WARTIME TRAINING
of
RCAF RADAR
TECHNICIANS IN CANADA

Prepared by J. R. Robinson

Wartime Training

III-1

The Cradle of Radar in North America(1)

No. 31 Radio School, Royal Air Force
No. 5 Radio School, Royal Canadian Air Force
Clinton, Ontario

In the autumn of 1940 the Battle for France was over, the daylight phase of the Battle of Britain was in its final stages and the night-blitz was about to begin. Britain's defensive radiolocation chain, called "Range and Detection Finding"(RDF, later **Radar**) had fully proven its worth and, as a long war appeared increasingly certain, plans were advanced for extensive expansion of the "Chain Home" (CH), "Chain Home-Low- Flying" (CHL), "Anti-Aircraft Gun-Laying" (GL) and "Search-light Control" (SLC) RDF systems. Also, an immense commitment was being made towards development of "Ground Controlled Interception" (GCI) and to RDF-2, airborne systems (such as "Airborne Interception" (AI), "Air to Surface Vessel" (ASV) and others as yet not even on the drawing board) as well as to Naval surface-search and gun-control radars.

British staffing resources were by now strained to the limit. There was immediate and enormous demand for recruits, not only for the three services, for industrial workers and for all of the civil functions, but also there was a predictable limitation in numbers of technically-educated personnel of the type required to build, maintain and operate the rapidly expanding RDF systems. It became obvious that assistance from outside in the form of trained radio technicians would soon be required.

A formal request came, via the United Kingdom High Commissioner in Ottawa, in an appeal to the Government of Canada late in 1940 for assistance in the provision of men skilled in radio technology for service in the defence of Great Britain. The Canadian authorities immediately called for experienced people - mostly radio repairmen, hobbyists, radio "Hams", and professional wireless and radio operators - to volunteer for recruitment into the RCAF for service overseas. Altogether 1,292 trained personnel enlisted and most were rushed to England by the end of 1941 . No adequate tribute has ever been paid to the contribution which these quiet and capable men made to Britain's radar defences at a dark and critical period of the war. In their own right they, too, were a "few to whom much is owed". Nevertheless, it was obvious from the outset that this small number of knowledgeable men from Canada was insufficient and that many inexperienced recruits would have to be trained as radio technicians.

1. The "Cradle of Radar' designation is taken from Trott, M., "History of Clinton, 1875 -1975". Published by the Town of Clinton, Ontario, 1975

Wartime Training

A proposal was put forward by Professor E. F. Burton, Head of the Department of Physics at the University of Toronto and a wartime member of the National Research Council (N.R.C.), suggesting that RCAF detachments be stationed at Canadian Universities and Colleges. The recruits would be given elementary training in the basic principles of electric theory, radio physics, electronics and the layout and construction of simple, standard, test-equipment, radio transmitters and superheterodyne receivers.

An Order-in-Council by the Prime Minister and Cabinet-in-Session dated 6 May, 1941, provided for the establishment of training detachments at thirteen educational institutions which already possessed the requisite facilities in staff and equipment for teaching physics and electronics.

Training commenced within one month at colleges across the country. For example, a 75-man detachment (all AC-2s) began courses at the Ontario Agricultural College in Guelph on 6 June, 1941, while at the University of Western Ontario in London, instruction of 120 airmen got underway on 13 June. Personnel in some of these University detachments liked to refer to their groups as "The Sliderule Squadrons".

The Air Ministry (U.K.) apparently was satisfied, perhaps even impressed, by the first drafts of Canadian radio technicians for they soon requested that the ultimate output be more than doubled, to five thousand. Further, they had already begun construction of one of their own RDF schools (to be called a "Radio School" in the interests of security) in Canada to receive, directly, the graduates of the Canadian University courses and to introduce them to the ultra-secret RDF equipment before proceeding overseas.

“No. 31 Radio School, Royal Air Force" was opened at Clinton, about 50 miles north of London, Ontario, on 20 July, 1941. The first Commanding Officer, Wing Commander Adrian Cocks, previously Deputy-Director of Signals , RAF, helped to select the site personally. The topography of the district and its geographical relationship to the steep bluffs on Lake Huron (9½ miles away) duplicated conditions considered ideal for a CH (Chain Home) RDF station in England. Cocks acquired the land in mid-April and 450 labourers immediately began working 16 hours a day to clear the area of fences, farm buildings and trees. Nearly 40 new buildings were constructed (orderly rooms, barracks, school-rooms, mess-halls, a hangar, hospital, drill-hall, power-plant and double, electrified security fences) which were to become "the cradle of radar" in North America. Chief Instructor S/L John Martin with a staff of 250 (including some Canadians already trained in England) arrived in July from the U. K. with their RDF equipment and, before the end of August, the school was in full operation.

The desperate demand for thousands of radar technicians is high-lighted by the urgency and speed demonstrated in the building of this school, but the choice of its location (Canada) is more complex. At the time of its conception Britain was still under threat of German invasion and highly secret RDF was vulnerable. The supply of British men suitable for "high-tech" training was exhausted and, as Canada had agreed to supply five thousand, why not train them here fully at Canadian expense?

Deeper political implications are seen in the placement of the school at a location where U.S. servicemen could also share in RDF training and it is significant that the first students in August of 1941 were mostly "neutral" Americans.

Clinton was to be a proper "pukka" RAF station so, of course, there was a parade-ground for square bashing. The original farm silo overlooked the square, and the Wing/Co converted it into something resembling an airdrome control-tower from which he often reviewed the troops to the recorded strains of the "Colonel Bogey march". In the absence of aircraft or run-ways, this "tower" (later called "Cocks' Folly") was an extra reminder to the local population that here, indeed, was an Air Force base. He is even said to have considered the mounting of an AA-gun there in case of air attack.

The original draft of RCAF trainees to Clinton arrived from the University of Toronto on 15 September, 1941. They found that radar classes had been in progress for nearly a month and consisted mainly of 25 U.S. naval officers and 36 U.S. army men. More Canadians arrived so rapidly that by mid-October graduates from several RCAF university courses (the "Slide Rule Squadrons") had to be diverted to England for the RDF training because Clinton was filled to capacity. Many of these early, 13- week, "basic radio" graduates were directly commissioned, but most remained as AC2s. As the system matured, promotion to LAC came automatically with successful completion of the university course and posting to Clinton.

During the initial year of operation the trainees at Clinton had some problems. Added to the inconveniences of on-going construction and inclement weather with snow, ankle-deep mud, blistering heat and blinding dust according to season, they bitterly resented the abysmal quality of both food and hygiene in the airmen's mess. Following an inadequate meal - originally good, locally produced food but ruined by RAF GD cooks- long lineups of men waited to swizzle their "irons" and plates in the same laundry tub of cold, greasy water and then to wipe them on a common, soon-slimy, roller-towel. Three times a day, this experience proved nauseating and many skipped their meals . Consequently, the YMCA "dry" canteen on the base and the limited restaurants in nearby Clinton were overwhelmed every evening with ravenous airmen. Following a surprise inspection, the RCAF Catering Division took this "mess" (in every sense of the word) out of the hands of the RAF in May, 1942. Also, the culture-clash with the "Cockney-corporal" discipline of the RAF Service Police (on our own turf!), and the C.O's occasional tactless remarks about "you Colonials" to a parade of hungry Canadians, were poorly received. Nevertheless, in technical aspects instruction was first class, the urgency was appreciated and, with good will on all sides, the school quickly began to fulfill its true function.

In July, 1942, the base was renamed "No. 31 RDF School, Royal Air Force". During this period the staff numbered around 435 all ranks, with an average of about 670 pupils on strength; the output was about 250-260 graduates per month, two-thirds of whom received overseas postings.

The usual training procedure at that period of the war was to divide the in-coming University trained airmen (all LACs now) into two groups to study early Marks of either ASV or AI airborne equipment

(200 MHz; l.5 metres). Instruction covered the physical assembly, electronic theory and the location of "faults" in the sets. This was, finally, the first visual indication received by most trainees concerning what was going to be expected of a "radio mechanic" in the future. Lectures and labs occupied the students for about 45 hours per week (5½ days). Lectures were given under the tightest of security, inside a policed, electrified, barbed-wired "inner compound", and all notes and any mention of RDF were left strictly inside. For entry to the compound, classes were called on parade outside their barracks, carefully counted and identified and then marched past armed guards into the "inner sanctum". Identical control measures were enforced when leaving, with strict scrutiny against any "carry-out" material. All of this seemed appropriate at the time. The site was dominated by a 240-foot wooden "R" (receiver) tower brought from the CH system in England; no steel "T" (transmitter) tower (360 ft) was ever built here. There was an early model CHL gantry (1.5 metres) and, in a hangar, a couple of stripped-down aircraft fuselages were fitted with AI (Mk IV) and ASV (Mk II) 1.5 metre sets. None of this equipment was "on the air"; the first legitimate radar responses from aircraft were seen, much later, in the U.K. There was, as yet, no mention in July of 1942 of the centimetric radar which was already becoming operational overseas .

On successful completion of either airborne course most graduates received an overseas posting as LAC's, "B" Trade Group. A very few were diverted to work in equipment development or manufacturing in Canada or the United States, but about 1/3 of the graduates were selected to remain in Clinton for more advanced training on "ground equipment" (CH on 23 MHz, 13 m.;CHL or GCI on 200 MHz, 1.5 m, and their shorter wavelength mobile counterparts). Before completion of the ground course, about 1/3 of these advanced trainees were boarded for commissioning thus fulfilling the original commitment that 10% (overall, of the initial entry) would receive Pilot Officer rank. By the summer of 1942 a growing number of these graduates, both officers and airmen, were required for duty in Canada as instructors, to man the fledgling coastal radar chains, for anti-submarine squadrons or for work at Research Enterprises Ltd. The great majority, however, received a posting to the U.K. with two or three weeks' embarkation leave. By 1943 a few were being sent to the new American schools for up-grading on U.S. equipment.

The sprog officers arrived in Britain with no training whatever in administrative procedures and, when they were directly posted to RDF outstations as Commanding Officers, they had to learn, the hard way and very quickly, how to deal with a myriad of non-radar related responsibilities of a Station Commander. Fortunate, indeed, were those who found themselves blessed with a capable and co-operative RAF senior NCO or, better still, a WAAF Admin officer! The very best of technique with a soldering iron was not much help in applying King's Regulations and Air Council Instructions in the proper procedure for the discharge of a pregnant, unmarried WAAF. In those days, girls who achieved that unhappy predicament-more likely due to exploitation than promiscuity- faced an unenviable future. It also required a degree of compassion to deal with an airman who went AWOL to visit a sick child, when serious charges ought to be laid. Some C/O's, especially those in the Mediterranean and Asian theatres, had the dreadful duty of imparting the news of deaths of family members in the bombing of Britain, knowing that compassionate leave and transportation home could not be granted -- and this with the almost certainty that their own family members were safe in

Canada.

In late 1942 the Air Ministry requested more technicians, over and above the RCAF contract for five thousand; this was turned down, categorically, by the Minister of National Defence for Air, "Chubby" Power, reflecting a feeling in Parliament that the radar mechanics were not being treated fairly by the RAF in Britain. Also their training was very costly. **Incidentally, a fact not widely recognized is that this expense (estimated at 6½ million 1942 dollars) was paid out of Canada's contribution to The British Commonwealth Air Training Plan; these men were as much a part of the widely acclaimed BCATP as were the deservedly highly publicised aircrews**.

A winding down of the University trainee program started, and all the "Slide-Rule Squadrons" were disbanded by early 1943. A total of five complete three-month courses had been finished at most of the Universities. In all, 7,682 recruits had been enrolled (between May, 1941 and November, 1942) and 4,585 of these had graduated. The great majority of them went overseas, via RAF Clinton. By the summer of 1943 the commitment to Great Britain to supply five thousand radio technicians had been fulfilled and, on 31 July, the school was transferred to the RCAF and renamed "No.5 Radio School, Royal Canadian Air Force". The first Canadian Commanding Officer was W/C K.R. Patrick, formerly Chief Instructor at No.1 Wireless School, Montreal. The courses were broadened to include the operation and maintenance of radio equipment in general, i.e. signals and communication gear in addition to radar and to cover, also, types developed and in use in North America, rather than only British RDF sets. A significant number of graduates went to the U.S. to assist in the American production and installation.

The school expanded and by the end of 1943 had about 800 trainees (including 70 Americans) and it produced about 250 graduates monthly. The number of U.S. Army Air Force pupils increased rapidly and by June of 1944 most of the students were American. By war's end approximately 2,325 U.S. radar mechanics had been trained at Clinton. The U.S. students, most of them university men, thought so highly of the school that it later became the model for some American training centres.

By May, 1945, the total strength at Clinton had decreased to about 700, of whom 460 were staff, 233 were RCAF trainees and 5 were USAAF pupils. But shortly after VE-Day many repatriated radar veterans returned to Clinton while being considered for service in the Pacific war or documented for retirement or transfer to the RCAF Reserve. The Japanese surrender (15 August, 1945) made discharge from the Service the only priority and most of the radar personnel in the "Special Reserve" were passed on to Release Centres in their home regions. After VJ-Day serious consideration was given to closure of the school but sanity prevailed and, on 1 November, 1945, it was re-designated "The RCAF Radar and Communications School". It remained active in the post-war Air Force, housing a variety of training schools under the base name "RCAF Clinton"; ironically, this included a “School for Services” for RCAF cooks. In 1966, the station’s name was changed for the final time to "Canadian Forces Base (CFB) Clinton" and, after a full thirty years of operation, it was closed on 31 August, 1971.

Wartime Training

The radar personnel trained at Clinton during World War II served in every Allied theatre of war around the world. Many lost their lives on active service or were held as prisoners of war, particularly by the Japanese. There were about 6,500 Canadian wartime graduates . Although not trained at Clinton, never-to-be forgotten are the additional 1,292 direct entry officers and airmen who went overseas in 1940 and early 1941 to receive all of their training in England. A few of these served, later, at Clinton as instructors. These so-called "Direct Entries" are the subject of the "The First of the 6,000". Their activities vividly portray the fact that Canadian Radar personnel served everywhere, anywhere and then some in carrying out their top secret work in the service, for the most part, of totally unfamiliar British bosses with their strange ways and accents. But this they did with typical Canadian dash, verve and good, old fashioned hard work often in strange environments they had never dreamed they would ever enter when they voluntarily enlisted in Canada at the outset.

J. R. Robinson

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Editorial Notes

(1) My own pre-radar training was at McGill from September to December 1941 at what must have been McGill's second course for AC2 radar candidates. At McGill (from which I had already graduated in 1940 as a B.A !) I was billeted with the rest of our class in the United Theological College on University Avenue which had been turned over to the RCAF lock, stock and barrel. Everything was very orderly and neat, I remember, with route marches and military discipline kept to a minimum although we had a very tough Corporal Dyce to keep us in line, or at least in our classes.

My own memory of the McGill experience was of very good and tasty meals (what a contrast in retrospect to what followed at Clinton!) and my ability to slip up University Avenue to my old fraternity house from time to time. (It was there I was when Pearl Harbor was announced on the radio). The instruction at McGill was very good and the Physics professor in charge was very devoted and hard-working, never sparing himself in the least.

(2) My training at Clinton extended over a period of several months (January to June 1942) and included both ground and airborne radar equipment. The instruction was good, the camaraderie excellent and the kitchen situation absolutely disgusting and deplorable until it was taken over by the RCAF towards the end of my time there. I also went back to Clinton in the summer of 1942 for brief "officer training" after I unexpectedly received my commission shortly after my arrival in the Moncton embarkation depot prepared to go overseas as an LAC.

G. K. Grande.

CLINTON - MY HOME SWEET HOME

I was the only person of all the armed service personnel in WWII who was sent on an overseas posting back to his home town in the middle of the war. The events leading to this unusual posting are both unique and humourous and very much part of the Clinton Radar story.

By May 1941, just after I had completed the building of a CH/CHL radar station on the south coast of Iceland, I was sent to Air Ministry, London. Upon reporting I was given a private briefing by Air Vice Marshal Humphrey-Owens. During our hour-long conversation at Whitehall he gave me some information I could hardly believe.

He told me that the RAF had just completed the building of a Radar Training School at Clinton, Ontario, in Canada.

He said " You are a young Canadian Radar Officer with overseas experience and with that thought in mind I am sure you will be pleased to know that you are going back to Canada on a RAF overseas posting for a limited period of time and then you will return to the UK. The RAF is sending you to the new radar school at Clinton as an instructor for the officer graduating class."

"All this probably sounds exciting to you however there is a "down side" to the story. You will be located in the small country town of Clinton where, I understand, the social life is very rural. However Clinton is located between the big Canadian town with the Indian name, Toronto, and the big town of Winnipeg where they grow grain. I am sure that on weekends, and other periods of "time off" you will have opportunities to visit these large centres but there is nothing like London in the Clinton region."

The Air Vice Marshal went on to say that, at least, I would not have a problem with the currency, having come from Canada where the country had adapted the American decimal system of dollars and cents.

On a bookshelf in the AVM's office were dozens of little pamphlets like books, the titles of which were: When You Go To: India, Egypt, Italy, Canada, etc. He handed me a copy of the Canada booklet saying, " you probably don't need this but have one anyway." The booklet told about currency, snowstorms, locomotives with cow catchers, frostbite, fields with no walls around them, etc.

After about an hour of talking he asked me to give him my "1250 Secret Pass", which I did but I received no receipt.

Just before I was about to leave the AVM's office I told him I had something to say which he should know. We looked at each other across his Air Ministry mahogany desk and I said," Sir, Clinton is my home town and now I know why my father, in his letters to me over the past several months, has

been telling me about a new military airport being built just two miles out of town but they have not built any runways as yet."

Humphrey-Owens sat still as a rock, looked me squarely in the eye and said, "Cuninghame, has this posting any political implications to its origin ? ". I told him it had not, I did not request it and nobody did on my behalf outside of the RAF. We stood up, shook hands, saluted and I left Air Ministry.

The next part of the Clinton story is routine for life in those days. I went from London to Liverpool, boarded a U.S. troop carrier bound for Boston, and from there to Moncton by train; then to Trenton where I stopped unofficially to see some Air Force friends and have my first ride in a Harvard trainer, then on to Toronto and Clinton.

After checking in at home to let my parents know I was back, I reported to W/C A.H.W.J. Cocks, Commanding Officer, RAF Radar School, Clinton, and herein starts another unusual episode of the Clinton story.

The W/C was expecting me and our first meeting was friendly, courteous and all it should be. I had met his wife, whom he had not brought to Clinton, through Lady Avesbury at Avesbury Manor during the Yatesbury days.

Finally we got down to business. I was shown my quarters and next came the procedure for entry into the secret compound which was guarded by armed military police, link fencing and electric fences. This procedure called for proof that I had a 1250 Secret Pass which I did not have because AVM Humphrey-Owens had asked me to surrender it in London at Air Ministry, the reason being that during extensive foreign travels it might fall into enemy hands.

Both W/C Cocks and myself were in a dilemma about how to handle the situation and there wasn't the slightest chance of getting into the compound without a 1250 Pass or its equivalent.

Not only did I not have a Pass but there was no proof, without the Pass, that I was actually F/Lt Cuninghame. The Pass not only allowed entry to the compound but it also identified the holder. W/C Cocks referred to his reference book, "King's Regulations for Air" and it stated that identity could be established if six prominent citizens would sign an affidavit stating that they knew the person in question. I told the W/C that I could very easily get a thousand signatures on an affidavit. He looked at me in a questioning fashion and then I told him that Clinton was my home town. I said I was born and raised here. Also my father was born here and my grandfather spent all his adult life in Clinton and owned a general store on Main Street.

In spite of the W/C's surprise about my relationship to Clinton and in spite of the ruling in King's Regulations, he finally concluded that Air Ministry had handed him a problem when the AVM relieved me of my 1250 Pass. As a result he would only feel happy about the situation by my going

to Ottawa and starting the procedures of getting a Secret Pass all over again.

The man in Ottawa in charge of security was my old friend, Squadron Leader Grant Brandon. So as soon as W/C Cocks said "Go" I called Brandon, explained the situation and got on the train for Ottawa. Brandon said he had my RCMP identification profile in his files (finger prints, photo, etc) and that he would immediately issue me a new 1250 Pass and store it in the HQ security vault until I arrived. He said it usually takes two to three days to issue a new Pass so when you arrive in Ottawa go to my office and one of my secretaries will have an envelope for you; inside will be a military voucher for a three-day stay at the Chateau Laurier and a voucher for a bottle of rationed scotch from the Bank Street Liquor Store. Don't bother coming to HQ just settle at the hotel and I'll be there shortly after 5:00 p.m.: we need to get caught up on things.

The trip to Ottawa was unnecessary but it got W/C Cocks off the hot seat and when I returned from Ottawa three days later I was able to walk into the compound with no questions asked.

For the next fourteen months I instructed the Officer's Graduation Class at Clinton. It was RAF policy at that time to commission the top ten per-cent of the graduating students who were then placed in my classes for further and final training before going into the field and taking command of a station.

The unusual and humourous part of my Clinton story is that the RAF did not realise that they were sending me to my home town. To the RAF my posting was just another RAF officer going overseas. I was not repatriated which led to complications between the RAF, RCAF, myself and the Canadian Income Tax authorities.

John E. Cuninghame,
Wiarton, ON

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MISTAKEN IDENTITY

The Canadian Volunteer Service Medal was given to all of the RCAF personnel during WW II and a clasp to those that served overseas. In Canada, those volunteers were proud that the CVSM service ribbon identified them as volunteers.

Overseas it was another matter to stand alongside, in parade or inspection, an RAF member with an African Campaign service ribbon. Our CVSM was small potatoes.

Those in RCAF overseas called it the "Spam" medal, implying that it came in with the rations. The Canadian soldiers called it the Sussex and Surrey Cross. Alluding to the many months that the Canadian Army languished in southern England before embarking for continental Europe.

The CVSM ribbon was dark red.

"While serving in Bombay attached to the RAF I was invited for a weekend rest by one of the generous families who often took the service men into their homes during their times off duty. While enjoying their lovely home and pool, I got a severe sunburn, and on returning to duty I was hardly able to walk without limping. On one of the trips into the city as I was "limping" along the streets of Bombay, an elderly distinguished-looking gentleman approached me with an extended hand, saying 'I see that you have been wounded, son, and you have the DSO (Distinguished Service Order) let me congratulate you." I did not have the heart to tell him that it was not the DSO ribbon that I was wearing, but only the Canadian Volunteer Service Medal less the clasp. As you know the ribbons are very similar and I did not want to disappoint the fellow by telling him the truth. I just thanked him and walked on.

Joseph R. Nelischer
Carrying Place, ON

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SHADOW ADDITIONAL PAY FOR INSTRUCTORS.

Shadow ranks were established for RCAF radar personnel. An airman could be promoted to Corporal or Sergeant with pay on the "Shadow roster" while with the RAF he had none of the privileges of the NCO rank nor did he wear NCO stripes. RCAF radar instructors at Clinton performed their instructional duties but did not receive "Additional Pay for Instructors."

During the British Commonwealth Training Plan there were schools for pilots, navigators and other air crew and many schools for wireless, radar, fitters, riggers, police cooks etc. Over eight thousand RCAF instructors at these schools received additional pay - an additional pay of fifty cents per day for each officer or airman in a designated instructor position in the School's establishment. (1)

In all of our research, both statistical and examination of individual records (where permitted), of all the RCAF instructors at No. 31 Radio School, RAF and later No. 5 Radio School, RCAF at Clinton, ON, only two officers on instructional duties received Additional Instructor Pay.

1. Article 138 and Articles 146E and 146F of The Financial Regulations and Instructions for the Royal Canadian Air Force on Active Service. Effective September 1st, 1939

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Establishment No. 5 Radio (RCAF) School Clinton, ON, 1943.

Officers RDF Course 2 Officers
4 NCO's
Radar Mechanic Air Course 10 Officers
99 NCO's
RDF Mechanic Grnd Course 3 Officers
23 NCO's

With hundreds of RCAF instructors in schools all over Canada receiving additional pay for instructional duties, only two of the RCAF instructors at Clinton, both under the RAF and the RCAF, received their full pay entitlement.

WO 2 C.N. Vollick, B.E.M. who was awarded the British Empire Medal for "His outstanding initiative in organizing additional instruction" did not receive Additional Pay for Instructors.

VOLLICK, FS (now WO2) Carlisle Nelson (R75767) -

British Empire Medal -

No.5 Radio School - Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Enlisted in Hamilton, 5 November 1940. Award presented 17 June 1945.

This airman has been the non-commissioned officer in charge of the radar training section at this station for the past year, during which time he has shown outstanding initiative in organizing additional instruction, which has done much towards raising the standard of training. His keen interest and outstanding work in organizing extra-mural activities is most praiseworthy. His outstanding skill and untiring efforts he has rendered highly meritorious service.

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Nor did F/S A. D. Watson B.E.M receive Additional Pay for Instructors while being "employed as an instructor in radar micro-wave theory"

WATSON, FS Alan Douglas (R94261) -

British Empire Medal -

Radar and Communications School - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Enlisted in Montreal, 15 April 1941. Presented in

Montreal, 21 March 1947.

This non-commissioned officer has been employed as an instructor in Radar micro-wave theory. He has been at this unit since its opening and during that time has been directly charged with the preparation of many of the precis, assignments and manuals required for instruction on this particular subject. This required considerable research both in reading and practical work. His efforts have at all times been an example and inspiration to those working with him.

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Also F/O R Wilton M.B.E who was awarded Member of the Order of the British Empire for "His excellent work has made a very large contribution to the organization and training at this School" did not receive his Additional Pay for Instructors.

WILTON, F/O Robert (C24944) -

Member, Order of the British Empire -

No.5 Radio School - Award effective 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945. Enlisted in Calgary, 24 October 1941. M.B.E presented 17 June 1945.

This officer has displayed great initiative and ability in organizing the electronics section at this school. His excellent work has made a very large contribution to the organization and training at this school. By his energetic, keen and successful efforts he has been an example and inspiration to all. His devotion to duty displayed in many extra hours of hard work has been most praiseworthy.

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After fifty years, and with all the then SECRET documents and correspondence now open to public scrutiny, the explanation why 128 instructors at the RAF/RCAF Radio School at Clinton did not receive their entitlement to Instructors pay is straightforward. What is not clear is with all the many command inspections and financial audits that this anomaly was not rectified nor brought to someone's attention.

At Clinton, all instruction was within a secure compound with electrified fence and internal patrolling armed guards. All instructional material, administration and correspondence was SECRET. Outside the compound the Station supplied the needs of life: food, accommodation, sports, entertainment, pay etc.

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Assignment to instruction positions was kept within the compound or if communicated outside the compound it would be classified SECRET and not placed in Daily Routine Orders. At the Radio School at Clinton, during both the RAF and the RCAF tenure, the only instructors to receive their instructors pay were the two Chief instructors. This came about because the disciplinary powers of the Officer Commanding for matters within the compound were delegated to the Chief Instructor. This delegation order which was unclassified was placed in Daily Routine Orders. The pay clerks recognized this and certified Additional Pay For Instructors to the Chief Instructors.

R. F. Linden
Ottawa ON.