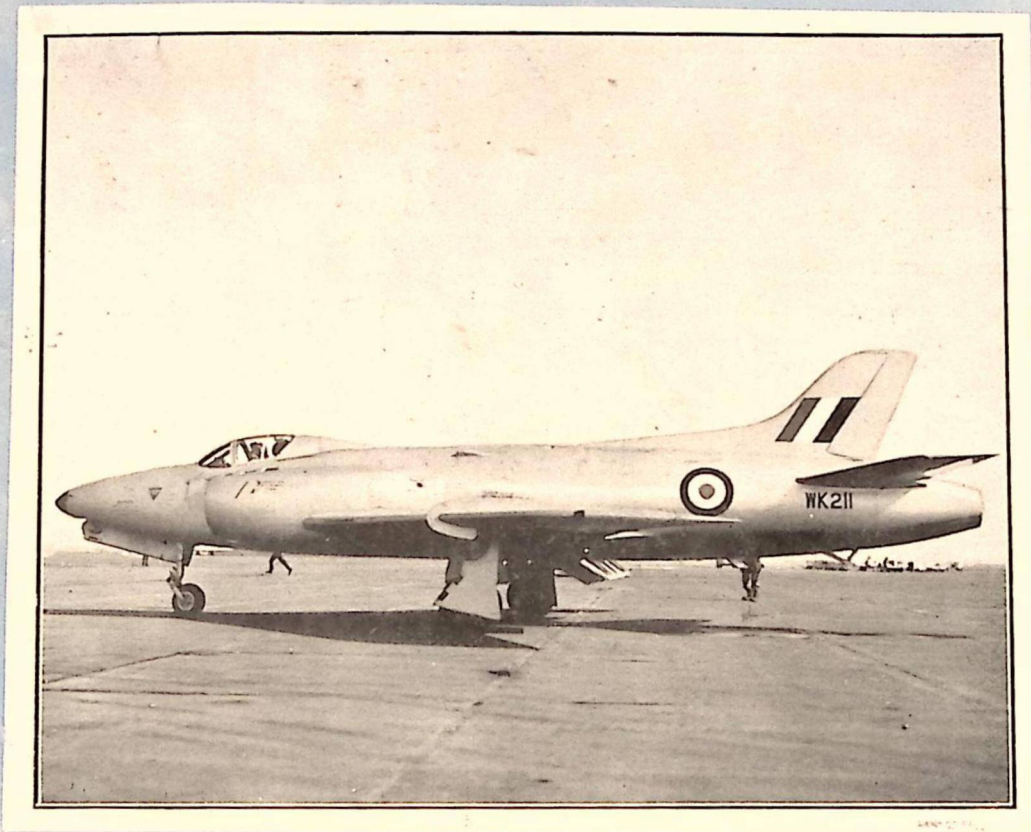


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VOL. III

No. 5

MARCH, 1954



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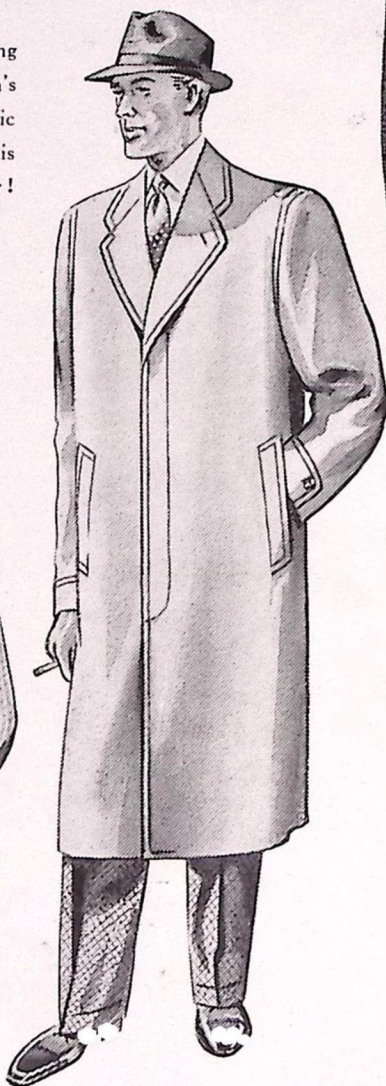
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Talepipe

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accidentally yours

Say Mac, can you spare a dime?
Say, Mac, can you spare enough dollars to buy a couple of mink coats and a few luxury cars?

At times, brother, we think you can.

Ever stop to think how many long green dollars go up in smoke each time someone bends an airplane? It's quite enough to buy those coats and cars.

We can hear you screaming right now . . . "here we go again" . . . "always riding the pilot" . . . "every prang is from pilot error" . . . "be careful" . . . "do this" . . . "do that" . . .

But stop for breath a minute, and while your face gets a little less purple just count up the recent accidents you know of that were caused by pilot error. Good money from the ever-faithful taxpayer—you—that will have to be replaced . . . by you.

And here's something else to ponder over some lonely night . . . of all the money wasted in aircraft accidents last year, better than half was tied up with the loveable old Sabre. Maybe that's not too surprising when you compare the cost of a Sabre with say a Havard. But is that any excuse?

And just to get real nasty. We will even lay you a small bet, probably with odds, that most of those Sabre

prangs were caused by old bogeyman pilot error.

Put down that comic book a minute Buster, and move a little closer to the fire. Daddy wants to ask a few questions.

Honestly now, how long since you read the Sabre handling notes? Just last week? Why, good for you. But would you get through an 85 per cent. pass-mark examination?

And how about oxygen? Ever think enough about it? Ever get a good cleaning job on that little rubber gizmo that keep you alive at altitude?

Take the case of the radio failure, the solid overcast, and the one lost pilot. What would you do? Maybe fly around in circles until you haven't enough fuel left to even light a cigarette?

Checks too are nice things to know. You've heard the old proverb about an ounce of prevention helping a hot rock live to enjoy his pension.


Take a close look at the accident photos in any "Crash Comment." What you see could have been caused by anything from insufficient knowledge to overconfidence.

Or maybe the driver just wasn't thinking.

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CHECKERBOARD

By *LEN FINE*

This is the story of a squadron and a Squadron Leader. It starts back in the early days of the Second World War, when the two started blazing paths which finally merged this March when S/L D. R. Cuthbertson took command of 441 "Silver Fox" Squadron stationed at 1 (F) Wing, North Luffenham.

S/L Cuthbertson, holder of the Air Force Cross for exemplary work in Canada's northland, now leads a squadron whose distinguished career equals his own. Together, their future should be great, but of successes up to now turn first to the record of :

The Boss

Promotions, decorations and the sight of enemy aircraft blazing under his guns could only come after the usual basic training and S/L Cuthbertson took his in Harvards after quitting the life of a student in 1941. He instructed until 1943 when he joined 416 Squadron overseas. With the squadron two years, he destroyed two Focke-Wulf 190s and damaged a third. War's end found him a F/L, instructing at a Spitfire OTU.

In 1946 he was chairbound beside a Link trainer, but a year later he was flying again, this time doing geodetic survey in the north of Canada with 413 (Photo) Squadron. The part he played in operation "Magnetic," search for the North Magnetic Pole, saw him the first to land his Canso within five miles of the pole. Another of his successes that year was his marriage, in Ottawa. His third daughter was born shortly after he assumed command of 441 Squadron. A posting to Goose Bay in 1949 brought search and rescue to his experience and more aircraft into his logbook. To Harvards, Hurricanes and Spitfires he added time on Mitchells, Lancasters, Dakotas, Expeditors, Cansos and the Norseman. It was with this unit he earned the AFC for search and rescue service in general and "mercy flights" in particular.



S/L D. R. Cuthbertson, Top Man of the Silver Fox Squadron.

After a year at air movements, Dorval, S/L Cuthbertson was promoted to his present rank in 1953 and posted to AFS Portage la Prairie and a reunion with the Harvard. Next stop was P.G.S., MacDonald and then he moved to Chatham, N.B., where he first climbed into a Sabre. Finishing at Chatham, he spent five months on the continent before taking over :

The Squadron

Training in Harvards and Hurricanes in the defence scheme of the Maritimes was the first role for 441 Squadron after it was formed in 1942. Then for a year the unit operated out of Torbay, Newfoundland, where it performed routine anti-submarine patrols and was the first squadron in Canada to use the Hurri-Bomber. The squadron

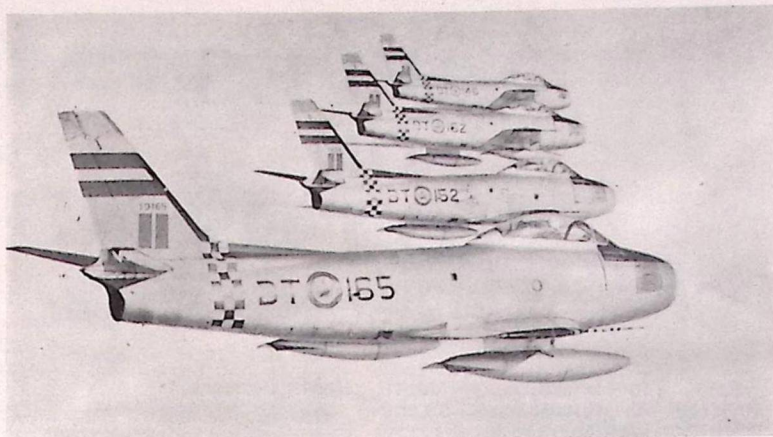
moved overseas in January, 1944 and, together with 442 and 443 squadrons, formed 144 (Canadian) Wing of 2nd TAF. In March the unit moved to war stations at Folmsley, South Hampshire, and was re-equipped with Spitfires. On the Wing's first "ops" over enemy territory, in a sweep from St. Valery to Chartres, 441 destroyed four German aircraft on the ground and damaged four more. After extensive armament training in Yorkshire, the squadron moved to Funtingdon and continued air fighting and ground attacks.

Pre-invasion operations were carried out from Ford, on the south coast, and on June 10, 1944, six airplanes from 441 were with a wing that landed on the Norman beaches, the first allied aircraft to do so since June, 1940. Five days later, the rest of 441 Squadron moved over and continued to operate from the continent until Germany surrendered. The leading unit in 144 Wing was 441 Squadron: between 22 June and 29 July, the squadron destroyed 37 German aircraft, mostly FW 190s, and damaged at least three more, to the loss of three of their own aircraft — one pilot killed, one taken prisoner. A third pilot returned from enemy territory.

The peace-time squadron was reformed in April, 1951, at St. Hubert, Quebec, under S/L A. R. Mackenzie, D.F.C. Vampires were soon replaced by Sabres. The squadron has the record of the fastest movement overseas. On Feb. 13, 1952, it embarked on the Empress of France and arrived in Liverpool a week later.

The past two years of operation in England have been rewarding and interesting. Air exercises have taken much time and 441 aircraft have flown to many continental points including Belgium, France, Germany, Holland and Denmark. There have been air displays and the unit's aerobatic team has won high acclaim.

Praise goes not only to the pilots but to everyone who helps keep the black and white checkers flying.



Top Right: The Black and White Checkers go Echelon Starboard.

Bottom Right: 441 Squadron Personnel arriving in England, February 1952.

NOTES ON NOTES

By TERRY AXCELL

Hey! I'm back already! More patter on the platters, views on the blues, and chatter about this and that. (The foregoing is an example of what happens to you once you become a record reviewer. Must be psychological!).

This time we will deal with two terrific platters by two gentlemen whose styles are very different but both "real gone."

Melodic Miller

Número un (continental touch) is a disc by the eternally popular Glenn Miller. His popularity is surprising since Glenn headed a band for only three years before his unfortunate death in an army transport plane while crossing the English Channel.

The record is a new 33 release consisting of the pieces heard in the film "The Glenn Miller Story." In the film the music is played by a present day band and very well done at that. However, this disc consists of recordings by Glenn Miller himself, i.e. originals.

So much has been written on the Miller style in the last few years, that to say more here would be superfluous. I'm sure many fond memories will be recalled when you listen to "Moonlight Serenade," "String of Pearls," "Tuxedo Junction," "Pennsylvania Six-Five Thousand," "Little Brown Jug" and so on through the ten favourites featured on the record.

The Miller trade mark, saxes, was a chance happening. During a recording session the lead trumpet hurt his lip, so Glenn instructed the saxes to take over the lead and hence the new sound, the Miller sound, was born.

Here in England the record is on the HMV label. The disc itself is beautifully made and with care should last a lifetime of listening.

Heath Concert

Our second record is by an English musician as well known State-side as here . . . Ted Heath.

Ted has been called the English Stan Kenton but to fix that label on him would be limiting the scope of the band. The Heath band is just about the most versatile band we have heard. He plays everything from dance music to the last word in modern music with the same ease that bands specialising in only one phase of music are capable of doing.

The record is a twelve incher entitled "TED HEATH . . . Palladium Concert," and is on the Decca label. This too is a 33 recording.

The recording was actually made at one of the many concerts given at the London Palladium Sunday evenings. To be exact, April 12, last year. The effect of the live audience is felt in the way the band really breaks loose on all the numbers.

On side one we have six very neat presentations. "The Champ," an old Dizzie Gillespie effort, leads off and is given a first rate going over by the boys. "Eloquence" features Roy Wilcox on sax and he's really in there. The slow, melodic beginning, then double time, then back to slow, is an old ruse but very effectively done here. The next piece is perfect for dancing. It's "Do Nothing Till You Hear From Me" (formerly Concerto For Cootie) by Duke Ellington. The trumpet is very well handled. "Pick Yourself Up," an old tune from an Astaire-Rogers pic, has Johnny Hawksworth sweating it out at the bass and he puts out a very noble effort. Don Lusher is featured on the sax in "Blues for Moderns." Very nice sax but the accompaniment is noisy in spots. The last selection on this side is a very strange piece indeed. Half South American, half modern, just about half everything. No comment. You figure it out.

The flip side is my favourite, probably because most of the tunes are well known. "Etrospect" is one not well known but the Heath congregation gives it a smooth, very listenable presentation. "Dark Eyes" is the gem of the collection in my opinion. The trombone by Don Lusher is the epitome of smooth work. Give a listen and I'm sure you'll agree. The opening few bars taken by the sax in "Solitude" puts you in a very solitary mood indeed. The echo chamber is put to good use in this presentation. "The Hawk Talks" is an up beat number featuring Danny Moss on sax and Bobby Pratt on trumpet. "I Got It Bad" again by the Duke is a fine duelling ground for Les Gilbert on sax and Wally Smith on trombone. The last piece, "Rhapsody for Drums," is, in my opinion, very noisy. How about that, Bergie!

Single Waxings

Well, that covers both records fairly well so here are a few 78s worth listening to . . . Eddie Calvert's, "Oh Mein Poppa"; very smooth trumpet on both sides. "Skin Deep" by Duke Ellington. I understand that this record features the longest drum solo record. When you are dancing in a dimly lit room with Marilyn, flip on "Tenderly" by King Cole and see what happens.

Some of the pilots of 410 squadron recommend "Beautiful, Wonderful Copenhagen" by Beechcraft. A very smooth number they say.

Let's try another gag (meaning to choke) this issue . . .

This bopster went into a restaurant and ordered a piece of apple pie.

"But the pie is all gone," said the waitress.

"Oh, that crazy pie," exclaimed the lad, "I'll have two pieces."



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DISASTERS IN TRIPLICATE

Recent DRO entries regarding the times certain sections will perform their various functions have led to much speculation as to how this system of programming and scheduling can be tailored to fit the needs of Operations Staffs—mainly Flying Control. The following timetable has been drawn up and will form the agenda for a conference to be held early in April. It is strongly recommended that personnel having suggestions to offer submit them through the usual channels in triplicate.

Proposed Schedule—Mon. to Fri. (0830 to 1700)

(excepting Wednesday afternoons)

0830-0900 : Radio and time checks, Altimeter settings, surface wind.

0900-0915 : Taxi clearances.

0915-0930 : Take off clearances only.

10-1015 : Homings and check vectors. (See footnote 1).

1015-1030 : Morning Emergency period. (See footnote 2)

1030-1045 : Landing clearances only.

1045-1130 : General queries and Flight planning.

1130-1300 : Lunch—Closed down.

1300-1330 : See 0830-0900.

1330-1345 : See 0900-0915.

1345-1430 : QGHs (See footnote 3).

1430-1500 : GCAs (See footnote 4).

1500-1515 : Landing Clearances living out personnel. No Compass Homings (See footnote 5).

1515-1530 : Afternoon Emergencies (See Footnote 6).

1530-1600 : Compass swings and taxi tests. (See footnote 7).

1600-1700 : Visiting and transient aircraft only.

Footnotes :

1 For accounting purposes four check vectors will be considered the equivalent of one homing.

2. This period is for mechanical failures only. Generator and Hydraulic failures are the only type of emergencies handled at this time. Flameouts are forbidden. Pilots having a flameout at this

time will hold on the beacon until the Afternoon Emergency period. For further explanation see Footnote 6.

3. Demands for QGHs must be forwarded to the Controller concerned 15 minutes before take-off and accompanied by a signed certificate from the Squadron Commander that this facility is required.

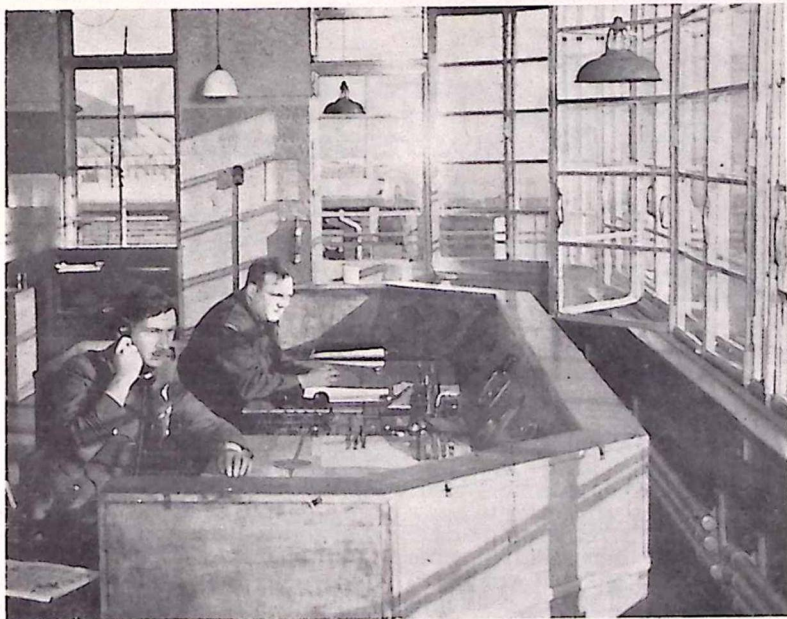
4. Contingent upon issuance of schedule from OC GCA and serviceability of personnel and equipment.

5. All personnel doing No Compass Homings must be in possession of identification discs and insured for \$10,000. Forms for demanding this service are obtainable from the COpsO and must be countersigned by the Commanding Officer.

6. Pilots will make arrangements to have all serious accidents and crashes at this time. Failure to do so will lead to severe disciplinary action being taken against offenders. It should be noted that the Afternoon Emergency period is divided into three phases for the convenience of the Hospital Staff. Phase One—from 1515 to 1520—treatment of burns and scalds of the first, second and third degree. Phase Two—1520 to 1525—treatment of bruises, cuts, abrasions and concussions. Phase Three—1525 to 1530—advanced treatment of fractures (simple and compound), blood transfusions, amputations and general putting together of bodies. Personnel having a crash involving fire or flame must be in possession of RCAF Form Z41—Requisition for Fire Fighting Services.

7. See QR (Air) Vol 5, Sect 2. Chap 4, Para. 4, as amended 23 Jan '54.

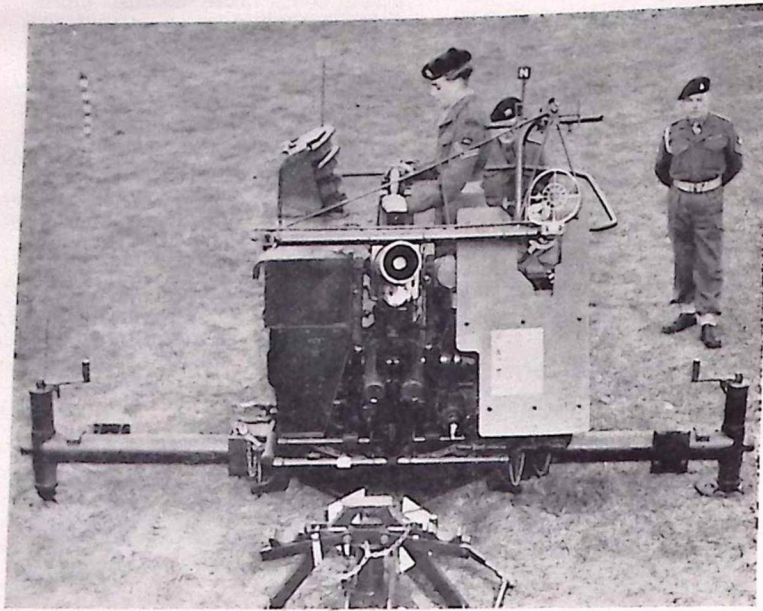
Remember our slogan—There is a time and a place for everything—and you are probably ten minutes late.



"You have been violated. Afternoon emergencies commence at 1515, NOT 1310!"

"DOWN THE SPOUT"—A fine close-up by our Photo Editor of one of the LAA Guns taking part in the week-end

FLAK BLITZ



Those who habitually sleep late on Sunday mornings probably wondered about the "beat-ups" and attendant ruckus which wakened them one week-end in March.

If these chaps managed to be on deck in time for lunch they would have picked up a clue by the number of khaki uniforms in the Mess. The men in the uniforms, or the shoulder flashes and cap badges, would have told the curious that a LAA Regiment had pulled into North Luffenham for an anti-aircraft exercise.

In order to give the gunners some practice in laying their guns on "live" jet targets, F/L Harry Wenz led a mixed section of 439 and 410 aircraft in low level simulated attacks on the station. Gunners, as well as the Commanding Officer of the Regt. and their Brigade Commander, seemed well pleased with the outcome of the exercise. On our part, we were very glad to see this Regiment in action — and look forward to the pleasure of welcoming them back.

A QUESTION FOR MR. MOLOTOFF

By MATTHEW HALTON

One night, at one of the great receptions in Berlin (during the Berlin Conference) a group of us were looking over to where Mr. Molotoff was talking with Mr. Bidault, and someone said: "Wouldn't it be wonderful to know what Molotoff's really thinking?" Someone else then said, "Suppose you could ask Molotoff one question, and that he was bound to answer truthfully — what would you ask?"

An American said: "I'd ask for the whole truth about the whole Beria story." Another said: "I'd recall to him that all the old Bolsheviks except — perhaps — Stalin have come to violent ends, and ask him when he expected his own end to come." My own question would have been: "Mr. Molotoff, do you think there will be war within fifty years? Give reasons and develop fully." But someone else had a simpler question: "For

Russia, has the Berlin conference succeeded or failed?"

Let's enlarge that question. Both from the Russian point of view and that of the west, has the conference succeeded or failed?

The *London Economist* began a recent article with the headline: "Success of a Failure." And the *New Statesman* had a similar idea with its headline — "Deadlock Cordiale." The idea is of course that the conference has failed on the threat question of Germany, as everyone knew it would before it started, but that the air is now clarified. We all know where we stand. The discussions were courteous; relations were, paradoxically, friendly. The meeting did not break off in anger. There was never any real tension, though there was lots of excitement. And on one subject there was even agreement. The two sides actually compromised like sensible men and

reached a common-sense agreement to convene a conference—in Geneva in April—on Korea and Indo-China. In three secret meetings they cut right through the old wrangle as to whether the Korean peace conference should be a round table discussion or include only the belligerents.

It's thought here, or hoped, that this agreement means one or two important things: that China really wants a Korean settlement and perhaps even peace in Indo-China. Still, there's certain to be fireworks when Chou En-Lai, the Chinese foreign minister, goes to Geneva.

The Complete Failure

But let's speak of the bigger thing—the complete failure at Berlin on the German question. It may be true, as a Russian told me, that "historic changes are taking place in the Soviet Union," but the conference showed that Russian policy on Germany has not changed at all.

And so, who won the conference? There's a case for saying that Russian won it. Russia conceded less than nothing in Europe. The Red Army's forward military bases are still in the heart of Europe, still intact, only a hundred miles from the Rhine. The Russian grip is as tight as ever on Eastern Germany and the satellites.

But there's also a case for saying the west won the conference. We did secure the reunification of Germany; there was never any hope of it. And Mr. Molotoff's preposterous proposals for a European collective system, that would destroy NATO, has convinced many doubters in France, and many German doubters in the Social Democrat party, that there's no alternative now to EDC. The opponents of EDC in France, and in Britain, are numerous and voluble. But they go silent at the thought of a Europe in which Russia took the place of the United States as the protecting power.

But here's the thing. Here's the astonishing thing about the Berlin conference. It could have been a great victory for Russia. I think Russia could have prevented French ratification of EDC. Of course EDC isn't ratified yet—but there's more chance of it now than there was a month ago. Yet by clever diplomacy Molotoff could have changed the whole picture. We expected Molotoff to offer to

accept the western plan for German reunification, based on free all-German elections, in exchange for a rigid guarantee that the united Germany would be kept indefinitely unarmed and neutralised. The west would not have accepted—but most of the French people—and more than half the British people—would have liked the idea; and it's three to one that the French parliament would not have ratified EDC.

But instead of pulling the expected pretty pink rabbit out of the hat Mr. Molotoff pulled out all sorts of monstrous and distorted rabbits. He made a barrage of proposals—some of them contradictory. We were never sure what was coming next.

And the reason he didn't make the expected proposal—this is the only conclusion we can come to—the reason is that the Russian's general staff feels it would be worse to lose east Germany than to have west Germany in EDC. Russian is not going to get out of east Germany and Austria. For three reasons. First, they are forward bases in the heart of Europe. Secondly, a unified Germany would at once begin to clamour for extended revision—that is, for the return of her lost provinces. Thirdly, Poland and Czechoslovakia would become east Germanies of dissatisfaction and unrest. That must be how the Russians are thinking.

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THE LAST OF THE ANSONS

The last of the "old faithful" Avro Anson aircraft that played such a vital part in the British Commonwealth Air Training Plan are being retired from RCAF service.

Widely used by the RCAF during the Second World War as a training aircraft, the merits of the Anson will long be remembered by the thousands of Commonwealth aircrew who trained in Canada during the war years. It was used to train pilots, navigators, wireless operators and bomb aimers, and achieved a lasting reputation for reliability. The Plan's success was in no small way due to this well-tried aircraft, well suited in its flying qualities and its equipment to all branches of instructional work.

In addition to its prime training role in the RCAF, the Anson was also used for photo survey and light transport and communications purposes, as well as for certain airborne research and testing operations.

Following the war's end, however, its use in the RCAF declined rapidly. The post-war aircrew training programme called for better equipped aircraft, and for some years the Anson has been a rare sight in RCAF flying operations.

These final four Ansons were used until recently in the Ottawa and Arnprior, Ont. area for testing and developing airborne equipment in collaboration with various government departments and agencies, and aircraft firms. They are being replaced by twin-engine Expeditors.

Of British design, the Anson first flew in 1935, and went into squadron service with the RAF the following year. Originally intended for coastal command operations by the RAF, the Anson did many other jobs, including transport, photo survey, crop dusting and even fighting.

While not reflecting the intended purpose of the Anson, a notable engagement between three RAF Coastal Command Ansons and nine Messerschmidt 109 fighters took place over the English Channel in June, 1940. The Anson succeeded in shooting down two of the enemy and damaging a third.

The Anson reached its lasting fame, however, through the part it played in the British Commonwealth Air Training Plan.

In all, 2872 Ansons were produced in Canada. Of these 1822

were Anson II's, equipped with the American-built Jacobs engine in place of the Cheetah's used in the British-built Anson. The remainder of the Canadian production, 1050, were Anson V's, fitted with the American-built Pratt and Whitney engine. A number of the British-built Ansons were fitted with American-built Jacobs and Wright engines, replacing the original British Cheetah's, and were known as the Anson III and IV respectively.

The first Canadian-made Anson II came off the assembly lines in August, 1941, and maximum production was reached in May, 1943, when 186 aircraft were accepted. The first Anson V, a re-engineered, more powerful type, was flown in January, 1943. Maximum production of the Mark V was reached in January, 1944, when 67 were produced.

Only three of the remaining four aircraft are to be turned over to Crown Assets Disposal Corporation. A decision has been reached by AFHQ to retain the fourth and final Anson, for its historical value.

The fourth Anson is to be flown to Chater, near Brandon, Man., where the RCAF has a number of wartime aircraft held in storage, as historical items. The aircraft, including a Lysander, Hurricane, Mosquito, Tiger Moth, and Fairey Battle, are stored in a hangar at Chater, the site of a wartime RCAF relief field.

The storage site at Chater is in no sense a museum, but merely a storage point for a number of different types of wartime aircraft, which have been retained as possible museum or display exhibits at some future date.

Americans Decorate Two Heroic Canadians

Two RCAF safety equipment technicians have been awarded the United States Soldiers' Medal for heroism during the crash of a USAF B-36 aircraft in Newfoundland in March, 1953.

Sergeant Joseph Couturier, 33, of Edmunston, N.B., and Sergeant Reginald W. Trent, 32, of Pathlow, Sask., were members of a para-rescue team at 103 Rescue Unit Torbay, Nfld., which parachuted to the scene of the crash to aid the victims.

The citation accompanying the awards reads as follows:

"Sergeant Joseph Couturier and Sergeant Reginald Trent distinguished themselves by an act of heroism on 18 March, 1953, at Trinity Bay, Newfoundland. When a United States Air Force RB-36 aircraft crashed in Trinity Bay, the wreckage was located but the possibility of survivors was unknown. Sergeants Couturier and Trent, members of 103 Rescue Unit of the RCAF, volunteered to parachute to the crash scene in the belief that there might be survivors to be rescued. Adverse weather conditions and approaching darkness constituted a hazard and Sergeants Couturier and Trent were informed that the jump would have to be made from a maximum altitude of 700 feet. With complete disregard for their own safety, Sergeants Couturier and Trent unhesitatingly accepted the personal risk and performed the jump even though aware of the fact that the altitude precluded use of their emergency parachutes if the primaries malfunctioned. The courage, perseverance, and devotion to duty displayed by Sergeant Couturier and Sergeant Trent reflect great credit upon themselves, the Royal Canadian Air Force, and Canada."

Sergeant Couturier is still a member of 103 Rescue Unit at Torbay while Sergeant Trent is now serving at RCAF Station Goose Bay, Lab.

CANADIAN HOPES FOR WORLD'S CHAMPIONSHIP

Sgt A. J. Botting, No. 1 (F) Wing's champion aeromodeller, may within the next two months become one of the new holders of the world's records for radio-controlled flight with a model aircraft.

It is hoped the RCAF will enter its own team in the International Radio Controlled Model Aircraft Contest to be held in Belgium on May 1 and 2. If plans materialise, the Air Force representatives will be Sgt Botting and F/S D. K. Patterson of 30 AMB, Langar.

Competition trophies, to be presented to the winners by His Majesty the King of Belgium, include the Yugoslav Cup, the Royal

Belgium Cup, the Area Club Trophy and the Precision Parachute Dropping Trophy.

Many teams will be competing at this international meet. Although competitors will be mainly from the Continent, America, Britain and the RAF will be strongly represented.

High hopes are held for the success of Sgt Botting. His placings to date include the Midland Area Championship, second for all Britain in the Colonel Taplin Trophy, first in the Leicester Area Championships, and first in the North Luffenham Area Championships.

U.S.A.F. ADOPTS CANADIAN 'CHUTE SYSTEM

A new and improved method of determining the exact moment to drop paratroopers and supplies being parachuted from the air developed by two RCAF officers, has been adopted by the United States Air Force.

The system, in use by the RCAF for some time, was devised by Flight Lieutenant J. H. Riva, 34, of Canmore, Alta., in conjunction with Flight Lieutenant J. W. Michaud, 29, of Montreal, who worked with him during the latter stages of the system's development.

The two officers have produced what is known as the Canadian (Riva) method of dropping paratroopers and para-borne supplies, and have designed a computer for making the correct calculations. This computer enables the navigator of an aircraft to determine exactly when to ring the jump bell, the signal for the paratroops to leave the aircraft. Formerly, the dropping area was marked by Army personnel from a ground position, or from an advance aircraft. Succeeding aircraft then released their loads when over this ground marker.

F/L Riva began work on the computer in 1950 while serving at the Canadian Joint Air Training Centre at Rivers, Man. It can be used for any parachute load in any set of conditions. Simple to operate, it eliminates the necessity for path finder teams which formerly laid the ground markers and so adds to the surprise element of the attack.

The adoption of this method means the Air Force commander in a joint operation now assumes full responsibility for the accurate delivery and dropping of troops on a selected position.



Sgt A. J. Botting, RCAF aspirant for top honours, with the radio controlled model aircraft he plans to fly in Belgium.

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GEORGE MOORE ANSWERS YOUR WHY? HOW? WHEN?

There's one question that springs eternal . . . "WHY?" Each must ask it at least a dozen times a day in connexion with at least a dozen different circumstances. Ranking with "WHY" are its running mates "HOW" and "WHEN." In a service sphere I suppose these three words are used even a little more often than elsewhere, especially when a new branch is introduced and personnel of the older trades find themselves in the process of accepting the new "Thing" as part and parcel of the service.

This acceptance process usually takes a number of years. It's not a newly observed phenomenon. Something happened in the Navy with the introduction of the first steam engines and first rifled cannon. When radar technicians first appeared skeptics abounded. The Army had to be convinced of the value of an armoured corps, an intelligence corps and a signals corps.

Relatively recently our own RCAF had to learn to appreciate the roles played by its armament and GCA sections. Yet what service would now try to get along without these specialised branches?

Usually the degree of understanding and appreciation varies in direct ratio to the degree of information and reasoning regarding the new branch. It's my purpose to give some information which may serve as a basis for well-informed thought on the role of the RCAF's own Defence Branch.

Ideas from the Ancients

The whole concept of employing defense specialists is not new. It merely seems new because of its recent advent upon the RCAF scene . . . and because of the adoption of new methods and equipment.

The Roman Emperors had a Praetorian Guard whose task it was to provide protection for the nerve-centre of the mighty military machine with which ancient Rome effectively controlled her far-flung interests. A parallel organisation can be found in any historical era. In all cases, whatever the title used, these specialist troops were charged with the responsibility of protecting a leader, an installation or base, or a headquarters.

The science of warfare has not changed, except in the methods and weapons employed. With the appearance of cavalry, and later of military aircraft, commanders had at their disposal arms which might

be employed against distant targets . . . thus extending many-fold their effective range of operation. When an enemy has at his disposal a force (weapons, men, or industrial potential), the first thing which must be done to negate his purpose and assure success is the mounting of a blow sufficient to destroy or cripple that force. To do this effectively, the enemy's situation must be closely examined and attacks timed to occur at the most inauspicious moment for him.

The best time to knock-out a force of military aircraft is while it is on the ground. Modern aircraft, being highly complex machines requiring skilled servicing and specialised maintenance facilities, may be effectively immobilised if the technicians are eliminated or the base on which the aircraft depend is destroyed.

Why a Defense Branch?

Right here we have the *raison d'être* of the Defense Branch. Its job is to prevent an enemy attack or nullify the effects or after-effects of such an attack against aircraft on the ground, air installations, and/or personnel. Though defense troops belong to an operational branch just as aircrew do, their motto is the same as that of servicing crews: "Keep Them Flying."



A defenseman's job does not, as some think, begin and end with a bayonet on the end of a rifle. Indeed this part of the job has become one of relatively minor importance. To appreciate the skills and knowledge required to do the work today, one must examine the possible ways an enemy force could engineer an attack on an airbase.

An airfield can be bombed with high explosives, napalm or incendiaries. It can be strafed with rockets, cannon or machine gun fire. It can be attacked with nuclear weapons, biological or chemical agents. Parachute or glider troops can stage an airborne assault. Ground troops can advance in a concerted thrust or infiltrate through forward army screens and re-group for an attack. Irregular guerilla forces can strike (vide recent reports from Indo-China), or saboteurs can practise their specialised tricks.

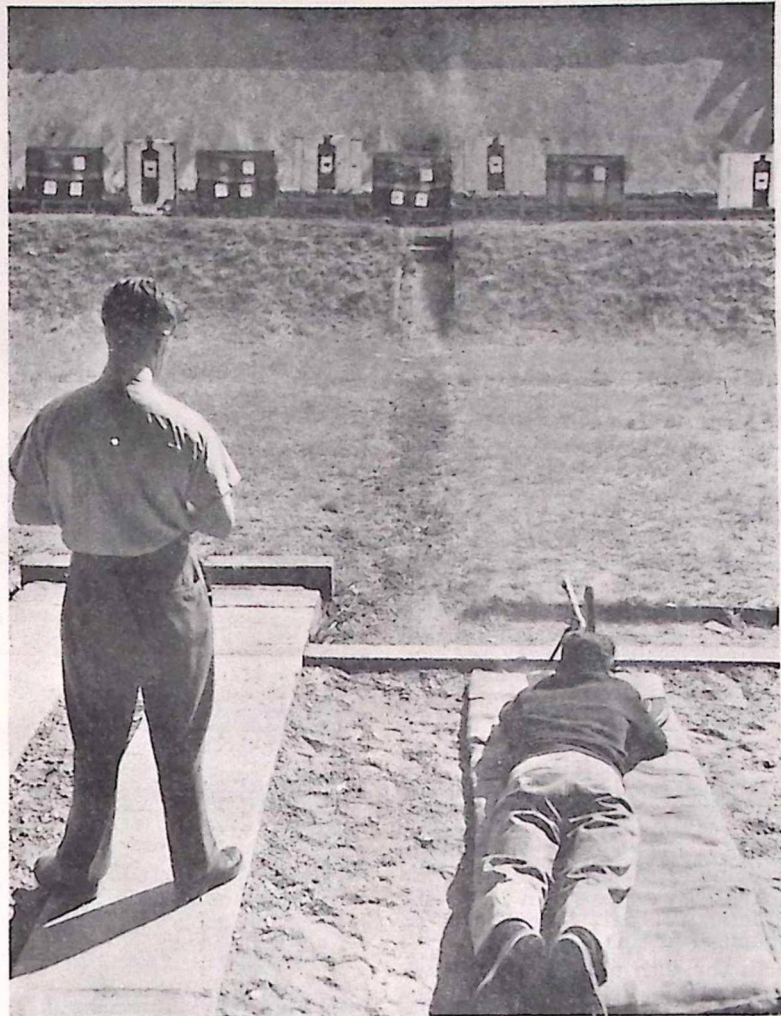
Low-flying aircraft raids, no matter what the weapons released, call for anti-aircraft defense. Such a defense may be achieved by multiple heavy machine guns, light anti-aircraft artillery, or some form of rocket-propelled missile. Anti-aircraft work is in its own right a complete field of study.

The Complete Defenseman

In addition to AA, a defenseman must master several of the other arts of war. One of these is broadly called "passive defense." This embodies all means and methods of dealing with the effects of HE or other bombing raids, including unexploded bomb work, and atomic, biological and chemical warfare. The defenseman, in order to effectively discharge his duties, must be part doctor, fire-fighter, rescue artist, construction engineer, demolition expert, atomic physicist, chemist, explosives ordinance expert, cook, baby-tenderer, electrician, plumber, driver and instrument technician.

The third wide range of subjects of which the defenseman must be master, deals with ground combat in all its phases. He must be first and foremost a fighting man. His knowledge and abilities must include small arms, tactics, fieldcraft, support weapons, engineering, field signals, field administration and organisation, basic medicine and physical fitness.

Our defenseman should be a pretty gen boy by now . . . but he isn't through yet. He must also



know everything possible about preventative measures. These are grouped together and termed "Concealment and Tactical Deception." The principles employed are simple . . . they evolve from the fact that an enemy cannot press home an effective attack if he cannot find a real target. To turn the principles to practical use calls for a high degree of skill in the use of paints, stains, camouflage nets, trees, agricultural patterns, texturing, counter infra-red photography devices, radar fouling devices, decoy aircraft and vehicles and dummy buildings, etc.

Obviously we cannot go into detail and show you all the aspects of a defenseman's knowledge . . . or show you actually what is

planned or underway for this base. The defense picture of any military installation is subject to the close scrutiny of enemy intelligence units.

You may rest assured, however, that any measure planned, any step taken, is a straight life insurance policy for you and your unit.

You now know a little about the set-up and the possibilities of ground defense . . . it's up to you to fully acquaint yourself with your own portion of the picture. The defense programme is undertaken with the defense of aircraft, personnel and installations as motive . . . familiarise yourself with every facility offered. It's to save YOUR skin.

YANKS CRUSH CANUCKS

By SGT. MASON

It was the old story of survival of the fittest at the March 27 soccer match at North Luffenham. Weakening badly in the second spell, No. 1 (F) Wing's soccer team went down to crushing defeat at the boots of the USAF Burtonwood team, 8-0.

Eleven very weary Canadians left the field after 90 gruelling minutes against a team superior in every department.

Unavoidable circumstances left the Canadians fielding their weakest team of the season, but it wasn't until the 25th minute that the Americans put away the first goal. This was the result of fine play by left-wing Patterson.

A few moments prior to this opener, Savage, the Canadians' left-wing had left the field, and from then until half-time, only ten men were fielded. Despite this deficit the Canadians fought gamely, right-wing McDonald working extremely hard. Only excellent goalkeeping on the Americans' part prevented an equaliser at this stage.

In the 40th minute the visitors' right wing found O'Nalley unmarked and once again the ball was in the back of the North Luffenham net, making the half-time score 2-0 to the USAF.

During the first half LAC Watson had played a very sound game in goal for the Canadians, and Cpl Fox, LAC Putman and F/L Joy worked tirelessly to try to break the many American raids.

Superior fitness of the Americans in the second half called the tune. The Canadians lost heart, resorting to absolute defence in an effort to keep the final score as low as possible. In this they were not successful, the match finishing with an eight goal profit for the USAF.

It seems the Americans take their soccer very seriously. Of the team which played North Luffenham, nine players are included in an American all-services squad to tour the NATO countries in the near future.



Canadian goalkeeper Watson prepares for another American raid.

A WORD FROM THE Sports Section

Organization and training — these are two words which come into sudden prominence at this time of year. Especially this year because, though sports facilities here are limited, your sports section hopes to make the coming outdoor season one to remember. It is planned to start inter-section softball earlier this year and a meeting will be called soon. So talk ball and organize teams. And we plan once again to field a championship hardball team in the Nottingham league. Additional emphasis this season will be on tennis, swimming, field events and golf.

We don't want a repeat of the beating we took last summer in the Britannia Shield Competition, the services Olympics held every year. Those with above average talent in fencing, rifle shooting, swimming or boxing should contact us immediately.

Corporals Clean the Board Once More

The Inter-Mess dart tournament has again fallen to the "unbeatable," the Corporals' Mess "A" team, captained by Hank Belyea. It was the familiar story, Feb. 25, with these sharpshooters, although shaky at times, the class of the field.

The Campbell-led Officers' team had a grand opportunity to upset the champions, but Red faltered and the Corporals came through in fine fashion when Al Hodgins garnered the needed double. In the finals the Sergeants' Mess team put up a fine effort, but Cpl Red Goettler tossed a fourteen, double tops, and corporals again walked away winners. Next tournament the Corporals have agreed to toss with their left hands.

CANADIAN MAKES FINE EFFORT IN BIRMINGHAM GOLF TOURNAMENT

The *Birmingham Mail* Four-somes Contest opened at Birmingham's Edgbaston Golf Club at 8 a.m. on Wednesday, March 23rd, the first of a field of 266 players teeing off at five minute intervals. Of interest to readers of this magazine was the entry of Cpl W. A. Wiltzen of the Wing Photo Section, who was paired with H. D. Hewitt, of

Edgbaston against G. Lutz (Warwickshire Amateur Champion) and M. Barber. The Edgbaston-Luffenham pair starting with a combined handicap of 15½, their opponents with a handicap of 9.

The Edgbaston-Luffenham team, starting from the tenth tee, had a fine opening with a tremendous

drive by Hewitt. The good progress continued with fine drives from Hewitt and good approaches and putting by Wiltzen. At the 16th tee Wiltzen stumbled badly when his drive dribbled off his club into the water hazard (see cut) dropping two strokes and distance, finishing the hole three over par. A good recovery on the 17th and 18th finished the first half one stroke behind their opponents and with half their handicap still in hand.

At the first hole proper, Wiltzen played a poor drive, and Hewitt fluffed badly with a two iron shot to end in a bunker, poor putting finished a poor hole to drop four strokes. From this point a psychological collapse set in, with Wiltzen struggling gamely to support a flagging partner. The game ended with a gross 97 and a nett 81½ for the Edgbaston-Luffenham pair, their opponents Lutz and Barber with a gross 89 and a nett 80.

Any Luffenham golfer entering contests at Edgbaston would be well advised to play the course a few times prior to entry. It's a tough course, the greens and bunkers being the undoing of many fine golfers. In conclusion a salute to Cpl Wiltzen for a gallant effort, straighten out those drives Willy, and ignore the crowds and you will stand a better chance on your next visit to Edgbaston.



Cpl Wiltzen at the fateful 16th tee. Note ball entering water.

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WRITES :

**HANDLE
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CARE**

Hands that look as if they never did a job of work are out of fashion nowadays, but there's no need for them to be rough and unattractive.

Ingrained dirt — that's the trouble when you are doing grubby jobs, and it's the great thing to fight against. When you wash, work the soap gently but thoroughly into the skin—and don't have the water too hot. Rinse the hands well and dry them thoroughly. Many people wash thoroughly in hot water, and then hastily only half dry their hands. The result is that the skin becomes chapped and rough, which is not only ugly and uncomfortable, but positively attracts particles of dust, oil and dirt which cling to the roughened surface. Keep a bottle of hand lotion to use every time after drying your hands. If you use the tiniest amount it will all be thoroughly absorbed without leaving your hands sticky. Do this as a regular habit and you will find your hands won't easily chap or redden, and will stay smooth. If you use the detergents that are so popular to-day safeguard your hands by wearing rubber gloves.

At night, rub in a little cream or ointment to soften the skin and correct roughness. Massage it into your hands and then slip on an old pair of loose cotton or fabric gloves, so that your hands can benefit by the cream during your sleep, without messing the sheets. You will find that this very simple care goes a long way to help working hands stay just as smooth and pretty as those that never did anything more strenuous than sew a fine seam.

Now as to fingernails. Good grooming is much more important than either shape or coloured polish. The smartest nail polish won't look good if the cuticle is rough or ragged, or the nail itself liable to split or crack. Never cut the cuticle—just press it gently back with an orange stick. Don't use coloured polish at all unless you are prepared to renew it at the first sign of chipping. Nothing looks worse than chipped and peeling varnish. Much better, if you haven't time for frequent manicure to keep your coloured varnish for special occasions, and for every day to buff the nails to a soft lustre. A

manicure lasts longer if an undercoat is applied before putting on nail lacquer—longer still if an overcoat is used on top of the coloured lacquer. It takes a little more time to do, but it means you will have to do your nails far less frequently and the polish will not chip or peel.

Each season a special colour seems to overshadow the usual shades and, thus, the orange family has appeared on the scene this spring. The shade appears in silks and woollens alike, from a water-ice pastel to a deep orange-red. It is definitely a vivid and inviting colour.

For those who are planning vacations on the Riviera, you may be interested to know that the knitted swim suit is back on the beaches. Best of all is a wool and nylon fabric which is also mothproof. Noted especially of this fabric was a tube style suit fashioned to resemble terry cloth with a matching cardigan coat.

CLUB 55

BY LAW M. M. EHMANN

Big Doin's

Stars on the ceiling, stars on the walls, stars everywhere. Yes, everyone was seeing stars in BB 55 on the night of February 26th. Reason? No, nobody hit us over the head—it was the night of Club 55's "Star Dance." The lounge, beautifully decorated with pictures of movie stars, and with blue, silver and gold stars sparkling in the glow of the candles, became the "Starlight Lounge." As the couples entered, each had a movie star's name pinned to their backs, becoming that star for the evening. Ah! The "celebrities" who were there—everyone from Jerry Lewis to Charles Boyer, and Judy Canova to Marilyn Monroe. Needless to say, the evening proved quite hilarious, and a good time was had by all.

Personnel

First and foremost, we'd like to congratulate Evelyn James (now Mrs. Vansnick) who became the bride of Cpl C. Vansnick on 24 Feb., 54. Best of luck to you both.

We bid adieu to LAW Dianne Rusaw, who is leaving us to become a "civvy" again. We'll sure miss Di and her books around the barracks.

From 404 Sqn. Greenwood we welcome to our group LAW Florence Stanley.

Round the Barracks

The month of March brings many things—St. Patrick's Day, the last month of the airforce year—and trade board again. A few of the conscientious gals can be found with their noses in their press every evening. And then there are those of us who had good intentions—well, you know how it is.

Birthday greetings go to Grace Harris and Jean Lloyd. That was quite a celebration in the Mess Hall, Grace.

That's all the news for the month of March,

There ain't nuthin' more to write, But we'll be back in April again, Putting the news in black and white.

P.S.—HAPPY AIR FORCE NEW YEAR.

**Caravan
Site News**

BY MRS. O. COOPER

Congratulations this month go to LAC and Mrs. Dodd on the arrival of a son Francis Douglas born 27 February, 1954, in the Stamford Hospital.

A few fortunate people this past month were LAC and Mrs. McLean and daughter Gale who left for Summerside P.E.1, LAC and Mrs. Lozier and family on posting to RCAF Station Greenwood, N.S., and LAC and Mrs. Ron King and family to RCAF Station Winnipeg.

Cpl Stather and Cpl Mason have departed the Caravans in preference for married quarters, while the rest of us dream and wait.

Ireland seems to hold some strange fascination, this past month seeing Cpl Hammond, F/S Coen, LAC Paynter, Sgt Wells and Cpl Kendal touring the island. After travelling across the Irish Sea, you have no alternative but to enjoy Ireland. We are all sorry to hear of Sgt. "Bud" Garrett back in Ely Hospital. Hope to see you real soon around the Caravan Site. New Caravans this past month are too numerous to mention but we wish you all a hearty welcome.

The Caravan Site is taking on a new look for 1954 by having all caravans facing one direction, except those located on the road. This is due to Fire Regulations.

WO 1 "Ed" Edey has returned to Canada (The Promised Land) but unfortunately it is not on pleasure.

That's the News for now, see you in the next issue.

YOUR HORROR-SCOPE

By Marie Wilson

(This article is intended for women only, and any males caught reading it will be held strictly responsible.)

In the RKO Radio release, "Marry Me Again," which should soon be round your way. I have so many romantic troubles with Robert Cummings that I thought it would be a good idea to give you girls some of the tips I have learned in life. Knowing quite a considerable amount about astrology—having studied astros for several of my school years—I have set my advice out in the form of a horror-scope.

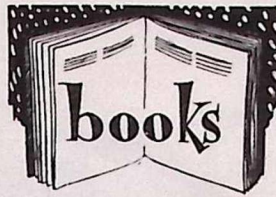
Aries, Pisces and Aquarius. Girls born under these signs grow up to become women, which helps quite a bit if you want to marry a man. They are usually interested in boys, fur coats, boys, jewellery and boys in that order. They would do well to marry a tall, handsome man who looks like Gregory Peck and has lots of money, but then not all of them do well.

Taurus, Gemini and Cancer. Generally speaking these girls are generally speaking. They are prone to encounter difficulty in driving in traffic. Their lucky days are pay days and all birthdays under 21. Their lucky colour is pound-note green, and they would do well to collect as much of it as possible.

Capricorn, Sagittarius and Scorpio. Blondes and brunettes born under these signs are inclined to be unemotional and frigid (this despite the fact that Marilyn Monroe and Jane Russell are listed under this part of the Zodiac). All these types are apt to find that their nylons ladder frequently. They are also rude—not standing up for young men on the buses and underground trains.

Libra, Virgo and Leo. These girls come in an assortment of sizes and colourings. They are as punctual as railway trains and their drivers seldom seem to keep their hands to themselves. They let off steam while expressing themselves, and love to travel, dine at expensive places and wear fine clothes.

Those born under the 13th sign—consult your psychologist at the first opportunity.



LIBRARY LORE

By Miss M. A. Ball

"Escape and Liberation." — A. J. Evans 1940-1945.

Although this book was published in 1945 it is an extremely interesting one, and worthwhile reading. Its remarkable "escape" stories include those of —

Private Gordon Instone
Wing-Commander Basil Embry
Hauptman von Werra
Pilot Officer B. J. A. Rennie.

"The Happy Hunted" — Brigadier George Clifton.

Takes you through action in the Western Desert—Libya. Tobruk, Olympus, Greece.

"Darken the Moon"—Frances B. Clark

A tale of adventure, mystery and romance set on the Devon Moors.

"God's Blanket"—Georgina Daniell
A story set in South Africa.

"Hornblower and the Atropos"—C. S. Forester.

"The Sixth Wife"—Jean Plaidy.
The story of Henry VII.'s sixth wife, Katherine Parr.

"Bridges at Toko-Ri"—James A. Michener.

"The Dean's Elbow."—A. E. W. Mason.

"The Ascent of Everest"—John Hunt.

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HOBBY SHOPS

The leather hobby shop (rear Airmen's Mess) is in operation on Tuesdays and Thursdays from 1900 to 2200. There is a wide range of materials and expert instruction for those interested.

And there are all kinds of kits and supplies for those bent on model aircraft and boat building. The Model hobby shop, open 1900 to 2200 Tuesdays and Thursdays, is located in the old commissary.

—ON THE COVER—

A Supermarine Swift, one of the RAF's latest, pays a visit to 1 (F) Wing, North Luffenham.

REPORT FROM FIRE-FIGHTERS

We would like to take this opportunity to introduce a newcomer in our midst here at North Luff. He is Sgt Hebert, who arrived recently from Centralia, Ont. If I may add, he is also a bridegroom. Good luck, Sgt, and may your stay here be a pleasant one.

Our boy, Ray Walker, was married in St. Francis Church at Long Eaton, to Miss Mary Chambers on 20 Feb. The reception was held at Therm House.

Doug Stevenson has returned from Metz after a few weeks of T.D. Good to have you back, and, as the Frenchmen say "Vou de Rue allouette et emploi Francais." To you people who do not understand (correct me Doug)—"Let's have a party—HIC!"

The recent addition of one new crash truck was a happy event. Training is to commence very soon, and anyone wishing to see its efficiency in action—hitch-hike to perimeter button 3. At least there will be a fire started.

No news from the motor cycle club this issue, as care, courtesy and common sense is being exercised. Our hats off to the Accident Prevention Committee. The publication recently banned from the chamber (pick any chamber you prefer) "Death Rides a Murder-cycle," will be issued free from the back door of the Green Dragon in June, 1958. Thank you.

ONE MECHANICAL MONSTER FOR SALE! (And book of instructions!) If you cannot read, then Sweeney will give you all the dope on a trip from here to Peterborough. Make sure you have a return ticket for train or bus. Sweeney would like to inform all his readers that a "Singer" is temperamental!

That's about it for now, and remember "KELLY & HERBERT FIRE SNUFFER OUTERS." You light 'em, we fight 'em!

Your A.B.C. of fire "Always be Careful!"

(Sgd.) SMOKY STOVER.



1 (F) Wing's new fire wagon, a magnificent vehicle dwarfing its Driver

U.S. NEPTUNES FOR RCAF

Arrangements have been made for the RCAF to acquire Neptune aircraft for use by its Maritime squadrons. The Neptune is a twin-engine, medium-range piston driven aircraft in use for some time by the US Navy and also in use as a Maritime reconnaissance aircraft by the RAF. It is manufactured by Lockheed Aircraft Corporation of Burbank, Calif., and the RCAF aircraft will be obtained from that company by arrangement with the US Navy.

The first Neptunes are expected to be taken over by the RCAF towards the end of 1954 or early in 1955.

RCAF maritime requirements call for two new types of aircraft to replace the Lancasters now used by the squadrons, and to meet needs arising from the increasing importance of this type of air operation, and the development of new airborne weapons. These requirements call for both an aircraft of the Neptune type, and for a larger aircraft with a greater carrying capacity. In connection with this latter type, the RCAF has decided to convert the Bristol Britannia, designed as a passenger carrying aircraft, into a Maritime patrol plane to meet RCAF requirements.

Initially, the Neptunes will likely supplement the Lancasters now in maritime service, rather than replace them completely. Allocation of the Neptunes, as they arrive, to the RCAF's maritime squadrons will be on a priority basis. In this regard consideration will have to be taken of Canada's NATO commitments, which involve the East Coast maritime squadrons.

Following are statistics on the Neptune:

Wing span :	104 feet
Length :	91½ feet
Height :	29 feet
Cruising Speed :	225 mph (approx.)

All-up Weight :	72,000 lbs.
Range :	4,700 miles

Power : Two Wright Turbo-cyclone compounded engines of 3,500 HP, each (at take-off).

Armament : (a) Two pairs of 20 mm cannon (in nose and tail turret).

(b) Two 0.5 mm machine guns in dorsal turret.

(c) Sixteen 5-inch rockets.

Bomb load : 4,800 lbs.

SUMMER PLANS FOR STATION PIPE BAND

By SGT. LANGSTON

Now that spring is here, and I use the word loosely, various station activities will be shaking off the winter hibernation spell and coming out in the open. Not so the virtuosos of the pigskin piano and the belabourer of the tom-tom. Winter has not curtailed their activities, as residents of the caravan site can easily verify. The quiet of their nights and calm of their mornings, have been regularly shattered with the wail of pipes and the thumps of drums.

This summer has many band engagements in store for us and so any off-duty time that can be utilised is put to good use. Personnel on leave are spending most of it up in BB 57 boning up for the competition, which the band is entering, in the White City Games in London this year. The last few months have been comparatively quiet with only a few nightly appearances at local gatherings.

On Tuesday, 9 March, the band visited RAF Waterbeach to play at a boxing tournament. Liaison between Services and civilians was very strong because of this engagement. The CAdO of RAF Waterbeach is an RCAF exchange officer, the station is RAF, the band is RCAF and the opposing team of boxers were either other RAF units or students from Cambridge University.

A Soccer Game between USAF Burtonwood and 1 (F) Wing was scheduled for 20th March, with the Pipe Band in attendance. Due to operations this game was postponed until 27th March. A return match will be held at USAF Burtonwood where the RCAF will be represented by our team and our Pipe Band. It has been suggested that Yankee Doodle Dandy should be played to bring on the American team. Okay have your laugh, but it can be done along with many other tunes that were not originally

written for pipe bands. These include popular and military tunes. All one has to do is to see the look of shock and disgust on the face of the Pipe Major, when some of the less reverent members of the band play these tunes on their pipes, then seeing and hearing is believing.

We have been invited to take part in a tattoo to be held in the White City Stadium, London, in company with the Scottish Command Bands who made the Edinburgh Tattoo such a success. This engagement is looked forward to by all members of the band. This will be followed up with a tattoo at Hastings, in which we have also been invited to participate. In addition to other prospective engagements, it is small wonder that any available time off is taken advantage of to practice for these events.

Week-ends this summer, as were last, will be most likely completely taken up with local events in and around the district. May it be noted that all engagements are fulfilled subject to Service requirements. The free time of band members was rather limited last year, as many week-ends or part thereof were spent performing at one or another of either Service or civilian engagements. But the pleasure derived from such occasions more than compensated for the intrusion on our leisure hours.

It is most encouraging for us to be told by the troops that a certain parade or event went well, as, like any other organisation, it is only made better, and can do better, when interest is shown in it and support is given. Criticism is all right too, but it might also be borne in mind that before any tradesman in the RCAF can do a good job of work, he must first be shown how by someone who knows more about it than himself. After that it is up to the man himself.

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STOP IN TIME

It isn't the landing roll that hurts—it's the sudden stop at the end of a runway that does the damage. And avoiding this sudden conflict with Newton's law by bringing an airplane to a stop before the end of the runway is reached after landing is a problem that confronts some pilots every day.

This is particularly true during periods of limited visibility, or when runways are short, wet or icy. At these times a pilot should know the best way to stop the landing roll short of retracting the gear or removing a section of Farmer Brown's fence.

Despite the fact that the majority of airfields have adequate runways and clear approaches, a great many pilots, according to stacks of accident reports, just can't seem to make it onto the first third of a runway.

Take the case of the Gooney Bird pilot who was determined to touch the gear on the first few feet of the runway and landed ever so short—the plane stalled out and landed hard enough to knock most of the gear off.

Causes of landing accidents include water on the runway, snow, crosswind and the pilot's inability to maintain directional control. In the majority of the accidents where weather factors were listed, the pilots concerned failed to maintain control because they counted on the brakes to hold. Braking action on wet or snow-covered runways frequently aggravates a skid rather than stopping it.

Some landing incidents and accidents have been caused by a cushion of water under the tires which, it is claimed, largely nullifies good braking action.

Every landing on wet or snow-covered runways presents an individual problem and the pilot should be doubly alert for the unusual that could happen. Some problems are common to all slick-surface landings—such as landing straight ahead without drifting and maintaining directional control with the rudders as long as possible.

Training Planes

Among training aircraft, the T-6 stays out in front—in the landing-accident picture. Most of the T-6 landing errors come about failures to follow the correct techniques. This is often based upon the pilot's lack of familiarity with the airplane and his apprehension over landing.

A fast glide in the T-6 will frequently cause the round-out to be delayed too long. This, in turn, necessitates an abrupt round-out which will cause floating and ballooning. Landing from this type of approach will usually be main gear first, and such a round-out may result in failure to hold drift correction. The drift is difficult to notice in such a tail-high attitude.

The degree of flaps to be used is a controversial matter and based primarily upon personal experience and opinion rather than on a hard and fast SOP. However, the normal landing for a T-6 calls for full-flaps. With a cross-wind, the flaps should not be used to the extent that the slip method of drift correction cannot be used to control the drift.

Weight of the airplane is a factor, since a lighter airplane have less weight on the wheels if angle of attack on landing is not reduced. Thus, skidding might occur with lightly loaded planes at lower speeds than would occur on heavier loaded airplanes. A heavily

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loaded airplane has increased landing speed and kinetic energy and, consequently, will require more braking action. Reducing the angle of attack and fast retraction of flaps will be of assistance in this case also.

The higher the airport, the higher the landing groundspeed, even though the stalling airspeed is the same. Faster landings mean more kinetic energy must be dissipated.

The effect of CG is only in relation to how much weight is on the main gear for braking action. The worst conditions are a forward CG on tricycle gear and a rear CG on tailwheel airplanes.

One of the most important items in estimating the distance required for landing is the coefficient of friction. For example, the coefficient of free-roll friction on rough concrete is approximately .05 and is increased by proper use of brakes to approximately .70 for wet and .80 for dry pavement. In other words, by proper application of brakes, a pilot can almost lock the wheels but still let them roll so that they aren't skidding. In this manner, stopping of the airplane is facilitated 14 times faster for wet runways and about 16 times faster for dry pavement.

Items of importance which can change required landing distances by as much as 100 per cent. under the worst landing conditions include: Landing speed slow, within safe limits; weight on the wheels—for maximum efficiency of brake, reduce aerodynamic lift.

Remember: Altitude of airport—increases landing ground speed. Wind velocity and direction—may aid or hinder slowdown, depending on use. Up-slope landing is an important aid, down-slope landing a detriment, high temperatures cause excessive landing roll.

The pilot should keep in mind that reducing the angle of attack quickly on landing and retracting the flaps reduces the aerodynamic drag as well as the lift. This causes more wear on the brakes in order to get the benefits of a shorter stopping distance. In ordinary landings where emergency stopping is not a factor, it would be better to use the aerodynamic drag available (flaps and high angle of attack) when conditions are favorable.

Here are some suggested aerodynamic techniques which should help you make safer landing rolls:



* Reduce the lift of the wings; retract the flaps immediately on contacting the ground; decrease the angle of attack by keeping the tail high on airplanes with tailwheels and by putting the nose-wheel on the ground quickly on tricycle gear aircraft. Research has indicated that increasing the weight on the main gear is more important for quick stopping than the aerodynamic braking of flaps and high angle of attack.

* After touchdown, approach the point of incipient skid when braking an airplane, but don't skid the tyres. The maximum effective use of the brakes is accomplished in this way.

* Your touchdown speed is important and, when the runway is wet or slippery, the lowest speeds consistent with a safe approach are the best landing technique.

As usual, those words "pilot error" top the list of landing accident causes. Cold, statistical facts show that the odds are better than two to one that if you have an accident it will happen while you're making an approach or landing. Don't relax during this final phase of your flight. Be forewarned and forearmed and look to your own technique for bringing a plane to a safe stop while still on the runway.

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The sun gets up and the sun goes down,
410 kites go round and round.
They just get up and it's time to come down,
Drop tank leaking somewhere.

My mask is unplugged but I don't care
I'm still getting lots of air,
The pins ain't even in my chair;
Life gets dangerous don't it.

The oleo legs get lower and lower,
Ain't been filled for a month or more
I'll probably prang and that's for sure,
Just can't depend on nothing.

The tyres are low and the rudder leans
The ground is all soaked with kerosene.
They can't even keep my windshield clean.
Just one durn thing after t'other.

Just sucked a groupie up the snout,
If I shut down he may get out;
And then I'd be in dutch no doubt.
Sure got troubles ain't I?

Corrosion gnawing at the nose wheel door,
Been gnawing there for a year or more,
When it wears through they'll sure be sore . . .
Cause some one's got to change it.

Now old Joe Pilot's an awful sight,
Got to bed too late last night
At twenty thousand he was turning white;
Smokey's must be booming.

The idlings high and the temps too low
The hole in the flap is starting to grow;
I can't even get a good fuel flow.
Motor bikes are safer.

Flying is through and day is done,
But we'll be here with the morning sun
Some ignorant people think it's fun,
But it's just wasted effort.

By W. Hopkins and G. Gatro.

ACCOUNTS CHATTER

by LAC Phil Robinson

Many Station Personnel think that the Accounts Section can state the date on which those who have their pay deposited in banks will find the money there. This is impossible as we are only concerned with compiling the requisitions for these deposits. We do these on the 4th or 5th, and 19th or 20th of the month, and send them to the Canadian Treasury Office in London. The cheques are then made out and despatched to arrive at the banks on the dates regular pay parades are held. Sometimes the cheques arrive a day early, then you're in luck.

A subject causing some grief is that of pay for leave. The pay requirements given on leave application stubs can only apply generally to those who normally draw their entitlements in cash. Banking instructions can only relate to the individual's ordinary pay and allowances because of timing, and any deviation due to impending leave should be clearly indicated on the application stub or given to us personally at least ten days in advance during enquiry hours. Sometimes a bank account holder's leave does start on a date when we can pay in cash for the leave period, but this happens only if the bank deposits have not already been requisitioned.

A few lads complained of being underpaid on March 15th. Examination of their records showed transfers from them to cover up overdrawals from their clothing credit accounts. This indicates how necessary it is for you to check your clothing credit before buying a lot of things from stores.

Using up their leave entitlements before March 31st are F/L Wally Fink, LAC's Gerry Bryant, Vic Bent and Tonto Graham. LAW Pat Glover is away in Canada.

Congratulations to LAC and Mrs. Dave Cobb on the birth of their daughter Jenny.

The NPF staff has been joined by Mr. Jim Northrop who, until his recent retirement, was Civilian Personnel Officer at Wing HQ.

Cupid has run riot amongst us, claiming five direct hits with his sub-machine gun. No names for the present as they comprise "classified material."



Hello Gang,

Another month has rolled by, and once again it is time to have our chit-chat published.

The last month has been rather uneventful, probably anti-climax after Acklington. We welcome back to the Squadron LAC Newbury and LAC Paddy Develin. Both have been in hospital with broken legs.

On the departure side we say goodbye to F/L Chivers-Wilson, who has been transferred to Camp Borden, and to LAC Shorty le Berge who is off to Rockliffe.

We had the good fortune to get by with an accident free month, so the pilots and groundcrew enjoyed a barrel of beer supplied by the pilots of 410 and 441 Squadrons. Perhaps that's why it tasted better.

By the time you read this, promotion day will have once again rolled by, so I would like to congratulate all new senior and junior wheels. And a big "hard luck" to all those who missed out.

Congratulations to LAC B. Boyd who on Saturday, March 27, left forever the ranks of happy bachelorhood. The ceremony was held at North Luffenham, and the reception at "Club 55." The guests had a most enjoyable time. The very best of luck to LAC and Mrs. Boyd.

Well, I guess that about winds it up for this month.

Yours fraternally,
LAC "Al" WOOD.

A link with home

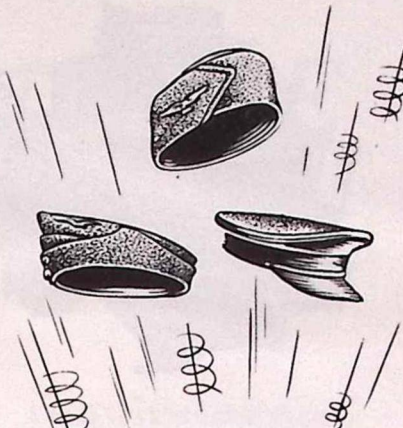
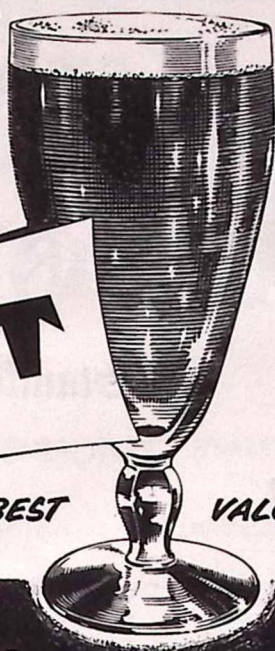
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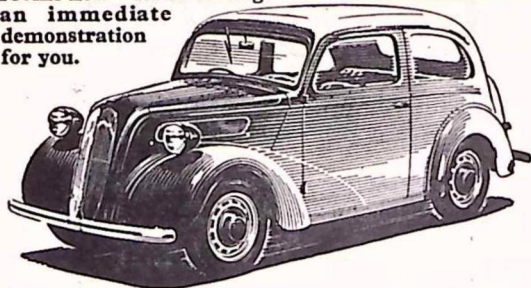
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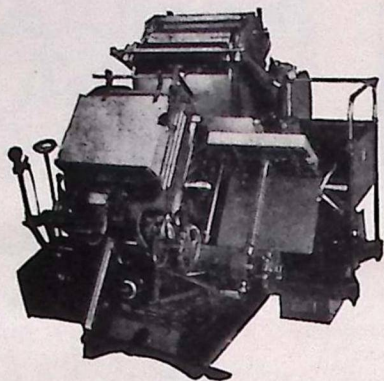
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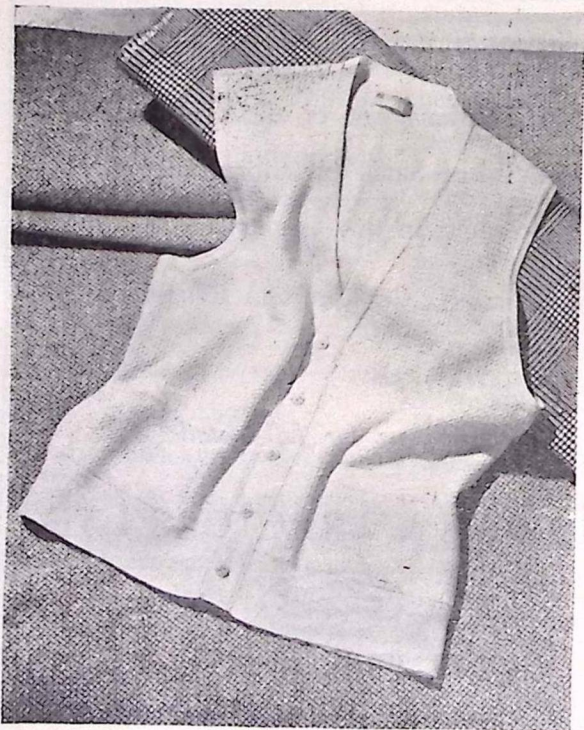
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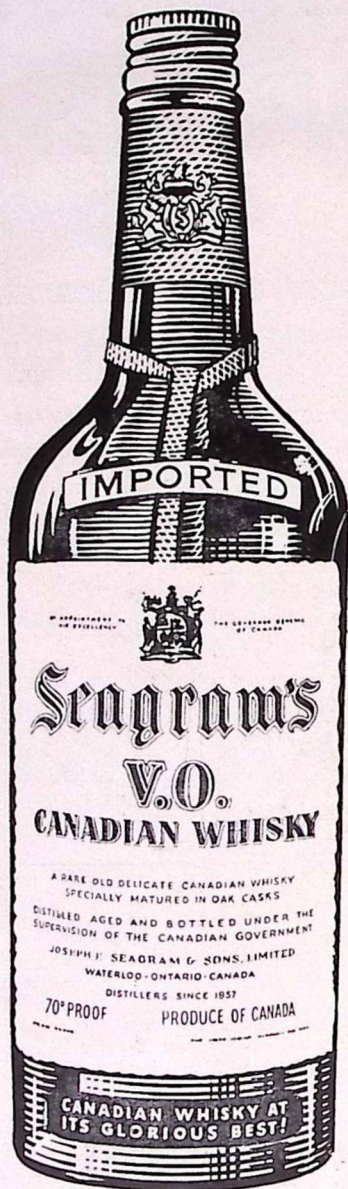


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