Carefully he steadied his wood and brass contraption on a make-shift bracket on the basket's edge, opened the shutter and counted off the seconds. Shutters didn't click in those days; it took about eight seconds to get an image using the wet collodion process – and that was considered fast. But sad to relate, Felix Nadar drew a blank on every exposure he made.

Anyone who shoots a roll of film these days and gets nothing doesn't have much of a problem finding out what went wrong – either there's a note from the processing plant or a friend tells him about the lens hood. Nadar, however, was faced with a baffling trouble-shooting job.

Being a down-to-earth type (in

spite of his ballooning tendencies) he systematically set about searching for the cause of his failure. He was rewarded when, by accident, he discovered that hydrogenated sulphur gas escaping from the balloon was not only bad for the aviator's appetite but also ruined the collodion emulsion of his plates.

The following spring Felix Nadar showed perseverance to match his courage and genius by taking his equipment aloft over Paris again. This time he came down with a dozen views such as today's tourist may see from atop the Eiffel Tower.

Today, 100 years later and about 100 miles to the east of Paris, Canadian CF-104 *Super Starfighters* take off from the RCAF's base at Marville on their photo-recce sorties. In the eight seconds that Nadar held his shutter open to take one photo, each of these craft can fly more than a mile and shoot approximately 250 air-to-ground photos. Such is progress.

Although by today's standards Felix Nadar's results may seem puny, his efforts, judged by any standards, were notable. He led the way in a story of progress which owes much to the perseverance, courage and desire for perfection of those who followed him into the skies with cameras.



First Canadian Himalayan Expedition

By FLIGHT LIEUTENANT T. G. COUGHLIN

Editor ROUNDEL

IT WAS tough going. Strenuous work at an altitude of 20,000 feet leaves a person short of breath and the ever-present danger of avalanches plus the risk of a fall, combined to form a formidable list of hazards. But to F/L K. M. Tomm, the obstacles were merely challenges to be overcome as he participated in the first Canadian Himalayan Expedition.

Many countries have sent mountain-climbing parties to scale the Himalayas but, until last year, Canada was an exception. In 1964, however, this situation was corrected as eight Canadians, including an RCAF medical officer worked their way up a towering peak in the Karakoram Range in West Pakistan. F/L Tomm, was interning in Montreal at St. Mary's Hospital prior to joining the RCAF fulltime when he was invited to join the expedition. The invitation was extended by Dr. E. F. Roots the expedition's leader and now co-ordinator for the Polar Shelf project. For F/L Tomm, the

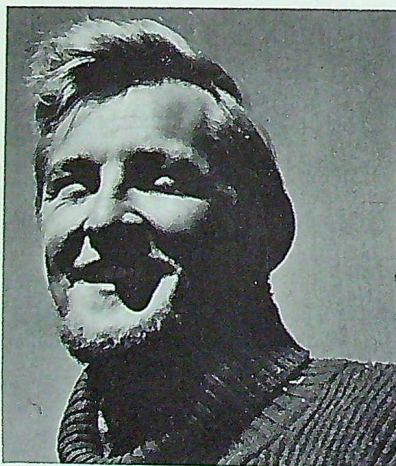
invitation offered two attractions; first, as an amateur mountain-climber, the opportunity to climb the fabled Himalayas was like a dream come true and secondly, as a medical doctor who would soon be in the RCAF Regular, the expedition offered an unparalleled opportunity to study first-hand the effect of cold and oxygen acclimatization

on individuals.

On 6 May '64 F/L Tomm flew from Montreal to Karachi, Pakistan where he joined the other seven members of the expedition, who had come from widely-separated places on the earth to join together for the assault on a previously unclimbed 20,000 to 25,000 foot peak. For most of them, it was their first meeting.

From Karachi the eight men and 4,000 pounds of equipment made a two-day train trip across the Sind desert to the city of Rawalpindi where they boarded a DC-3 for a flight to Gilgit, a city nestled in the Himalayas. After a week spent in Gilgit making final arrangements they travelled by jeep for 65 miles along a narrow rocky ledge to the village of Aliabad which is reputed to be the inspiration for the book *Lost Horizons*. At Aliabad (House of God) 50 porters were hired to haul the expedition's supplies to the base camp which was to be located at 11,000 feet.

The RCAF's mountain-climbing medical officer, F/L K. M. Tomm, pauses for a breath of rarefied air in the Himalayas.

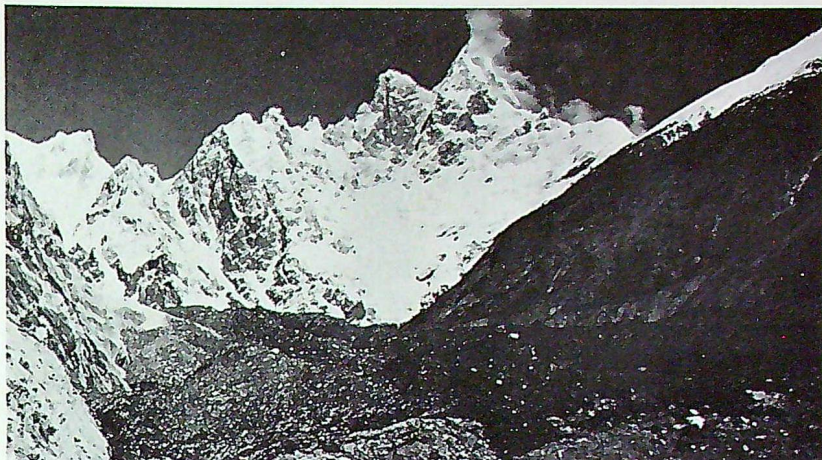


The Canadians now entered an unexplored area. They had no aerial photographs to guide them and the few maps which existed were in error as to the location of their destination. So, they spent three weeks exploring various glaciers and ridges before they found the mountain they had come so far to conquer and there they faced their first disappointment; the mountain could not be climbed. It was a sheer wall of rock from peak to valley floor, offering no opportunity to scale it. Disappointed but not discouraged, the mountaineers searched for a suitable alternate and found an unnamed pinnacle, estimated to be 22,000 feet high, which they called Sangemarur (marble peak).

This would be it. The eight Canadians, four high-altitude porters and one Pakistani liaison officer, each carrying packs weighing up to 70 pounds, started up the mountain slope to establish Camp I. After a day spent sweating under the strain of a heavy pack while climbing a steep slope in rarefied air, Camp I was established. The second day the process was repeated. Foot by weary foot they trudged their way upwards bent under the weight of their supplies as they clawed their way to higher altitude. At the end of the day's climb, exhausted though they were, the mountaineers had to clear an area of rocks and boulders to create a relatively level spot to pitch their tents and establish Camp II.

When they bedded down for the night they were camped in a rocky landscape. When they got up in the morning snow lay deep all around them. The quick overnight snowfall, which hindered their climb, was to become a common experience and a substantial hazard for the mountaineers.

The next day they hit a setback. After a day-long climb, which became progressively more difficult as they wormed their way up the mountain, they came to an insur-



The objective of the Canadian party was to climb the towering twin peaks of Sangemarur mountain.

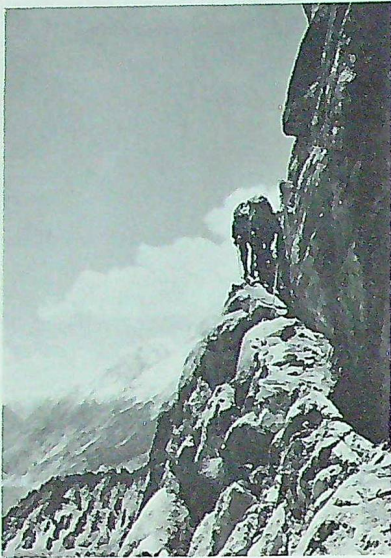
mountable obstacle. An overhanging glacier made further progress impossible. If the mountain was to be climbed it would have to be attacked by some other route. Camp III was abandoned and the party reluctantly made its way down the slope back to Camp II. Then, heading off on a more southerly direction, the mountain climbers toiled upwards once more to a place they designated as Camp IV. On the way up F/L Tomm was crossing a glacier when he heard an ominous rumbl-

ing. He and his partners made a run for the safety of the rocks but, fortunately, nothing happened, the glacier stayed intact. But, it was an omen of things to come. Several difficult days had elapsed since the expedition left base camp but, for all their work and peril, they were still only a few hundred feet higher than their starting point. It was obvious that there was a long hard struggle ahead.

While at Camp IV the mountain climbers were treated to an unusual

Base camp was established at the 11,000 foot level.

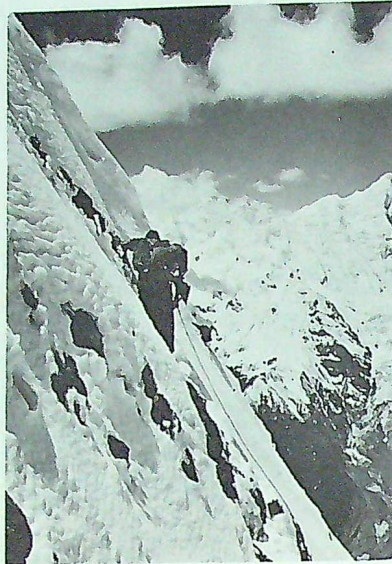




It was a precarious climb up rock slopes then. . . .

sight. Unlike most people who look up at clouds, the eight Canadians looked down from their lofty height to see clouds forming beneath them. Interesting though it was, however, this phenomenon of clouds rising from below, obscured the mountaineers' vision and made further climbing temporarily impractical. For several days the eight-man party had to contend themselves with back-tracking their route and ferrying up supplies from base camp to Camp IV. Then, when the weather cleared, F/L Tomm and another member of the party began searching for a route to the top. They managed to get onto a hanging glacier and saw that the top of their chosen mountain was, in fact, composed of two separate peaks. Plans would have to be changed, somewhat. F/L Tomm and his companion also selected a site for the fifth and final, camp. Supplies were then shuttled from Camp IV to Camp V, an activity which took several days.

During one of these shuttle trips, F/L Tomm had a moment he will always remember. He and his two companions, roped together for



. . . . like human flies, up treacherous glaciers.

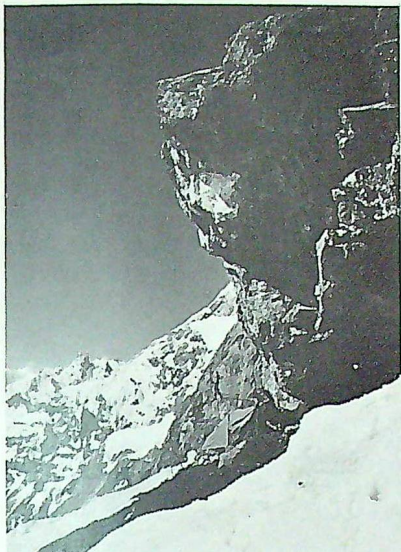
safety, were descending to Camp IV from Camp V when suddenly, for no apparent reason, he triggered off an avalanche. One minute F/L Tomm had been walking down a glacier and the next minute he was just a few feet away from a yawning chasm. He was, literally, at the end of his rope.

As they worked their way up the mountain, the members of the expedition were able to check their altitude by two methods; first, by looking at the altimeter they carried and secondly, by noting the temperature at which water boiled. By both these ways, they were able to determine that Camp V was at 17,600 feet. For some days the eight Canadians had been alone on the expedition since their Pakistani liaison officer and the porters had been left behind at a lower level. And, after two weeks at Camp V, the party was further reduced in strength. Two members of the party, who were heavy smokers, could not adapt to high altitude living and became sick. They descended to base camp to recuperate. The remaining six mountain-climbers waited another

week for the weather to clear then, the final assault began. They split into two groups of three men each with one group assigned to peak A and F/L Tomm's group assigned to peak B.

F/L Tomm and his two companions decided that they would spend two days searching for, then preparing, a route to the top of their peak before making the actual climb. On the first day they started up an avalanche chute stomping and chopping steps into the precipitous icy slope as they went higher and higher. It was slow and exhausting work carving steps into the resisting ice. But, having established a route up the face of the glacier, it was comparatively easy to return for the night and, if nothing drastic happened, it would also be relatively easy to ascend again next morning using the same ice steps. Unfortunately, however, something drastic did happen. A snowstorm during the night obliterated their hard-earned ice steps so they had to start the tedious task all over again. Undaunted by this unfavourable turn of events, F/L Tomm and his stalwart companions started out again. A further complication was the fact that it was not safe to climb after midday because the sun's heat, melting the snow, greatly increased the danger of avalanches.

The second preparatory climb began at first light, which came early high on the mountain. The trio started out, the lead man digging steps and climbing until the rope between himself and the next man was almost taut. Then the leader would dig a niche out of the ice and insert his axe to act as an anchor. The next step was to tie himself to the axe then gradually reel in the rope as the second man made his way up the slope towards the leader. When the second man rejoined the leader he would dig his axe in and start reeling in the rope leading to the third man. When the third man had rejoined the



By pitching their tent in the lee of a boulder, some protection from avalanches was provided.

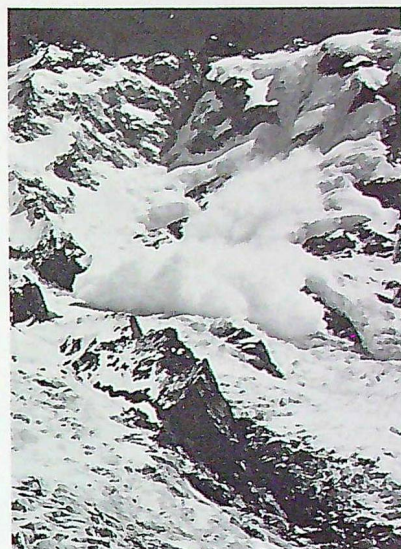
other two, the process would be repeated. The person reeling in the rope was prepared to act quickly should the man climbing towards him, lose his footing and fall. In such an eventuality, the man reeling in the rope would hold fast and, provided the axe wasn't pulled free by the resulting jolt, the length of rope would quickly stop the falling man.

During the second day of the preparatory climb the three men worked their way towards the beckoning pinnacle but, when noon hour approached they got off the avalanche chute and sought the shelter provided by some huge boulders. While they waited, the air was filled periodically with the roar of an avalanche cascading down the mountain slope. As countless tons of ice and snow plunged downward the thunder of their passage reverberated against the rock walls filling the air with a deafening din. Moments later, there would be an unearthly silence as the men clung to the mountain and waited for the next snow slide and its accompanying barrage of noise.

When late afternoon came, bringing colder temperatures and lessening the avalanche danger, the three men were higher up the mountain than they had been the day before but still too far from their objective to complete the climb. However, success on the following day seemed like a reasonable possibility. As planned, they returned to Camp V for the night. The next morning they started climbing again towards the formidable peak. The snow lay deeper than ever, impeding their progress. In actual fact, the expedition was attempting to climb a little early in the year for ideal snow conditions. However, if they had waited any longer they would have had to cope with the monsoon season so they decided that deep snow was the lesser obstacle of the two.

After only a few hours of climbing, they reached the highest point which they had attained the day before so their morale, as well as their altitude, went way up. Their advance, however, slowed down at this point since they had run out of previously-carved ice steps and had to break a new trail. Eventually, they climbed past the glacier but instead of finding a path of rocky boulders to the summit which would have assured them of relatively easy going to the top, they found another obstacle.

Verglas, a mountaineering term meaning ice-covered rocks, barred the way. Further climbing was not only difficult, it was dangerous. Unlike the glaciers where solid footing could be created by chopping out steps, the Verglas could only be chipped out a couple of inches before the ice axe struck rock. Nevertheless, the climbers continued on. They carved small niches in the ice then gingerly eased themselves into position where only a toehold stood between them and disaster. They went up the ice-wall like human flies but, their best efforts were to no avail, the mountain peak still



Avalanches, such as this one, were a common sight to the eight intrepid Canadian mountain-climbers.

towered above them. At three o'clock in the afternoon they realized that they weren't going to make it so they decided to return to Camp V for another night and try again in the morning. Since they had climbed further than ever before, their return trip was also the longest. Consequently, they ran out of daylight.

By the time they had back-tracked to the glacier, they were groping in the dark for the icy steps. Every time they misjudged their footing, they went sprawling across the ice which, fortunately, was fairly level at that point. Their return to Camp V was anxiously awaited by the other team which were hoping to get some information about peak A from F/L Tomm's report on peak B. When the second group set off towards their objective, F/L Tomm and his two partners rested to regain their strength. Four days later, the other party returned. Because of a howling blizzard which descended on them one night, the ridge between Dr. Roots' party and the summit, was rendered unclimbable. Furthermore, the danger of avalanches be-

came critical. There was no question of what had to be done, they must return to Camp V. At Camp V the two teams were almost out of food and were quickly running out of time. It was ironic to have come within striking distance of the top of a Himalayan peak – the goal of four years planning – then to be beaten by the first real snowstorm the area had experienced in weeks. But, ironic or not, it was the end of the road. There was no alternative, they had to go down. The moun-

tain-climbing adventure was over.

The six members of the First Canadian Himalayan Expedition made their way down the mountain-side without further incident but, getting out of the area proved to be more difficult than getting in. Floods had washed out the one and only road to the outside world. Instead of being able to ride the rest of the way they had a long walk back to Kyrmabad then to Gilgit where an aircraft flew them to Lahore and, finally to Canada.

Now stationed at RCAF Station Uplands, F/L Tomm is a doctor with a difference. When aircrew talk to him about the effects of hypoxia on the human system, Dr. Tomm knows, from personal experience, exactly what they are talking about. He should. By strenuous effort and determination to persevere, he managed to struggle up to the lofty height of 20,000 feet without the aid of a pressurized cabin or even a whiff from an oxygen mask.

1000 VOODOO HOURS

Flight Lieutenant P. E. Griffith, of RCAF Stn. Bagotville, passed a supersonic milestone recently when he completed 1000 hours of CF-101B *Voodoo* flying. He was the first RCAF officer to do so. F/L Griffith, who is serving as maintenance test pilot, logged his 1000 hours on type during the past three and one-half years at Bagotville. Upon landing after his record-breaking flight, F/L Griffith was congratulated by Bagotville's Commanding Officer, G/C E. H. Walsh and by the McDonnell Aircraft Co. technical representative, Mr. J. Giaglione. F/L Griffith was also presented with a scroll commemorating the occasion.

RCAF Stn. Bagotville is the home of No. 425 (Alouette) Sqn. one of three RCAF squadrons operating CF-101B aircraft. Together with No. 409 (Nighthawk) Sqn. at Stn. Comox and No. 416 (Lynx) Sqn. at Stn. Chatham, the Alouettes are taking their place in the vanguard of NORAD's northern defensive shield.



The Suggestion Box

The following individuals have received awards from the 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.



FS L. W. Yule of Stn. St. Hubert made a suggestion concerning a modification to the tip tank pressurization system of CF-100 aircraft which was adopted officially by the publication of EO 05-25F-6A/345.



Cpl. E. D. Carson and **Cpl. M. W. Green** of Stn. Bagotville jointly suggested an improvement to CF-101 aircraft ejection seats which was adopted officially by the publication of EO 55-50B-6A/2.



Cpl. R. A. Lapierre of Stn. Gimli made a suggestion concerning BOMARC time change data reports.



Mr. W. H. Gervan of AMCHQ Rockcliffe suggested the installation of absorption type galley refrigerators in CL-540 Cosmopolitan aircraft.

Other award winners:

F/L B. R. Ketcheson
F/L E. M. Walker
F/L E. M. Roche
F/L D. J. Moyles
WO1 T. R. Yaeger
WO2 R. G. Searle
WO2 J. Logus
FS D. G. Bagnall
FS R. E. Moyer
FS J. I. Fisher
FS J. F. Frost

FS R. G. Smith
Sgt. L. E. Coleman
Sgt. J. A. M. Gendron
Sgt. S. Palylyk
Sgt. J. D. M. Sigouin
Sgt. J. G. A. Lefebvre
Sgt. D. McFarlane
Sgt. H. G. Lee
Sgt. E. W. Burrows
Sgt. M. S. Elliot
Cpl. R. R. Fonger

Cpl. R. A. Drouin
Cpl. J. L. E. Gallant (now released)
Cpl. I. D. Simms (now released)
Cpl. F. J. Becker
Cpl. F. H. Bagley
Cpl. R. G. Painter
Cpl. M. D. Kohut
LAC V. Tunstead
LAC C. L. Slein
LAC C. Miller
LAC J. M. Flynn

LAC J. C. R. Tetreault
LAC C. L. Hebert
LAC R. C. Schock
LAC W. T. Foster
LAC T. M. Ridland
LAC J. E. Laws
Mr. E. O. Skoglund
Mr. A. B. Quinn
Mr. C. G. Young
Mr. J. A. A. Benard



F. RAY -

Brilliant uniforms have been part of the Canadian scene for a good number of years. Shown here are examples of two of the earliest military organizations in Canada. In the photo at left three fusiliers, of the French Regiment of Carignan-Salliers (1665-1668) display winter garrison and winter campaign dress. In the photo at right a grenadier, a sergeant and an officer, respectively, wear the uniform of the British 42nd (Royal Highland) Regiment of Foot, (1759-1760).

CENTENNIAL CONTRIBUTION

THE Canadian Armed Forces will be in show business in a big way in 1967, for not only will they be carrying out their normal military ceremonial duties but will be taking one of the greatest road shows in Canada's history across the country from coast to coast.

From St. John's, Nfld., to Victoria, B.C., Canadians will have the chance of seeing The Canadian Armed Forces Tattoo which will be the major contribution of the Arm-

ed Services to Canada's centennial celebrations. It will depict by means of brilliant costumes and uniforms, light, sound and music, the history of Canada's Armed Forces from the earliest times to the present day. The cast, alone, for the tattoo will range in size from 250 to 1400 officers and men.

Rehearsals for the tattoo will commence in March 1967 in the Trenton-Picton area with the show's tour starting in early April. Orig-

nally there will be two small tattoos of approximately 250 performers each identical in make-up and scope. They will play two and three-night stands in the ice hockey arenas of the cities visited and will also perform a number of matinees. The two troupes will travel westward, with one starting in Sydney, N.S. and the other starting in Barrie, Ont. Travelling independently and by special trains, they will cross Canada to meet in Victoria. There the

two original troupes will be amalgamated and will turn eastward to stage larger tattoos in outdoor stadiums. These larger shows will consist of 600 to 1000 performers.

The largest shows to be given during the whole tour will be presented at EXPO '67 in Montreal and at the Canadian National Exhibition in Toronto. In each case the tattoo will be one of the highlights and it is expected that the cast for these productions will number close to 1400. The hard core of each type of tattoo will be the original 600 performers who formed the small tattoos. Wherever feasible and where

conditions permit, the tattoo will be augmented by local troops to give added depth to the performance. The tattoos in all sizes will appear in 40 cities and will give at least 147 performances during the five-month tour.

Captain I. S. Fraser of Pictou, N.S., who successfully wrote and produced the Canadian Tattoo at the Seattle World's Fair in 1962, has been named the producer of The Canadian Armed Forces Tattoo. At Canadian Forces Headquarters, a Centennial Planning Staff has been constituted to plan and direct

not only the tattoo but other DND contributions to the centennial year as well. It is headed by Brigadier C. A. Peck, Director-General (Centennial) who is responsible for the planning and co-ordination of DND participation as a whole.

In addition to the tattoo many other projects such as ship's visits, aerobatic displays, musters, and special days are being considered. It is expected that the department will make its personnel, equipment, administrative and logistical experience available to assist centennial organizations in their plans for 1967.

Millions of Canadians will be treated to the colour and pageantry of a Tattoo during centennial year. The photograph below was taken during the Canadian Tattoo at the Seattle World's Fair in 1962.



The Tattoo

In selecting the tattoo as the vehicle best suited to portray the Canadian Forces to the Canadian public, the Department of National Defence has selected a type of presentation steeped in military tradition and used extensively in celebrations of national significance.

During the late 17th century the British troops of King William III were stationed in the Lowlands and as was the practice in those days, active operations ceased in the late autumn, with the troops of the rival forces going into billets in the towns and villages in and around the battlefields. For these troops, the social centres of the towns were the inns and taverns, to which the majority visited during the long evenings. To induce the soldiers to return to their billets at the end of the evening it was necessary to get them out of the inns. The best way, was to have the innkeepers turn off their beer taps and stop selling spirits to the troops. The time for doing this was between 9:30 and 10 P.M. and at that time a drummer was sent marching through the streets beating a warning "call" for the revellers. The sound of the drums was also the signal for the innkeepers to close down. The old Dutch expression for this closure was "doe den tap toe" which freely translated into English is "shut off the taps". Although the origins of the word "tattoo" are not unanimously agreed upon, the balance of opinion inclines to first, the shortening of the longer Dutch phrase to "taptoe" by the British, and then by constant use, the changing of the pronunciation of "taptoe" to "tattoo". The word "taptoe" was used in official books for a long time but finally gave way to the familiar word "tattoo".

As there were no barracks in Great Britain during this period, the troops, were billeted in a similar manner to that observed on the continent and therefore the "tattoo" was beaten for the same purpose as in the Lowlands. As time passed, musicians joined the drummer, and a flute or fife and other instruments including the pipes were played to the accompaniment of the beating of the drum. Eventually all this led to bands playing concerts for the entertainment of the garrisons as a whole, at the end of the day. Later, tattoos were performed for royalty and the general public.

A large number of tattoos were produced by Canadian servicemen prior to World War II and since the

end of that conflict many well-received tattoos have been performed in camps and cities across the country. Perhaps the best known, are the tattoos produced as part of the Vancouver Festivals in 1958 and 1961 and the highly successful Canadian Tattoo staged at the Seattle World's Fair in 1962.

Hundreds of thousands – literally millions – of people have been thrilled by these military spectacles and the Canadian Armed Forces Tattoo of 1967 will be no less interesting to the Canadian public. Playing from coast to coast it is certain to bring to all Canadians a feeling of pride in, and a better understanding of, their country's military heritage.

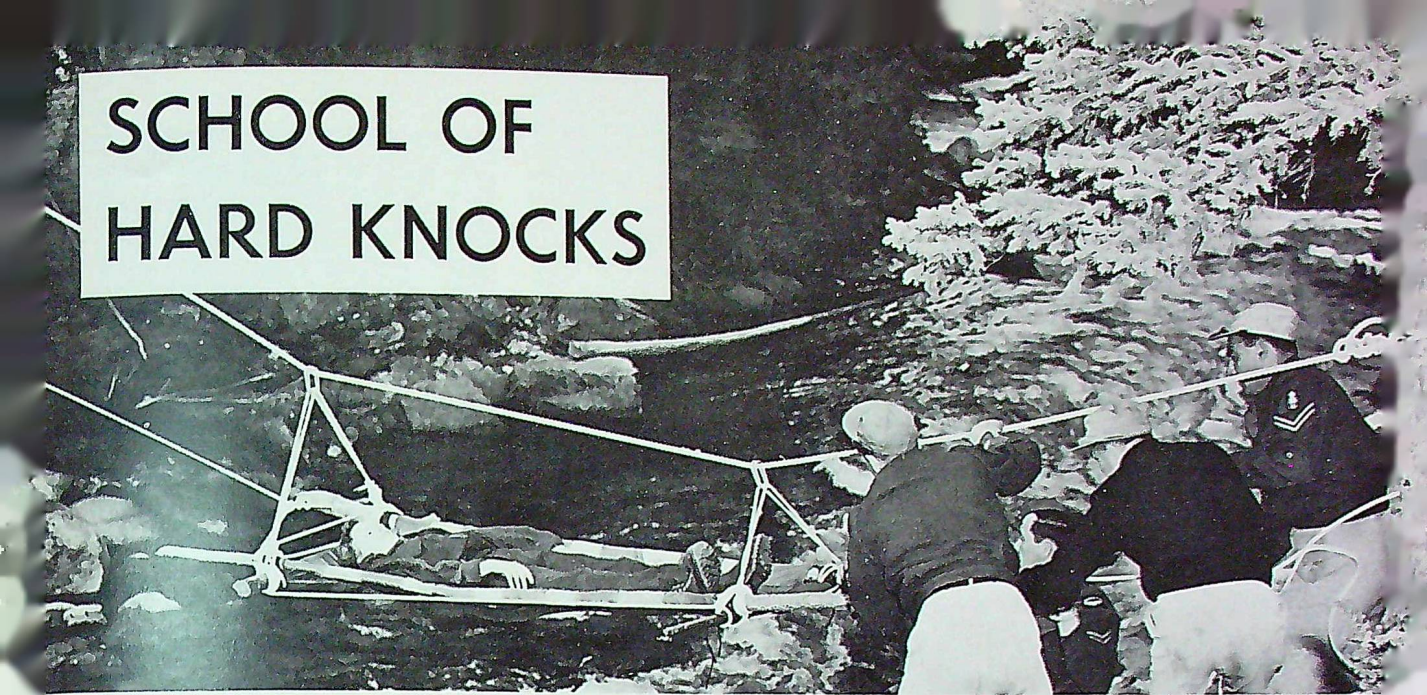
AIRCENT CELEBRATES

Air Forces Central Europe (AIRCENT) the seven-nation air component of NATO is celebrating its 14th anniversary. Formed in 1951, AIRCENT has a strength of more than 2,000 jet aircraft as well as a number of anti-aircraft missiles. This multi-national deterrent force is under the command of RAF

A/C/M Sir Edmund Hudleston, GCB, CBE. In the accompanying photograph shown (foreground, left to right): French Mirage III; German F-104; Canadian CF-104; US F-105; (background, right to left): Belgian F-104G; Netherlands F-104G and British Javelin.



SCHOOL OF HARD KNOCKS



Students of an RCAF para-rescue course practice evacuating a "patient" across Maligne Canyon near Jasper, Alberta.

OF ALL the colleges, schools and training establishments which the RCAF maintains none can compare in environment, uniqueness – or physical demands upon the students – with the Survival Training School, based at RCAF Stn. Namao, Alta.

Since a substantial portion of air force flying activities takes place over Canada's forests and arctic areas, survival training for RCAF aircrew is a must. This fact was recognized 16 years ago when, on 15 Dec. '48, the RCAF Survival Training School was established at Fort Nelson, B.C. It was a modest start with the school's staff, comprising one officer (F/L R. J. Goodey) and two Indians, conducting a two-week course (winter bush). Today, there are 11 officers headed by S/L R. G. Connick, officer commanding, plus five senior NCOs, five civilian instructors in the bush and three Eskimo instructors in the Arctic. Seven different courses are offered, ranging from one week to 20 weeks in duration, and a possible eighth type of course (sea survival) is under study.

Students begin their survival

training by reporting to RCAF Stn. Namao for groundschool. In the case of those destined for the summer bush course, the lectures last for three days and consist of such subjects as woodcraft, water safety and first aid. On the fourth day the students, loaded down with pack-sacks, extra clothing, fishing gear and axes, are trucked into Jarvis Lake about 35 miles northeast of Jasper where they spend 10 days in the bush.

For the first three days the students settle-in at a base camp where the theoretical knowledge they learned at groundschool is supplemented by practical demonstrations by the instructors. At base camp the classes, of approximately 30 students, live in close proximity for ease of instruction. They familiarize themselves with survival weapons, try their hand at making fish nets, set their first animal snares and navigate their way through the wilderness while foraging for food.

At the end of these three days the students are moved to another area where conditions are radically changed. At Namao they had learn-

ed theory, at base camp they were given demonstrations and practised their new-found skills under supervision. But at first trek camp they are virtually on their own. Instead of clustering together in pre-erected paratepees, they are divided into pairs and sent out to find their own shelter. This is easier said than done, particularly for individuals not accustomed to living in the woods. But the students set up their paratepees or lean-tos in places which they judge to have as many good features as possible. These desired features include such things as level ground free from obstructions and fire hazards, protection from wind and insects and providing good drainage, plus a clear signal area and near an ample supply of water and fuel. One other living condition which the instructors insist on is that the pairs of trainees stay some distance apart so they will encounter the feeling of isolation which they would face under a real survival situation. This feeling of isolation is readily achieved particularly when, in the stillness of the night, a timber wolf renders a blood-curdling howl.

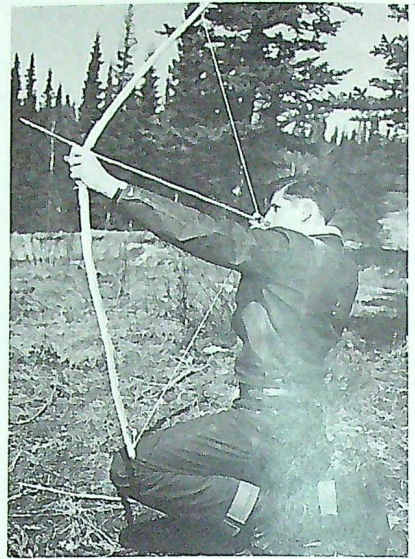


The evacuation of injured personnel down steep cliffs is one of the subjects taught at Survival School.

During the three days at first trek camp the students go about the business of living off the land. They set nets in nearby rivers or streams and hunt for partridge and spruce hens in the forest. Since the catch is limited by provincial fish and game regulations, the students' diet is

supplemented with army field rations. However, even the rations are rationed so the amount of food which is intended for five men is made do for ten. At the end of three days at first trek camp an aircraft is sent out from Stn. Namao to find the survival course. This provides a realistic exercise both for the students, who are responsible for laying out signals on the ground, and to the searching aircrew, who only know the approximate whereabouts of the survival camp. Providing adequate signals have been prepared and the weather is suitable for searching, contact is made. The aircraft drops some emergency rations to the "survivors" and by radio advises them to move to another location for a pickup.

In actual fact, the move is made simply to give the students additional practise in breaking camp and setting up again in another place. At this second trek camp things go more smoothly. The students have already been in the woods six days and they show it. Shelters are quickly erected in suitable locations, fire wood is gathered and campfires lighted with a minimum of effort.



P/O G. E. Miller, appears to be a modern day Robin Hood as he tries out his homemade bow and arrow.

Instructors play a decreasing role as the students go about their many tasks with increasing confidence and skill. Three days are spent in this camp, then the course returns to Namao for de-briefing.

The procedure followed for the winter bush course is quite similar

Cpl. E. A. Fennie, a flight engineer, has a cold wait as he fishes through the ice during part of his winter bush course at the RCAF Survival Training School.



S/L R. G. Connick, Officer Commanding the RCAF's Survival Training School (left) and Sgt. L. M. Murrie of the Institute of Aviation Medicine, check the solar still which is processing sea water into drinking water.



to that for summer bush but there is one significant difference – the cold. The bitter cold and cutting wind puts an entirely different aspect on bush survival and the student must learn to adjust psychologically as well as physically to this added hazard. The third main course operated by the RCAF's Survival Training School is arctic survival.*

Other courses which are handled by the survival school are: one-week searchmaster, two-week ground search basic, two-week ground search leaders, 18-20 week para-rescue. Through the medium of these various courses, the instructors at the Survival Training School are ensuring that RCAF aircrew are well prepared to handle any survival situation in which they might find themselves.



*ROUNDEL, November 1964



Smoke signals and ground markers indicate, to searching aircraft, the location of a group of "survivors". The wilderness is a classroom to these students at the air force survival school.

RARE PASSENGERS FOR ATC

Air Transport Command's *Yukon* aircraft shuttle regularly between RCAF Stn. Trenton and RCAF Stn. Marville, France carrying servicemen and dependents to and from duty in Europe. But recently, this transport facility had two rare passengers; two RCN wrens who, with one exception, are the first RCN wrens to be posted overseas since World War II. The two girls are nursing assistants and are now on a two-year tour at the armed forces hospital at No. 3 Wing (Zweibrücken) of the RCAF's No. 1 Air Division. In the accompanying photograph the two navy girls are greeted by an RCAF airwomen as they board a *Yukon*. (L. to r.): Wrens Nora Norm, Enid Palethorpe and LAW Marie Buist.



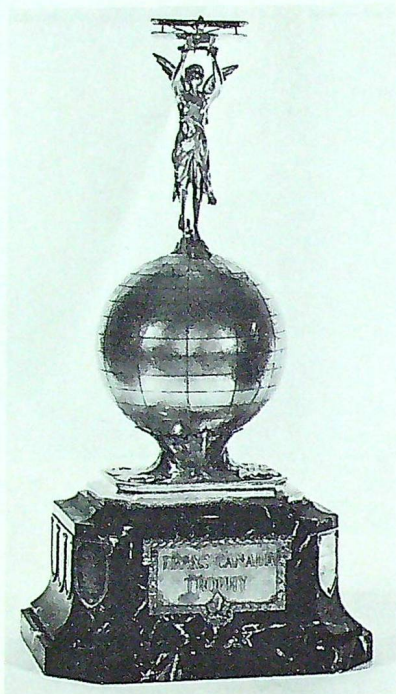
THE MCKEE TROPHY IS RETIRED

The Trans-Canada (McKee) Trophy, Canada's highest aviation award, has been retired after being awarded annually since 1927. The trophy has been awarded annually for outstanding achievements by an individual in Canadian aviation, however, the awarding committee feels that team efforts, rather than individual contributions, now account for most modern Canadian aviation advances.

In view of these changed circumstances, the Minister of National Defence, the Hon. Paul Hellyer, has decided, on the committee's recommendation, that the trophy will be enshrined at the National Aviation Museum, Ottawa.

The trophy was donated by Mr. James Dalzell McKee, an American aviator from Pittsburg, who flew with RCAF S/L (A/V/M ret.) A. E. Godfrey, MC, AFC, on the first cross-Canada seaplane flight in September 1926. The two men took nine days to make the flight, logging 35 hours and eight minutes of air time against strong headwinds and dense forest fire smoke over British Columbia. They took off from Montreal and flew via Ottawa, Sudbury, Sioux Lookout, Grand Rapids, the North Saskatchewan river, Fort Albert, Edmonton and the Yellowhead pass to Jericho Beach, Vancouver.

Mr. McKee was impressed with Canadian aviators and deeply appreciated the help they gave during his epic flight with S/L Godfrey. On



The Trans-Canada (McKee) Trophy

*S/L J. H. Tudhope, MC,
First RCAF winner of the McKee Trophy*



his return to Pittsburg, Mr. McKee had the Trans-Canada Trophy designed and presented it to the Minister of National Defence in 1927, setting out the terms under which it was to be awarded.

Among those to win the Trans-Canada (McKee) Trophy were famous early bush pilots like H. A. (Doc) Oakes, the first winner; C. H. (Punch) Dickens and W. R. (Wop) May. The late Hon. J. A. D. McCurdy, the first British subject to fly in the British Commonwealth, was a McKee Trophy winner as was Jan Zurakowski, famed test pilot of A. V. Roe, the man who first flew the Avro *Arrow*. RCAF winners of the McKee Trophy: S/L (now dec.) J. H. Tudhope, MC, (1930); F/L (G/C ret.) E. G. Fullerton, AFC, (1934); G/C (now ret.) Z. L. Leigh, OBE, (1946); F/O (now S/L) R. B. West, DFC, AFC, (1948); W/C (now G/C) K. R. Greenaway (1952); W/C J. G. Wright, DFC, (1954); S/L (now W/C) R. T. Heaslip, AFC, (1956); W/C (now ret.) J. G. Showler, AFC, (1957) and W/C W. G. Leach (1960).

In its new home at the National Aviation Museum, the McKee Trophy will be surrounded by other historic mementos of Canada's aviation history, many of them former possessions of Trans-Canada winners. The Trophy makes an excellent focal point for the story of Canadian Aviation from struts to jets.





G/C E. G. Fullerton, AFC



G/L Z. L. Leigh, OBE

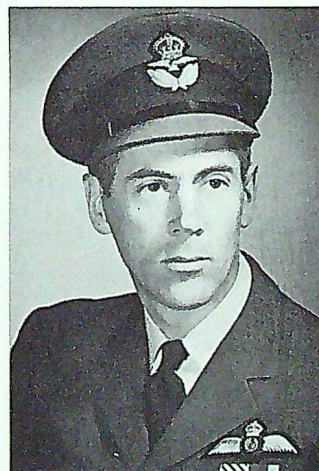


F/O R. B. West, DFC, AFC



W/C K. R. Greenaway

W/C J. G. Wright, DFC



S/L R. T. Heaslip, AFC



W/C J. G. Showler, AFC



W/C W. G. Leach



CANADIANS IN CO

By SQUADRON LEADER L. C. MORRISON
NORAD Hq.



Air Marshal and Mrs. Dunlap at their Broadmoor home in Colorado Springs. The former Chief of the Air Staff keeps fit with golfing and with mountain hiking with Mrs. Dunlap.

“How do you like it down there?”
“What do you do in your spare time?”

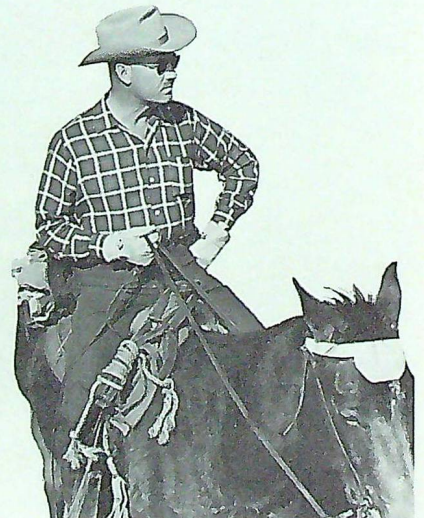
“What’s the weather like?”

The questions above are typical of ones put to RCAF personnel who find themselves back in Canada on leave or temporary duty from an assignment to NORAD headquarters in Colorado Springs. Most Canadians have a fairly good idea of what we do in NORAD but they have a great variety of impressions of the place we do it from.

The weather is almost always good. Bright sunshine in a vividly clear sky is the dominant feature. Winters are mild, allowing golf play year 'round with very brief exceptions. Summers are hot and dry, but the 6,000-foot altitude of the town makes for cool evenings. Mosquitoes

Squadron Leader R. Thomson is one of many Canadians who have joined the horsey set while on duty in Colorado. Bob has had his own horses since coming to the state and rides with the Pikes Peak Range Riders who yearly promote the Pikes Peak or Bust Rodeo with a ride completely around the massive mountain.

Churches have also felt the impact of the Canadian invasion of Colorado Springs. Here the family of S/L R. Lince, Executive Assistant to A/D Dunlap, leave the Episcopal Chapel of the Holy Spirit (l. to r.): Mrs. Lince; Cristine, 11; Judith, 19, a recent graduate from nurses training in Colorado; S/L Lince; William, 10; and Rev. Arthur Pierpoint.



ORADO SPRINGS

and other insects are rare, so outdoor living in summer is the rule. The large patio with a fancy barbecue is evident at most homes.

The area affords ample opportunity for sports-minded people. Golf and skiing are perhaps the major sports, but fishing, hunting (big game as well as birds) mountain climbing, hiking, tennis, horsemanship, hockey and skating are all very popular. Each weekend sees Canadian families heading for the hills in great numbers.

There are about 75 Canadian military men stationed at Colorado Springs plus three government employed civilians. Most of these are staff officers at NORAD, with the remainder either air and ground crew for the *Cosmopolitan*, running the small RCAF orderly room, or in the band.

With important work to be done in NORAD and a pleasant place to live, a posting to Colorado Springs can be most enjoyable.

Another family frequently seen at the hockey rink are the Leveilles. Flight Sergeant G. Leveille is active in Young America coaching. His team, the Aces, won the light-weight division last season (l. to r.): Lise, a student nurse in Hull, Quebec; Michelene, attending Pauline Elementary School; Denise, who is studying at Southern Colorado State College; Charles, in Pauline Elementary; Pierrette, attending Cheyenne Mountain School; Mrs. Leveille and the Flight Sergeant. Missing from the picture is another son, Brother Andre, of the Holy Cross Brothers, who is attending St. Edwards University in Austin, Texas.



Corporal R. Belanger (right), is probably the most active contributor to Colorado Springs sports of all the Canadians serving at NORAD. Here he receives a trophy from Mr. Al Rogers, manager of the Broadmoor World Arena, on behalf of his first place heavy-weight hockey team. Also active in senior soft ball, he has been named Colorado Springs player of the year and pitcher of the year the past three seasons.

Hockey is a father-and-son arrangement for many Canadians in Colorado Springs. Last season six members of the RCAF coached in the city's Young America League. Here F/L R. Ford gives a few words of advice to his son Steve.



SENATOR KENNEDY ON MOUNT KENNEDY

When Senator Robert F. Kennedy successfully climbed to the summit of the 13,900 foot peak named in honour of President J. F. Kennedy, he received a valuable assist from the RCAF.

Senator Kennedy and seven members of the US National Geographic Society party were landed on top of the 14,500 foot Mount Hubbard before the final assault on Mount Kennedy. After planting the family flag on the mountain top, in Canada's rugged Yukon territory, Senator Kennedy and his party descended the mountainside where an RCAF CH-113 *Labrador* helicopter, from Station Comox, returned the mountain-climbers to Whitehorse. From Whitehorse an RCAF transport aircraft flew the American party to Seattle, Washington.



The US climbing party and the RCAF personnel which airlifted the party to the vicinity of Mount Kennedy (l. to r.): Mr. Whittaker, Senator R. Kennedy, Mr. B. Washburn, LAC D. Madder, F/L D. Campbell, F/L R. O. Hughes and Cpl. V. Hodge.

Photo courtesy of National Geographic Magazine

Salvage From Mount Kennedy

An RCAF CH-113 *Labrador* helicopter from No. 121 Rescue Unit, RCAF Stn. Comox, may have set a record recently when it successfully lifted another helicopter from the 13,500 foot level of Mount Kennedy, in the Yukon Territory.

The disabled machine, a Bell 47 is owned by Klondike Helicopters Limited and was under charter to the National Geographic Society. It was forced to land because of engine trouble and the crew was evacuated by another commercial helicopter.

The RCAF does not normally engage in salvage operations, but was called to assist because no com-

mercial firm in Canada had the equipment for this undertaking. The rotor assembly was removed and flown to Haines Junction, 60 miles west of Whitehorse. The next day the RCAF helicopter successfully lifted the smaller machine and flew it to Whitehorse, a distance of 140 miles where it is being repaired. The Bell 47 is estimated to have weighed about 1600 lbs. after removal of the rotors.

The *Labrador* crew were: F/Ls D. Campbell and E. Riley; crewmen, Cpls. Mattson and Lemieux and LACs Mader and Grennan.





ROYAL CANADIAN AIR CADETS

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

the past . . . the present . . . and the future

By **ROBERT F. INCH, Q.C.**

President, Air Cadet League of Canada

I suppose that the question I have heard most frequently since being elected President of the Air Cadet League is, "Just how are things going with the Air Cadets?" I am happy to be able to report that things are going very well indeed.

Our cadet strength, for example, is very close to the authorized ceiling of 28,000 cadets for all of Canada. While one or two areas are slightly under the established quota, in most parts of the country we are in the position of being able to concentrate not on numbers, but on improving the calibre of our cadets and raising the operating efficiency of our squadrons – which at the present time number no less than 368 in all provinces.

The purpose of this section of the ROUNDEL is to present in words and pictures the story of the year-round training and special summer activities that have combined to make the Air Cadet program one of the most appealing ever designed for boys of high school age. Stated very briefly, the highlights of our activities over the past 12 months might be outlined as follows:

- The year-round training pro-

gram was conducted by the squadrons on probably the highest overall level of proficiency that we have yet achieved;

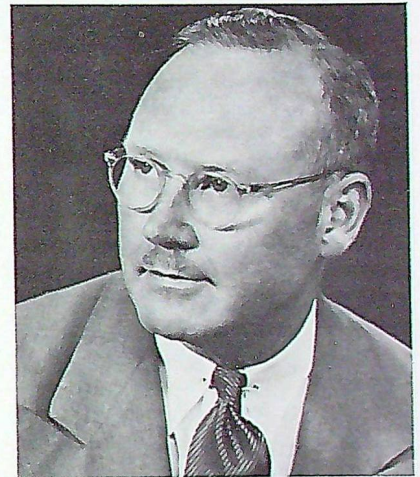
- The Senior Leaders Course at Camp Borden turned out an exceptional class of 237 young men who will become future leaders in our Air Cadet squadrons – and in community and military life as well;

- The Air Cadet Summer Camps, held at four RCAF stations and attended by more than 7000 cadets, were tremendously successful last year;

- Over 300 cadets took scholarship flying training courses in July and August and the passing average was the highest that we have experienced in recent years;

- Our program of Exchange Visits with 12 other countries served to prove again that well selected, well trained Air Cadets are the finest ambassadors of goodwill that Canada could possibly send abroad.

There were some additional features in our program of the past year that I believe are worthy of special mention. A notable example is the Canada-Mysore Project. This is a most imaginative project under



Robert F. Inch, Q.C.
President
Air Cadet League of Canada

which Canada is attempting to voluntarily provide funds for a training school at Mysore, India, which will help to alleviate the serious food shortage existing in that part of the world.

At the request of the Minister of National Defence, the three cadet services of Canada launched a campaign to sell souvenir ballpoint pens at 50 cents each in order to "write off hunger" in the world. While final

figures on actual sales are not yet available, it now appears likely that the total amount raised by our squadrons for this important international project will be in the neighbourhood of \$30,000 – which again emphasizes the fact that the Air Cadet organization is prepared to do a job and do it well when a request for help is received from our government.

Another interesting League undertaking of the past year was the Air Cadet Educational Loans program designed to help graduate cadets continue their education beyond the high school level. The project got off to a very good start in the spring of 1964, and a number of graduate cadets are presently attending colleges and technical institutions with the aid of interest-free loans granted by the League. Since assistance of this type is now being provided to those who need it by the federal and provincial governments, it appears that we shall not be able to continue our plan beyond the current year; however, we in the League can take pride in the fact that our organization is capable of successfully launching a venture of this kind, strictly on its own resources.

A new Air Cadet activity in the citizenship training line was the introduction last year of a pilot plan for the Duke of Edinburgh Award Scheme in Canada. The purpose of this scheme is to encourage young people to participate in worthy pursuits and hobbies, and invest their spare time in creative and useful undertakings. As specified levels of accomplishment are attained in the various categories, the candidate qualifies for the award of certificates and badges bearing the personal seal of the Duke of Edinburgh.

The purpose of the Air Cadet League pilot plan is to determine whether or not the D of E Scheme can be successfully operated by Air Cadet squadrons without disrupting the normal training program and

also to recommend any changes that might be required to bring the scheme into line with Canadian requirements. We are pleased to say that the participating squadrons are making very good progress and it should not be too long before we are in a position to completely assess the worth of the program and its possible effect upon our squadron training activities. Once this has been done, it is highly likely that the D of E Scheme will be extended to many other units across the country.

Aside from the important developments in what might be described as the "citizenship field", it is a source of encouragement to all of us in the League to know that our cadets are continuing to make a significant contribution toward the present and future strength of the armed forces. Last year, for example, Air Cadets made up 23.1% of all officer personnel recruited by the RCAF, and contributed 15.3% of the intake of airmen. An additional 339 Air Cadets joined either the Army or Navy, making a total of 1123 cadets to enter the military services of their country in 1964.

Perhaps even more revealing are the latest statistics covering the wastage or release rates from the service. During 1963, of 284 officer candidates who enlisted under the Regular Officer Training Plan, 46 (or 16.2%) were former Air Cadets. At the end of the first phase of training covering almost two years, the wastage rate among candidates from outside sources was 35.3%, while the comparable rate among former Air Cadets amounted to only 6.3%. Furthermore, former Air Cadets who enrolled in the RCAF in 1963 as aircrew and non-flying list officers are still in the service – a wastage rate of nil.

When one considers the tremendous cost of training service officers, particularly those in the aircrew branch, it can be seen that the enrolment in the RCAF of pre-train-

ed, well motivated Air Cadets has meant savings amounting to hundreds of thousands of dollars for the RCAF, and ultimately, the Canadian taxpayer.

While we have every reason to be proud of what has been accomplished over the years by the Air Cadet League organization, I think it is correct to say that all of us these days are much more concerned about the future than we are about the past. Obviously the steps now being taken toward integration of the armed forces will have their effect upon the Air Cadet program – and we are hopeful that in time it will be a beneficial effect.

Undoubtedly the thing that has concerned us most about the latest trends in defence planning in Canada is the possibility that we might find it difficult to maintain our close working relationship with the RCAF. The fact that there is no longer a Chief of the Air Staff to whom we might turn for guidance and assistance is of course a major problem. However, we are convinced that new and effective ways can be found of keeping together and strengthening this happy partnership between serviceman and civilian that has produced what is undoubtedly the finest training program for boys of this age group ever developed anywhere in the world.

Since integration of the services is being carried out on a progressive basis, starting at the top and working down, it will probably be some considerable time before firm decisions are taken regarding the future status and organization of the cadet services. On one or two occasions during the past year, it has been our privilege to meet with the Minister of National Defence and to discuss briefly some of the problems of the present and future. It is perhaps significant that each time we have met, Mr. Hellyer has reiterated his strong belief in the value of cadet training and his admiration for the



Photo courtesy of Capital Press

Sea Cadet Donald Duncan, Army Cadet Tony Anderson and Air Cadet Gary Moran paid a visit to the Prime Minister's office when the Hon. Lester B. Pearson purchased the first ballpoint pen to officially open a fund-raising campaign conducted by the three cadet services in support of the Canada-Mysore Project.

manner in which the Air Cadet organization conducts its business.

In a recent letter to the League, the Minister was kind enough to state that: "The outstanding success the Air Cadet League has achieved and the experience that has been gained in its operation will not be dissipated. We may ultimately conclude, however, that it would be desirable to extend this excellence to other areas of the cadet movement."

Thus I am in the happy position of being able to state that the tremendous value of the Air Cadet League and its partnership with the service is well recognized in very high places in Ottawa, and indeed throughout Canada. We can therefore look to the future with confidence and with the knowledge that not only will our services continue

to be required but we may even be called upon to expand our activities in future years.

I can summarize this article by saying that the past year has been one of progress during which our training standards were maintained at a very high level, our special activities enjoyed conspicuous success, and we also managed to branch out in some new and interesting directions. It was a year during which we depended – as we always must – on the dedicated efforts of the many thousands of people who serve our organization so well and so faithfully throughout the length and breadth of Canada. To all of these ready volunteers, I extend a sincere "well done", coupled with the wish for another year of accomplishment and progress in 1965.

MISSING DECIMAL POINT

In an article written by Norman Avery, which appeared in the April issue of the *ROUNDEL*, the following statement appeared: "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."

While this is a flattering thought, for those interested in air cadets, we hasten to report a dropped decimal point in the typewritten copy, which should have indicated that \$2.4 million is the amount provided annually by the Department of National Defence for Air Cadet purposes.



RCAF ASSOCIATION

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

FAREWELL TO ROUNDEL

By MR. JACK GRAY
General Manager, RCAFA

Ever since we heard of the impending demise of the RCAF's own magazine we have been in a sentimental and reminiscent mood. In many ways the news affects and saddens us more than did the initial shock of the announcement last year of the integration of the three services, for ROUNDEL has been, for as many years as many of us can remember, the extraordinarily effective and always eagerly awaited voice of our Air Force. And to those of us who are Air Force veterans it has been, perhaps, our most vital link with the service.

Here at National Headquarters we are fortunate in having a complete set of ROUNDEL from the time the Association was formed to the present day. Normally we referred to them when we wanted to check on a particular point, but the other day we spent some time reliving the many, many occasions and events that have been reported and portrayed in the pages of ROUNDEL over the years. We realized with something of a shock that ROUNDEL has been recording the history of the RCAF Association at the same time that it has been a window on the RCAF to so many Canadians.

From 1949 through the early fifties, as we leafed through the pages, we could practically see the Association growing issue by issue. New

Wings were being formed all the time and it was easy to see the tremendous spirit, indeed the pleasure with which so many ex-Air Force types grasped the opportunity to renew their contacts with a service they had been part of a few years before. In those days the memories of the fellowship of wartime comradeship were strong. Last year the RCAF Association started awarding 15 year pins to those whose membership stretched back to the beginning, and it is interesting to note the large number of members who were and are eligible.

Then, over the years, there have been the Conventions. I suppose it would be fair to say that we spanned the country, as each year we descended upon a different Canadian community to conduct our business. I think that it would also be fair to say that we never failed to leave our

mark wherever we were; from our memorial parade to each cenotaph to our annual banquet. We did it all with a vengeance. And ROUNDEL reported it all fully and with considerable style.

However, before these few words degenerate into too maudlin a memorial we should like to return to the point. We take leave of ROUNDEL with true regret; we salute all the men who have been responsible for its excellence, S/L Rickey Mignon, S/L Archie Paton, F/L Tom Coughlin and, of course, the late WO Ray Tracy whose depiction of Sergeant Shatterproof became the embodiment of the old and tried Air Force 'sweat'. We look forward to the new service magazine that is slated to appear later this year, and we wish it well. May it succeed the ROUNDEL in the affections of Air Force veterans.

WING MEMBERSHIP DUES

The Association's fiscal year is 1 August – 31 July. For the fiscal year 1 Aug. '65. The annual national dues are \$6.00. Renewal notices have been sent to Wings. Shortly each Wing member will receive his annual dues notice. Please pay your dues on receipt of notice.

This year we are trying to reduce the number of members who do not renew. By complying with the above request, you will do your Association a real service.

NOW THERE'S A NICE SWITCH!

(Quotation from the NORTH BAY NUGGET)

"MAYOR PROPOSED APPRECIATION DAY FOR RCAF STATION" – A long and friendly relationship with the RCAF may be brought to the fore during a special "Air Force Appreciation Day" being considered for this month by the city of North Bay. Mayor Cecil Hewitt, who recently put the proposal before city council for consideration, said he will seek council's support tonight of a resolution officially sanctioning the plan. "For years now, the RCAF has annually come forward to entertain the North

Bay district with such things as their annual air force day and many other events," said Mayor Hewitt. "For once, I feel it would be a wonderful thing if we the civilians could set aside a day in which we could show our appreciation for what the air force has done for us. The personnel of the RCAF have done much for our community and our district, not only in boosting our economy, but in supporting community and area projects of a broad and varied nature."

Mr. George Penfold, National President, was guest-of-honour at No. 103 (Cabot) Wing, Sydney, during his Maritime tour here (l. to r.): Mr. Percy MacMullin, Mr. Joe Hureau, Mr. Duke Gallant, Mr. Penfold and Mr. Warren D'Orsay, President of No. 103 Wing.



MEMBERS-AT-LARGE

MEMBERSHIP DRIVE

In April, each Member-at-Large received a specially designed form to be used for recruiting four new members in this category.

We think that a good many Members-at-Large could interest four ex-Air Force types in the Association and having done that the simplicity of the form makes it easy to fill in quickly, with cheque or cheques enclosed drop it in the mail. If in all cases it is not possible to recruit four new members, please feel free to send in as many as you can.

If you have been too busy to make the effort so far, why not devote a few minutes to it now?

Just to show that it is not difficult, a retired group captain, living in the Niagara area, has sent in four new members and has asked for more application forms. A former member of the Royal Flying Corps, living in Grosse Pointe, Michigan, has sent in a new member and indicated his intention to get more.

If you enjoy being a part of the Association and we assume you do, why not take this opportunity to interest your friends in our cause?

"Search all the public parks and you'll never find a monument to a Committee."

FORTUNE, Dec. 1964.

Letters to the Editor

LAC Vs L/Cpl.

Dear Sir:

In the April edition of *ROUNDEL* it is believed that an error has been discovered in the article "Integration at CFHQ".

The rank comparison chart on page 5 shows the equivalent army rank to a Leading Aircraftman (LAC) to be a Lance Corporal (L/Cpl.). It is believed that the equivalent army rank to an LAC is Private Trained (Higher Rate).

The maximum basic pay plus progressive pay an LAC can get is \$206.00 per month. A L/Cpl's basic pay is \$209.00 per month. It is also believed that a L/Cpl. is a promotion from Private Trained, whereas an LAC is a re-classification from Aircraftman, 1st Class.

I am sure that all LACs would be glad to be called Lance Corporal as long as the pay raise went with the new rank.

LAC R. W. Hales,
CFHQ, Ottawa.

(Our chart is correct. According to QR (Army) a Trained Private is not promoted to Lance-Corporal, he is "appointed" by the authority of the unit commanding officer. This appointment is held only while so employed and is relinquished when the Lance-Corporal leaves the unit. Furthermore, unlike an LAC who is established at the classification of LAC, a L/Cpl. still carries the substantive rank of Trained Private while temporarily serving as Lance-Corporal. — Editor.)

NO. 409 SQUADRON RE-UNION

"All you who are lowly and oppressed
Find comfort in this Nighthawk Nest
Rest easy lads—you've not to fear
The Fighting 409th is here."

Dear Sir:

To help celebrate the 24th anniversary of No. 409 Sqn. a re-union will be held at RCAF Stn. Comox from 30 July to 1 Aug. '65. All ex-409 aircrew are cordially invited to join in the many activities that are planned as well as renew old acquaintances. A special invitation is extended to wartime members. Anyone interested in attending is requested to write before 1 July to No. 409 Sqn. Re-union Co-ordinator, RCAF Stn. Comox. Further information will then be forwarded.

F/L G. Rawson,
RCAF Stn. Comox, B.C.

WHEELS OR FLOATS?

Dear Sir:

I read with great interest every copy of the *ROUNDEL*. I find all articles very interesting.

Two small points I would like to comment on. In the Mar. '65 issue "War on the Front Doorstep" I would like to point out an error. No. 2 (AC) Sqn. was flying *Atlas* and No. 3 (B) Sqn. was flying *Wapitis* not as stated in the article.

In the Aircraft Album of a previous issue, you have shown a *Wapitis* on floats. To my recollection, No. 3 Bomber Sqn. had the only *Wapitis* in the service and these were either on wheels or skis, and never on floats.

FS J. E. D. Corrigan,
RCAF Stn. Rockcliffe,
Ontario.

(FS Corrigan is correct, RCAF Wapitis were not equipped with floats. However, we felt that the RAF's float-equipped Wapitis would be of interest to our readers because of their unique configuration. — Editor.)

BADGES WANTED

Dear Sir:

Being an aviation enthusiast and also a collector of RCAF squadron flying suit crests, I would like to ask if any of your readers would care to dispose of a flying suit badge of the following squadrons: Nos. 403, 406, 410, 413, 414, 417, 418, 419, 423, 426, 433, and 440. If anyone has one of these badges and is prepared to let me have it, I would appreciate it if he would correspond with me.

WO1 Marc-Andre Handfield RCAC,
2230 Lepailleur St.,
Montreal 5, P.Q.

WRONG PHOTOGRAPH

Dear Sir:

Your article on Holberg brought back a bit of nostalgia. Poor Mount Brandes, your air photo of the radar site looks more like Chibougamau, Quebec. (Radar Site).

Mr. E. J. Ludwig,
435 Martha St.,
Burlington, Ontario.

(Mr. Ludwig is correct. As a number of ROUNDEL readers have pointed out, the picture purported to be RCAF Stn. Holberg was in fact, Stn. Chibougamau.)

Dear Sir:

In your April issue (Vol. 17, No. 3) I happened to notice that the RCAF Colour and Guard Party was not in step.

Purely from the professional point of view (re pictures of 'news value') was this an oversight? Did it pass the editor's eye unnoticed?

The reason for the eagle-eye is that during my younger days I was a member of the Royal Canadian Army Cadet Corps, and later a member of the Algonquin Reg't Militia. What a boost to our morale — to know that everyone does what he shouldn't.

Mr. James Este,
Editor, Powassan News,
Powassan, Ont.

RED CROSS THANKS

Dear Sir:

The October 1964 issue of your publication containing the article "The Gift of Life" has just come to my attention and I write at once to thank you most sincerely, on behalf of the Canadian Red Cross Society, for publishing this excellent support of our Blood Transfusion Service. You may be interested in knowing that Red Cross blood collections for 1964 rose nearly 7% over the comparable figures for 1963 and reached a total of 823,930 bottles collected. If this present rate of increase continues, and there is certainly no indication otherwise, we shall reach 1,000,000 bottles a year in 1968.

I need hardly mention that the need for blood is rising much more rapidly than our population and thus the problems we face in our donor procurement activities multiply each year. Your contribution toward encouraging members of the RCAF to become active donors will be of very great assistance and is therefore appreciated tremendously.

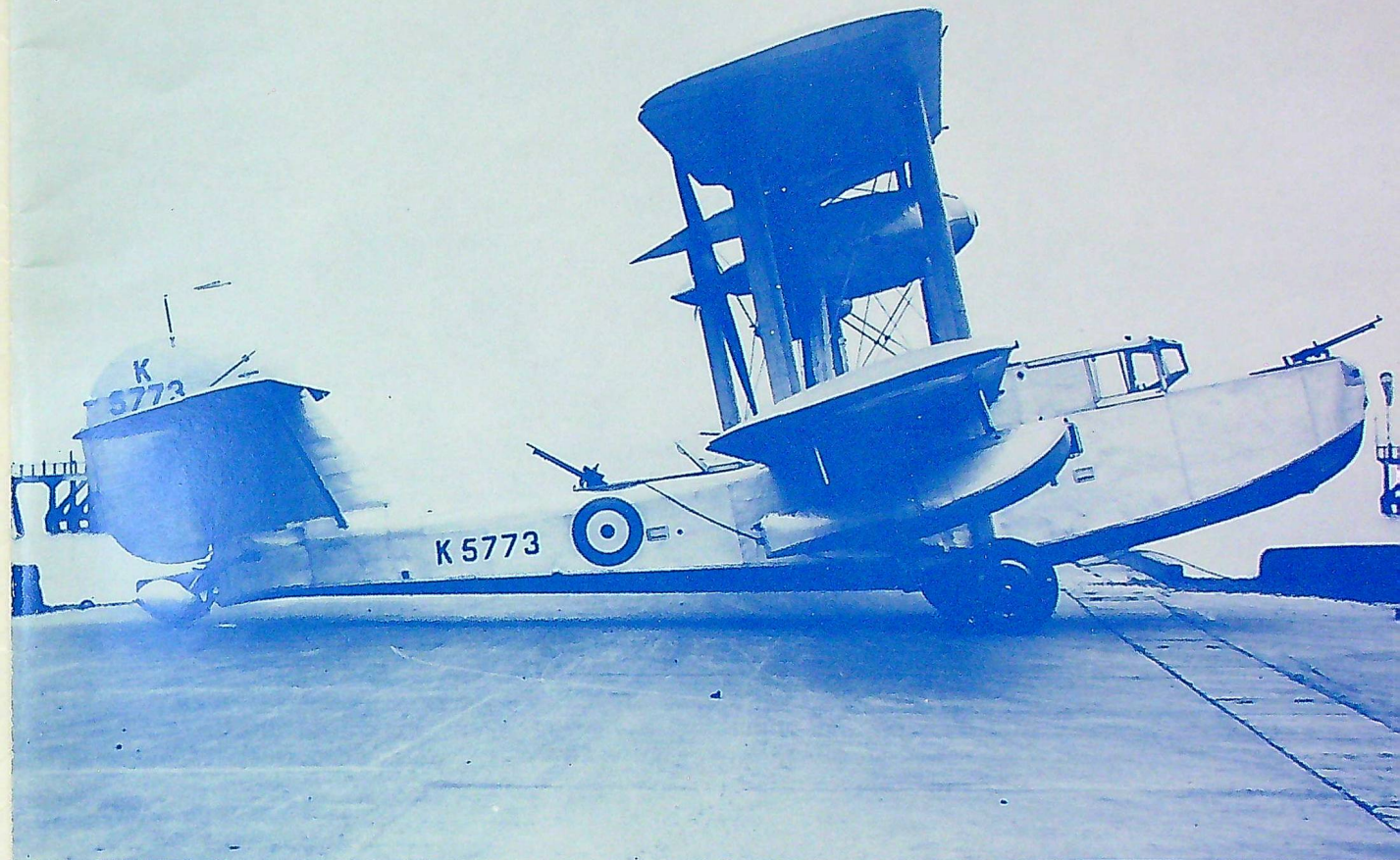
Major General A. E. Wrinch,
The Canadian Red Cross Society,
95 Wellesley Street East,
Toronto 5, Canada.

A PENNIE PAL

Dear Sir:

Congratulations on another fine issue. There were several articles that I enjoyed very much but my nostalgic nerve was touched particularly by the flight of the *Stearman* into Lincoln Park, as described by Mr. A. M. Pennie.

Mr. Peter Brannan,
Editor, Canadian Aviation,
Toronto 2, Ont.



AIRCRAFT ALBUM:

Supermarine Walrus

Although the *Walrus* did not equip any RCAF squadrons, it was flown by many Canadians overseas, and many more will remember the type as the aircraft that saved them from the "drink". Despite its low speed, it was widely used in Air/Sea rescue duties. The crews of these aircraft frequently picked up downed aircrews within a few miles of enemy coasts, and often had to alight in mine-infected waters. F/L J. A. Spence, a pilot in No. 277 Squadron, was awarded the DFC and Bar for carrying out rescues despite German minefields and fighters.

Six *Walrus* aircraft were used by the RCAF in Canada, three of which were used at No. 1 Naval Air Gunners School, Yarmouth, N.S. All six aircraft had been disposed of by 1947.

Powered by a 775 h.p. Pegasus engine, the *Walrus* had a top speed of 135 m.p.h. and a range of 600 miles. Two machine guns were carried, one in the nose and one amidships. Wingspan was 45 feet 10 inches, length 37 feet 7 inches, and loaded weight 7,200 pounds.

Roger Duhamel

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