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No 5



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EDITORIAL

Recreation at 1(F) Wing

"The principal aim of recreation in the RCAF is to give all the personnel, including dependents opportunity for all-round development. The program fosters and encourages participation in such such activities as sports, arts and crafts, music, drama and social functions. Through recreation the personnel are challenged to seek and find creative and health-building experiences leading to personal growth and fulfilment. This program attempts to provide a wide and balanced choice of activity in recognition of the diversity of interests and varying capacities of the participants. The program is devoted to the whole realm of leisure interests."

The preceding paragraph is a quotation from the introductory address by W/C J.K. Tett at the Command and Group Recreation Officers Conference held at AFHQ in March of this year. This statement indicates the great scope which the Recreation program now encompasses as compared to the old sports activities. It indicates as well a new approach, for the service, to the use of recreation time of all personnel. It is not a sports program developed to satisfy the desires of a few stars but is aimed at including all personnel at any level of activity.

In outlining Recreation Policy, W/C Tett made these points:

(a) Effective recreation programs are built on the declared interest and aspirations of the personnel rather those fitting the personnel into a set pattern of activities.

(b) The whole pattern of organization is based on the assumption that leisure belongs to the personnel. The activities are organized on a club or group basis where the participants have a feeling of proprietorship.

(c) The control of recreation is in the hands of a recreation council which is democratically conceived and which is representative of the various activity groups.

(d) The recreation specialist works with and assists the personnel in developing and maintaining programs of activity

for themselves - but does not lay it on for them. A major portion of the leadership under the new arrangements must come from the voluntary workers.

In keeping with the aims of para (a) there is under way at 1 (F) Wing preparation for an "Interest and Talent Survey." This survey will ask questions to determine what each person is doing with his or her leisure time; find out what activities are desired, and discover who the leaders will be for these activities. This survey requires two things of each individual who is a member of 1 (F) Wing. He must fill out the questionnaires. It is essential that 100% returns be received or the value of the survey is lost. He must also realize what he is doing and not answer questions falsely or indicate where no interest really is. The answers must be indicative of not only what is wanted but what is possible.

Paragraph (b) gives an indication how each activity should be organized. Each activity from Basketball to Square Dancing, Variety Show to Woodworking should be organized as a club or group with its own governing body in order that it can "run its own show" within the overall organization.

In paragraph (c) the overall organization is referred to as a *Recreation Council*. This is the body which is elected democratically by the various groups and clubs to co-ordinate the complete program. It is the intention here at this unit to use the Interest and Talent survey to form the groups and clubs and the elected representative of these groups will then form the Recreation Council. Here again the importance of a 100% return on the survey and valid answers is demonstrated. Just as a side issue, which has a great deal to do with the success of the council, is the way in which the club or group representatives are elected. If you "Joe" a guy because he isn't present to defend himself or "railroad" another, that's the kind of council you will have running your recreation program. You can guess the kind of program that will result. It is

most important that you select and elect your leaders with the utmost care so that your recreation council is a "gen" body, willing and able to do the things you would have them do.

The role of the Recreation Specialists is indicated in paragraph (d). The "RSpec" has been trained to render service to these groups which will enable them to organize and once having reached this stage to help them to keep the organization running by providing assistance and technical advice where desired or needed. The great sin for an "RSpec" under this policy is to organize and run an activity as if it were his personal project.

In this respect the Recreation Staff of this unit are great sinners since they are doing just that. It is encouraging to know that this is only a temporary expediency to keep activity going until the true organization is formed.

In another section of the conference report the following statement was made. "The average Canadian is recreationally illiterate. Unfortunately, the Canadian educational system to date has given too little attention to training youth for creative use of leisure". With the objects of eliminating as much of this as possible, the Recreation Branch has instituted

a number of "Clinics" in various sports. These clinics are an attempt at grounding skilled personnel in the arts of teaching and coaching. Future clinics will embrace Arts and Crafts, Music and Drama. The response to these clinics while disappointing is at the same time encouraging. It is felt that definite progress is being made in raising the level of play in the sports for which clinics have been provided. The disappointing part is the work it takes to get individuals to turn out and take the courses.

This Wing had an opportunity to participate in three such clinics this fall and those who volunteered to go were well rewarded for they all enjoyed themselves, learned a lot had their enthusiasm renewed. On returning to the Wing these people organized clinics for all interested personnel in Basketball, Volleyball and Football. The clinics were successes for those who turned out but too often the turn out was too few. That new found enthusiasm died of disappointment.

In preparing to launch a Recreation program there are five essential ingredients. If they can be listed in order they might look like this:

- (a) Facilities - a place for activity.
- (b) Equipment - the tools of the activity.

- (c) Participants - the "do-ers" of the activity.
- (d) Leaders - the driving force behind the activity.
- (e) Organization - the framework supporting the activity.

No sustained program is able to operate without all five of these essentials. It may limp along with as little as three for a time but eventually it must wither and die without all five.

At 1 (F) Wing we have, for the coming season, reasonably adequate facilities. We are not overly endowed with equipment but we have enough to make a go of it. In many instances activity has all but ceased due to lack of bodies to keep it alive. The agonizing absence of volunteer leaders is crushing the interest and enthusiasm of the few who turn out for an activity. It would seem as if Organization is a dirty word in recreation at 1 (F) Wing.

The hope of the recreation staff is that they can convince you that the program is yours and what it becomes is exactly what you make of it. They would have you know that they stand ready to assist you in any way possible but would make it equally clear that they are not going to do the job for you. You have a long way to go but you can do it if you try.



Sgt Bill Jennings

Personality

PARADE

Sgt 'Bill' Jennings was born in Calgary in September, 1924, but very shortly afterwards he moved, with his family, to Victoria, B.C., which he now considers as his home town.

In February, 1940, at the very mature age of fifteen years he enlisted in the Royal Canadian Artillery. He went overseas with the R.C.O.C. in November, 1941. While in the R.C.O.C. he served as a drill instructor and Test Pilot (Tanks). He then made a very wise move and transferred to the Infantry.

Sgt Jennings was with 12 Brigade, 5 Division, served in Italy and Europe

and did the grand tour through Naples, Rome, Ravenna, Marseille, Nijmegen, Paris, Brussels, Antwerp and Arnhem. He returned to Canada in July, 1945 and was discharged four days before his twenty-first birthday. He joined the R.C.A.F. as a Ground Defenceman, in May, 1952.

Since that time he has served at one or two of the better-known stations and was one of the advance party that came to Marville from North Luffenham in November, 1954.

He is now employed as an instructor at the Ground Defence Centre, his specialty being LAA Defence.

MONTMEDY

By Paul ERRARD,

*Honourary President of the Society of Naturalists
and Archeologists of the Northern Meuse*

Translated by F/L M.L. Brunton

The aim of these few pages is to draw a rapid picture of Montmedy in the past, to tell its story of old grievances and glory, and to give a few important dates and associated facts. To be sure, our little city's history is not exceptional. It has led the same life as the surrounding localities; it has shared the same sorrows; it has seen days of feast and days of famine. Its history is the story of this area.

Attracted by the pleasant valley of the Chiers and drinkable water, the first inhabitants settled on the south side of the forested height whose thick foliage protected them from the icy northern winds. Who were they? To what age did they belong? These questions will doubtless never be precisely answered. Our "Mady" was founded probably many years before Christ. It was certainly an established community before the Romans arrived, which fact has been proven by the discovery of some prehistoric objects. And, when the conquering Romans arrived they built on the pillaged and burnt remains of the previous inhabitants an important villa at the foot of what is now Sedan Street. One of the Romans gave his name to it, Madiacum, which is mentioned for the first time in the will, made at Verdun in 634, of the Duke Adalgysile: Portionem meam de Madiaci, super Caro, (my share of the estate of Madius, on the Chiers). Such is the exact origin of the name of our locality which, it should be remembered, did not extend up to the plateau. What we know as upper Montmedy (Montmedy Haut) was not inhabited until the 13th century.

In the meantime, the Franks repeatedly invaded this area, followed by the Huns in the 5th century who ravaged Mady and other communities some of which never rose again from their ruins.

Historic documents and records of this period and of the middle ages are scarce and often too inaccurate to give a true picture. But, it was during this period that such men as St. Martin and St. Montan (4th century), St. Brice (5th century), St. Walfroy (6th century), and others, performed deeds of which we know only those associated with the church, their military and social roles being overlooked by the chroniclers.

In 941 Arnould of Grandson founded the county of Chiny, in which our city, not yet a very important locality, was incorporated. This was the beginning of a calm period which saw in 1070 the founding of Orval. Then, in 1182, the Archbishop of Reims, "William with the white hands," granted to the citizens of Beaumont-en-Argonne a charter whose particularly liberal provisions for self-government were extended to 500 other communities of the region. In this way Montmedy gained its independence in 1239 under Arnould III of Looz and Chiny. It was at this time also that Montmedy received what was to be an important extension. Impressed by the dominating situation of "Mont de Mady" Arnould, who had used the site only as a hunting relay (fresh horses, dogs, etc.) built a castle there, beginning construction in 1221. His castle's strong military position did not escape him and he made his normal residence there. Thus, "Mont de Mady" (Montmedy) was born. It became the county's capital to the detriment of Chiny whose existence after that time was in jeopardy.

It was from the castle of Montmedy that Louis V of Chiny rode forth in October, 1284, to participate with more than 500 knights in the five-day jousting tournament at Chauvency.

Unfortunately, hard times and the incessant need for money by the poor counts of Chiny forced Arnould V to sell on 13 June, 1364, his county to Wenceslas I of Bohemia, Duke of Luxembourg, "for a certain sum of Florins". This amount was required "through great necessity" he himself wrote on 13 February, 1365, in a letter to his subjects advising them of the sale. Virton, Neufchâteau, Etale, Florenville, Yvois (now Carignan) suffered the same fate as Montmedy in being sold. So ended the House of Chiny whose counts enjoyed a popularity with their people that has persisted even to the present.

Thus after a long and happy period, followed by a shorter and more tormented period, our country lost its independence. Placed between France and Austria, between the Low Countries and Lorraine, the scene of their struggles and at the same time the stake of their covet-

ousness and striving, tossed endlessly from one to the other, leased, pledged, exchanged, several times conquered and reconquered, this country-side became familiar with the fire and sword which accompanied the struggle of its powerful neighbours; and during three centuries it came under the rule of Germany, France, Bergundy, Austria, Spain, and finally France again in 1659. The fleecers, the scourgers, the great partnerships, the Hundred Years War, and the sieges, had almost totally ruined the city.

The following description of this area is a translation from the chronicles of the Abbot of Floreffe (*How Luxembourg Came into the Hands of My Lord, Philip of Bergundy*).

"Luxembourg, the Grand Duchy was in great tribulation. There was so much thieving that merchants dared not do business, Nor the farmers work their land. A lady was not respected whether she was a Duchess or a most noble Princess".

This was an age of numerous vicissitudes when the country constantly changed its masters. Wenceslas II the Drunkard, mortgaged it to Louis D'Orleans in 1401. Anthony of Bergundy, married to Elizabeth of Goerlitz, Wenceslas' niece, attacked it in 1412; his nephew Philip the Good, followed by Charles the Rash, became its master.

After 1550 Charles V had the greater part of Montmedy's fortifications constructed. These were continued under Philip II and III. Charles of Orleans, the son of Frances I, with the future Admiral de Coligny, besieged it in 1542 only to give it back to the Bergundians by the treaty of Crespy-en-Laonnais along with Damvillers, Yvois (Carignan) and Luxembourg. Also, Henry II, King of France, captured it in 1552 only to cede it soon afterwards to Spain along with more than 200 other places by the Treaty of Cateau-Cambresis.

Nor did the Thirty Years Religious Wars spare this country of marching armies. It created the greatest devastation.

To Montmedy in 1657 came Louis XIV's armies to lay siege, having taken the fortresses of Damvillers in 1637,

Stenay in 1654, and Mussy and Marville in 1655. This episode provided the most glorious page in Montmedy's history. Under the leadership of Jean V. d'Allamont, a descendant of an illustrious family which in 98 years provided four governors for Montmedy, 736 defenders, including 182 ordinary businessmen, held off for 57 days an army of twenty-five to thirty thousand. Three days after d'Allamont was mortally wounded (his biography was written by Pere de Wahha) Montmedy surrendered to the young king, Louis XIV who, with Cardinal Mazarin and many others of his court, was present during the last stages of the siege. Luxembourg became French.

Now, formally given to France by the Treaty of Pyrenees, and made the seat of a Royal Provostship and Bailiwick, the City of Montmedy began a period of tranquillity that it had not known for a long time. The French Governor, Vauban, rebuilt and altered somewhat the fortifications; and succeeding governors, such as Chasseloup - Laubat, continued to modify the system of fortifications up until the middle of the 19th century. The lower town of Montmedy in 1681

was hemmed in by a wall with a circumference of 1230 metres. This wall was partially dismantled, in accordance with the law of 10 July, 1877, but most of its parts can still be seen. The 18th century was the age of great construction in Montmedy, some of the works being the military barracks, a bridge across the Chiers, a military hospital, a church in upper Montmedy, and presbyteries, etc.

Next came the events of the Revolution. Is it necessary to recall to memory that it was to Montmedy and Thonnelle that Louis XVI and family were heading when they were apprehended at Varennes? In 1792 it was the aggressive attitude of the governor, General Ligniville, which frightened off the invading Prussians and Austrians. It would have been pleasant to be able to praise in the same way General Laurent who commanded the fort in 1815.

The 19th century passed without any particularly noteworthy events. Besieged unsuccessfully once in September, 1870, Montmedy, under the command of a Captain Reboul, followed by one Tessier, surrendered following a new siege in the following December, having received 3,000

shells, two months after Paris was occupied. From this time on, and as a result of the laying of a railway line through Montmedy around 1865, upper Montmedy was gradually abandoned in favour of the lower town.

It would be useless to give the local events of the first and second World Wars which are so recent that the unfortunate and unhappy events are not forgotten.

* * *

Within the limited space of these two pages, I have not been able to give in detail the past of Montmedy. More than its history, I have tried to bring to life its personality. Certainly, Montmedy was never an important city, around which history was crystalized as it did at Reims, Metz, or Verdun. Because of its situation on a rock overlooking by 320 feet the river which twists around it, Montmedy of necessity played an essential military role. If it suffered in its role, it often did so gloriously. The revolutionary developments in warfare leave no doubt as to Montmedy's future. Henceforth, it will live with its memories — memories of which it has a right to be proud.

Size Comparisons

Mensuration in Europe is on the metric system and consequently size for clothes, shoes, etc., are different. The table below is offered as a guide.

	Canadian	Continental
Shirts (Male)	14	36
	14 1/2	37
	15	38
	15 1/2	39
	16	40
Shoes	3	36
	4	37
	5	38
	6	39
Socks	9 1/2	39 - 40
	10	40 - 41
	10 1/2	41 - 42
Stockings	8	0
	8 1/2	1
	9	2
	9 1/2	3
Suits and overcoats	36	46
	38	48
	40	50
Dresses and Suits (Women's)	34	40
	36	42
	38	44
	40	46

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The Most Unforgettable Character I'll Ever Forget

By M. L. Brunton

This guy was a complete nonentity. Except for a few outstanding features, his face exists in my memory as an oval-shaped piece of steel-grey, blank paper. I would never recognize him again even under the same circumstances as that of our first encounter.

I was busy picking up cigarette-butts near the junction of York and Wellington Streets in Toronto. (These were the days just before I became an officer in the Royal Canadian Air Force.) You may know this area. During the day it is populated with well-heeled, and straight-seamed office girls who smoke tailor-mades and throw away butts over an inch in length. It is also an area of warehouses but the guys who work in those places roll their own, smoke them down to a dark brown bit the size of a fingernail, and stick the remainder behind their ears.

As I was saying, I was going about my business about 1030 in the morning, just after coffee break. Although the sun was shining it was cold and the raw wind whipped around the corners of the buildings and speeded up in the shady alleys. I had worked my way west along the north side of Wellington Street and was about to cross York Street to work the gutter in front of the Liquor Control Board store. Then I saw him.

He was standing close against the wall of the corner office building, as much in the lee of the wind as he could get and in the sun. It was obvious that he was freezing cold. His hands were thrust deep into his pockets, and he stood hunched and stiff. His trousers had long ago lost the slightest traces of pressing and

and their tweed design had worn away at the bulging knees and worn cuffs. Over a coarse sweater, at the collar of which could be seen an open shirt collar, he wore a black pin-striped suit coat which bespoke former elegance. His ensemble was completed by a shapeless, dark grey tweed cap, the peak of which would not stay attached to the crown.

I was just crossing the street when he noticed me and feeling his eyes upon me I walked more purposely to avoid him. If there is one thing I detest it is a panhandler. Mine was an honest, if not glorious profession. Some people may question the place of a Cigarette Salvager in today's society, but, by George, I made more at it than I make now as a Group Captain. And, while a panhandler is a leech and a parasite doing nothing but scrounge, I and all other Cigarette Salvagers at least worked—and worked hard. Piercing cigarettes with a pin fastened to the end of a stick and packing a burlap sack with them is not what you might call easy. Thoughts of hostility and brusqueness, therefore flashed through my mind as I hastened across the street.

But, he plotted his course to intercept me, and there he was in my way—Proverty, Depravity, and Mendacity all personified in this wreck of human society. His grayish face with its whisker stubble put his watery eyes, which seemed to be all white, into contrast. His vertically lined face quivered and twitched as he approached me and he trembled visibly. I was preparing to brush him off quickly when he drew his hand from his pocket and extended it towards me. There was money in it! Seeing my astonishment he came closer to me and in a weak, shaking voice said, "Look friend. I have twenty-five cents. With another dollar and forty cents I could get a bottle of vino and I'd be alright then. How about it?"

I doubt very much if another dollar and forty cents was ever more charitably spent.



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A Farewell To 410 Squadron

Aircraft With Markings Like Those On The Cover Photo Have Gone And The Air And Ground Crews Which Kept Them Flying Have Dispersed. The Following Is Their Story.

The mettle of 410 Sqn, which bears the emblem of the cougar, has been proven and verified many times. In the present day field of aeronautical knowledge there is probably little that 410 Sqn has not learned through actual experience. The long history of the unit can only be covered in brief notes featuring the highlights which themselves are so numerous as to take up much more space than is available.

In the dark years of World War II when Great Britain was at the mercy of the terrible onslaught from a superior Luftwaffe, the Canadian Flying Training centres had completed a round of instruction, the results of which were to comprise the basic air stock of fighter pilots who were to proceed to the European theatre for active flying duties.

Out of the German tactics employing night time blitz came the need for some means of night time protection in the skies over the great industrial centres

of Britain. A new type of gun sight, a new airplane, and a new method of defence were conceived; the night fighter emerged to relieve the stricken RAF which was valiantly seeking to engage the enemy with ordinary day fighters.

One of the early units to become part of the vast night defence force, 410 Sqn along with many other Canadian units early proved its capabilities, quickly took a high toll of the enemy bomber forces and formed for its future establishment a highly prized and enviable record of bravery, ability and achievement.

Throughout the latter phases of the war, the pilots of 410 who were mainly freshmen in 1942, gave tremendous support to air defense, contributing even to the retaliation by Bomber Command in escorting into enemy territory the well laden British bombers. Taking part in daring daylight raids on enemy lines of communication, supply dumps, railroads, and troop emplacements, giving close support to ground operations, these fighters captured many laurels in the field of air-to-ground attack, often deep behind the enemy's front lines.

At the end of the war, when disarmament was the by-word and peace the prize, 410 Sqn gladly disbanded. Upon the emergence of NATO as a power to reaffirm the freedoms for which the Allies had battled previously, 410 Sqn was reformed, re-equipped, and following its fighting tradition, undertook a new pioneering role in converting to jet aircraft.

Out of this came the squadron as we know it today, and to most of us, it has been a great honour to have been a part of the unit, or to have in some way been part of the support for this operational fighting force.

First squadron to be contributed to NATO Defence organization overseas from the RCAF, 410 Squadron was the first squadron to reach England where it, along with 439 and 441 squadrons, fulfilled a task under Fighter Command based at North Luffenham, England.

In scanning the squadron's historic account of its operations commencing with the departure from Montreal, I have

observed that this squadron has frequently taken the lead to pioneer in many phases of European operations. There are numerous accounts describing in a light manner the disadvantages, limiting factors, and downright ornery conditions under which the squadron has worked. Because of this, determined always to achieve the ultimate in productivity, 410 squadron, along with her sister squadrons of 1 (F) Wing, has made a marked impression on the allied forces with whom it has worked.

In 1954, having heard the resounding acclamation of Fighter Command attesting to the high esteem which was felt for 1 (F) Wing and its fighting components while they were part of Fighter Command Defence force, 410 took leave for 4 (F) Wing where for several months



S/L A.W. Fisher, Officer Commanding 410 Sqn since early 1955.



The Crest of the "Cougar" Sqn



S/L D. Warren, Officer Commanding 410 Sqn from 1952-1955.

it operated under that German based Canadian unit. While most of the personnel enjoyed this phase immensely, 410 Squadron was grateful when in April of 1955 it returned to 1 (F) Wing, now established as a new defence unit at a new base in France.

Here 410 again settled down to a much broadened scope of operations. Learning a totally new procedure, operating under the control of 1 Air Division and an all Canadian support system, it quickly engaged in participation in the NATO Defence community on the continent and set for itself and its associates, a creditable example.

A review of the day to day work of 410 Squadron reveals the fine effort put forth by its personnel. The Officers Commanding, the Flight Commanders and operational pilots who have developed within her nucleus, have left 410 Sqn feeling that they have gained valuable material with which to continue growth in the RCAF.

It is with deep sorrow that 410 Squadron returns to Canada having left behind, buried in the soil of England and France, a number of officers, and men who have given the supreme sacrifice to further the work of freedom. To their memory 410 Squadron shall always pay honour and reverence.

As always, the support personnel within the unit, the ground crews and admini-

strative staff, have given their total support. Through them and their willingness, 410 Sqn has basked in the full light of top efficiency. These personnel, now distributed on various units within 1 (F) Wing and to a lesser degree other RCAF components, are a credit to their cause, and wherever they are sent, they will carry and perpetuate the memory of 410

Squadron. Their pride has shown in their work, and we are proud of them.

As is the way with all organizations overseas, 410 Squadron has been greatly affected by its overseas environment.

When in England the personnel of 1 (F) Wing were instrumental, to a substantial degree, in creating bonds of Anglo-Canadian friendship and co-operation. Many personnel of 410 Squadron married English girls and marriages are still taking place as a result of friendships formed in those "North Luffenham" days.

Again in Germany, no matter where you may go, respect for "Kanada" is evident. In France, people often consider Canadians as long lost brethren. Those of the Sqn, who are returning to Canada may feel certain satisfaction then, for their part in improving the rapport with their host peoples.

One Wing on the other hand, stands to lose a dynamic and integral component. Our experiences in athletics, social functions, mess life, etc., will be considerably modified, and no one can deny that we are losing much with the mass exodus of personnel leaving for Canada.

It is true that 445 Squadron will soon replace 410, and that eventually normalcy will prevail. But, the last time that we heard the unified cry of "410 Squadron" as it engaged in rivalry on the sports field or in messes, was a sad day. While still on this train of thought, let us make note of the friendly relations that existed between the dependents of 410 Squadron and those of other personnel on the Wing. Friendship such as these are not taken lightly, and we will recall our 410 friends as among the most pleasant of our associates.



The upheaval of the move from North Luffenham to 4 (F) Wing is portrayed in this photograph

REMUSTERING

By F/L M. L. Brunton

We all get sick of our jobs at some time or another. We often doubt that we are in the work best suited to our abilities and our talents. We sometimes think that people in our particular trade get more of the unpleasant "Joe Jobs" than people in other trades. We occasionally find that advancement in our trade is mighty slow by comparison with others. And, when we think of all these things, we usually think also of remustering.

Remustering — a Service word if ever there was one. We are mustered into the Service and mustered out; and, if we switch trades in the meantime, we remuster. It is a word that connotes to people at AFHQ "Manning" and "Strength and Establishment". To CHQ it probably connotes the same meanings. But to us at Wing or Station level it means one thing: Change of job.

In its last meaning, the word "Remuster" also seems to connote to many people the *right* to change jobs willy nilly. They seem to think that all they have to do is go to the Education Officer, fill in the proper remuster forms for the trade desired, and, presto, they will be remustered into a new trade without loss of grouping, group pay, or rank.

But, just a minute. Suppose you were a civilian butter-maker in a large creamery and that you had become sick of butter-making. True, having planned to make it your life's work, you had attended a special course at an agricultural school and had satisfied the demands of the most exacting inspectors. You had received three pay increases and had established yourself well with your employer. But, dissatisfied with, say, the labour attached to butter making you wanted an easier job. Would you go to a garage and expect the manager to hire you, an inexperienced and untrained mechanic, for wages he would pay only an experienced man? Would you reasonably expect a photography shop to hire you at your old wages to sell photographic equipment when the only camera you ever saw was a "box brownie". Sure, you think you'd like the work. The employer, however, interested in an impressive profit and loss statement is not at all impressed with your application for a job. He wants men who are either immediately qualified or have the basic knowledge to become qualified in a short time.

It is obvious that the above are examples of unreasonable people. Yet service-

men often make the same unreasonable requests. I have had ETech(A)s who want to remuster to Photographer with a 3 (P) grouping. They own good cameras and develop their own films, but on being examined on the "basics" by competent photographers could not pass a group 1 examination. AFTechs have asked for remuster to OpMME with 3 (P) grouping because they drove the mules around the shop. Their other qualifications were non-existent. Many people have asked to remuster with a 2 or 3 grouping to Recreation Specialists because when they were in school they swam, ran, played, refereed, coached, directed, and performed. Rather extensive qualifications you might say, but unfortunately such qualifications are only the beginning. (RSpec trade paper incidentally is one of the toughest).

These people all had one thing in common. They felt that if given the opportunity of contact training they could gain the necessary experience and knowledge to pass a trade examination. In other words, the Service would provide their training.

There are two things wrong with this approach to getting a new trade. Firstly, contact training is not something that your Education Officer has the authority to arrange. The OC of Maintenance would blast him off the aerodrome if he suggested that Airman First Class John Doe be put in contact training in some other Section, which, by the way, may not be happy to have him. For contact training, arrangements are made between the sections concerned. Look at it this way. Your Section Commander has an establishment for so many men. Invariably he is manned below establishment. He is not, therefore, happy to lose a man for a thing like contact training. The second thing wrong with such contact training is that the Air Force, having already trained you in one trade at public expense, is reluctant to train you for another.

So far it sounds as if I am against remustering. Far from it. I am all for remustering when pursued intelligently. We are born into a complex world which becomes increasingly more complex each day. Where we would fit best into the order of things is hard to determine and we spend hours pondering what we should do. (In the schools nowadays there are vocational guidance specialists and career counsellors to help students

find their niche in this world.) We then proceed to make mistakes and get into work we dislike or have not the ability or capability to master. Our only recourse is to find other work and in the Service this means remustering.

I often feel that many of the people who come into my office for remustering are not really seriously interested in going to another trade. Education Officers have been called assistant padres and it is from the interviewing aspects of their work they seem to have gained that reputation. (Tell it to the padre! And, if he is not around, tell it to the Education Officer.) Airmen cannot blast their Section Commanders with impunity nor can they speak testily to their Senior NCOs. But they certainly can and do blast the Education Officer with their troubles and in so doing blast the Air Force. It may come as a surprise but I think this is a good thing. It provides an emotional outlet for releasing built-up tensions which are safer released than restrained. Some of the people I have interviewed have come to me as though they had reached the end of their rope. To them the Air Force had offered a dead end. They didn't know what they would do if their application for remuster was turned down or if the scheme they had devised in their minds did not materialize. With probably 99% of these people this one interview - a mental catharsis - and the advice given seems to have been enough. For they have not returned to the office. (Needless to say, being the perpetual recipient or butt of all the pent up groans and dislikes that airmen have for the Air Force is sometimes hard on the Education Officers!)

Getting back to the subject, how do you go about remustering? Well, if you are not concerned with money or with grouping, you can apply for remuster at any time making quite clear to whoever interviews you that you don't care if you have to start again as an "S" group tradesman. If, on the other hand, you want to remuster with a grouping, the best thing to do is to attempt in every way possible to qualify for your desired trade. From CAP 471 you can find out what is required of each grouping in each trade. From personnel in that trade on the Station you can probably borrow textbooks and notes; and in your spare time you might work with the people

in the trade you wish. You might also arrange to attend Trade Advancement classes in that trade and you'd quite likely be welcomed (imitation is the sincerest form of flattery). When you have studied and feel that you could cope with any trade examination then apply for remuster. But, a word of caution, AFHQ may not approve your application! What then? Wait for six months and try again.

The RCAF has specific regulations about remustering from trade to trade which are reproduced below. It also attempts to prevent people from becoming "cheesed off" with their jobs by instructing that Section Commanders rotate their men in the various duties attached to their trades. (Failure to do this incidentally is one of the chief reasons for tradesmen below group 3 getting fed up.) There are a few sources of discontent that RCAF regulations do not seem able to prevent and one is the disparity that exists amongst trades in the matter of getting "Joe jobs". Without being specific, it would appear that some trades because of their numbers alone get a greater percentage of station duties than others. Another source of discontent comes from "recruiting" and "manning". According to probably 90% of all remuster applicants, they were either recruited into trades they did not want or were put into them at Manning Depot. The staffs at either of these two centres are usually credited with the advice that "you can come into the Air Force in this trade since the one you have chosen is closed, and then in six months time apply for remuster." (This quotation has been repeated to the WEdO so consistently that he believes there is something to it.) Whatever the sources of discontent or reasons for remuster are, the regulations for remustering as detailed in AFAO 1400/05 are as follows.

"When it is clearly in the interests of the Service, remuster between trades may be authorized subject to paras (11), (12) and (13), and subject to:

- the relative manning requirement in the trades concerned;
- the establishment vacancies at all rank levels in the trades concerned; and
- the aptitudes and experience of the airman concerned for the trade to which remuster is requested.

"Remuster between trades is restricted to an airman who falls within one of the following categories:

- an airman undergoing language or contact training prior to receiving formal trade training;
- an airman failing formal trade training;
- an airman mustered in a "S" or gp 1 trade who wishes to improve his opportunities for advancement by remuster to a trade in a higher category;
- an airman not advantageously employable in his present trade who is considered suitable for service in another trade;
- an airman required to remuster to another trade, as provided in CAP 471, to become eligible for advancement in a specific career field;
- an airman invited by the CAS through AFROs to apply for remuster to another trade."

One final word of advice: The successful people of this world are doing work they enjoy. If you are unhappy with your work your chance of success is slim. (By your work I mean the actual work of your trade, not the associated extra duties which may make it unpleasant. They will disappear as one progresses.) Do not be embarrassed therefore to request remuster. It is your life you are leading — not somebody else's.

A French Under-secretary was invited to the silver wedding anniversary of a distinguished English bishop.

"Silver wedding?" he asked the bishop's nephew. "It is a ceremony which I do not quite grasp."

"My aunt and uncle," was the reply, "have lived together for twenty-five long years without being separated a single day."

"Ah" said the Frenchman. "And now he marry her? Magnifique."

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* (Ed. Note: Since this article was written regulations have changed. Now 3 months contact training is a prerequisite to remustering).



SECTION NEWS

Telefuctions

I suppose the only fair way to open this episode after all the long months of inactivity is by reviewing our friends and otherwise that have come and gone: Sgt George Hassell, Cpl Eric Cox (both happy civilians by now), and LAC McNiel (missed the boat on his first try, Oh! those Paris girls). The month of October draws further tears for Cpl Jim Robinson to Stn Uplands, Cpl Bob McDonald to Stn Comox, BC, Cpl Ken Parkinson to 400 Reserve Squadron Toronto, and LAC Ron Purdy back to civvie street. Looking on the brighter side we have several new faces: LAC Kukurudza from 6RD, LAC Bates from 4CU Rockcliffe, LAC Kendall from Lac St. Denis, LAC Kather from Stn Namoo, BC, LAC Nasmith from Stn Clinton, LAC Protsack from Stn Bagotville, LAC Mesch from Stn St. Margarets, LAC Murray from Stn Chatham, NB, LAC Collins from Stn Cold Lake and the writer, WO2 Ted Davies, from Stn Trenton. We also have a couple of ambitious boys going CF'ing with 445, Sgt Lorne Blythe and Cpl Woodie Grant.

The month of September saw a new noise borne to the airwaves when the voice of CFMY made itself known to the world. Devised and built by FS Ricks of Tel Air our little station has started out on what we hope will be a long and successful career in entertainment. We think it is pretty good, even the Russians are agreeable to this one as Moscow Minnie says, "It is a pretty good effort for a bunch of amateurs". We hope with time and patience to obtain more and better equipment so please continue your requests and support. Everything comes to him who waits.

We have another NEWIE for

Telecommunications personnel for the month of September and that, of course, is the establishment of a radio repair shop. The number of cripples that have limped into the "Hobby Shop" since opening is staggering to say the least. Cpl Mason, our chief operator in this department, is a kind and paternal soul with a reversible collar, awaiting your multi problems. A great number of problems confront the boys attempting an enterprise of this nature, the first, and of course the mightiest, is parts. At home this is no worry as every city across the country has at least one decent parts outlet. Another contributing factor to the parts bogie is the fact that we have to dig up custom pieces for Canadian, American, German, British, Dutch, etc., plus "things", to repair some of these nightmares that have hatched in a basement or a back bedroom some place. However, a system of stock spares to cover common faults in popular makes of sets, is being set up and this should cut down the waiting time for most of us.

So having spat 500 or so, we'll retract the lead, put our feet back up on the desk and hope to see you all in the next issue.

WO2 Ted Davies.

GROUND HANDLING

We bid au revoir to LAC Duff who has gone to Stn North Bay. Best of luck Jim, we hope you find Canada to your liking. LAC Laviolette and wife had a visit from the stork last week. We hope you paid the trip back. Anybody want to buy a good

car? See us, we know where one can be had. We have some transfers to 445 sqn. Cpl Fedak and LAC Stewart. Best of luck fellows! We have with us now Cpl Burns, who with LAC McKinnon and LAC Guest are keeping the energizers rolling. FS St. Laurent, with the help of LAC Laviolette, LAC Hanneson and the AR Techs, are busy getting equipment ready for the winter months and for the arrival of the new squadron. We are out of news. So good-bye from those who indirectly keep them flying.



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FIRE HALL FLASHES

..... in the past few months have said goodbye to a few of the real oldtimers here at Marville. Starting off the series of going away parties was Lac Nick Evanoff who changed Wet Canteens with Lac McKenzie from 2 Wing. (Mac hasn't been with us long but from the reports through the Party Circle he should fit in.) Cpl Sweeney was next when he took his fast growing Baseball Team complete with little woman to Falconbridge; for Oscar we regret we received no replacement. The big blow came when the Keeper of the Fire Hall left us for the position of Fire Chief at Langar. To you, WO2 Ron Parker, all we can say is we are sorry to see you go. But tears soon dried and the job of shepherding, listening to moans and groans of twenty typical airmen rested upon the rapidly sagging shoulders of FS Ken Stokes, who after one of those mistakes (he thinks) by Movements left Air Div to be with us. 'Hope you enjoy your stay Flight. All good things must come to an end and in September we saw the last of the organized parties when Sgt Doug Stevenson pulled up stakes and sailed back to the land of 'Moonshine and Rabbits! St. Huberts is not bad, Doug. At least you're home.

The SMO is closer to the Fire Hall than he realizes — emotionally that is. Seems a couple of his girls are being tutored by two of our young "eligibles". Don't know what Bob and George have in mind Doc., but

could be you might get involved in one of these giving away the Bride deals. We'll keep you posted just in case.

Holland was blessed recently when Cpls Briggs and McCooeye spent a few weeks touring that land of dykes and plump young gals. Sorry no report on their activities. They just won't talk.

Our wandering boy Bobbie Cragg spent a few weeks in England recently. For him we can say, "(Had a wonderfu time. Don't remember a thing.)" We know that English beer is not bad.

Spain too has its attractions judging from briefs of Cpl George Cowan's leave and the colour slides of Bikini-clad Spanish women. Recommend any place in particular George?

On the sad side of life again there's our Lou. Seems he can't drive his car owing to a little difference he had with the local constabulary on the way to work one morning. (He still insists he wasn't doing more than 50 K's).

We hope you people, who during Fire Prevention Week had the opportunity to visit the Fire Hall and view the various displays, really took them seriously and resolved to be more careful with fire in the future. So unti our next issue this is the end.

SUPPLY SECTION

Has anyone said the Supply Section isn't busy? Yes, we've been terribly busy saying "Hello" and "Goodbye" to many of our staff. We are welcoming F/O F. Johnson from Gimli, Man., F/O Cameron from Stn Winnipeg, LAC Jim Nagle from Rivers, Man., and LAC Stanley from Gimli, Man.

It seems everytime we are all out to welcome folks we are stricken by the fact that we have to say a few goodbyes.

Best wishes and happy travelling go out to F/L Fellows who left for Lac St. Denis, Sgt Orton who is taking up "C'est La Vie" in Paris, Cpl MacDermid who is going to join the wild west at Namao, LAC Dodds "the Montreal kid", LAC Gaudet to Rockcliffe, and LAC Krause to 7SD Namao.

In the past while we have had a couple of inter-section transfers; Cpl Bert Harvie hailed into Stock Control from 441 Sqn to take over the worries and problems from Cpl Denis on Major Equipment. Anyone notice any extra grey hairs on his head lately?

Sgt Brooks has once again left the Supply Section to join 441 Sqn.

Sgt MacLeod came to join the happy hub of the Section, "Stock Control," from Barrack Stores.

LAC H. MacKay from the ME Section has joined our happy section and is now employed in Tech Stores.

To make Supply even more popular Air Movements moved in, and now have a great portion of the R & L. Yes folks, that room with all the easy chairs and chesterfields is for the passengers.

Cpl Walker and LAW Gloade are down in Spain looking over the Spaniards. Did you find one of your pick Satch?

The exchange of faces take place in Clothing Stores for a week so if any of you aren't satisfied with was you have there's your chance. Don't miss it.

Well folks the time has come where we must say so-long till the next edition.

LAW Morency.

Wing Maintenance Instrument Section

By CPL W. Gouette

The Air Force being a far-reaching organization, we have said farewell to a few of our old comrades. Gone to the land of the five-and-ten are Sgt Sullivan, Cpl Griffiths, LAC Munro, LAC Fleury and LAC Brown.

Under the same E47 we have received as "C" class equipment FS JA Jones and the honourable floor walker Sgt "Don" Mitchel. No new "B" class airmen having been issued; we are still carrying on under the old scheme, with one re-issue, LAC "Jeff" Holton of the late 410 Squadron.

FS Jones found in his reign that the old saying "if you can't beat them, join them" was still sound practice. He therefore packed his books and left his boys to join the society of head shrinkers from the front office. Although never let it be said that he is above dropping in on his friends for advice when required.

Having lost a good warrior in FS Jones we are fortunate in gaining FS GA Foster, the scourge of all good "secure-and-hold" (buck-shee) artists. Under this new-in-command the section has lost none of its morale or wit, and Cpl Thompson can still be seen carrying on through LIMITER SNAGS with a smile.

Our own Cpl White is still actively engaged in a good-natured "battle of doors" with FS OR Beattie of the ill-famed electrical section. Although Flight Beattie has resorted to various underhanded tactics in this battle, the INSTRUMENT PERSONNEL, with "PERE" Foster in the fore, still catch him with his guard down and TROOP THROUGH to success.

It seems appropriate at this time to wish all personnel of the late 410 Squadron the best in their new positions, and to issue a sincere welcome to all personnel of 445 Squadron.

Adieu for now, by friends goodbye.

Getting Your Junior Matriculation

By F/L M. L. Brunton

Because an education standard of junior matriculation or equivalent is required of airmen who wish at some time to be commissioned from the ranks, two questions are frequently asked at the Education Office:

- (a) Can I get my junior matriculation through the Air Force?; and
- (b) What constitutes a junior matriculation?

Answering the second question first will give some idea of the amount of work that is ahead for individuals whose education standard is less than junior matriculation. There is actually no laid down list of subjects which an individual must have to satisfy junior matriculation standard. In the first place the word matriculation means, according to the Concise Oxford Dictionary, "Admit (student) to privileges of university". It follows that the universities then decide what shall constitute a junior matriculation for admission of a student. Generally, however, the following subjects are required and will satisfy the junior matriculation requirements of nearly any university in Canada and any provincial Department of Education:

- (a) ALGEBRA — most provinces require a standard in this subject which takes students somewhat beyond the many methods of factoring and a little beyond the standard quadratic equation ($ax^2 + by + c = 0$).
- (b) GEOMETRY — The standard required in this subject embraces approximately five "books" of geometric propositions — all in all, probably about 100, — and associated problems.
- (c) ENGLISH — Junior matriculation standards require that the student have a specified knowledge of English literature which would have been acquired in previous years high school and a certain standard of ability to express himself. In composition, major grammatical errors will receive only limited toleration (in marking senior matriculation papers, the markers automatically fail, as a rule, an individual who has three or more major grammatical errors).
- (d) SOCIAL STUDIES — Junior matriculation Social Studies is really modern history and associated geography. In Canada, as a forerunner to Modern History, most students will have studied Canadian History and Ancient History.
- (e) PHYSICS, MECHANICS or AGRICULTURE — the subject obtained here usually depends upon the specialty that the area's high schools

are stressing. For instance, if you live in a rural area the chances are that you would take a Science subject having a great deal to do with agriculture, or if in a mining area, a Science subject having much to do with Geography and Geology. On the other hand, the option of Physics may always be available.

- (f) ANOTHER FOREIGN LANGUAGE — This is usually French although it can be German, Spanish, or Latin.

The above list comprises five subjects in all: Mathematics, English, Social Studies, a Science, and another Language. These are minimum requirements. You should actually have six subjects and your choice of a sixth subject will depend upon your reason for obtaining a junior matriculation standard of education. If you are pursuing a general education, a third language may be desirable. If you are going to enter the field of Engineering or Mechanics a second science may be preferable.

The point might be raised that the educational requirement for commissioning is junior matriculation or equivalent. What is meant by equivalent? The best available answer to this question is that by equivalent the RCAF means the academic equivalent. That is to say, if you attended a technical or commercial school and passed successfully the first four years of the courses offered, your education would be considered the equivalent of a junior matriculation. How rigid the RCAF's attitude is on this definition of equivalent is not known. Some people have admitted to being commissioned having Grade 10 or Grade 11 education but the Air Force apparently felt that the experience acquired in their years of service would give them the educational equivalent of junior matriculation. Whether this is still or ever was the official attitude towards acquired experience in the RCAF remains to be clarified.

Before going on to explain how a junior matriculation may be acquired in the RCAF one point should be stated about admission to university. Most universities make allowances for an individual's background, regardless of his academic education. Some universities even go so far as to state that they will accept anybody over 21 years of age as having a junior matriculation equivalent if his past experience indicates that he has achieved that academic standard in his work and

if he has a genuine interest in higher education. They will, of course, insist that the applicant try a form of classification test. The average Education Officer cannot supply you with detailed information upon every university's requirements. The Registrars at these universities, however, will be happy to provide you with such information. Their addresses are simple

Registrar,
University of (Name of University),
City, Province.

How do you get a matriculation in the RCAF? The only way available to obtain a junior matriculation is through the DVA Correspondence Courses which are administered at all RCAF stations by an Education Officer or by someone appointed to act as Education Officer. These courses are accepted by nearly all the Provincial Departments of Education; and as long as the RCAF is on Active Service, Provincial credit will be given for DVA courses completed. Many people have obtained a higher education through these correspondence courses, which cost nothing except the pencils and paper the individual uses in doing them. Many, many more, however, have begun courses and have let them slide.

To complete a correspondence course requires a high degree of self-discipline which most of us have not got. When the fall comes we look ahead to the long winter months and we ambitiously decide to better ourselves. Before we know it, however, Christmas is upon us with all its preparations and the Winter sports season draws us away from our ambitious designs. Correspondence courses, or whatever our self-improvement idea was, go by the board.

Because of this lack of self-discipline and the general weaknesses of human beings your Education Officer does not encourage correspondence courses. This is particularly so if the individual concerned has very little or no previous high school education. To get a junior matriculation by correspondence is a long slow uphill grind. What alternative is there? In the RCAF there is no alternative. What can be done is that a sincerely interested individual might ask to be transferred to an RCAF Station close to one of the larger Canadian cities. Admittedly such postings are limited in number. There are sufficient of them, however, to offer the posting authorities at AFHQ a substantial choice. To name a few of these postings where education opportunities would be available at night-time in nearby cities, they are any of the RCAF stations in or near Montreal, Ottawa, Toronto, London, Winnipeg, Saskatoon, Calgary, Edmonton, Halifax, and Vancouver. Of necessity you would have to fit your requirements to the established routine and program of the institutions to which you made application. The educational authorities at such places will invariably bend over backwards to give you, a person sincerely interested in obtaining more education, every possible opportunity to achieve your aim.

While most of these institutions will offer the standard academic courses at the average person's pace of achievement there are

other institutions which will "cram" the necessary knowledge into your head if speed is the requirement. An example of such an institution is the Meisterchaft Colleges in Toronto (they may be in other places too but Toronto is the only place that the writer has seen them). These schools provide excellent high-pressured instruction for the individuals who want to get educated in a hurry. Naturally you pay for such an education but presumably you would be willing and anxious to do so.

One other factor about Correspondence Courses concerns the official RCAF attitude towards them which is that they are very worthwhile, and completion of them will result in the notation on records of acquired educational credits. When promotion boards are held it is often a favourable factor to have on one's records that he "endeavours to improve himself". But, in the opinion of the writer, of far greater importance is the man's performance in his section and his standard of achievement on any RCAF courses that he has taken. It is in your section where your boss assesses you. And at the time of promotion boards, it is your performance in RCAF courses and your general attitude and application to these courses, that matter. If you have spent money on a correspondence course and have given to it much time and attention to the neglect of your section work, and if you have appeared at work tired as a result of your efforts, you need not expect your section commander to view favourably your section work which has slipped. (I once knew two French Canadian airmen who applied themselves most diligently to DVA Correspondence Courses in junior matriculation history and mathematics. To me they seemed very keen and ambitious airmen. On mentioning this to their Section Commander one day, however, I was told "Hell, they can't stay awake at work".)

DVA Correspondence Courses and night classes at established institutions are the two ways of which you may get a junior matriculation. If these two methods are not satisfactory you may consider obtaining you release to attend school. The RCAF's attitude toward this proposition is determined by the individual cases themselves. Factors to be considered are your present education, your family responsibilities, if any, number of years remaining in your present engagement and your possible motivation. You need not expect your application for release to receive serious consideration if you, say, have Grade 11 education, have a family of three, have only been overseas for two months (believe it or not the dislike of present surroundings impels a few people to interest themselves in education with a view to getting transferred)! On the other hand, if you have made arrangements to go to university and wish that your present engagement be shortened by four months, you can expect the Air Force to give you very sympathetic, and quite likely favourable, hearing.

In closing, there is one other thought that is worthwhile leaving: a thorough analysis of your individual self, your abilities and capabilities. — an objective-as-possible appraisal of everything you know about you, — might be very worthwhile. If you

were poor at school there might be another reason beside the fact that you weren't interested in the school subjects. You simply might not have been able to cope with them. Realizing that you have not "the grey matter" to pursue higher and often more abstract education is no crime. If nature gave you the intelligence to handle only the simplest things, a realization of this is most praiseworthy. Why try to break your heart and maybe your body trying to achieve something that will forever escape you? Why try to be a university professor when nature has endowed you with the intelligence to cope with merely Grade 9 Algebra and nothing more?

To discourage people from achieving a higher education is not the purpose of this piece. Nor is the object of this article to dissuade people even from trying that which they may not have the capability of doing. (You may recall the famous line that Browning puts in the lips of Andrea del Sarto "Ah, but a man's reach should exceed his grasp, Or what is a heaven for"! The aim of this article has been to give up some of the facts about Education that many people have asked me in the course of thousands of hours of interviews.

A COMPELLING DETERRENT

*From a speech to the House
of Commons by Mr. Ralph
Campney, On 20 Jun 56*

NOT AN EASY TASK: "As long as the threat of war continues, our best hope is, undoubtedly, in the maintenance of a strong compelling deterrent," said the Minister of National Defence, Mr. Ralph Campney in a speech delivered in the House of Commons on June 20.

Mr. Campney said, in part:

"It is now eleven years since the first atomic explosion marked a new departure in warfare - more startling, perhaps, than any other since gunpowder first came into use some 700 years ago.

"And then, almost before we could begin fully to comprehend the terrifying possibilities of atomic weapons, the H-bomb added a vastly more far-reaching dimension of terror and destruction - so comprehensive indeed that we cannot

yet begin to assess its full magnitude.

"No simple, clear-cut, complete answer to the defence problem thus poised has yet been found. And, frankly, as far as I can see, none is yet in sight.

"Is it any wonder then, that through out the free world there is dispute and controversy as to how this problem can be resolved? Is it any wonder that protagonists of this view or that, of this service or that service, of this defence element or that defence element, are so eagerly and at times vociferously projecting their particular views on a confused and worried public?

"This active preoccupation with finding answers to the new weapons may ultimately bring us to the point where defence catches up with the offensive now so far out in front in the race. And I suppose that, if this balance is redressed, as it has been from time to time in days past, war must become an even less attractive adventure to aggressively minded nations than it is today.

"No nation ever wants to risk defeat - and that revulsion is made so much the stronger by awareness of how terrible defeat in thermonuclear war could be. And yet the threat of war continues. As long as this is true, our best hope is, undoubtedly, in the maintenance of a strong compelling *deterrent*. Primarily, of course, this is based on the strategic air force of the United States - now being augmented by that of Great Britain.

"But, to be effective, such strategic air forces must be supplemented by warning lines to enable their retaliatory planes to get off the ground immediately an attack is launched on the free world anywhere.

"They must also be supplemented by fighter air power to blunt the edge of the thermonuclear attack.

"They must also be supplemented by well-trained, efficient ground forces to form a shield to prevent Europe being suddenly overrun by ground forces of the aggressor.

"All these factors are just as much part of the deterrent as the thermonuclear retaliatory forces themselves.

"To maintain the deterrent power of the free nations will not be an easy task, essential though it is to be our survival. Paradoxically, as the existence of the deterrent continues to protect the peace, the continuance of peace may itself tend to soften up the very deterrent force on which it depends.

"For it tends to give credibility to smiling assurances and friendly, folksy visits, all propagating the view that the day of world brotherhood has dawned at last - and suggesting that we can now safely set aside our defence programmes

(with their heavy costs) and concentrate on the pleasant task of raising our material standard of life.

"To thus relax our defence effort might be an inviting policy for the free nations, but it would be a very dangerous policy. We would be foolish indeed to neglect those defensive measures that have created the deterrent that has so far kept us safe from major war. Rather, we should make sure that those defensive measures are kept bright and strong...

Air Defence: "...Change has been operative in many fields of defence activity in Canada, but particularly so in our air defence arrangements.

"Arising from continuing reassessment of Canada's part in the joint United States - Canada air defence programme, I can announce two major developments: the reorganization of our Auxiliary Air Force, and an increase in the number of our regular interceptor squadrons.

NEW SQUADRONS

"Last year I drew the attention of honourable members to the studies being undertaken by the RCAF to determine whether it was practicable to expect the part-time aircrew of the Royal Canadian Air Force Auxiliary, however skilled or devoted, to operate all-weather jet interceptors of the complexity of the CF-100 in the air defence role. This important question, in relation to the overall problem of air defence generally, has continued to receive thorough reassessment by the RCAF in the light of the thermonuclear air threat to this country.

"This threat is such that defending forces must be able to operate in all conditions of weather by day or by night; must be on immediate alert status, and be trained to a very high standard of proficiency; and must, in peace time, be deployed at their war stations. Our experience now forces us to the conclusion that these conditions are far too exacting to impose on Auxiliary Forces who are engaged on their civilian duties throughout the week and whose flying therefore is limited mainly to week-ends.

"Consequently, the ten auxiliary squadrons that were to have been re-equipped with CF-100 all-weather fighters will no longer comprise part of the first-line forces in the North American air defence system.

"Other highly important duties will be assigned to these auxiliary squadrons, the personnel of which have constituted such a useful and active reserve force to the RCAF. Six of these squadrons will be re-equipped with Sabre day-fighter aircraft and T-33 jet trainers, and their per-

sonnel will progress from the T-33 to mastery of the Sabre jet...

"The conditions that have brought about the withdrawal of these auxiliary flying squadrons from the first-line air defence force necessitate increases in the regular force units assigned to this role in Canada. Accordingly, I can now announce that steps will be taken to establish, over a period of time, three new all-weather interceptor squadrons, equipped with CF-100 aircraft. This increase, with the 12 squadrons in Europe, will bring to 24 the number of regular force fighter squadrons.

"The size and composition of Canada's contribution to the continental air defence system continues, of course, to be under review.

"Towards the end of this year we will replace one of our Sabre squadrons in Europe with a squadrons equipped with CF-100 all-weather interceptor aircraft. And at intervals thereafter, during 1957, three more Sabre squadrons will be thus replaced. This will fulfil our undertaking to NATO to provide four squadrons of all-weather interceptors. Throughout, our commitment in Europe remains at 12 squadrons.

"As for new equipment, the Air Force, working in conjunction with the Defence Research Board, is making good progress with its new supersonic delta-wing all-weather fighter-interceptor, the CF-105 (being developed by A.V. Roe, Limited) which, with the very advanced and powerful PS 13 engine being designed for it, is expected to constitute a very fast and formidable fighting plane.

"The development and reproduction work at Canadair Limited on the CL 28 - the new maritime anti-submarine aircraft developed from the Britannia aircraft - is also proceeding very well, and the prototype is expected to fly next spring.

DIVERSIFIED JOB

"By the production of successively improved marks, both the Sabre and the CF - 100 are still, and will continue for some time to be, of their sort and for their purpose, first-class and effective fighter planes.

"The job of the RCAF is certainly now a widely diversified one - including the interception of enemy bombers, the transport of troops and supplies, the support of anti-submarine activities and defence of shipping operations...

"The Royal Canadian Air Force is also responsible for the building of the Mid-Canada line, one of the greatest construction projects ever undertaken in Canada and one that - apart altogether its defence implications - is dramatically opening up the Canadian north.

"...On both the DEW line, being built largely by Canadian contractors working for the United States Air Force, and the Mid-Canada line, being built by Canada, admirable progress is being made. These are projects of great difficulty and magnitude - costly, but we believe, worth the cost.

"For they will buy us *time - time* to get the big United States deterrent force of bombers with their nuclear weapons winging away on their missions should the need arise, *time* to get our defences activated, *time* to prepare our people for impending attack.

"Another important purpose of this system is to alert our sister NATO nations if the Canadian north should be chosen as the first point of any attack. It is hoped that in the near future the Early Warning system of North America will be linked up with an early warning system in Europe, to which NATO is giving high priority, thus forming an integrated comprehensive early warning

system covering the whole of the NATO area...

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ROCKET LAUNCHING

The Arctic launching site for rockets at Fort Churchill, Manitoba, will be ready in October for its part in the International Geophysical Year (IGY) to begin officially next July. This has been announced by Dr. Joseph Kaplan and Mr. F.T. Davies, chairmen respectively of the United States and the Canadian National Committees of the IGY.

The Programme of rocket launchings in the Arctic is part of the intensive international study of the earth, the atmosphere, and the sun, to be conducted over the entire world from July 1957 to December 1958. From this programme scientists of all nations hope to gain a better understanding of the earth's structure and various effects in the atmosphere such as aurora and airglow, cosmic rays and solar activity.

Rocket experts chose Fort Churchill

for two reasons: it is readily accessible, and it lies within the "Arctic auroral belt" where Northern Lights are most easily observed. The rocket launchings are part of a scientific effort to explore the atmosphere in the Arctic to a height of 180 miles. Aerobee rockets will be used for high altitudes and smaller two-stage rockets for lower altitudes.

Scientific instruments carried by the rockets will measure density, temperature, pressure and wind velocities in the Arctic atmosphere at heights never before studied. They will also take measurements of the ionosphere the upper region of rarified, ionized gas between 50 and 250 miles above the earth's surface which reflects radio waves in long-distance communication. The rockets will record effects of the sun's light at high altitudes, and such phenomena as Northern Lights, cosmic rays, and the earth's magnetism. The Fort Churchill programme will be tied in with similar rocket flights to be made by the British, Australians, French and Japanese during the International Geophysical Year.

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