

THE FLYING LIONS OF CANADA

SILVER WING



RED WING

CANANIAN AIR SCOUTING PROGRAM
1940 / 1947

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THEORY BEHIND THEM

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FROM THE SCOUT LEADER

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CANADA'S AIR SCOUTING

SECTION 1 HISTORY

The February 1941 issue of The Scouter magazine from England related events occurring at the Annual Meeting of the Council of the Boy Scout Association, held on 29 January, 1941. The following quotation is germane to the theme of this monograph.

“ At the Annual Meeting, it was decided to introduce a new branch of Scouting, Air Scouts, for boys of scout age. It is not intended to extend it to Rovers at present, nor should Cubs be given this training, though, where a Pack is part of an Air Scout Group, an ‘ air ‘ atmosphere may be introduced in games and stories.

“ Air Scouts should receive the ordinary Scout training together with additional training appropriate to the branch. Special attention should be given to those parts of the first class tests, which have a particular value in this connection, and the following proficiency badges will be especially valuable:

[I have omitted a list of 26 badges here. AH]

“ Three new proficiency badges have been introduced, being:

- | | | |
|-------------------|------------------------|-----|
| 1. Air Apprentice | [requirements omitted. | AH] |
| 2. Air Mechanic | “ | “ |
| 3. Air Navigator | “ | “ |

“ Literature for the Air Scouts will be available as soon as possible.

“ The uniform for Air Scouts is as for Scouts, but with the following differences:

| | |
|-----------------|--------------------|
| Shirt or jersey | grey |
| Shorts | Dark blue |
| Stockings | Plain dark blue |
| Cap | Soft without peak; |

dark blue; with the Scout badge between the letters ‘A’ and ‘S’ all in lighter blue on the left-hand side.

“ Scouters of the Air scouts branch will wear uniform as for other Scouters, but the shirt or jersey must be grey, and the shorts and stocking dark blue. If a uniform coat is desired it should be grey. The Air Scout cap will be worn by Scouters of that branch with the A.S. badge in red for A.S. Ms., green for the S.M., and purple for Commissioners.

“ Scouts and Scouters taking up Air Scouting but not wishing at first to buy a new uniform may continue to wear ordinary uniform

until replacement become necessary. This, however, does not apply to the hat; the Air Scout cap with the A.S. badge must be worn.

“ Air Scouts will wear the same badges of rank as other Scouts, except that there will be no special cap badge for patrol leaders.

“ Air Scouters will wear the same badges of rank as other Scouters, except that the cap badges will be of the A.S. type as described.

“ A Scouter proposing to form an Air Scout Troop or Patrol must first of all obtain the permission of his D.C. “ #1



In turn, the Annual Report of the Canadian Boy Scouts Association, for the year ending 31 December 1941, contained the following paragraph:

“ Air Scouts – for the first time in the history of the movement in Canada, Air Scouts are recorded in the membership. [Author’s note: Does this mean they existed prior to 1940?]. The Flying Lions badges introduced in 1940 and the Air Patrols authorized in 1941 are meeting with success. During the period under review 142 Red Wing badges and 19 Silver Wing badges were awarded to Scouts satisfactorily completing this training.” #2

In Canada, a special committee had been set up in 1940 to review Scout participation in an aviation program. It was decided that particular attention would be paid to the skill peripheral to flying, as it was felt that the end of combat would see the release of many flyers and maintenance personnel, causing a surplus in these vocational fields. By the 3rd quarter of the year [194] a new program had been introduced into the troop, called “The Flying Lions.” The program was based on two levels of proficiency, with awards known as ‘ Red Wing ’ and ‘ Silver wing ’, which were awarded as the required levels of proficiency were reached [Please see the ‘ tear-out ‘ flyer for a full list of requirements. AH]

The ‘Red Wing ‘ was named after the RED WING, the first airplane designed and flown by a Canadian, F.W. [Casey] Baldwin, in March of 1908. The ‘Silver Wing’ was named after the SILVER DART, the second plane designed and flown by a Canadian

J.A.D. McCurdy, in February of 1909. The badges were as the cover illustration, embroidered with red or silver thread respectively, and worn above the right pocket of the Scout uniform, directly above the "BOY SCOUTS – CANADA " strip, and at the left of the Leaping Wolf badge. #3,4,5

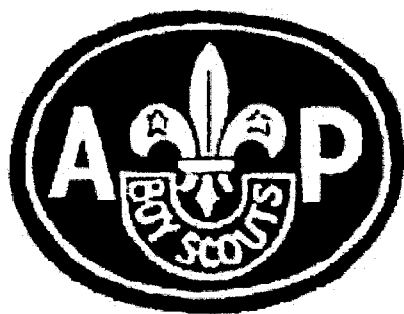
The design of, and qualifications for, this badge was drawn up by a committee of prominent Canadian Scouters:

Chairman: Col. Frank Chappell, Oshawa
W.B. Cairns, Provincial President, Ont
S.B. McMichael, Dominion Executive Board
John A. Stiles, Executive Chief Commissioner
E.F. Mills, Executive Secretary, Manitoba
J. Harry Rigg, D.C., Oshawa

F.S. Abbott, J.L. Smith, J.R.K. Main, and
W.B.V. Riddell of the Dominion Department of
Civil Aviation provided advisory assistance. #6

It was obvious, from chronological events recorded in the Scout Leader and the Annual Report that the first part of the program was to give the Scout the opportunity to earn his Flying Lion badges. During this initial period, and until the middle of 1941, he was strictly a member of a troop. In June of 1941 troops were authorized to form Air Patrols. The patrol was to have it's own distinctive

blue beret with a special 'A.P.' embroidered badge and Air Patrol Flag [only two patrol names were first authorized- Spitfire and Hurricane – both historic names in the Battle of Britain]. A dark blue Air Patrol Shoulder Knot was also authorized for wear.



There were other worthwhile restrictions placed into this program, which will be covered later. In order to make sure that the primary emphasis remained mindful of the basic ideals of Scouting.

The following are the total descriptive accounts of the program as found in the Boy Scouts of Canada Annual Reports from 1942 to 1946. It shows that, although few boys were registered as Air Scouts, many boys in the troops worked on, and received, the Flying Lions proficiency badges. It also demonstrates why the program phased out in

1947, although the proficiency badges remained until 1951, when they were official withdrawn.

1942 - Air Scouts. – The second year's report on this new branch showed an enrolment of 52. In 1941 eighteen were reported. It should be noted that the individual Scouts or Patrols studying for the Flying Lions badges carry on much Air Scout work.

Flying Lions. - Some concern regarding the event upon Scout membership of the energetic enrolment campaign of the newly formed Air Cadets, with their free Air Force type uniform, was largely balanced during the year by an Air Cadet change of policy aimed to discourage enlistment of boys under 15. in several cases a substantial number of the Cadet applicants were given a Flying Lions leaflet, with the suggestion that they join the Scouts, and take the Flying Lions course.

Whether in part as a result of this, there was a marked increase in Flying Lions training, in small groups and in classes up to 80, as at Toronto and Winnipeg. The other courses were reported at Halifax, Dartmouth, Sydney, Yarmouth and New Glasgow, the latter including Scouts from Westville, Stellarton, Lourdes and Eureka: in New Brunswick at Saint John, Moncton and St.

Stephen: in Quebec at Montreal: in Ontario at Ottawa, St. Thomas and Windsor: and at Vancouver. The result in badges awarded was 193 Red Wings and 35 Silver Wings, as against 19 Red Wings in 1941 when the course were launched.

A warm thanks is expressed to the R.C.A.F. training station commandants and instructors made available for these courses, also to the several civilian pilots concerned. A number of the instructors were former Scouters.

1943 Scouts. Only the Provinces of Quebec and Ontario show Air Scout membership. There were 37.

1944 Air Scouts. - This new branch shows a small increase. It may be noted that substantial interest has been maintained in the Scout Flying Lions [aircraft] Proficiency badge, 197 having been awarded during the year.

1945. Air Scouts. - With the cessation of hostilities there was a drop in Air Scout activity due possibly to the closing of Air Force stations, and the dispersal of personnel who had been serving as leaders and instructors of Air Scout groups. Membership dropped from 66 to 29, but despite this figure some 100 Flying Lions [Red Wings] and 19

Flying Lions [Silver Wings] badges were won during the year by Air and other Scouts.

1946 Air Scouts. - This branch, which grew out of wartime interest in aviation, reduced its members from 29 to 16 in 1946.

At the first, instructional material and guidance for this program was scarce. Basically, the first printed matter was "The Flying Lions" leaflet, reproduced as a tear-out to this booklet. This small folder contained the tests in detail and was available from Provincial Headquarters. It was also published in Volume 18, Number 1, of The Scout Leader [now called The Canadian Leader]. For interim guidance the Scout Leader published an excellent four-page article [Vol.18, #3] by Inspector J.R.K. Main, of the Civilian Aviation Division, Dominion Department of Transport, under the title, "Hints n Flying and How to Help a Pilot." [Photocopies available on request.] It wasn't until November or December of 1940 that the first textbook was made available. Its issuance had been delayed by the calling - up of the original writer, Captain W.B.V Riddell. The textbook was available from Provincial Headquarters, at 15 cents, and titled, "The Boy Scout Airman Flying Lions Tests." With the exception of some additional guidelines published very occasionally in the Scout

Leader, no other text material was available for the program.



OFFICIAL AIR PATROL FLAGS.

SECTION II

RESTRICTION AND THE THEORY

BEHIND THEM

When B-P. came up with a forma structure for Scouting, his ultimate goal was to give a young man comprehensive “fun” experiences to prepare him for his adult life. A strong part of this program was living the outdoors and preparing both the mind and the body to cope with everyday living and

situations. After quite a bit of thought, work, and experimentation a program evolved which turned a young boy into a strong young man. It led him up through increasingly more difficult skill levels, with associated proficiency skills to be learned, until he reached the top skill level [King's Scout, Queen's Scout, Eagle Scout, etc.] At this point he was now ready to start Scouting in earnest. He could apply his learned skills in /scouting, in teaching younger Scouts, and in life as a young adult.

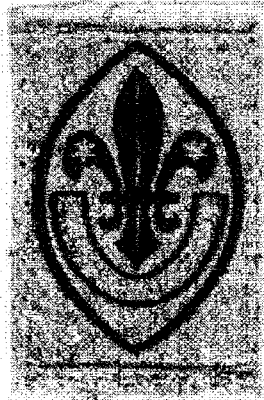
The Dominion Executive Board, and Dominion Headquarters, fully realizing the above, felt that Air Scouting, per se, must remain within the troop and in no way detract from the 'way of life' being promoted in Scouting by it's emphasis on camping, woodcraft, etc. #8

The Air Patrol was to be formed within the Scout Troop. To be eligible for membership in the Air Patrol, a Scout had to be 14 and have earned his 'Red Wings.' The Patrol would participate in normal troop activities [i.e., meetings, camps, displays, hikes, etc.] and only separate for specialized instruction required in the aeronautical field.

The Scouts in an Air Patrol were encouraged to qualify for their First Class Badges and their 'Silver Wings.' Scouts who were not members of an Air Patrol were also encouraged to qualify for both their 'Red Wings' and 'Silver Wings.' However, to

be called and Air Scout the Scout must 1] be a member of an Air Patrol and 2] have earned his 'Silver Wings.' [Note: This slight discrimination may have contributed, in part, to the decline and eventual dissolution of the program. -AH]. If the Scout qualified for 1 and 2 above, he was authorized to wear the AIR SCOUT badge directly above his BOY SCOUTS CANADA BADGE [I assume this former is the 'Silver Wings' badge].

In summary, the Executive Board felt that ' the badges available to them as part of their instruction in Air Scouting - First Class, etc., plus work for their King's Scout badges - along with participation in general Troop activities, should keep them fully occupied for as long as they remain in Scouting.' #9.



SECTION III **RECORDED EVENTS FROM THE** **SCOUT LEADER**

Some of the reports, as presented in The Scout Leader during the period 1940 to 1945, are interesting and rather enlightening for the period. A selection of them follows, for the most part paraphrased. The date is included for the interested researcher who may want to delve further.

‘Dec 1940 – District training course for Toronto Scouts at St. Andrews Hall, Simcoe St. Included instructions in guiding aircraft to safe emergency landings and procedures to be followed in the event of an aircraft crash. Scoutmaster Lloyd Smith, of the 100th Troop, was one of the instructors.

‘Feb 1941 – a list of 21 Aero or Flying Clubs was presented as a possible source of help for Scouts in qualifying for the ‘Flying Lions.’

‘Mar 1941 – RAF veteran [WWI], Mr. R.C. Jarvis, served as an instructor for air-minded Scouts of the 1st Ormstown, Quebec.

- Flight Lieutenant R.R. Dennis was appointed to instruct a class of Halifax [N.S.] Scouts for the Flying Lions test.
- Scoutmaster G.E. Sulman of the 1st Cannington Troop, Ontario, was the first to request a copy of the Flying Lions Tests.
- 86 Toronto Scouts were ready for their Red Wings tests. For those who passed, it was hoped to have Mr. J.A. D. McCurdy [of Silver Dart fame] present their badges [did he ? – AH].

‘Sept 1941 - Squadron Leader C.E. Creighton, R.C.A.F. presented Red Wings to the first 28 Halifax Scouts to complete the tests. Seventy Scouts took the course. Air Force co-operation was essential and ‘splendid’.

‘Dec 1941 - A Flying Lions course for some 50 scouts was started at St. Thomas, arranged by District SM Albert Shipman and under the direction of Mr. Jack Sheperd, of the R.C.A.F. Technical Training School.

‘Jan 1942 - Flying Officers under Wing Commander N. G. McGregor conducted a Flying Lions class for Yarmouth Scouts. The Scouts also had the opportunity to visit R.C.A.F. aircraft.

- Over a two to three month period, Flying Officers C.H.P. Killick [former DC for South Winnipeg] and Basil Rabnett conducted Flying Lions classes in Winnipeg. They covered the Airmen's and Aero Mechanic's Proficiency Badges and some 85 Scouts attended.

'Feb 1942 - Nova Scotia's first Silver Wings were awarded to five scouts of the 2nd Westville Troop [Gordon C. Thompson, John B. Thompson, William MacNeil, F. Stewart Baillie and Donald Dickerson]. Red Wings were awarded to seven scouts of the 1st Stellarton and 2nd Lourdes Troops. Mr. Monty Banks of the Nova Scotia Steel and Coal Company was the instructor. Mr. Banks was a former president of the Ottawa Aeronautical Society.

- Four British Columbia scouts and one Quebec scout passed their tests and received their Silver Wings.

- Toronto's second Flying Lions course opened at the College of Scouting under Squadron Leader T.E.W. Brown of the R.A.F. and Flying Officer Wilson of the R.C.A.F.

- At St. Stephen, N.B., Scout Frank Hailey was the first of ten scouts to qualify for the Red Wings. Flight Lieutenant J.C. McKenzie of the Eastern Air Command conducted the tests.

- Ottawa's first Silver Wings went to Troop Leader Donald Whittier of the 17th Ottawa. Flying Officer William Wilcox made the presentation.

- Dartmouth, N.S., completed a Flying Lions Course under the direction of a Petty Officer of the Fleet Air Arm.

- Scoutmaster J.C. Fairhurst of the 23rs Windsor Troops, a civilian flyer, instructed a seven-week Red Wing Course for Windsor, Ont. Scouts.

- AC Herb Scott, a former Windsor Scouter, instructed a 2nd Flying Lions Course in Halifax.

"May 1942 - Air Cadets under age of 15 are being dropped from the program and encouraged to join a Scout Troop and take the Flying Lions Course.

- Wing Commander T.E.W. Brown[he was a Squadron Leader in February], instructor of the Flying Lions Course, acted as A.S.M. of the 74th Toronto Troop. On the Flying Lions Course Flying Officer Wilson assisted him.

'Nov 1942 - Five scouts at St. Stephan, N.B., were awarded their Red Wings following Sunday parade at Memorial School auditorium.

- Eight St. Thomas, Ont., scouts received their Flying Lions badges at Dominion "Day ceremonies. Wing Commander B.H. Rolles of the R.C.A.F. Technical Training School made the presentation.

- At Maidstone, Sk., four scouts received their Red Wings and one his Silver Wings. The Maidstone scouts participated in activities at the R.A.F. training station at North Battleford.

' Apr 1943 - One hundred Toronto scouts took the Red Wing Course at the Toronto College of Scouting.

'Sept 1943 - Fifteen Vancouver [B.C.] scouts from five troops completed their training for Red Wings badges. Chief test Pilot Pat Howard of Boeing Aircraft made the presentation.

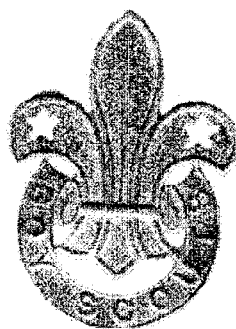
'Jan 1944 - [This was the last mention of the Flying Lions in the Scout Leader]. During 1944 the largest [130 scouts] and most successful Flying Lions course was staged in Vancouver. Ninety-five scouts completed the course, with 64 boys winning their Red Wings, one his Silver Wings, and 231 Proficiency badges being qualified for at the end. Scoutmaster Peter Smith of the 57th Vancouver Troop organized and ran the training. Personnel from Boeing Aircraft and the R.C.A.F. assisted in the instructional phase. The scouts had a field trip to the R.C.A.F. station at Sea Island. The final event

was a model plane ' Flying Meet at Connaught Park.

REFERENCES

1. The Scouter, p.43, February 1941
2. Annual Report, The Boy Scouts Association, for the year ending December 31st, 1941, p. 13.
3. Boy Scouts of Canada, Proficiency Badges, An Identification and Dating Guide: Judith Wohler, June 1980.
4. Seventy-five years of Canadian Scouting [exact title and date unknown] pp. 148-149.
5. The Boy Scouts of Canada: Policy, Organization and Rules: revised – 1948, p.100.
6. See 3 above.
7. The Scout Leader, p.1, September 1941
8. The Scout Leader, pp. 1, 6. September 1941
9. Ibid, p.6.

NOTE: The author can provide a perfect black and white reproduction on heavy stock – of “The Flying Lions – The Tests”, dated 1940 for one dollar Canadian [including postage].



The
Scout Airman "Wings"



The Flying Lions

The Tests

Dominion Headquarters:

**The Boy Scouts Association
OTTAWA, CANADA**

1940

TO MEET the demands of Canadian Scouts for more advanced training in the fundamentals of Aeronautics, the Canadian General Council of The Boy Scouts Association instituted the two new aviation awards here described—the **RED WINGS**, the junior award, and the **SILVER WINGS**, the senior award.

The red badge was named after the first aeroplane, the *Red Wing*, designed and flown by a British subject, a Canadian, F. W. ("Casey") Baldwin, which made its first successful flight on March 12, 1908. The silver badge was named in honour of the second 'plane constructed and flown by a Canadian, J. A. D. McCurdy, the *Silver Dart*, which took to the air on February 23, 1909.

"Casey" Baldwin and Douglas McCurdy, graduates of the University of Toronto, were co-workers in aeronautical research with Dr. Alexander Graham Bell (inventor of the telephone), President of the Aerial Experiment Association, in his laboratories at Baddeck, N.S.

The task of designing the new aviation badges and working out the tests was undertaken by a Committee of prominent Scout leaders under the chairmanship of Colonel Frank Chappell of Oshawa, Ont., aided by four members of the Dominion Department of Civil Aviation, Messrs. G. S. Abbott, J. L. Smith, J. R. K. Main and W. V. B. Riddell. The Committee comprised Mr. W. J. Cairns, Provincial President for Ontario, and Mr. S. B. McMichael, both members of the Dominion Executive Board; Mr. John A. Stiles, Executive Chief Commissioner, Mr. E. F. Mills, Executive Secretary for Manitoba, and Mr. J. Harry Rigg, District Commissioner, Oshawa.

THE TESTS

To qualify for the *Red Wings* a Scout is required:—

1. To be at least a Second Class Scout.

2. To hold the AIRMAN, AERO ENGINEER and HANDYMAN Proficiency Badges.

To qualify for the *Silver Wings* a Scout is required:—

1. To hold the following rank and Proficiency Badges in addition to the *Red Wings* and their accompanying Proficiency Badges:

(a) First Class Scout.

(b) Camper.

(c) Either WEATHERMAN, STARMAN, PILOT or SURVEYOR.

(d) Either SIGNALLER, ELECTRICIAN, TRACKER or METAL WORKER.

2. To make a more advanced model aeroplane than that required for the Airman Proficiency Badge.

Where the Wings are Worn

The FLYING LIONS, Red or Silver, will be worn on the right breast of the Scout shirt, directly above "BOY SCOUTS CANADA."

The *Silver Wings* when earned will replace the *Red Wings*, the latter being then removed.

Ordering the Wings

The Wings are ordered only through District or Provincial Headquarters. The price, 25 cents.

QUALIFYING BADGES

Airman Badge Requirements (REVISED)

- (a) Explain how the various forces work in the operation of:
 - (1) gliders, (2) kites, (3) aeroplanes, (4) dirigibles, (5) parachutes.
- (b) Describe the general position and function of various flight control surfaces.
- (c) Name three well known distinct types of aircraft engines and describe the difference briefly.
- (d) Identify at least ten aircraft, and state whether Canadian, foreign, R.C.A.F. or civil, number of engines, monoplane or biplane; and state whether equipped to land on ground, water or snow. Describe system of marking and identification of civil aircraft in Canada.
- (e) Describe how to be of practical help to a pilot by being able to:
 - 1. Indicate wind direction for landing and assist in tying down or anchoring an aircraft.
 - 2. Use wheel chocks and remove them safely. Improvise wheel chocks. Understand the importance of keeping people away from an aeroplane when stationary or moving.
 - 3. Show what constitutes a reasonable landing field or body of water for the landing of light, medium or heavy aircraft, and name any possible emergency landing grounds or bodies of water for seaplane landings within a radius of five miles of Troop Headquarters; also know the compass directions of five principal towns and cities and aerodromes within 250 miles.
- (f) Make a working model of an aeroplane which will fly at least 25 yards.
- (g) Describe what materials and methods may be used to give signals in the case of forced landing in wooded country. Give practical demonstration of a smoke fire.

Engineer Badge Requirements

(AERO)

- (a) Know the four-stroke cycle principle of aero engine operation.
- (b) Understand differences in construction of the most commonly used types of aero engines, i.e., vertical, inverted in line and radial.
- (c) Understand theory of lubrication of at least one type of aero engine, and be able to check quantity of oil in engine.
- (d) Have a knowledge of aero engine fuels and lubricants. Know path of fuel from supply tank to carburetor, and points where sediment collects. Know how to refuel an aero engine.
- (e) Know where aero engine fuel and lubricants can be obtained in his locality.
- (f) Be able to swing an air screw, and to explain the dangers involved.

Camper Badge Requirements

(REVISED)

- (a) Must have camped out a total of thirty nights, either in bivouac or under canvas.
- (b) Take part in a hike, camp or canoe trip of not less than three days' duration.
- (c) Submit a satisfactory menu and list of provisions, utensils and kit required for a Patrol of Scouts for a three day summer camp.
- (d) Must have cooked thirty camp meals.
- (e) Know how to select and lay out a camp for (1) a Patrol, (2) a Troop of 32 boys; and how to make necessary kitchen, rubbish pits or incinerators, latrines, etc.
- (f) Demonstrate how to pitch and strike a bell or other standard tent, and how to carry out ordinary repairs on tents.
- (g) Demonstrate an understanding of the correct use and care of an axe.

- (h) Know the precautions to be taken against forest or prairie fires, or both.
- (i) Know the precautions to be taken to avoid the danger of contaminated drinking water.
- (j) Present himself for inspection correctly clothed and equipped for a three-day camp, and demonstrate his ability to pack properly against wet weather and transport this equipment on his back.

Handyman Badge Requirements

Be able to do 10 out of the following, at least three of which (selected by the examiner) must be demonstrated:—

- (a) Paint a door or similar object.
- (b) Whitewash or distemper a wall or ceiling.
- (c) Clean and adjust gas fittings and replace mantles.
- (d) Replace electric light bulbs, lamp shades and fuses.
- (e) Replace a tap-washer and adjust a ball-cock.
- (f) Hang pictures and curtain rods.
- (g) Repair and adjust window blinds.
- (h) Take up, beat and re-lay a carpet.
- (i) Repair furniture, upholstery or china.
- (j) Sharpen knives.
- (k) Glaze a window.
- (l) Repair a cane-bottom chair.
- (m) Replace a sash-cord.
- (n) Replace a spring in a door-lock.
- (o) Know what immediate steps to take in the case of a burst water-pipe or gas leak.
- (p) Hang wall paper.
- (q) Attend to stopped gutters, waste pipes and frozen pipes.

See "Policy, Organization and Rules" or "Proficiency Badge Reference Book" for remaining optional Badge requirements for the *Silver Wings*.