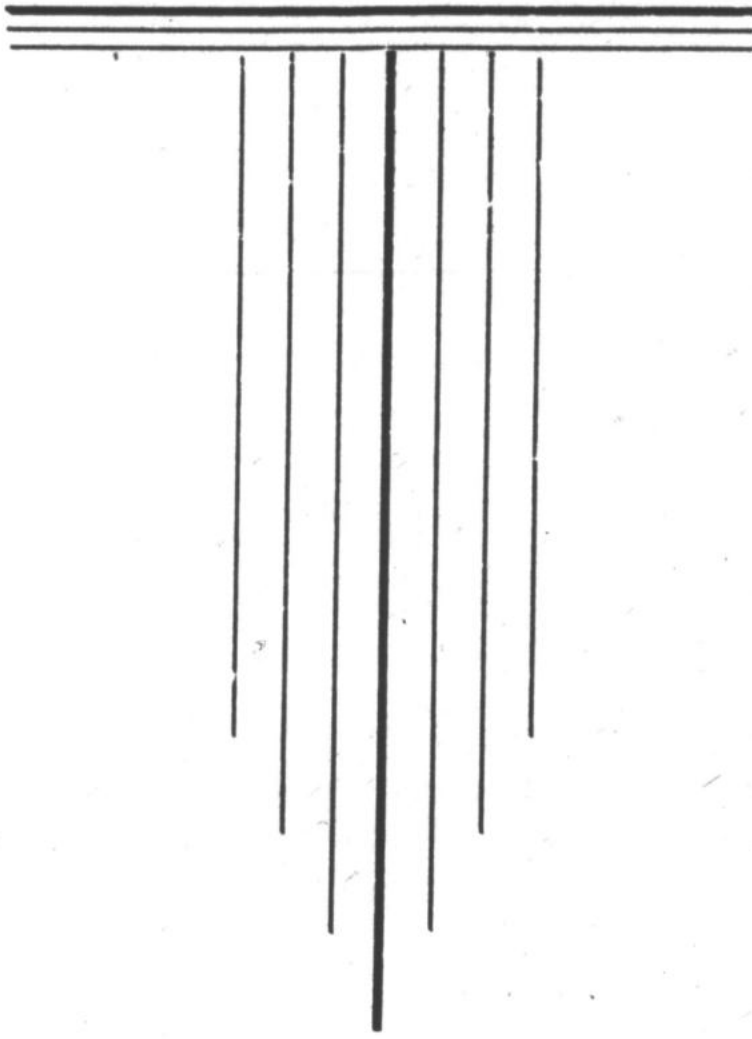


PEARCE
PATTER



**Souvenir
Edition**

January, 1945



Message from the Commanding Officer.

It is with a strange mixture of feelings and memories that we see No. 2 Flying Instructors School disbanded. We are filled with sadness at the thought of the Aerodrome, innocent of Cranes and Harvards; at the thought of empty buildings, canteens, lounges, coffee bars and messes that for so long have been our home. Yet we must have a feeling of satisfaction and accomplishment that the work of the R.C.A.F., in which we played a considerable part, has been so well and successfully conducted, that this Unit is able at long last to discontinue its training duties.

We are left with memories of south east winds, Chinooks, championship hockey and ball teams, unforgettable parties, familiar and friendly faces, and above all, the struggle of creating in a short time, despite countless and adverse conditions and innumerable difficulties, the finest station in Canada.

As you know, we have been informed by the highest authority that we earned the reputation throughout Canada of having the best standard of training, and the highest morale in the Training Commands. This reputation was not earned as the result of the efforts and abilities of any one section or group of persons, but gained as the result of hard work and devotion to duty on the part of each man and woman in each Section of No. 2 F.I.S. There was a reason why each one contributed so much, perhaps it was the difficulties we had to overcome which developed a common bond, perhaps because we were friends we could not let one another down. Whatever the reason each individual felt he must contribute his utmost to Canada's War Effort. That it the "Spirit of Pearce." It is a great memory, and we will always carry it with us.

W/C D. L. G. JONES.

Wing Commander D. L. G. Jones

Thirty-one years of age and a lifetime spent in the Airforce makes a colorful career for Wing Commander Jones. Before the war he attended Mount Allison University at Sackville, New Brunswick, and graduated in law at U.N.B. Law School at St. John. He practised law for a short year and a half and joined the Air Force in October, 1939. Elementary flying training at Hamilton Aero Club started W/C Jones on his flying career. Graduating at Trenton, he stayed there for instructional work and came west to Claresholm in February, 1942. He was then a Flight Lieutenant and was promoted to Squadron Leader in the examining office at Vulcan, at that time No. 2 F.I.S. When the station moved to

Pearce, Wing Commander Jones was Chief Flying Instructor and remained at that post until his appointment as Commanding Officer when Group Captain J. B. Harvey left for Camp Borden. Active in rugby and hockey circles at university and president of the Sports Committee for two years at Pearce, W/C Jones might be termed a "good sport" in more ways than one. He will return to his law practice after the war—at least his wife Janie would appreciate a little settling down, we think.

Wherever you go, Sir, and we do hope you get your posting—the best wishes of every one of us at Pearce goes with you for the duration and always.

CHIEF FLYING INSTRUCTOR

Squadron Leader W. G. McPherson

It was a gala day when we had to congratulate Squadron Leader McPherson on his promotion and a difficult time to become accustomed to the proper "Sir" when we had known him so long as Grant. Our C. I. joined the Airforce in August of 1940 and was commissioned in April 1941. Having trained at Ottawa on Harvards, S/L McPherson remained at Trenton and came to Claresholm with No. 2 F.I.S. in April 1942. Our present Commanding Officer was his flight commander at that time and when the station packed up for the Bulch, Grant was right along with the gang. In the spring of 1943 when F.I.S. moved to Pearce, Grant was made Flight Commander and joined the ranks of the examining flight just a year ago. Married in 1941, S/L McPherson's pride and joy is a young son Bobby—just a year and a half—but full of pep. Occasionally one can hear Flight Lieut. Butler and Squadron Leader McPherson betting on the ability of their respective offspring to knock the other into oblivion in two rounds. A sporting event it would be! An A1 instructor and a right good guy—Grant will always be A1 with the gang at Pearce, wherever he or they may be.



Squadron Leader T. F. Allison

Our S. Ad. O. thinks Calgary a pretty fine spot—and wants to be back there right after the war. His little jaunt to New York spoiled the illusions about the Southern City, but the U. G. G. will be glad to get him back on the inspection run. S/L Allison joined the Air Force in January, 1940, and has led a varied Air Force career ever since. First at Trenton, then to his home town, Calgary, S/L Allison went on the "opening-up" parties in Saskatchewan. He has been Senior Administrative Officer at No. 3 S.F.T.S., Adjutant at Penhold, S.A.O. at Mossbank, Adjutant to AVM Howsam, M.C. at Yorkton. His favorite sport is kicking the shades out of chandeliers at his lovely Calgary home, where his wife and three children, Ed., Ken and Ross, await his coming from Pearce for a 48.



Maintenance Officers and Orderly Room



Seated, left to right—S/O E. A. Loggin, S/L W. E. Jamison, P/O W. Murray.
Standing, left to right—LAC Worobac, W., LAW Armitage, J. M., AWI Metheral, L. A., LAW LANG,
H. M., AWI Egge, N., F/S Reichert, J.

The Maintenance Wing might be defined as a large and boisterous body of airmen and airwomen, surrounded by hangars and copious quantities of grease, which carries on a work that is more important, and less recognized, than any other in the Service. The destinies of this wing are guided by a remarkably small number of Officers, namely five, and it might be appropriate at this time, to present them to the rest of the Station:

S/L W. E. Jamison—The Chief Engineer Officer—was a Corporal in the Auxiliary Air Force before the war—commissioned in Sept., 1940. He has since been stationed at Mossbank and Calgary—has been C.E.O. at Pearce since April, 1943. His home town is Calgary but declares he "joined the Air Force to see the world," and is ready for an overseas posting at a moment's notice. Favorite saying, "Is my inventory O.K.?"

F/L T. B. Akin—O.C. Repair Squadron—one of the old timers of No. 2 F.I.S., having been with Maintenance ever since the Claresholm days. He was commissioned in the Air Force in March, 1941. His home town is Windsor, N.S. He is a long way from home but hopes to be farther. He is noted for his perpetually worried expression, but who wouldn't have one with Repair Squadron, Workshops and the Officers' Mess Bar to cope with. Favorite saying, "How many aircraft are coming in today?"

F/O W. E. Williams, B.E.M.—O.C. Servicing Squadron—a Permanent Force N.C.O. who was commissioned in May, 1943. He has been at Pearce since July, 1943. His home town is Winnipeg. He has over 600 hours operational flying on sub patrols as a gunner-engineer. As O.C. Servicing Squadron he allots aircraft to the

flights which calls for some interesting exchanges with Flight Commanders, (example—"You've got too many aircraft now!")—noted for his hospitality in his home "across the road." Favorite saying, "Is my overseas posting in yet?"

P/O W. Murray—The latest addition—Technical Adjutant, and O.C. of M.T. Section. He was another N.C.O. who was commissioned in March, 1944. He reported at Pearce July, 1944. His home town is Victoria, B.C. He is noted for his broad Scotch brogue and cheerful disposition; blames doubtful actions on having been stationed at Annette Island for 16 months. He is O.C. station boxing team, and plays a fast game of rap rummy (sometimes). Favorite expression, "I'm going up to the M.T. Section."

S/O E. A. Loggin—Administrative Adjutant, the charming and gracious "hostess" at Wing Headquarters. She has been in the Air Force nearly three years as AW, Cpl., Sgt., and was commissioned in October, 1943. She has been at Pearce since March, 1944, and sometimes marvels at being Adjutant of a Wing containing 300 men, but manages to cope very well. Acts as CEO's stenographer when LAW Kearns is away. Her home town is Leduc, Alta., (20 miles south of Edmonton to most of you). Favorite saying, "I'll never have a picture taken with Maintenance Wing again."—Why, Betty?

The NCO's, Airmen and Airwomen in the Wing are the important people who make things click, and without their co-operation and good-will nothing could be done. However, more details about them are following.

We wish to take this opportunity of wishing all of you the best of luck during the coming year.

Maintenance Orderly Room

With but one memory to comb the past with, I've tried to collect what gen I could on the past of our "hive of industry" (?) . . . Bear with me, friends, and I shall try to flash-light the months gone by . . .

When No. 2 FIS moved from Vulcan to Pearce, time brought many changes to the staff of our Orderly Room. Chief among our well-liked transients were Flight Sergeants Ray and Humphrey, the one an Admin. NCO in charge of "de woiks", and the other a favourite Discip.; with them were LAWs Atkinson and Roberts, and LAC Kierstead—all comprising a very efficient staff.

In later months both F/S Reid and Sgt. Scott succeeded F/S Ray in his capacity as O.C. Orderly Room; until in July, 1944, F/S Biswanger arrived from AFHQ to replace Sgt. Scott. Working with him at that time were LAWs McEvony, Lang, Wilson, and Calut, also Cpl. Hill.

F/S BISWANGER—A native of Calgary—and his happiest moments seem to be when he heads in that direction . . . who wouldn't be with a lovely wife in that fair city??!

LAW KEARNS—Hails from Vancouver—and will take on anyone who dares defame that section of what she calls "God's country" . . . how do you explain all that "liquid sunshine", Lee, not to mention such little items as fog, etc.?? Lee joined our staff in November, replacing LAW Chalut, who was posted to Winnipeg . . . an "old timer" who has been with No. 2 FIS since Vulcan days, our red-headed steno is well known to everyone.

AWI METHERAL—Without 'Lee' there would be no Maintenance Orderly room—so the boys on the floor will tell you . . . Another native of Calgary, and also an "old timer" from Vulcan days, Lee has been threatened by the Maintenance boys that they will take her with them when the postings come through—otherwise, who will scrounge them any leave, 'n stuff?!? By the way, just for the fun of it, someone should ask Lee what she expects to find at No. 3 B & G, MacDonald?? aha!

ACI WOROBEK—Claiming Portage la Prairie as his home town, "Bill" who came to us from No. 7 SFTS in October, has made himself invaluable to our staff . . . Confidentially, during business hours, "Bill" likes to be called "Wing Commander"—sounds more business like, he says. Noted for his alternate trips to Calgary and Lethbridge—and also for his ability to wield a long stick with some bristles on the end of it, our friend the "Wing Commander" is due to be awarded the "Order of the Broom" any day now . . . But all joking aside, though he may not know it, we think Bill, and AFM who was side-tracked into the Orderly Room, is really tops.

LAW ARMITAGE—Home town—Boissevain, Manitoba. "Army" has been with us, the 'desk troopers', for only a few months—before that, (and a 10-month stay in the hospital) she was one of the braver of our fair sex, who dared explore the hidden mysteries and ills of the aircraft on the "big floor". Coming into the Orderly Room from "Pubs" within the last week, "Army" is a welcome addition to our staff.

LAW LANG—A native of Regina, Sask., "Marie" was posted to Pearce in May, '43. Formerly a timekeeper in "H" Flight, she now presides over Maintenance "Pubs"—and does a very good job of it too . . . by the way, has Marie ever told anyone just who is at the other end of her daily phone calls??

So there you have us, friends—hope it meets with your approval! Will sign off for now, with but two closing words—"Happy Postings"!

Christening

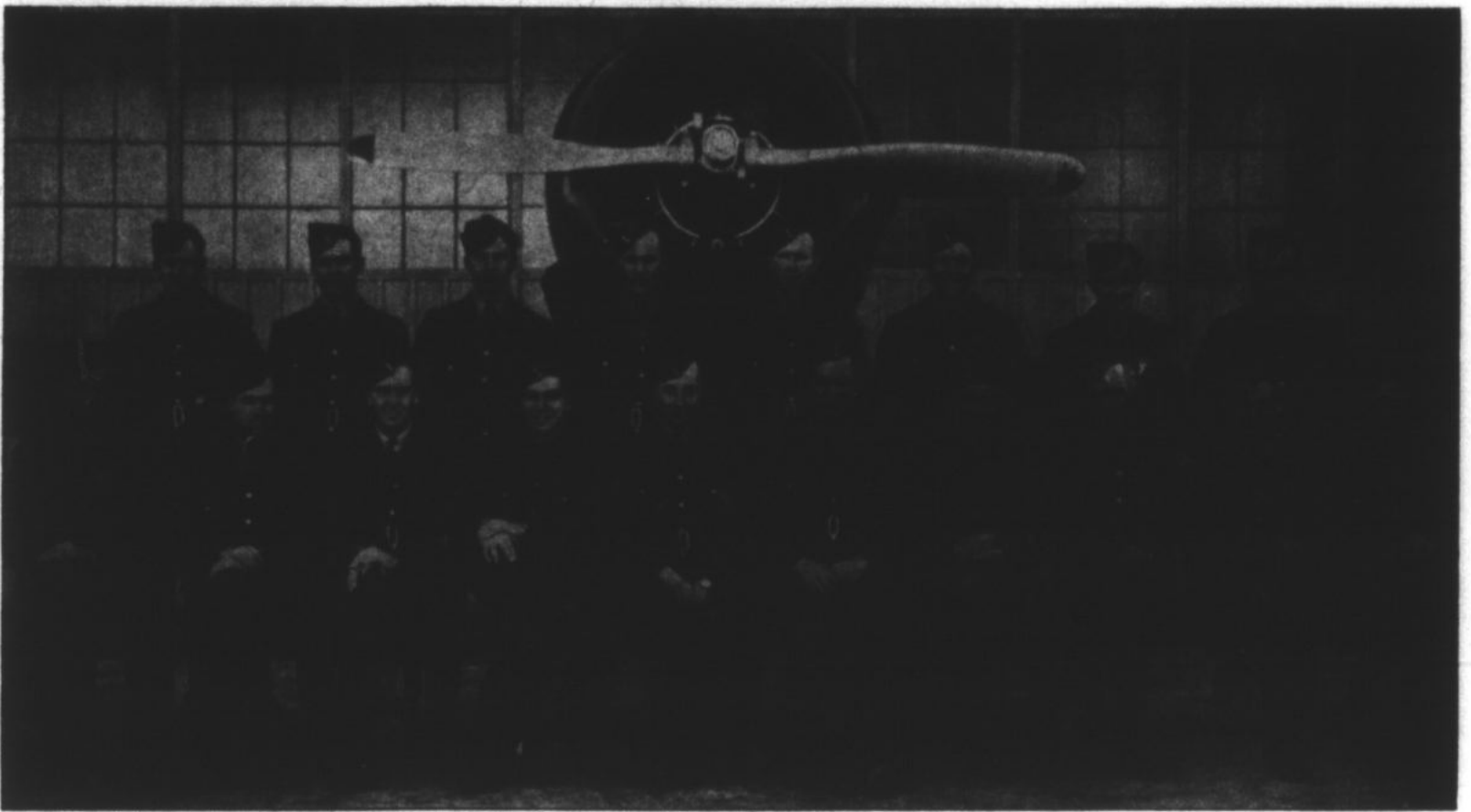


A baby boy was christened, Ernest Larry Butler, by the Station Padre, F/L Krempin, on Sunday, January 7th, 1945, in the Station Chapel. He is the son of F/L and Mrs. E. L. Butler. The ceremony was attended by a number of Staff Officers and wives including F/L and Mrs. Lovett, F/L and Mrs. Minall, F/L and Mrs. Morton and F/L and Mrs. Versteeg.

W/C D. L. G. Jones, Commanding Officer, was witness at the ceremony, while Mrs. D. L. G. Jones, who carried the baby, was Godmother. The Godfather, Cpl. C. H. Howie, was unable to attend.



No. 1 Servicing Party



Front Row, left to right—LACs Twerdoelib, Belsher, Sturgess, Ross; Cpls. Roberts and Parohl; LACs Ried, Barber, Noble and Ramey. Back Row, left to right—LACs Lake, Gould, Grevstad, Lemko, Devlin, Hall, Grasdahl and Reasbeck.

No. 2 Servicing Party



Front Row, left to right—LACs Landry, Wilby, Romanuk, Sauer, Porter, Taylor, Gresham, Craig, Cochlin, Montgomery, Lamb, Murphy. Back Row, left to right—LACs Simmons, Kinsey, Voss, Rosvick, Siga, MacKay, Norris, Dewar, Cambrin, Pollock and Cpl. Fraser.

No. 1 Hangar is composed of three flights, which are namely "E" and "F" flights, and across on the other side of the Hangar we find the Armament flight.

The Photographic section is also on the other side of the hangar, and is under Armament flight.

The O. C. of "E" flights is F/L Butler, better known to his fellow instructors as "Red."

"F" flight commander is F/L Leith, very well liked by all the boys.

On the other side of the hangar F/L Wilson is the O.C. of Armament Flight.

The Senior N.C.O.'s in charge of the two servicing parties are F/S Walker and Sgt. Gibson, commonly known as "Teach" Walker (formerly one of those hard boiled

school teachers from Ontario) and "Gibby" Gibson hasn't been with us very long but has become quite a "mother" to us during his stay.

The Junior N.C.O.'s are: Cpl. Parohl who came here from No. 7 S.F.T.S., Macleod, and Cpl. Roberts who has been with us since his appointment to Cpl. some few months ago.

Then on No. 2 Party there is

Cpl. "Sandy" Fraser who hails from Winnipeg and just arrived here from Maintenance a few months ago. Cpl. Johnson also keeps things going with Sandy, coming from Maintenance about the same time.

As you can well imagine, with the various sections and their very

(Continued on page 6)



LAC Wilby, a guy from the fruit country, Princeton, B.C.
 LAC Romanuk, a riveter from Vancouver, B.C.
 LAC Sauer—Curly hails from Vancouver, B.C.
 LAC Porter—"Slick" comes from Vancouver, B.C.
 LAC Taylor—Bob is from Kamloops, B.C.
 LAC Gresham hails from Toronto, Ont.
 LAC Craig, the kid from Red Deer, Alta.
 LAC Cochlin, another good westerner from Vancouver, B.C.
 LAC Montgomery comes from Vancouver, B.C.
 LAC Lamb, one of the neighbor's kids from Cardston, Alta.
 LAC Murphy, a B.C. visitor from Brooks, Alta.
 LAC Simmons hails from Brandon, Man.
 LAC Kinsey, an "easterner" from Winnipeg, Man.
 LAC Voss comes from Irving, Alta.
 LAC Rosvick, an Albertan from Lloydminster, Alta.
 LAC Siga, a miner from Hillcrest, Alta.
 LAC MacKay, 'switches off Mac' comes from Portage la Prairie, Man.
 LAC Norris, another neighbor's kid from New Dayton, Alta.
 LAC Dewar, our lacrosse goalie from New Westminster, B.C.
 LAC Cambrin, a "black miner" from Bellevue, Alta.
 LAC Pollock—He's from Vancouver, B.C.
 LAC Smith, L. W.—A hard working westerner from Vancouver, B.C.

Crew chief Voss wears a worried look these days, for it seems he just cannot find LAC Wilby Craig and "Hitch-Hiker Pat Murphy." Just how and where Wilby goes is the eighth world wonder. Craig can be found by hunting or yelling fire, while Murphy is likely at "Commercial Printers." Could be a blonde—no?

Seems Grant Lamb prefers sleeping in Lethbridge on Thursday nights to having a good time, but LAC Rosvick points enough of the town red for the both of them. Mention Lethbridge and "Chief MacKay" shudders, shivers, and shakes. Short legs never could cover ground very fast MacKay but yours did O.K. when a certain Big Brother appeared on the scene.

"Slick Porter" doesn't say much but upholds our record??? on the range. Seems he missed a fine shot in Edmonton last forty-eight. Norris has come to work minus "corn-cob" eyes lately but they were plenty red after that whoopee party a few weeks back. Next time you read the "Eye Chart" for the M.O., Bill, read the line he asks for and not the one below it. Not a chance of a trip to Calgary if you do that.

"The Mountaineers," LAC's Siga and Cambrin keep going home regularly but who would not with all of that lovely stuff around. We wonder how come Siga is turning his knife blades into bottle openers—Xmas and New Years on deck Steve.

When travelling appears Cochlin is first on the list. Granum sees as much of him as we do. Seems

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NO. 1 SERVICING PARTY
and

NO. 2 SERVICING PARTY
(Continued from page 5)

capable section heads, No. 1 Hangar proves to be a very, busy part of Servicing Squadron.
 F/Sgt. "Teach" Walker hails from Sparta, Ont.
 Sgt. Gibson—"Gibby's" home is in Winnipeg, Man.
 Cpl. Parohi—Oh, he's a guy from Regina, Sask.
 Cpl. Roberts—Vic is from Melville, Sask.
 Cpl. Fraser—"Sandy" hails from Winnipeg, Man.

Cpl. Johnson—"Johnny" is from North Battleford, Sask.
 LAC Twerdoelib — "Twerdie" hails from Norquay, Sask.
 LAC Belsher, known as "Blackie," from McCord, Sask.
 LAC Sturgess, from the "Great N. W.", Barrhead, Alta.
 LAC Ross, the "battling boy" is from Toronto, Ont.
 LAC Reid hails from Calmar, Alta.
 LAC Barber—Jack comes from Buttress, Sask.
 LAC Noble, the 'black boy' from Moose Jaw, Sask.
 LAC Ramey, "hold that rumour" from Vancouver, B. C.
 LAC Lake, remustered to a hap-

py civilian, from Stauton, Sask.
 LAC Gould, a hard worker from Big Valley, Alta.
 LAC Grevstad—"Can he wash aeroplanes!" from Winnipeg.
 LAC Lemko, the gangster from Clare, Sask.
 LAC Devlin, the man who's always there, from Sudbury, Ont.
 LAC Hall—He's from Vancouver, B.C.
 LAC Grasdal—"Grassy" comes from Portbeg, Sask.
 LAC Reasbeck—He's from Vermillion, Alta.
 LAC Jeffs, another westerner from Vancouver, B.C.
 LAC Landry hails from Montreal, Que.

Maintenance Aero-Engine Mechanics and Engine Change Crews



Front Row, left to right—LAC Newton, K. E., LAC Buckner, LAC Hemphill, W. W., LAC McNeil, H. J., Sgt. MacDonald, C. C., Sgt. Fox, D., Cpl. Meakins, W. R., Cpl. Bird, A. L., Cpl. Atkins, H. S., Cpl. Lovo, K. R., AC1 Porter, E. P., LAC Johnson, A. D.
Back Row, left to right—LAC Charpentier, LAC Nelson, N., LAC Archibald, H. L., LAC McGee, P. S., LAC Beetlestone, W. J., LAC Thompson, S. H., AC1 Robinson, H. K., LAC Hitchens, E. J., LAC Bryce, F. R.

In this corner of Pearce Patter we'd like to mention in brief a few of Maintenance personnel. FIRST—we have the fitters; in other words, the grease-monkeys, who wade through varied and numerous hardships and "joe-jobs" and keep our aircraft motors humming. These men consist of eight crews, with four men each, including a corporal who works along with them, and whose main duty is to watch over his men and see that all work is done to the best of each man's ability.

Corporal Meakins (Jarrow, Alta.), one of our most conscientious crew chiefs, always has an answer for Sgt. Fox's never-failing query, "How goes the work?" The answer is, "Oh! not too bad." Sgt. Fox naturally comes back with, "Well! guess you'll have this crate out shortly?" To which our friend Meakins says, "Yep, sometime tomorrow."

LAC Beetlestone (Abbotsford, B.C.), the man who goes about his work minus a hat, does his share of the work with but an occasional remark—when he accidentally bumps his head. LAC Charpentier, (Edmonton, Alta.), sitting calmly atop a motor, yells to "Bettle", as he is better known, "Throw up a wrench". Good job you're good on the catch, Charp.! The most recent addition to Corporal Meakin's crew, LAC Hemphill, (Edmonton, Alta.), who came here from No. 3 Repair Depot, Vancouver, finds his new job quite different from "shop work", which is quite easy to understand . . .

Our new crew to be the victim of this scrutiny, is that of Corporal Lovo, (Woodrow, Sask.), and consists of LACs Hitchens, (Vancouver, B.C.), and McNeil (Milwaukee, Wis.), together with AC Porter. "Buckshee" Lovo, as we call him, is quite an expert on making plexiglass hearts from broken aircraft windows. We wonder if his wife gets them all?? LAC Hitchens has been complaining of a stiff neck this past week . . . could it be from the effort of reaching in to work in a secluded part of a motor? We note in passing, that our friend AC1 Porter, regardless of being up to his neck in Ansons, still finds time for a smile. Also in passing, we'd like to mention LAC McNeil, recently posted here from No. 7 SFTS, Macleod, who is usually working on an Anson . . . would you chaps agree that there's no lemon like an Anson?!!

Corporal Atkin, (Claresholm, Alta.), who has spent a few months overseas before joining up in Vulcan, is another of our old reliables. In his crew are AC1 McGee (Ottawa, Ont.), and LAC Buckner, (Macklin, Sask.), who were with us in Vulcan, and still keep the ball rolling at Pearce. LAC Newton, (Del Bonita, Alta.), another of our airmen from Macleod has had considerable experience with Anson aircraft.

In our passing survey of crews, we note another of our

smaller, but none the less efficient, crews, consisting of Crew Chief LAC Johnson, (Saskatoon, Sask.), and his two right hand men LAC Thomson (Grandforks, B.C.), and AC1 Robinson, (Vancouver, B.C.). LAC Johnson was recently posted from No. 3 Repair Depot, Vancouver. Then there's AC1 Robinson, who determined to get the test hop after a major inspection, spent his 36 hour pass in camp . . . he got the test flight, but we're wondering what the girl friend said?!? Lastly, there's LAC Thomson, who was previously in the Engine Shop—if you want a motor changed, he's the man to see.

Now for the men who hand out the work and get the parts, if any . . . Sgt. Fox, (Kitscoty, Alta.), does his best to supply the needs and keep the men busy. Sgt. Bates (Montreal, Que.), chiefly known as "Red", is seen in the morning after roll call, looking through the smoke room for his "joes". He usually finds them pulling on their coveralls. Then you see him with Sgt. Fox, better known as "Danny", digging out their black books . . . any joe could tell you it's a list of jobs for the day.

Just a word about the men working under Sgt. Bates. LAC Inch (Mission B.C.), being crew chief, has working with him LAC Boag and AC1 Doherty, both of Vancouver, B.C. Inch, being an old-timer from Macleod and Vulcan, weathered the move to Pearce. LAC Boag, a newcomer to Maintenance, has spent most of his career in Servicing Squadron. Here our chock puller, Boag, was always willing to pull his chock. AC1 Doherty joined us on leaving St. Thomas, where he took a course on motors. He is getting on fine—keep it up, Doc! Next we have Corporal Stromme (Carmichael, Sask), and his crew—LAC Wakelin, (Neville, Sask.), and AC1 Findlay, (Vancouver, B.C.), his right and left hand Bower. Corporal Stromme and LAC Wakelin have just dared the sea of matrimony recently—a world of happiness to you both.

Corporal Rohrich, who hails from Calgary is one of our top maintenance trouble shooters. If an engine quits just call on "Johnny". In his crew is LAC Smith and AC1s Solway, (Windsor, Ont.), and Vincent (Vancouver, B.C.). LAC Smith, or "Smitty" expects to leave us soon, all the best, lad. AC1 Solway, who joined us on the floor, has been specializing in plug servicing under the watchful eyes of Corporal Hicks. Don't worry—we won't hold that against you! AC1 Vincent has a great time making wrist-watch straps in his spare moments, we wonder, are they all for himself.

Last, but far from least, we have Corporal Smith, (Moncton, N.B.), who is a newcomer to our Section, but who has had plenty of experience on the blessed Ansons at No. 7 SFTS, Mac-

(Continued on page 10)

Air Frame Mechanics [Riggers]



Seated, left to right—LAC Meagher, R. W., LAC Wickenheiser, G., LAC Peta, F., Cpl. Long, A., Cpl. Caron, J. L. AWI Warner, P., Cpl. Bathgate, W. R., Cpl. Kellerman, W., LAC Bauman, N. O., LAC O'Hagan, T. J., LAC Warren, M. R.
Back Row, left to right—LAC Percival, T. E.; LAC Piercey, E. N.; LAC Erdmann, M. R.; ACI Henderson, J. M.; LAC Moore, N. J.; ACI McKeown, G. S.; Sgt. Winegarden, A.; LAC Grieve, G. H.; LAC Riggan, R. C.; LAC McCarter, W. C.; LAC Eschak, W.; LAC Palmason, G.

The Airframe Mechanics (known to all Air Force personnel as "riggers") are one of the most important ground crew tradesmen in our Service. They are responsible for the entire maintenance and repair of the aircraft, except the engine, electrical works and instruments.

The first riggers attached to this unit arrived at Vulcan during the last week of July, 1942, followed shortly by larger drafts from many western stations. Sgt. Cartwright is the only man here now of the first draft.

The first few months at Vulcan were grim—besides being below establishment, Harvest Leave took many of our men, but the Riggers carried on—working long hours. Those long hours of work were rewarded, however, when the Station established a record for two consecutive months of hours flown per aircraft in Canada.

The unit was in May, 1943, transferred to Pearce, which again involved great difficulty in finding equipment, parts, and even aircraft. With men here, a detachment at Vulcan, and Spring Leave, we again worked long hours, but when everyone was again united, things ran smoothly once more. Here we were blessed with seven more "Oxfords," which were a headache to everyone concerned. The next great news was the arrival of "Harvards" and the transferring of the "Oxfords." This was too good to be true, for shortly after we were informed we were losing our beloved "Cornells" and some "Cranes"—only to have them replaced by "Ansons". Anyone knowing anything of Riggering, will appreciate our saying no more of that. . . .

The Riggers of this Station have either fortunately, or unfortunately, worked on six different types of trainer aircraft. They have kept up their end of the work, and have had a fairly enjoyable time—a fact which is no doubt appreciated by the men from this unit who are now serving elsewhere.

The following is some "gen" on the Riggers at present employed in Maintenance:

F/S McCracken. (Eden, Man.)—"Mack", as he is known to almost everyone, is in charge of all rigging and riggers on the 'big floor'. He came to Vulcan from the 135th Fighter Squadron early in August of 1942. A dynamo of human energy, we've yet to find anyone who can keep pace with "Mack" when he's in a hurry—and he usually is.

SGT. WINEGARDEN. (Hamilton, Ont.)—"Aussie" is in charge of crews 1 and 3, divided into sections A and B. A busy N.C.O., full of the three V's—vim, vigor and vitality, "Aussie" is the chap who comes into the Smoke Room at 10:15 and 3:15, pulls up his sleeves, and informs us that "smoke period is over." He also came to us from the 135th Fighter Squadron.

CPL. BATES. (Weyburn, Sask.)—"Lorne" is in charge of crews 2 and 4, divided into sections A and B. An up and coming N.C.O., with ability plus, "Lorne" may be seen about the hangar almost any day, caring for his problem children. He is another member of the old 133 Fighter Squadron, coming to us at Vulcan early in August of 1942.

CREW 2A

CPL. CARSON. (Melfort, Sask.)—Has, in former years, play-

ed on our Station hockey team. "Bill" is one of our Leap Year victims, but still asserts that it's merely a strange coincidence.

LAC RENCH. (Calgary, Alta.)—"Bob" is a former automobile mechanic, who came here from Mossbank some time ago. He's been heard talking about his discharge. Ambition: to bid "7-no trump."

LAC ONHASEY. (Merritt, B.C.)—"Joe" is a veteran hitchhiker—has one of those educated thumbs that pops up when it hears a car coming. While in Hollywood on his last leave, he was entertained by Jinx Faulkenberg. Ambition is to be a paratroop rescue worker.

LAC TREMPE. (St. Alexis-Des-Monts, P.Q.)—"Vic" came to Pearce from the English speaking school at Toronto, is a great conversationalist and will talk with you on any topic of your own choosing. He is much impressed by our western life and the stampedes.

LAC BEGORAY. (Edmonton, Alta.)—"Fred" is a school teacher disguised as a rigger at present; thinking seriously of returning to his profession in the near future.

CREW 2B

CPL. BULL. (Bow Island, Alta.)—"Art" came to Vulcan from 133rd Fighter Squadron. "Nuff said!"

LAC ALEXANDER. (Port Moody, B.C.)—"Eddie" is a great sport, plays defence in basketball; played defence on our victorious lacrosse team this past season. His one ambition is to get back to the Coast, and . . . "you can say that again!"

LAC LEWIS. (Taber, Alta.)—"Bob" came to Pearce from Dunnville, Ont. His favorite saying is, "Can we go now, Corp?" His favorite pastime is going to Taber—or is it Lethbridge??? Just because you see Bob coming in mornings at 7:30 doesn't necessarily mean he is an S.O.P.!

LAC BARWIS. (Vancouver, B.C.)—You'd recognize him as the big, tall, curly-headed blonde you see in action in the Mess Hall, and we don't mean behind the steam table either! "Johnny" is the Charles Atlas type girls, and is an accordion serenader.

LAC MARADYN. (Winnipeg, Man.)—"Ray" is one of our newer men here, a welcome addition to the staff from old No. 7 S.F.T.S. His favorite pastime is playing pool. He has hopes of returning to his trucking business in the near future.

AC DRISCOLL. (Oshawa, Ont.)—"Tommy" is also one of our newer men, coming here from St. Thomas. "Tommy" has a position, we believe, down in the ground school synthetic building. Usually seen in Macleod Saturday nights.

CREW 4A

CPL. MOORE. (Saskatoon, Sask.)—"Ernie" is one of the real old timers on our Station. He is the quiet type who gets a lot of work done. We believe his ambition is to be his own boss.

LAC STIRTON. (North Battleford, Sask.)—"Bert" worked on the boats up the Mackenzie River, into the Arctic regions, before enlisting. He has been with us since the early days at Vulcan, coming from St. Thomas.

LAC McLEOD. (Winnipeg, Man.)—"Keith" is always open for an argument. He's interested in geology and intends to go to

(Continued on page 10)

Maintenance Section



Front Row, left to right—Cpl. Carson, W. C., Cpl. Bull, S. A., Sgt. Pooley, R. A. M., Cpl. Hicks, J. P., LAW McCully, B. Q., AW1 Wilson, H. G., LAW Maynard, T., LAW Shand, F. E., LAW Drake, D. E., LAW Buck, M. R., Cpl. Rutledge, G. V., Cpl. Carr, C. C., F/S McCracken, G. R. J.

Back Row, left to right—AC1 Begoray, F. P., AC1 Fournier, J. P. R., LAC Carroll, C. M., AC1 Clark, D., LAC Kraft, G. M., LAC Barwis, C. C. J., LAC Gilman, J. O., LAC Maradyn, G. R., LAC Tremblay, J. P., LAC Trempe, V. G., LAC Onhasey, J.

MAINTENANCE STORES

Yes! And what can I do for you? How many times a day do we ask this question? Maybe it is something that is required for the repair of an aircraft or just an ordinary split-pin. Whichever it may be we can certainly supply it, if not a voucher will soon be handed to the Equipment Section and from then on anything can happen.

Having first started at Vulcan and then moving to No. 1 hangar here at Pearce, we finally settled down to business only to find we were to move to No. 4 hangar, and then after a couple more changes we finally settled half in the centre of the hangar and the rest in our present office. Our old standby, "Marge" Brown has left for her new home in Montreal, while Eva Shond of Provost, Alta., (our farmerette) and Kay Deck of Denzill, Sask., (the pin-up girl of Stores) remain. Then there is our new helper, "The dancing dolly with the hole in her stocking"—Mickey Maynard from Victoria, B.C. We still have the three boys who handle the tool room so wonderfully—Cpl. Gorman from Toronto, Ont., LAC Devins from Winnipeg, and LAC Gardiner from Toronto. Not forgetting Sgt. Pooley, who is in charge of Stores, and also AID inspector for the Station. That completes the list except our aircraft juggler, LAC Carroll, who is on loan to us while he recuperates from his unfortunate accident of dropping one of those large Anson bombers on himself (with the help of a few others).

SPARK PLUG SECTION

When flying started at No. 2 F.I.S., Vulcan, the Spark Plug Room came into being. The Plug Room opened up in the latter part of October, 1942, under the capable management of Sandy Holmans. With two helpers changed from time to time, Sandy kept the clean plugs rolling along without a hitch. Keeping the plugs clean meant separating core and shell, putting shells through two baths of different solutions, cleaning and polishing the cores, greasing threads, resetting shells, putting together again of shell and core, correct gap set, then tested on bombsight. All this to do for just one spark plug.

In July, 1943, the Station moved to Pearce. Maintenance occupied No. 1 hangar temporarily while waiting for No. 4 hangar to be completed. The Plug Room moved into a makeshift section and while there made a very good job of things. About a month later, the section moved to its present spot and here it has remained since. Many new instruments have been placed in here, thereby making it one of the best equipped Spark Plug Sections in No. 4 Command.

In September of last year Sandy left for overseas along with three other former Spark Plug Cleaners. Cpl. Hicks then took over the care of the Section with the help of two able and willing workers—LAC Reid and AC1 Fournier. LAC Reid is a married chap who hails from Saskatoon. Ronney does an all round job on the plugs and is very good at making useful devices for the

Section. Fournier is a French lad from Montreal. Roger is a very thorough worker and sees that the plugs leave the section in 100% condition. Cpl. Hicks is a Scotch lass from Calgary. She hounds Maintenance Stores to get salt baths, new plugs, washers, etc. Besides this she sees that the unserviceable plugs are properly marded and packed to be sent to the Repair Depot.

With this three-man combination, you may rest assured that the spark plugs will keep coming out of the section in the best of condition.

MODIFICATION SECTION

This Section began with No. 2 F.I.S. at Vulcan, Alta. It was started to ensure that all modifications were embodied, and reported in all Log Books. Soon, other types of work were incorporated—reports on all technical work and repair work on all aircraft at this unit; the gas and oil report for the month, etc.

The modification board is an interesting part of the work in this Section. It has thousands of multicolored washers to indicate positions of modifications embodied, or to be embodied, on the aircraft.

Sgt. Fee is the man in charge of this Section. Hailing from Calgary, Alta., he is a man you can reason with—if you have a club in your right hand.

Also with this section are Sgt. Preston (Winnipeg, Manitoba), a carefree type with hardly a worry in the world; and Cpl. Rutledge, of North Bay, Ont., whose motto is "I'll fix it, or nobody can." Together with these two, we also have LAC Gilman, Vancouver, B.C., who is a veteran of No. 2 F.I.S., and LAC Evans, of Edmonton, who used to be in aircrew but has now joined the league of "grease-monkeys."

BRAKE AND TIRE SHOP

This small section was first established at Vulcan for the purpose of keeping a record and maintaining all aircraft tires, as well as the servicing of brakes and hydraulic equipment.

Many little jobs are done in this hideout including buckshee; also present and post-war discussions of all kinds.

The present Big Three staff consists of:

Cpl. C. Carr from Hughton, Sask., in charge and looks after the work in general, when he isn't trying to find some device to keep his V-8 from burning oil.

LAC J. Gaetz is our tire record man, hails from Faith, Alta., and seems to have lost "faith" since the recent wheel and tire theft.

LAC M. Wiberg of Camrose, Alta., takes care of the brake servicing and has taken on a hobby of making toys for somebody's kids.

MAINTENANCE LOG ROOM

The forming of No. 2 F.I.S. required a maintenance which in turn made it necessary for a log or control room. It is here where

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Training Wing Orderly Room



Back Row, left to right—LAW Watson, J., LAW Taylor, S. J., LAW Morrison, M., LAW McArthur, M. I.
Front Row, left to right—Cpl. McMannus, P. K., Cpl. Milne, E., Cpl. Graham, M. H.

When stepping into the Orderly Room you are greeted with the clickety clack of a typewriter, and the hum of busy voices. Here we have the staff who make themselves either happy or miserable in an effort to produce what we consider the best in the training wing. May we introduce to you a few of these eager beavers?

First we have Cpl. "Etta" Graham, who hails from White Rock, B.C. Etta, who was a steno in civilian life, has given us a pretty good idea why we think she will most likely be a very successful steno when she returns to civies.

Then there is LAW "Shirley" Taylor, the songbird of the O.R. Shirley is also another of our energetic stenographers; she hails from Vancouver, B.C. We think you have all had a sample of Shirley's favorite pastime quite recently, so we will not go into detail; we give you three guesses as to what this young miss will be doing after she leaves the rank and file of air force life.

In this little corner all by herself we have AW1 "June" Watson. June comes from Windsor, Ont. and longs with all her heart to be back there. Before joining up she was a student and says she intends to continue her studies as soon as she gets her discharge. Although not her favorite pastime by any means, lately June seems to be busying herself with her inventory for pubs and it seems to be quite a headache.

Last, but not least in this organization is the person to whom we think the laurels should be given, Cpl. "Peg" McMannus. Peg hails from Edmonton, and before

the war she was a very busy general clerk; it is easy for us to see why she will make a good steno after she leaves here. Here's to you Peg.

We now take leave of you and this time it will have to be goodbye. So good luck to everybody, and here's hoping we meet you in the near future.

Training Wing Log Boom

In a little corner of the Control Tower, tucked away all by itself is the log room. Here the instructors and students come to us with their log books. Until the coming of the adding machine we, employed in there, used to look at all those hours with a very skeptical eye; however we haven't a worry; adding machines are always right.

In charge of this little corporation is Cpl. "Ed" Milne, whose home is in Toronto, but from what we gather his mind is always straying down south of the border, so we wouldn't be surprised if that became his permanent address. Ed, who was a salesman in Civic Street, has a hobby we call elbow bending, and from all indications it looks like his probable civilian occupation will be that of bartender in some high class pub. Working with this very energetic Cpl. is LAW "Mac" MacArthur. Her home town is Vancouver—wouldn't you have guessed it? In civies her occupation was a clerk, but her occupation here seems to be keeping track of one of her little pals. When she leaves the air force she hopes to return to her old occupation.

This is all the news from our corner of the wing, so adios everybody.

MAINTENANCE LOG ROOM

(Continued from page 9)

complete records of flying time, inspections, repairs and modifications are kept of engines and airframes.

The Log Room was set up by F/S Sloat in August, 1942, who was relieved by Sgt. Newton in January, 1943, and then Cpl. Cooke in June, 1943.

The present staff includes Cpl. Cooke, LAC Ray, Christiansen, LAW's McCully and Wilson. Besides those above—Cpl's Harmon, Rotherick, Bishop, Frame and Hick's; LAC's Kathen and Bourasso; LAW's Hudson, Goymer, Lee, Gilliland, Methelal, Case, McQuire and Roe have for a time served in our little room.

C. I. Cooke, J. A. (Vanscoy, Sask.)—the old timer of the Log Room, who sometimes feels it could be called an Information Booth. LAC Christiansen (Vancouver)—a newcomer to our staff—hope you like it Ray.

LAW Wilson (Bracken, Sask.)—a dancer in Pearce Revue of 1944.

LAW McCully (Medicine Hat)—the kid with all the energy.

MAINTENANCE AERO-ENGINE MECHANICS and ENGINE CHANGE CREWS

(Continued from page 7)

lead. I think three years experience is enough on Ansons . . . His crew members are LACs McCreary (Saskatoon, Sask.) and Gillespie (Earl Grey, Sask.), also AC1 Blatchford (Calgary, Alta.) McCreary, with his long career in maintenance can charge a cylinder blindfolded. LAC Gillespie, who has been in Flights, has come to maintenance. He's a fuel pump wizard on Anson motors—keep up the good work, we'll have lots to charge. AC1 Blatchford (Calgary, Alta.), is our junior man of the crew, and has also had a course at St. Thomas. He's doing a good job in pulling his share of the crew team-work.

This is our fitter end of maintenance, and like all others, we, too, get an occasional 48 hour pass . . . These, of course, have to be recommended by our Senior NCOs of Maintenance, Flight Sergeants Nicholson (Vancouver, B.C.) and Jonah (Moncton, N.B.) They have the big end of supervising Maintenance and keeping the boys happy. F/S Nicholson, who comes from Vancouver, joined the RCAF in 1938. Form there he went to CFS, Trenton, then to No. 3 Repair Depot, Vancouver. From No. 3 R.D. he and F/S Jonah were posted to No. 2 FIS, Vulcan, in August of 1942. F/S Nicholson has been with Maintenance ever since and looks after the technical problems. We all hope his crown will be placed lower on the sleeve in the New Year.

In signing off, let's say, "Keep up the good work, gang, you're all doing a swell job."

Station Warrant Office



L. to r.—F/S Downey, H., Sgt. Davies, G. V. H., LAC Daldwin, H. N.

For the information of the folk at home, the duties of the Station Warrant Officer are numerous. He is the station disciplinarian and is responsible for maintaining a high standard of discipline, drill

and physical fitness among the airmen, under the supervision of the Adjutant and the Sports Officer. He maintains a roster of all airmen on the station and assigns

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Telephone Section



Left to right—LAW MacDonald, A. M.; Cpl. Pooley, E.; AC Moir, M. G.; LAW Woodliffe, W. M.; LAC Lynch, L. G.

Here is a description of the section which repeats "Number please" twenty-four hours a day, and at the same time tries to please all.

From left to right, in the line standing there's LAW MacDonald, known as Mac, a wow with senior N.C.O.'s, lovely to look at, and one of the best operators. Next, our beloved Cpl. Pooley, who carries the responsibility of the section, also takes her turn at the

switchboard, and now awaits her discharge. Our Corp. will be missed, but we wish her the best of luck. Last, is LAC Moir, known as Murry to the ladies, who finds his mind in a whirl every time a certain voice from Macleod comes on the line. It is said that this voice is also lovely to look at.

Resting before the next rush, we find LAW Woodliffe. Molly is her name, and she is the life of the section, for she is not only a swell operator, but also has a list of

numbers for good dates, girls. Last is LAC Lynch, Lloyd to all, called a Casanova in one of our recent papers, and is now wondering if it will ever come true.

Missing from the picture is a cute little number of the staff known to all as LAW Helen Kemp. She likes oranges, apples, airmen, officers and N.C.O.'s—so beware, boys.

From the gang we say adios with the hope that we will hear from you and you and you.

NO. 1 SERVICING PARTY and NO. 2 SERVICING PARTY (Continued from page 6)

the boy likes our form of civilization and western wedding parties. The other two Vancouver boys—Montgomery and Pollock—are new here and too quiet for our curiosity. Monty disappears in Calgary for a 48—could be he is hibernating somewhere—on a chesterfield? LAC Kinsey must have more faith in the station not closing down than most of us, for he has parts of a Frontenac laying all over h---- half acre. To top it all off he goes on leave. Perhaps the car drove him to it—I have known them to do such things.

Romanuk is very easy to find in Lethbridge on a Saturday night being well known around the York. If not there try the Trianon, Roller Rink, etc., etc. His address book reads like a telephone directory—try one, try, all. Everybody knows Johnny.

Taylor is true to the girl back home. Seeing that "MacKay" has turned pugilist on us, we won't be able to bully him at work from now on.

"Simmons and Sauer" should be held as our shining examples—which we dare not print. Simmons has met his Waterloo on a flight of steps, for they do not agree with the way his feet go. MacKay and Sauer may be seen lending a helping hand to him.

LAC Gresham was seen down at the "Y" the other night jitter-bugging away with usual vim and vigor. Scougal's bus will miss his trade if he adopts Lethbridge instead of Macleod.

Question of the month—Where is Mad Frenchman Landry? Perhaps he is still hitting nineteen in black jack.

Our Great White Father—Cpl. Fraser, is fed up with the setup down here and longs for an open road with no hills or curves. He will soon be happy however, for he is slowly going crazy—just like us.

Let's drop in on BUSY??? "E" Flight with F/L Lovett acting O. C. while F/L Butler is on leave—or is it a permanent posting? Better come back soon "Red" or else "Lovey" will be known as the 'grey haired boy.'

"E" Flight has undergone a considerable change during the past six months—we all welcome our new additions to the Flight—F/O Smith, F/O Agar, F/O Grove and F/O Burrell.

Speaking of F/O Smith, the tall, handsome Romeo—we hear he has been spending all of his 48's lately with his Aunt and Uncle—but why the "worn out" look on Monday mornings????!! We suggest you tell your "Auntie" not to keep you up so late Smitty.

Then we have the "cute" little brown eyed R.A.F. who apparently enjoys "midnight skating" on Peace River—all by his lonesome.

With this "short and sweet" news flash, we'll close off, wishing everyone a Happy (in more ways than one) New Year!!

The Truth

Those who gave coupons on the gas ration board Thought Cpl. Fraser had a cute little Ford.

To us who know better this is just so much bunk;

It's one low flying mass of scrap metal and junk!!!

The Ground Crew

Lords of the air they call us, They speak of our growing fame; The front page of every paper Is adorned with a pilot's name.

Connected with deeds of valour, Performed in the pale blue sky, The usual Heinkle and Dorniers Crashing to earth to die.

There's one chap who gets no medals,

You've never heard his name; He doesn't fly in the pale blue sky, Or pose for the news in a plane.

His job cannot be called romantic, So he's not in the public's eye; But your heroes can't do without him

And I'll tell you the reason why.

He inspects the kites each morning, He fills the tanks at night, He keeps the engines running, He keeps the pressure right.

STATION WARRANT OFFICE

(Continued from page 10)

them in rotation to various station duties such as Orderly Sergeant and Fire Picquet. He takes charge of all parades and accompanies the Commanding Officer on his tours of inspection about the station.

Our new Station Warrant Officer is Flight Sergeant H. Downey ("Bert to his friends, but you're no friend of his, fellows, when you're up on charge!) He came from No. 2 Wireless School in Calgary, replacing Warrant Officer (WO2) Hamon, who is now on leave pending discharge. Flight Sergeant Downey hails from Calgary where his family is located.

Another member of the staff is Sergeant G. V. H. Davies, who came to us from No. 4 I.T.S., Edmonton. He informs your reporter of traditional good cheer and merriment, but some one has to do it. Needless to say, the S.W.O. must assume the hard mask of the station disciplinarian on these occasions, and it has to be a moving tale indeed that will touch that cold, cold heart. After one such vain effort, the Duty Warrant Officer (that's one of the "Joe" jobs) even lapsed into poetry, as follows:

"No show,
No beer!
Am D.W.O.
So stay here!"

But this failed to move our S. W.O., who is rumoured to have replied very briefly: "At ease! Now, Breeze!"—H.N.B.

ter that his favourite hobby is watching the basketball games—(especially the girls' games, we suspect.) He replaces the familiar face of Sergeant (Pop) Caldwell who is back with the Equipment Section.

The third member of the office staff is our humble reporter, LAC Henry N. Baldwin, who hails from Detroit, Mich., although born in Ottawa. He enlisted in the R.C. A.F. to become a navigator but ended up navigating dishes and garbage cans in the mess hall, and is now navigating a pencil across various papers in the S.W.O.'s office. He, confidentially, expects his discharge to come through any year now.

Christmas time brings many callers to the Station Warrant Office. Those who have been assigned to station duties on Christmas Eve, Christmas Day, New Year's Eve, etc., bombard the S. W. O. with requests for being excused these duties. After all, no one wants to be "Joe" on these days

He's up at the break of dawn,
He's there when the twilight fades,
Pulling his weight to keep the crates
Ready for all their raids.

So the next time you see a picture
Of a pilot and smiling crew,
Remember the guy who keeps
them aloft
Though he may be an AC2.

And the next time you praise a
pilot,
As the enemy falls a wreck,
Keep your mind on the guy you
did not see,

Yours truly, a humble Mech.
—Cpl. A. Fraser.

Parachute Section



Left to right—LAW Trollope, H.; Cpl. Trollope, B.; LAW Maxwell, R.; LAW LePage, C.

In May 1943, No. 2 F.I.S. moved its location from Vulcan to Pearce.

As some of us will remember the hangars were still under construction, as was the Parachute Section. So, under the able management of Sgt. Ken McLeod we set up temporary quarters in the Drill Hall. It was very inconvenient for us having to bring the 'chutes from the hangars when they were due for repacking, but in those days we had three men in the section and

though we often hate to admit it, men sometimes have their uses.

One of the boys would get a tractor and trailer and with one of we girls perched precariously on the back of the thing, we would streak down the unpaved roads and down past the hangars as we delivered and picked up the 'chutes.

But all that is changed now, after three months in the Drill Hall, we moved into our convenient and comfortable section here in No. 2

hangar. Here we are close enough to the Flights that flying personnel can bring their own 'chutes and we have all the necessary conveniences to run an efficient Parachute Section.

Now as No. 2 F.I.S. comes to a close we look back on the pleasant days we have spent here in the section. We have enjoyed working here, and most of all working with Sgt. McLeod. Our "Sarge" (who by the way is miss-

ing from the picture—he was on a 48), comes from Edmonton, although now he makes Macleod his home. His pride and joy is his 13-month-old baby girl, Maureen. Getting back to the picture, here is a short regime of its contents:

Standing in the foreground is LAW Hilda Trollope, her home is here in Alberta, a small town by the name of Nightingale. We wonder if her blue eyes and sunny smile happen to be the reason why two certain A.F.M.'s make daily visits to our section.

Standing in the background is Cpl. B. Trollope. Bea and Hilda have been with No. 2 since October, 1942. Our "Sarge" once said he had started out with the two Trollopes and guessed he would end up with them, and it sort of looks as if he was right.

Sitting at the sewing machine is AW Ruby Maxwell. Ruby hails from Phillipsburg, Quebec, but we wonder why the letters that interest her most come from Winnipeg. Couldn't be a man, could it Ruby?

Sitting on the table is LAW "Charlie" LePage. Charlie's home is in Lauzon, Quebec. If she stays in Alberta much longer we will have her a confirmed westerner—Charlie has a secret weakness for the R.A.F., eh Charlie?

At this point we will add that the charming (??) face and figure of LAW Mollard is missing from the photo. At the time it was taken she was hitting the high spots with a certain Marine in Vancouver. So you didn't mind missing the photograph, did you Mollie?

Well that's all folks. Oh yes, that thing on the table is a parachute in the process of being packed—but that's just a mere detail.

The move of No. 2 F.I.S. from Vulcan to Pearce, saw F/S Southern and Sgt. Seggie operating the Fire Dept.

After many tries the Fire Section gradually grew in the following order: LAC Bryant, LAC Jardine, Cpl. Wiens, Cpl. Siegner, LAC MacDowall, LAC Hogan and LAC Tenant. The section was later augmented by LAC's Preece, Denzin, Wallace, Elder, Welsh and Zerr. In the meantime LAC's Hogan, Tenant, Jardine and Preece were posted overseas and are at this time doing a bang-up job of fire fighting on stations in England.

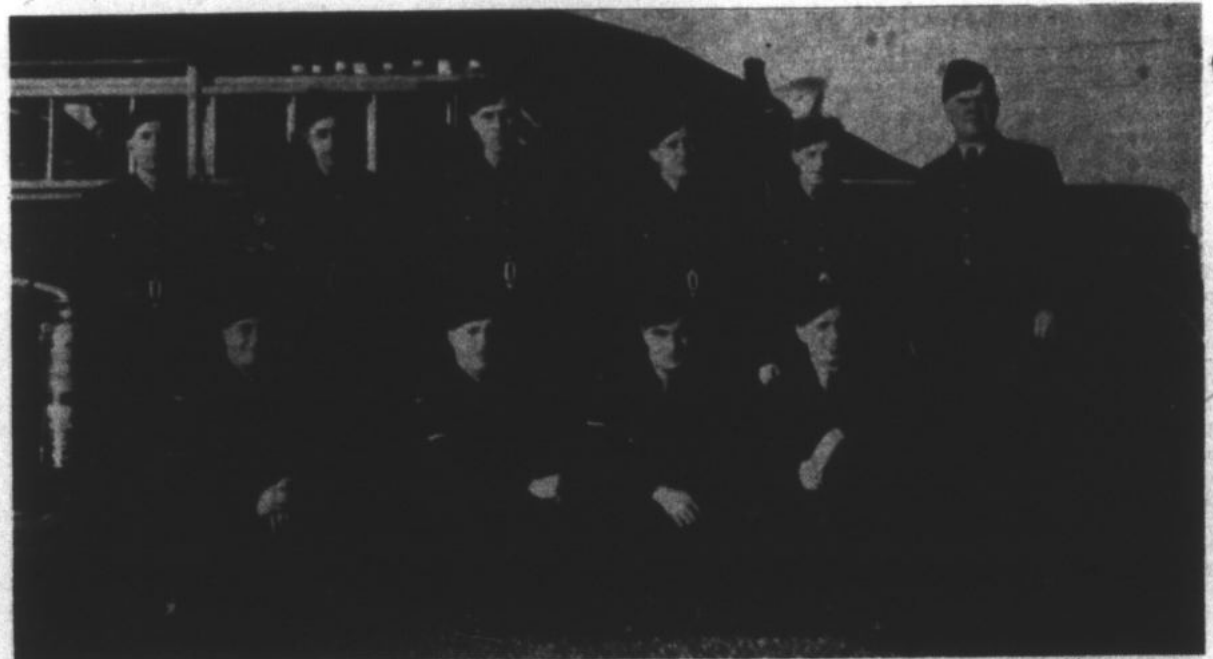
In February of 1944 Sgt. Seggie was posted to No. 19 S.F.T.S., Vulcan, and became the F/S in charge of that fire section. This loss was felt by the Fire Section and Sergeants' Mess, but was made up by the posting in of Sgt. Willson who brought with him his contagious smile. He has remained with us since that time.

F/S Southern went on the sick list in September 1944, but managed to arrive back on the station for Christmas, his place being filled during this time by F/S Thompson, who came from Goose Bay.

If you have never been invited to a cup of coffee in the Fire Hall you've missed a good bet, as it has been said we make the best coffee on the station, "barring none."

A little bit about the work that has been performed by this section

Fire Hall



Back Row, left to right—LAC Wallace, LAC MacDowall, LAC Elder, Cpl. Siegner, Sgt. Willson, F/S Thompson.

Front Row, left to right—LAC Bryant, LAC Welsh, LAC Barton, LAC Zerr.

since April 1943, will show contrary to many beliefs that all is not "sitting around" in a Fire Section. On arrival here we found

that the Fire Hall and two bays of the M. T. Section were full of uncrated first aid fire equipment. This equipment had to be mounted on specially built boards throughout various buildings. Many signs

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Sports Section



Left to right—Cpl. Newstead, C. F.; F/S Brooks, W. M.; Cpl. Yurus, M.; F/O J. C. Jamieson; LAC Sharpe, J.; Sgt. Gibson, E. P.; Cpl. Cole, A. L.; Sgt. Adkin, E. C.; Sgt. Johnston, E. S.

Hear ye! Hear ye! Greetings and farewell. For over two years now, this section has catered to the sporting whims of No. 2 F.I.S., from lowly beginnings at Vulcan when we had 15 badminton racquets, to the super setup of last winter and summer when we had the best hockey team, and the best baseball and softball teams, the best lacrosse team and the best equipped teams of any in the circuit; we have travelled far. From one N.C.O. i/c to an Officer, two Flight Sergeants, three Sergeants, one Cpl., two W. D. Cpls, and two Gen. Duties, we have become strong in number.

A list of the sporting facilities provided is an impressive one and speaks for itself as to the variety of activities and the quality of service offered: Hockey, basketball, softball, baseball, volleyball, boxing, badminton, golf, weight lifting, tumbling, horizontal bar, box horse, rope climbing, soccer, Borden ball, track and field, tennis, horse shoes, archery, floor hockey, cricket, lacrosse, rugby, and rifle shooting.

Added to these, the natural facilities for hiking and swimming, and the ponies to rent outside the gate, and you really have something if you took advantage of it. This doesn't intend to cover all the recreation facilities of the station, because the Legion and the Messes have theirs in their own way and right, but it shows how we expanded in two short years.

And now we come to the sweet sadness of parting and breaking up. May this only be a Lover's Quarrel that we can patch up sometime, some place, and live happily ever after.

Roll Call at the Sports Section

F/O Avren: Hockey player, boxing instructor, super sports executive and athletic supervisor — hails from Winnipeg. Absent, with a good excuse—posted overseas (the lucky -----) about three months ago. Not in the picture.

F/O J. C. Jamieson, athletic director and coach, and all round good fellow—formerly of High River, Edmonton, and points west, hailing from Winnipeg—now posted to Winnipeg. Front and centre

in the picture.

F/S Brooks, W. M., formerly of No. 2 F.I.S. Pearce, and Vulcan, present, except on Sundays. Standing attendance in the picture. He hails from Cardston, Alta.

F/S Murdoch, J. N.—“Bus” as in Greyhound. Boxing instructor extraordinary, and sports promoter colossal, formerly of No. 7 Macleod, but is now a native of Lethbridge—on parade but unaccounted for. Not in the picture.

Sgt. Smith, W. R.—Weight lifter, piano mover, an all round muscle man—Toronto, Edmonton, Allford Bay, and all places like that there—originated in Vancouver.

ABSENT—with discharge but Not to join the army. Not in picture:

Sgt. Johnson, J. D.—Masseur, and general utility man, but specializing in P.T. classes for the staff officers—grew up in Brandon but saw service in Newfoundland.

ABSENT, also with discharge—fed up. Not in picture:

Sgt. Adkin C. E.—“Izzie”, playing coach and playing referee for all indoor sports and pastimes—formerly of Edmonton, Brandon,

and such Manning Pools as that. Home town, Vancouver. PRESENT, or at least he was here five minutes ago with attends “A”, “B” and “C”. In picture.

Sgt. Laing, F.—Formerly of Edmonton (Manning and I.T.S.), but when on leave goes to Bredenbury, Sask. A good man to go with the sound truck. A newcomer but knows the score. Not in the picture—just out for a cup of coffee, otherwise PRESENT.

Sgt. Johnson, E. S.—Another newcomer, from Saskatoon. Handsome but married. Assists with all the work there is not to be done around here—hard to beat at cribbage, eh Flight. PRESENT and in the picture.

Sgt. Gibson, E. P.—“Gibby” as she is, affectionately known—calls Sidney, Vancouver Id., her home. Efficient and hard working. PRESENT (in the picture and in spirit) but now working in the W. D. Office in the Admin. Building.

Cpl. Newstead, C. F.—Also a newcomer, from Assiniboia, but writes his love letters to Winnipeg. Just a baby in the service so gets “Joed” for everything around here. Likes keeping score (basketball and cribbage), turning on the lights, turning off the lights, etc. PRESENT and in photograph.

Cpl. Yurus, M.—“Yulie” or better known to her friends as “M—”. A force to be reckoned with on the basketball floor, or off either, for that matter. Gets things done and prevents rigor mortis setting in the section. PRESENT, and looking out of both eyes this morning. See for yourself. Lived in North Battleford before leaving home.

Cpl. Cole, A. L.—Grew up in Halkirk, Alta. Capitalizes on her facts and figures by playing basketball, playing in the band, and singing in the concert. Helps Cpl. Yurus between 48's. PRESENT except the other morning, you know.

LAC Kirkland, Wm.—“Kirk”—a good joker with bad ulcers. Has been with us a long time, which is proof of the pudding. In the hospital for the picture but out again and in again. Survived the holidays so should pull through. Comes from White River, Ontario. (Remember it?) PRESENT, occasionally.

LAC Sharpe, J. R.—Also an old timer, and reliable. In the absence of Kirk, has it all to do. PRESENT (in the picture) but EXCUSED ALL PARADES (See M.O.)

Canteen

Hold the Press: The Canteens can still get in under the wire. “Coffee and sinkers.” Nuts to you, Joe, I've got a deadline to make; yes, the Canteen staff can still find time to offer a bit of news and nonsense for the “Patter.” A lot of water has gone under the bridge since we started catering to the stomachs and whims of all No. 2 F.I.S. We hope we have done the job well, and above all, we hope no one went short over the holiday season, rationing being what it is.

Maybe you would like to meet a few of the canteen stewards that have been serving you over the

counters of one of the best canteens in any man's air force: S/L Allison, the officer in charge of all canteens on the station, has done a great job in organizing and getting the stuff you want. The Central Warehouse boys coped well during the recent festivities; they slugged a lot of cases of liquid refreshments. So, thanks to F/Sgt Earl Sliter, N.C.O. i/c and ACI Lalande who were on duty during the Christmas rush, Sgt. E. Salloum and Cpl. Roy Bath both got back from Xmas leave in time to take over Central Warehouse for New Years. In General Stores we saw Bruce Webb, the versatile vocalist of the station, who incidentally just made radio, doing a great job.

In charge of the W.D. Canteen

at Xmas was LAW Thompson. Of course, she wasn't a bit worried about Trudy Stelfox not returning to relieve her at New Years. (Oh yea!)

LAC's Kenning, Rystai, and Stevens had a job on their hands at Xmas, and we might add did it well. They really earned their five days at New Years. Over that period of time, saw Jimmy Neufeld at the helm, with a crew comprised of LAW MacMahon and LAC Cody. The absence of LAW Stevens, who keeps the coffee bar annex clean, was noticed by many over the New Years.

Then, New Years Day, when you walked in General Stores to find out if they sold Bromo-Seltzer in bulk, you were likely met by LAW

Ranford or LAC Stewart, who had charge of things over New Years leave.

Those of you that dropped into the “Wet” to lift a few likely saw to your enjoyment Pop Mobbs, who was on the job throughout the whole week, including Christmas and New Years. I don't know how he did it, as I would last about an hour on that job. In charge of the “Wet” was our friend Cpl. Ralph, truly a man of virtues—well, at least he must be temperate.

Sgt. Art Croasdell of the Sgt.'s Bar and LAC Shields of the Officer's Bar did a service to many over this troublesome (?) period. Incidentally, the Press Shop, ably

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"F" Flight



Left to right—F/O Dickson, J. D. S.; F/L Winter, J. L.; F/L Leith, G.; F/O Anderson, C. W. A.

F/L Winter—Saint Johns, Nfld.—The boss man in the flight. J. E. D. hails from Newfoundland where we understand he is a wholesale grocer tycoon. A five-year man in the service who came up through the ranks and who is now enjoying a well-earned retirement in his beloved "Newfie."

F/L Leith—Victoria, B.C.—The "gen man George" he was known as. George is second in command. He has a super way of drawing up a night flying program with no mistakes, but the only trouble is, it takes him about ten hours plus the help of two small boys to complete it.

F/L Manson—Russ is our ex-ops type who has done a tour on Wellingtons. Sorry girls—he's married and boy has his wife got a will! With time as a bomber pilot, instructing at an O.T.U. and also in Canada, Russ says "Ops" is a cinch compared to this instructing racket.

F/O Stupich—South Wellington, Vancouver Island, B.C.—Dave is our studious type. He can't decide whether to raise chickens or a new political party after the war. Dave's by-line is "Action Now" and we predict big things for him in post-war life.

F/O McLaughlin — Winnipeg.

Man.—Mr. Carter from the control tower tagged him as Luke McGlook, the travelling salesman. A poor type whose special mission at Pearce is to wake F/O Audrey Paul up with a cold axe.

F/O Dickson—England—A recent addition to our "F" flight family. Doug hails from England and longs to return there although he seems to be enjoying himself over here. Actually, old boy, he thinks it's "wizard."

F/O Anderson —England—Andy is the quiet type who arrived recently from Penhold. He loves two things—lots of work and puffing his old black pipe.

FIRE HALL

(Continued from page 12)

had to be made and placed throughout the camp. This equipment, over a thousand pieces in all, had to be checked regularly each month. Inspection of buildings, hydrants and fire alarm system had to be carried out day and night. Fire personnel had to be extensively trained in the use of their equipment. Fire picquets had to be trained and lectured each night. Lectures and demonstrations had to be given to all station personnel from time to time. In this regard it was considered by A. F. H.Q. that "Fire Prevention Week" lectures and demonstrations held at this unit in October, 1943, were the best held in Canada and requested hundreds of photographs of these displays in order that they might be sent to every Air Force unit in Canada.

N.C.O.'s and airmen of the section wish to take this opportunity of expressing their sincere thanks to all officers, N.C.O.'s, Airmen and Airwomen for the co-operation in general fire prevention throughout the station. This care, shown by

all, is proven by our records. That whilst we have turned in some 25 reports of actual fires on this unit, these were mostly for nil damages, and the most extensive damage amounted to only \$15.

With F/L Gemmil as president of the fire committee, much of our work was made easier with his 100 percent backing. In spite of the short time we have known his successor, F/L Burgess, he has proved to be of equal ability in his handling of Fire Section problems.

We do hope that when we do get our postings we will again meet the type of personnel we have met at No. 2 F.I.S.

So Au Revoir; we'll be seeing you—in Labrador.

F/S Southern, S. D., Calgary Alta., 24 months with No. 2 F.I.S. Ambition, to be a travelling salesman. Interests, to use his 48's hunting for oily rags. On return to civil life take a good long holiday in place of the hard work of service life. Type, energetic organizer.

F/S Thompson, J. C., Belleville, Ont., 3 months with No. 2 F.I.S. (temporary duty). Ambition to get

posted back to Canada? Interests, to see some trees grow in Pearce; also worrying over the welfare of his fellow men. Type, quiet, understanding.

Sgt. Wilson, F. H., Calgary, Alberta, 11 months No. 2 F.I.S. Ambition, to own his own trucking business. Interests, getting rid of Hitler and all these rationing problems, also making 72's into 96's with travelling time. Type, understanding and dependable.

Cpl. Weins, W., Tompkins, Saskatchewan; 17 months with No. 2 F.I.S. Ambition, to get ahead in the world. Interests, to own the biggest gas tanker on the road. Type, aggressive and conscientious.

Cpl. Siegner, J., Stratford, Ont. 18 months No. 2 F.I.S. Ambition, to get back home with his wife family and the C.N.R. Interests browsing round the library on his 48's and being the clown of the section. Type, good leader and dependable.

LAC Bryant, J., Winnipeg, Man. 23 months No. 2 F.I.S. Ambition, convert his grocery store into chain stores. Interests, good hot crap or poker player. Type, slow but finished worker.

Canteen

(Continued from page 13)

manned by LAC Polley and LAC Levy, comes under the Canteen Section. Many a story has been flying about as to how Levy got cut under the eye, which required three stitches to close. In all fairness to those concerned the story which goes like this should be printed:

It seems Levy was leaning over the back of the pressing machine when Polley suddenly (and for no reason other than to press a pair of pants) pulled the top down—the handle striking Levy under the eye. (I know it sounds fantastic, but that's the way the boys tell it.) I don't know what George Polley expects to find, but every time someone kicks the wall of Central Warehouse, George comes running over—to unload the truck.

Well, you've met them' all, a pretty swell bunch, if I must say so myself. They have enjoyed knowing you and wish you the best in your new postings—and a speedy discharge.

LAC McDowall, J., Almonte, Ontario, 18 months No. 2 F.I.S. Ambition, to be a big butter and egg man and drive a model "A" Ford car. Interests, having a good sleep after each meal and keep out of trouble.

LAC Barton, R. A., Prescott Ont., 16 months No. 2 F.I.S. Ambition, to settle down in Lethbridge, Alta., in preference to (Canada.) Interests, working a straight day shift in order to be home each night. Type, willing and reliable.

LAC Welsh, Winnipeg, Man., 12 months No. 2 F.I.S. Ambitions, to own his own machine shop and get a fat government contract. Interests, refereeing sports, and keeping clear of foul balls. Type, a quick thinker.

LAC Wallace, B. H., Milestone, Sask., 14 months with No. 2 F.I.S. Ambition, to look after and run his mother's farm. Interests, to be able to bring a grizzly bear out of them thar hills; also spending his 48's hiking and camping in the wilds. Type, conscientious and keen.

LAC Elder, J., West Vancouver, B. C. 15 months No. 2 F.I.S. Ambition, to own his own machine shop. Interests, helping the boys to make their gadgets and having more money to spend on his 48's. Type, mechanically minded.

LAC Denzin, S. V., Craven, Saskatchewan, 12 months No. 2 F.I.S. Ambition, to own his own business after the war. Interests, to find someone to swap and trade with and also a transfer into the Merchant Marine. Type, quick to learn.

LAC Zerr, R., Mankota, Sask., 6 months No. 2 F.I.S. Ambition, to marry and own his own farm. Interests, getting into Calgary to visit with Betty. Type, good natured and carefree.

The Control Tower



F/L Dodd, W., F/L Godfrey, A., S/L Knowles, P., S/L McPherson, W. G., F/L Morton, R.

This little write-up which is to follow will be nothing new perhaps to those of our School, but as we hope this paper will be read by friends and relatives, and many others who have never been in the Service, we will try and give you some idea of what our job has been.

The Control Tower is made up of various departments, but our intention here is to deal with the Examining or Testing Officers department. It is composed of four officers who are chosen for the job because of long experience in the flights, ability as pilots and instructors, and lastly, but very important, men who it is thought have a good understanding of the psychology behind instructing. They are generally men who have worked their way through the flights and have proven their ability along the above mentioned lines, and hold high flying categories.

The personnel of this section at No. 2 F.I.S. has seen quite a few changes in the last year, and has even changed since the accompanying picture was taken. S/L Knowles, much to our regret, was posted to Uplands; S/L McPherson has taken over the duties of Chief Flying Instructor, and the Examining Staff now consists of F/L Godfrey, F/L Morton, F/L Matthews, who also acts in the capacity of Squadron Commander, and F/L Dempster, A.F.C., recently returned from the Senior Instructors Course at Trenton.

The duties of this small body of officers are varied and fairly numerous. They are responsible to the C. I. for all flying and progress tests on students, and re-categorization of Staff Instructors. They are also responsible to see that proper standardized instruction is handed out by all Staff Instructors. In order to do this they must attempt to keep themselves conversant with new ideas and methods; try to give advice when asked for, and find time to keep their own ability as Pilots and Instructors up to date.

It is not the intention, as perhaps it may sound, to portray, the Examining Flight as a body of "gen" men, but just to give some idea of what is expected of them.

Now, perhaps a word or two about the above mentioned officers, in case they still have a friend who is interested. F/L Art Godfrey has been instructing for approximately 35 months, of which two years and four months have been spent with No. 2 F.I.S. He recently completed the Senior Instructors Course at Trenton and is the holder of an A-1 category, and perhaps is best known for his ability as a knock-rummy player in the Officers Mess.

F/L Ronnie Morton, the R.A.F. member of

the group, is an ex-Elementary Instructor, both in England and Canada. He has been instructing nearly four years, 32 months of which has been with No. 2 F.I.S., and before coming to this unit flew nothing but Elementary aircraft. It is all to his credit therefore that he now holds a clear A-2 category on all types and is most competent at his present duties. Socially, he is well known for his ability to entertain on practically any instrument that a tune can be obtained from.

F/L Matthews has been instructing over three years, two and a half years of which has been with No. 2 F.I.S. He is probably the most experienced Instructor on the station as he has had long experience on all training types and holds a clear A-2 category. He has just recently returned from successfully ferrying a bomber overseas. Best known for promoting "political gatherings," which often prove disastrous to wandering husbands.

F/L Jack Dempster has been instructing for just short of three years, of which two and a half years have been with No. 2 F.I.S., and he is the holder of an A-1 category. He, together with S/L McPherson made the original overseas ferry trips from our unit, via the southern route, and shortly after was granted the A.F.C. Probably the best known and one of the most popular staff members ever to grace this unit.

In general, they are not a bad bunch, and like all Instructors these days, are hopeful of an Operational posting.

Those who may be curious as to how a category test is conducted may be interested in the following outline. Here briefly is how a standard category test on a Service School graduate, who has completed his course at No. 2 F.I.S. is carried out prior to his departure for instructional duties. The student, generally a young pilot officer, is allotted to a testing officer. They may not have seen each other before, but the testing officer will have spoken to his instructor, and also have had access to his papers, and will therefore have some idea of his previous flying marks, ground school ability, and general air force character. Nine times out of ten the student is nervous, suffering from what is commonly called "testitis," and is naturally tuned up and not at all happy, so the job of the testing officer is to put him at ease. This is not always easy, but generally a few leading questions or the odd laugh can do the trick, and things get on a better basis.

Next it must be found out what the student knows about the theory, or principles behind fly-

Flight-Lieut. R. M. Angus-Smith

Everyone calls him the "Adj," but it really doesn't paint a true picture of peacetime oilman. With the Imperial Oil Company in Texas before the war, F/L Angus-Smith joined up in Calgary in August, 1941. His age was against anything but a straight airgunner, and his first medical found him in A1 shape. He has been dodging doctors ever since. Overseas in March, 1943, where he saw plenty of action and bags of flak, as mid-upper gunner on a Stirling, Angus returned to Canada in February, 1944. He was posted to No. 3 S.F.T.S. as Maintenance Adjutant and finally he wound up at Pearce, although his wife and two daughters, Jo and Sally, still reside in Calgary. He will probably be best remembered for his renditions of St. Louis Blues whenever the party reached the proper pitch, and headquarters will remember him for his generosity, grand farewell party, and downright hard work as their "favorite Adj"!

Squadron Leader K. J. Dadson

Our Senior Accounts Officer joined the Air Force in July, 1940—coming from a firm of chartered accountants in Montreal. His home is in Ottawa, but he's seen enough of Canada in the Air Force to appreciate the old home town. S/L Dadson graduated from McGill University with the Bachelor of Commerce degree and the recruiting officer undoubtedly recognized his worth to the Air Force. His first posting was St. Thomas, as a P-O, then to No. 3 Training Command at Montreal. He has subsequently been at Summerside, Pennfield Ridge, Halifax Gander, No. 44 Training Command Swift Current and good old Pearce. Just as so many administration types have tried to muster to aircrew, so did S/L Dadson. He was, as they say, washed out on medical reasons, although he did get as far as ITS at Toronto. Best of luck, sir, wherever you go.



F/L Carter, S.
and
F/L Aldn, "Barney"

Equipment Section



Back Row, left to right—Cpl. G. Woods, LAC B. Church, LAC S. Stefura, LAC G. Morrison, LAC B. Keenan, LAC H. Richey, LAC C. Crouch.
 Middle Row, left to right—LAW G. Tough, LAW M. Shand, LAW M. Lloyd, LAW D. Lewis, LAW P. Munro, LAW M. Tweedie, LAW D. Rule, LAW J. Wood, Cpl. K. Sexton.
 Front Row, left to right—Mr. C. Halliday, Sgt. J. Audette, S/L O. Noonan, Major G. Anderson, Sgt. R. Betts, Sgt. A. Caldwell.

The name of this Section implies its purpose to a Station. It must provide a station with all the equipment necessary to maintain that station. And equipment includes everything that is bought from public funds, with the exception of food, from a pair of shoe laces for issue boots to the main-plane on an aircraft.

"To keep 'em flying" it requires a considerable amount of equipment and hence a considerable amount of work. For all equipment must be demanded, received, issued and if not consumed in use either exchanged or repaired. Thus this section is broken down into smaller sections which are: Orderly Room, Barrack Stores, Technical Stores, Clothing Stores, Aircraft Spares, Gasoline Compound, and the Issue and Receipt Section (I. & R.)

The Orderly Room is the centre of the whole section. S/L O. J. Noonan of 80 Flora St., Ottawa, Ont., has been the officer carrying the full responsibility since February, 1944. Until about three weeks ago Major G. W. Anderson of 1715 28th Ave., Southwest Calgary, was the senior N.C.O. in charge; he was posted to Vancouver. LAW June Wood of 50 Cherry St., Kitchener, Ont.; LAW Dot Rule of 81 Yorkville Ave., Toronto, and LAW Marg Lloyd, 5825 Main St., Vancouver, post vouchers to tally cards to maintain a record of receipts and issues. This record also provides a basis for provisioning.

LAW Dot Lewis of Osyooss, B. C., recently discharged, worked on the main file desk. LAW Gladys Tough of 6521 Yew St., Vancouver,

is the stenographer for the section. Sgt. Ruth Betts of Rocky Point, P.E.I., accounts for the major equipment. LAW Peggy Tweedie of Olds, Alta., looks after all the publications and stationery.

Clothing Stores provides the necessary issue clothing for personnel. LAC Steve Stefura of Round Hill, Alta., now that LAW Pat Munro of 331 Alberta Street, New Westminster, has her discharge, and LAC Burr Keenan has been posted to No. 7 E.D., Winnipeg, carries all the worries of this section.

Barrack Stores, which includes laundry services, soap, dishes, and even furniture, is carried on Mr. Halliday of Gundy, B.C.

Tech Stores is run by Sgt. Pop Caldwell of Newcastle, Alta., and LAW Margaret Shand of Provost, Alta. Paint, aircraft fabrics, nuts, bolts, instruments, and even tractor tires are kept in this section.

Aircraft Spares implies the type of equipment maintained in this section. Sgt. Joe Audette of 2320 14th Ave., Regina, and Cecil Crouch of 56 Geoffrey St., Toronto, take the most immediate part in the motto "Keep 'em flying."

Gasoline Compound contains the gasoline and oil necessary for the aircraft and M. T. vehicles. LAC Herb Richey of 7000 Durocher St., Montreal, looks after it.

I. & R. includes receipt of all equipment on to the station and issue of all equipment off the station. LAC Geo. Morrison of 91 King St., Sioux Lookout, Ont., Cpl. G. D. Woods of St. Stephen,

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Dental Clinic



Left to right—Capt. Smyth, B. R.; Sgt. Zaseybida, A.; LAW Low, I.; Pts. Hymers, N. Not in, Capt. Miller, G.

The Dental Clinic, situated across the road from the Hospital, has been the scene of many a dental operation. Many a potential tooth ache has been nipped in the bud.

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"C" and "D" Flights



Back Row, left to right—LAC Adler, LAC Unilowski, LAC George, LAC Mitchell, LAC Taylor, LAC McMurdo, LAC Chartier, LAC Strandlund.
Front Row—LAC Dearle, LAC Higgins, LAC McCauley, Cpl. Romney, LAC Gourque, LAC Leganiero, LAC McKinnon.

No. 3 Servicing Party, No. 2 Shift (Backbone of Servicing)

Sgt. Cartwright, E., London, Ontario.—"I wonder who wears the pants in this family?"

Cpl. McAndrew, L., Wheatland, Manitoba.—"No drinks, no smokes but, oh boy!"

Cpl. Romney, R., Calgary, Alta.—A natural born leader of men.

LAC Unilowski, N., Coleman, Alberta.—Going to the mountains, camera and all.

LAC McPherson, K., Saskatoon,

Sask.—A mountain of a man with a molehill of a brain.

LAC Dodds, K., Victoria, B.C.—Must deal from the bottom of the deck.

LAC Chartier, A., Montreal, Quebec—Can be found on his — sack any time of the day.

LAC Hyde, T., New Westminster, B.C.—Home town's hope for its third V.C.

LAC McCauley, H., Ottawa, Ontario.—Deserves recognition for remaining single all these years.

LAC George, D., Delisle, Sask.—The Saturday night kid of Macleod.

LAC Mitchell, W., Winnipeg.—Still has hope for promotion.

LAC Gourque, G., Hull, Quebec—Would go to hell and back on roller skates.

LAC Dearle, J., Toronto, Ont.—"When are we going home?"

LAC McKinnon, J., Vancouver, B.C.—Our four star comedian.

LAC Adler, I., Montreal, Quebec—A self-made man.

LAC Audia, J., Fernie, B.C.—Looking for a posting so he can put on weight.

LAC Pfeifer, G., Saskatoon, Saskatchewan—His one and only love—beer!

AC Higgins, D., Expanse, Sask.—Given up for lost.

AC Strandlund, L., Broadview, Sask.—What attraction has Vancouver besides fog?

AC Laganiero, R., Shawinigan Falls, Quebec.—A one man servicing party when available.

DENTAL CLINIC

(Continued from page 16)

by occasional visits to the clinic by station personnel.

It is the purpose of the C. D. C. to maintain dental health at a high level in all of the Armed Services, and to promote appreciation of dental services rendered.

Appointments which are usually made by telephone or personal interview have in the past been promulgated in D.R.O.'s more or less to serve as a reminder that an appointment has been arranged.

Perhaps it has been noticed by a number of station personnel that gold restorations are more or less a thing of the past, at least for the time being. Those requiring gold inlays and bridges have been most patient in bearing with us until our H. Q.'s has ironed out all differences involved during the amalgamation of No. 2 and 4 Commands.

As for personalities composing

our staff we have in charge Capt. B. R. Smyth, a Toronto boy, who graduated from the University of Toronto early in 1943. He came to this unit in October, 1944, after serving on R.A.F. stations for a year and a half, replacing Capt. G. C. Walkey, who was posted overseas.

Capt. J. G. Millar, another Toronto University graduate, is the other operator, coming to this clinic Dec. 16, 1944, from No. 8 B. and G., and was certainly a welcome addition to our staff. He and his family reside in Lethbridge, where he practised for several years previous to his enlisting in the Service.

Sgt. Zaseybida arrived here Nov. 18, 1944, when No. 7 S.F.T.S. folded up and is Capt. Millar's able assistant. A Northern Alberta girl, Serg. still gets a kick out of the wide open spaces around Pearce.

LAW Low, the live wire with a

cheerful smile at all times, and Pte. Hymers compose the remainder of the staff. Incidentally, they might be classed as the veterans of the clinic personnel since both were posted to No. 2 F.I.S. in June 1944, LAW Low from Vulcan and Pte. Hymers from Penhold, Alta. LAW Low hails from Olds, Alta., and assists Capt. Smyth in his daily toils, while Pte. Hymers, an ex-Saskatchewan school teacher, takes care of the Orderly Room.

With the closing of this unit it is with deep regret that the staff of this clinic must leave. Many a pleasant acquaintance has been made during our stay at Pearce, and perhaps we'll be seeing some of you at our new units wherever that may be.

The staff of this department want to take this opportunity of wishing all personnel the very best in whatever their future may be.

SPROG PUKKA GENS TO SPY—THAT'S AERO DOUBLE TALK

A sprog climbed out of his boomfoam after a rhubarb, gave the pukka gen to a spy, telling him his kite ran into a little job bandit, had a shambles but got away a good squirt before joining a gaggle and stooging home.

It's airforcese like this that newsmen, covering the arrival of RCAF repatriates, are forced to translate so the public will know what their aces overseas are doing.

A free translation of the first paragraph would read something like this: "A novice flyer climbed out of his Typhoon bomber and gave accurate information to an intelligence officer, telling him his plane ran into an enemy fighter, had a brief battle in which the

(Continued on page 18)

Motor Transport



Left to right—LAC Jackshaw, W. J.; LAC Root, G. E.; Cpl. Gaggaley, T.; LAC Anderson, C. G.; LAC Denton, F. H.; LAC McKay, A.; Cpl. Kurp, J. E.; Cpl. Ch'ng, E. H.; LAC Faulkner, R. L.; LAW Watkinson, L.; LAW Manson, E. M.; LAC Scott, L. K.; LAC Sullivan, A. J.; LAC Lundeen, G. Not shown—Cpl. Eamor, M. J.; LAC Doran, C. P.; LAC Loumala, J.; LAC Ogilvie, A.; LAC Cummings, W. J.

Now that the New Year's celebrating has finally ceased we have time to send a little news from our section. We had a hectic time with plenty of that morale builder, cost us all plenty and nearly cost some of the boys their reputation, guess who? Anyway, we have reconnected the phone, hauled away the empty bottles, even a keg (empty) found its way over. Why everyone threw empties around our section we cannot figure out.

Some of our boys recently, found their way to the altar, Anderson, Eamor and Faulkner have all taken the responsibilities of married men. We again wish them all lots of luck and happiness.

We were all sorry to see our Flight leave, our loss is Calgary's gain—good luck J.K. The only posting incoming is LAC Gordie Root, now well known for his genial smile and musical accomplishments.

Cpl's. Kurp and Baggaley have been doing a nice job of managing the section and that married look about Cpl Eamor is caused strictly through balancing the M.T. log books, his wife being in Calgary awaiting her discharge.

We think it would be appropriate to mention a little about each member of our section at this time as this may be our last contribution to Pearce Patter.

Cpl. Ching, Lil Watkinson and Jerry Manson are old timers on this station and can handle a truck along with the rest of us. Ev. Ching talks of a little town in Manitoba; Lil constantly writes to the east coast but hails from the hills of B.C. Jerry stars at basketball, talks of the Pacific and a place called Nanaimo.

Then we have Wally Jackshaw, the boy with the sax who did such a swell job, along with Gordie Root in supplying the music over the holidays. Wally is an Alberta boy and while playing noticeably develops a thirst.

Buck Scott of Rocky Mountain House, near Bull Creek, says moose hunting is great sport. Ever try dear hunting, Buck?

Carl Anderson, an old timer who has a quiet way which has brought him a host of friends, hails from Estevan, Sask. He recently married a Winnipeg girl. Good luck, Andy.

Frank Denton, one of our mechanics, hails from Biggar, Sask.; (likes the Air Force). Favorite expression, "Where is that ~~th&X~~ hammer?"

Art Sullivan, a Toronto boy, who never has a worry, does very well with those ivory cubes and is always good for a loan—thanks Sully.

Lyle Faulkner recently married the local projectionist. A Vancouver boy formerly occupied managing Sullivan. Weakness: sport clothes.

Next we have somewhat of a trio—Curly Kurp, Tom Baggaley and Art McKay, three Westerners, who seem to like Lethbridge a lot. What is it fellows, find some nice girl with a good permit or perhaps a car. Three nice boys who have plans for running some local tavern.

Jack Loumala, the oldest member of the station transport section is also an Alberta boy, plays a guitar and sings. Divides his time with Pearce and Picture Butte. Could it be that nice blonde hair?

Stubby Lundeen of Edmonton, always one of the gang, goes home quite a lot. What kind of a girl is she, Stubby?

Pete Doran, another one of those mechanics, in fact a walking tool room, is another Ontario man. Pete finally got a course and is now a Doctor of Motors, at least he keeps ours in the hospital.

Al Ogilvie arrived c/w sound truck just recently and has found a steady job in the M.T. stock room—another Vancouver boy who also likes Lethbridge.

Last, but definitely not least, is our hard working tractor man, Wally Cummings, who sees that the station is kept clean. Wally is a Victoria man, but likes to see lots of country and pays quite a number of visits to the U.S. Isn't beer rationed down there, Wally?

There you have the M.T. personnel of Pearce, and we all feel a certain amount of regret about the closing up of a swell station—let's hope the next spot proves to be as friendly, etc.

SPROG PUKKA GENS TO SPY—THAT'S AERO DOUBLE TALK

(Continued from page 17)

novice got away a long burst of fire before joining a loose formation of returning bombers and escorting them home.

Here is a helpful guide to the air force language:—Duff gen, inaccurate information; big job, bomber; boogie, unidentified plane; a good do, lots of action; going, a decoration; along for the ride, no action; brown job or pongo, army; shark bait, navy; erk, ground crew; the boss, the

Photographic Section

"Could we have something from your section for the 'Patter'?" said one of the more enthusiastic types. "Could be" said I, "time and inspiration permitting." Now I find the time is short—so likewise the article:

March, 1944, No. 2 F.I.S., welcomed (?) two W.D. photographers, LAW Nan ("Blitz") Woodworth and LAW Joyce Cormack. In June, 1944, photographers LAW Melba Mason and June Davidson were pushed off the train, beheld two elevators and said, "So this is Pearce". All went well in our all girl section and then Joyce's fondest wish came true and she bade us farewell and sailed off to join her husband in Australia.

It is fairly safe to state that our Photo Officer was pleased with his female "Shutterbugs", Command must have thought us too happy with no men in the Section, so they sent us a blond bomber, AC1 Wilson by name. Maybe they thought "Willie" would be lonesome or frightened alone with three girls, so in came another AC1—Bill Malyneux. Not satisfied with even that, we found ourselves falling over still another man—this time with two stripes—Cpl. Bill Thickens. Then to top everything, they discharged "our Blitz". So of the original four girls only "Arsenic" and "Formaldehyde" still hold forth—and to those who have left us we say "good luck" and to our newcomers a hearty "welcome".

We were all quite surprised when "Willie" turned out to be a boxer!! And why does our little Bill dash off to Calgary at every opportunity?

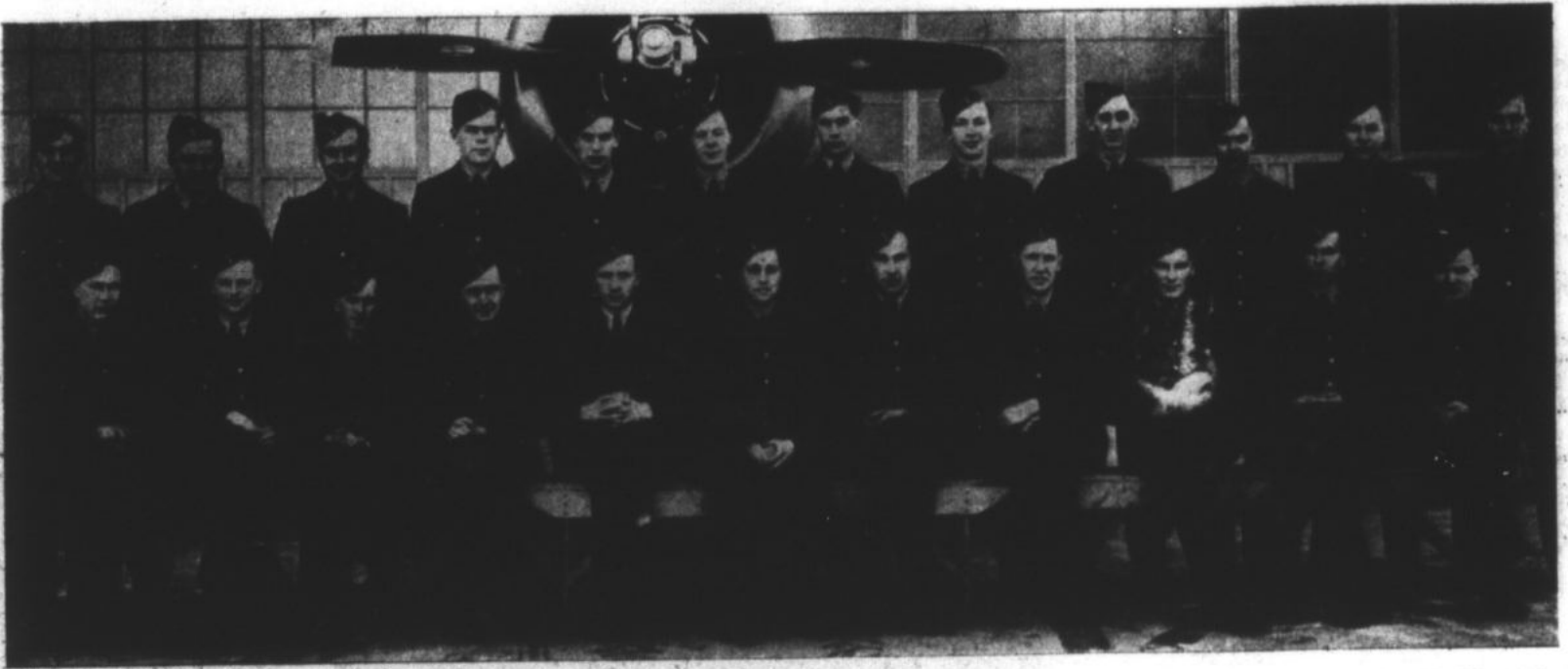
After a two year battle Cpl. Bill was finally posted to Pearce, only to find it on the verge of being closed. Tough luck Bill. Has anyone seen Melba without June—or vice versa?

PADRE'S CORNER

The happiest moments of life in the Service were undoubtedly spent on the barren fields of this good old southern country. Pearce during Peace will never be what it was—nor is it expected. Often in the quietness of the nights to come, the yearning of the hound and mongrel will replace the old familiar groan of the aircraft that once roamed these spacious skies. But then, too, among other mortals unconsciously my heart will beat with the beasts of the fields for that which was and is no more.

commanding officer; plumber, flight engineer; screened, taken off operational duties; clot, a pilot who plays the fool, like dive-bombing his girl's house; shaky do, a tough fight; packed up, engine failure.

Propellor Shop



Seated, left to right—Cpl. Smith, S. J., Cpl. Rohrich, J., Cpl. Proctor, J., Cpl. Cooke, J. A., Sgt. Bates, E. D., F/S Jonah, V. W., Cpl. Stromme, W., LAC Wakelin, E., LAC Wiberg, M., ACI Docherty, J., LAC Gillespie, C.
Back, left to right—ACI Vincent, D. C., LAC Gaetz, J., LAC Alexander, E., LAC Christensen, H., ACI Finley, T., LAC Price, I. F., LAC Range, C. R., ACI Solaway, M., LAC Boag, J., LAC Smith, R. T., ACI Blatchford, B., LAC McCreary, A.

This most illustrious section of No. 2 F.I.S. was started in Vulcan under Cpl. Bonnell, then the one and only "fan doctor" of this unit. A couple of years ago Pearce was picked as the new site of No. 2 F.I.S. and the shop was run by Cpl. Fox and LAC Barber. Since then it has grown somewhat with the station and several lazier executives have been admitted. The chief now is Hon. Cpl. Proctor, who rules over LAC Price (dark eyes), LAC Christensen, and LAC Range. These men are from Fairview, Alta., Vancouver,

B.C., Edmonton, Alta. and Turtleford, Sask., respectively. LAC Elstrom was in for some time, but having received his discharge is now out of our class. The work done is that of keeping the various props (frequent sources of headaches) in a revolving mood. All went fine until Ansons came, but we feel we must say that Hoover props are a slap in the face to this elite shop. As things are now, some fellows on the outside are wondering which has the highest priority in this room—props or buckshee.

AIR FRAME MECHANICS (RIGGERS)

(Continued from page 8)

college to further his studies along these lines.

ACI PERI. (Vancouver, B.C.)—"Fred" is a former air cadet, who came to Pearce from St. Thomas. He is the tall, dark and handsome type, girls. We believe his pet hobbies are going to Lethbridge, and driving a camouflaged model "T".

ACI CLARK. (Vancouver, B.C.)—"Dave" came to us from No. 7 S.F.T.S. a short while ago. He had a bad scare just after arriving, and considers himself a lucky fellow now.

CREW 4B

CPL. LAROCQUE. (Williamstown, Ont.)—"Rocky" was posted to Vulcan from Trenton, Ont. He played the position of forward on the Station lacrosse team this past season. "Rocky" is an enthusiastic roller skater and is said to be pretty fast on them. All of which goes to prove that good things come in small parcels.

LAC KRAFT. (Ponoka, Alta.)—Came to Pearce from St. Thomas. We used to think "George" worked in the parachute section, but have since learned he is a rigger. He is now a resident of Boom Town, and lives on the main drag. Ambition—electrical work.

LAC TREMBLAY. (Drummondville, P.Q.)—Came to Pearce from the English speaking school at Toronto just over one year ago. He plays practically any sport you care to name, and says he likes the West—we wonder???

LAC PETERSON. (Prince Albert, Sask.)—"Pete", as he is known around the hangar, comes originally from Minneapolis, Minn., the great Scandinavian city. He plays the position of forward on the Station basketball team. Ambition—college.

CPL. COOKE. (Vanscoy, Sask.)—"Cookie" to us, whose sphere of influence is the log room. He is interested in chickens and bees . . . ask to see his hen-house plans. We think he intends to use our barracks for his chickens—what do you figure, Cookie?

LAC WARREN. (Stoon, Sask.)—"Mansel" came to us from St. Thomas. "Blondie" still thinks he is working on a motorcycle—we think so too, sometimes.

ACI WICKENHEISER. (Masefield, Sask.)—"George" never says a thing, which is playing it safe when Pearce Patter is prattling.

LAC MEAGHER. (Canso, N.S.)—"Bob" is one of the boys who tried ajrew, only to land here as his reward. He has the distinction of hailing from the farthest east point of Canada.

Tries so-o-o hard to sing!

LAC McCARTER. (Woodrow, Sask.)—"Walter" came to Pearce from Mossbank and can tell you how they used to do it there. He is almost never in a hurry.

LAC PERCIVAL. (Montmartre, Sask.)—"Tom" is the great clock raffer, one of our newer men, coming here from No. 7 S.F.T.S. His clock was as fine a piece of work as we've seen in some time.

ACI McKEOWN. (Winnipeg, Man.)—"Gordon" is the lad who dispenses the soft drinks and eats in our Maintenance canteen. We've been told his hobby is rigging—he also takes a great interest in photography.

CPL. BATHGATE. (Bridgeford, Sask.)—"Bill" has been with the staff since the beginning at Vulcan. He is the chap who does much of our woodwork and makes a swell job of it; is thinking of getting back to his farm.

LAC ESCHAK. (Mannville, Alta.)—"Bill" is studying radio for post-war employment. He was with us at Vulcan, coming there from T.T.S.

LAC PALMASON. (Invermere, B.C.)—"Gus" is deeply interested in the Army, but denies he is seeking a transfer. His ambition seems to be getting to Calgary.

LAC BAUMAN. (Innisfail, Alta.)—"Norm" is an ambitious chap who should make good. Says you haven't seen Alberta till you've seen Innisfail.

ACI HENDERSON. (Transcona, Man.)—"Jack" came to us from No. 7 recently. His hobby is sports; look him up, girls!

CPL. CARON. (Quebec, P.Q.)—"Paul" is another member of the old 133rd Fighter Squadron. He believes in going on parties with all Sections and has quite a bit of fun in a certain Ford car—or IS is a Car???

AWI WARNER. (Lulu Island, B.C.)—"Dot" is our only rigger of the fair sex. She plays in the Station bugle band, and swings a smart leg in the "Pearce Revue." Heard humming, "She got mah man."

LAC RIGGAN. (Britton, Alta.)—"Robert" is a stalwart gent; is studying drafting at present . . . well, Pearce is a drafty place, we must admit.

LAC O'HAGAN. (Vancouver, B.C.)—"Tom" hasn't the accent his name would lead you to believe, but he IS an Irishman, for all that.

LAC ERDMAN. (Etzikom, Alta.)—"Milton" is deeply interested in a certain nurse in Calgary, so we've been told. We believe 14 successive trips to Calgary give the rumor a certain foundation.

The Mess Staff

Building No. 37, you know the place, the Airmen's Mess. Probably the most beefed about place on the camp. Attendance is fairly regular, except perhaps Sunday mornings after a big party. Perhaps you would like to meet some of the people who try to make your few hours a day here pleasant ones.

A/S/O Walsh is very nice and liked by all.

F/S Oliver, been bragging for weeks as to the long leave he was getting (Christmas, Annual, Travelling time, etc.), called back after 11 days.

Cpl. Swanson has a charming wife and son Kenny.

Cpl. Friesen, one of our more recent bridegrooms. He certainly watches the mail closely, don't you Pete?

Cpl. Gibson whose home is in Ottawa but spends all week-ends in Calgary.

Cpl. Grinham: "Butch" hails from Ontario and is very proud of the fact.

Cpl. Gotreau, a tall, attractive W.D. who hails from New Brunswick.

LAW Murphy, R., LAW Murphy, P., two of the three Murphy sisters.

AW Temple, just came to us from Macleod; makes quite an impression on the line-up—especially one young man from Maintenance.

AW Ward, our little songbird—recently a member of the Concert Party.

LAW Waldren, hard working and pleasant.

LAW Dickson, our night cook, commonly known as Andy.

LAW MacKenzie, a night cook as Maintenance well knows.

LAW Dagggett recently came to us from the Hospital and is doing a fine job too.

LAW Maier, small but mighty, one of our very quiet little cooks. In charge of the Officer's Mess.

LAW Cameron; Jeanie is very undecided as to married life. She is very bashful and cute.

LAW Hold, dynamic personality.

LAW Bennett, very quiet and hard working.

LAW Lawrie, commonly known as "Annie."

LAW Morrow, hails from Great Britain and hopes to get back there soon.

Mr. Frank Mott, well known to all the officers who want a late evening snack. His "Denvers" are really something.

Cpl. Doucette, who has eyes for only Joe. (Lucky Joe.)

LAW Faulkner, a recent bride. Pleasant and very good natured.

LAW Greenfield, very hard-working and liked by all.

LAW Moros, watch out for those bad moods.

LAW Doiron, very quiet and a good cook, boys.

LAW Boyd, recently from Macleod, is waiting for discharge.

LAW Wood, H., tries to keep the W.D.'s happy with a pleasant smile.

LAW Woodroffe; always too much work for Woodie; got shot at pool though.

LAW Snelgrove plays the bugle in the band. Has a wife even smaller than he.

LAC Belanger, F., our jitterbug king. He's really hep. Also beats a drum in the band.

LAC Laister, never has to work as long as he has an excuse, and he always has one.

LAC Wick, recently returned from harvest leave (probably, harvesting Christmas trees.)

LAC Padlecki, tall blonde, and swears he's 21.

LAC Prier, really a lady killer. (With those looks no wonder.)

LAC MacLean; where does he get those broad shoulders?

LAC Sidorchuk, one of those Ontario Romeos.

LAC Slatter, pinch hitting in the butcher shop.

LAC Cordeau, beats a bass drum in the band.

LAC Fenn, one of the nicer types; married at Christmas time.

LAC Coghlan, quite a lady killer (with a gal in Lethbridge.)

LAC Robson, commonly known as the "Colonel."

LAC Schumacher, visits Lethbridge quite often. Who is she Shoe?

LAC Gelenger, J., is away down in Montreal getting married.

LAC Lanthier, who wants to get in the Army, where men are men.

Sgt. Cuthill, dignified, quiet, efficient. Also has red hair.

Cpl. McMillan, easily recognized by her beautiful red hair.

LAC Woods, W. D.; he's handsome and we're teaching him to cook. What a scoop.

LAC MacKenzie, R. B., quite a family man—eh grandpa.

LAW Morrison, quiet, demure.

LAW Laister, M. D., did alright in Leap Year.

LAC Kuss, in name only.

LAC Cruse, another Christmas bridegroom.

LAW Beaulieu, who's the latest from Maintenance?

LAW Hall; she felt bad when the orchestra stopped coming from Lethbridge.

LAW Burroughs; what kind of tobacco are you using in your pipe now, Buddy?

LAW Thurston, as cute as a button.

LAW Johns; nothing bothers Johnny.

LAC Ranta, really goes for the Yankee girls.

LAW Bandura; how's Nickie these days?

LAW Hotson; what's this I hear about you and Andy; is it true?

LAW MacDonald, S., a redhead and what a temper!

LAC Ryley says he's going to buy a guitar.

LAC MacCreedy plays a good game of snooker.

LAC Browne really goes for the girls.

Well, that gives you an idea of a few of our kids; really they are a grand lot.

The Murphy Sisters

This is probably the only station where there are three sisters together. Yes, the Murphy sisters—and very comely maidens they are too, lads, and can they cook—hm! At least two of them; we can be sure of that.

LAW Murphy, R., is in the Officers' Mess as the pastry chef and her pies are quite terrific. She has a boy friend though—very attractive we might say, too.

LAW Murphy, P., is the baker in the Airmen's Mess and her chief worry is whether there is going to be enough shortening with which to make dessert.

LAW Murphy, L., was originally a chef too but due to severe illness was forced to remuster to Postal Clerk. At the present time she is brightening up Headquarters Central Registry.

The three sisters are enthusiastic sports fans. Enjoy skating and badminton particularly.

Officers' Mess Staff

Most of the staff in the Officers' Mess have been with No. 2 F.I.S. for twenty-seven months. "The Gang" include:

Sgt. Alice Cuthill, Winnipeg. In charge of our dining room and yes, behind it all is a romance.

Cpl. Mickey McMillan, Tisdale Sask. She wouldn't mind a Vulcan or Saskatoon posting — we wonder why?

LAW Buttons Thurston, Hamilton, Ont., better known as "Barney Awkward"—wonder why she comes into the barracks every night with cold feet. It won't last much longer though.

Mary Laister, St. Catharines, Ontario. Yes, she's just married — that explains the far away look in her eyes.

Margaret-Hotson, Ailsa Craig, Ont. Quote: "When this war is

over I'm going to join the sweet and innocent club."

Marjorie Johns, Canora, Sask.—What is the attraction in Driem on all the 48s. She says "It's her Sister."

Doris Anderson, Lorlie, Sask.—Who is the latest heart-throb—could it be that "Blonde" that waits patiently around the Mess?

Pearl Hall, Whitewood, Sask.—We hope you get that Eastern posting—it must be wonderful to be in love, Willow Belinda.

Sally MacDonald, Edmonton Alberta—Is that right, Sally, that New Years was too much for you —we aren't surprised under the circumstances—and we don't mean being under the affluence of in-cocool on New Year's Eve?

Freda Maier, Saskatoon, Sask.—Where is the secret hiding place, Freda—we know it isn't the sarge's room so come on—confess!

Francis Bennett, Taber, Alberta —Hey! Fran, why all the telephone calls—couldn't be a certain F/Sgt could it?

Jeannie Morrow, Belfast, Ireland—The smallest girl in the mess. Where is Johnnie now? That explains the "no curtain" business in the bakeshop.

Annie Lawrie, New Westminster, B. C.—Why the gleam every morning about nine o'clock; could it be "Our man, Friday," making his daily call?

Valletta Hold, Kersley, B. C.—The station "Wolverine"—and the heart throb over the pond.

Buddy Burroughs, Eaglesham

No. 2 F.I.S. Mess Staff



Back Row, left to right—LAC Woodroffe, C. R.; LAC Cruse; LAC Slatter, E. T.; LAC MacLean, R. B.; LAW Murphy, R.; LAW Murphy, P.; LAW Beaulieu, G.; LAW Bandura, C.; LAC Wood, H. E.; AW Howard, W. P.; LAW Hall, P. C.; LAW Burroughs, P. M.; LAW Doiron, D.; LAW Bennett, F. L.; LAW Maier, F.; LAW Morrow, C. E. J.; LAW Thurston, M.; LAW Johns, M.

Centre Row—LAC Ranta, LAC Padlecki, M.; LAC Browne, B. C.; LAC Wick, W. R.; Mr. F. Mott; LAC Sidorchuk, D.; LAC Fenn, F. W.; LAW Moros, M. G.; LAC Miller, E. W.; LAW Greenfield, M. H.; AW Ward, H.; LAW Hotson, M.; LAW MacDonald, S. A.; LAW Ritchings, H. D.; LAW Faulkner, B. S.; LAW Lawrie, A.; LAW Dagggett, M. A.; LAW Hold, V. L.; LAC Schumacher, R. A.; LAC Lanthier, J. H. A.; LAC Ryley, N.; LAC Robson, J. K.; LAC MacCreedy, LAC Laister, D. R.; LAC Belanger, J. A. E. F.

Front Row—LAC Belanger, J. A. L.; LAC Cordeau, J. J.; LAC Woods, W. D.; Cpl. Doucette, F. M.; Cpl. Gibson, G. I.; Cpl. McMillan, E. M.; Cpl. Swanson, D. R.; Sgt. Hook, W. R.; A/S/O Walsh, B. J.; F/S Oliver, R. J.; Sgt. Cuthill, A. M.; Cpl. Gotreau, G. M.; Cpl. Grinham, L. P.; LAW Cameron, J.; LAW MacKenzie, C.; LAW Morrison, L.; LAW Waldren, M.; LAW Laister, M. D.

Of Special Interest

It may interest some of you to know that naval recruiting will be resumed early this year. The Navy plans to recruit male ratings at the rate of 300 per month. It is expected that recruits will be accepted as seamen for general service, and communication training, cooks supply assistants and stewards. Applications for enlisting in the W. R.C.N.S. are still being accepted at the rate of 150 per month, with a reported need for mess women and ward room attendants. Suspension of W.R.C.N.S. recruiting is expected to occur in February, 1945.

Discharged service personnel will be encouraged to keep in good physical trim through a generous offer recently made by the "Y." Free membership in Y.M.C.A. units across Canada is now available to all discharges of the Canadian Forces for six months after date of discharge.

Of special interest to the W.D.'s comes the announcement that, if the demand warrants it, the government will open a training centre where married women, girls who plan to marry, and those who intend to seek household employment, can avail themselves of courses in home-making and home management. This was announced recently by an official of the Department of Labor.

May I take this opportunity to wish you all the best of luck in your postings and suggest that you keep in touch with your Personnel Counsellor for all the latest Gen. on Rehabilitation plans.

The Control Tower

(Continued from page 15)

ing, so a period, generally half an hour to "ground briefing," in which some phase of flying is discussed, using models, blackboards, books and notes, etc., and then they are ready to fly.

In the air, a good hour at least is spent on various flying sequences, in which "patter" is asked for, and this must be synchronized with the flying, which is the hardest thing for an inexperienced instructor to do. In judging his ability in the air it must be kept in mind still that the student is trying very hard, is still nervous, and probably not doing as well as he is capable of. His voice must be judged, his manner, pilot ability, and whether he is capable of imparting knowledge.

On returning to the flight room, the whole test is discussed, mistakes corrected, and the results, both on the ground and in the air, have to be weighed up and judged, and a suitable category given, which is marked in his log book. After this is done there is still a detailed report to be made and signed, and if the examining officer has erred in judgment it will surely bounce back sooner or later. The job is not always pleasant, as many a likeable student has had to have a category refused for various reasons, often not his fault, as he should never have been placed at an Instructors' School.

In closing, we have, for the past few months, been converting elementary instructors to service instructors, and have tested many fine men of long instructional experience who have never had the opportunity of flying other than elementary aircraft. The great majority of these men were excellent pilots who have done a grand job at elementary schools, where every student's flying career commences.—A. T. G.

Alberta—"Shtttt, I'm a gopher"—Goody! we're all going to Calgary."

Lorraine Morrison, Baddeck, N. S.—Why the nick-name, Mrs. Frank—must be a dark past.

Rita Murphy, Rochester, Alta.—Why all the long distance telephone calls; must be serious?

Jack McReedy, Regina, Sask.—Still waters run deep—he made a trip to Saskatoon and look where his home is. Couldn't be, could it?

Terry Ranta, Fort Frances, Ont.—Couldn't be leading a double life could you? Lethbridge on 48s and an airmail letter from U.S.A. every day. Oh! Terry, April isn't far off.

Neil Reilly, Gainsford, Alta.—Better known as "Daddy" and remember — "the best of friends must part."

Frank Mott, Dewarden, Alta.—Our faithful night cook. But he's used to night life.

Donald Woods, Bengough, Sask.—Who said he was a bully?

And if any of you folks should ever pass through these places (and even Ireland) look us up and we'll be ever so glad to see you—we'll be right there to talk over Pearce days with you. It would be sorta wonderful to think of good old Pearce — we ought to know for most of us this has been our one and only Station, and the closing of this Station isn't a very pleasant thought and will end a lot of good times together.

Cherio; it was nice knowing you

Instrument Section



Front Row, left to right—LAC Simpson, W. C., Cpl. Walker, M., Sgt. Kitchings, J. A., F/S Bysouth, S. S. T., Cpl. Berry, C. J., Cpl. Dillon, J. F., Cpl. Code, C. R.
Rear Row, left to right—LAC McGinn, M. J., LAC Crawford, W. M., LAC Hutnick, M., LAC Laing, H. T., LAC Poste, C. R., LAC Holt, W. J., AC Steen, B. T., LAC Williams, J. N., LAC hedgecock, F. T., LAC Backham, C. A.

The Instrument Section started with No. 2 F.I.S. at Vulcan on July 27, 1942. Since forming we have had many men, the best of friends, leave for parts far and near. We arrived at Pearce in March, 1943, and after moving from location to location, finally landed in No. 4 hangar. The going was difficult at first, but, as time went on, the bumps were ironed out. There are only two men left who are "old timers" of the section. They are Cpl's Berry and Walker. F/S Bysouth, from No. 7 E.D., is our "O.C. Instruments." We also have a few new members with us, who are worthy of note—Sgt. Kitching, LAC Williams, and AC's Hutnick and Crawford, all from Patricia Bay. Their stay will be short, no doubt, as we will all be going to places, as yet unknown, upon the final closing of our unit.

WHO IS THE INSTRUMENT MECHANIC?

The instrument mechanic is a ground engineer; it is his duty to see that all instruments fitted in the aircraft comply with the approved specifications, and that they have been inspected for serviceability. He may be called on at any time to decide whether an instrument is, or is not, in a fit condition to be used. He must have a fair knowledge of the methods of inspecting and installation to ensure correct functioning of all instruments, and also experience in overhaul, testing and calibration of the various types of instruments. Mechanics and physics are the basis of his training. The physics of atmosphere and an elementary knowledge of electricity, dealing with the phenomena of magnetism, are essential to his study of all flight instruments.

The instrument mechanic must maintain a high standard of accuracy in his work, for the pilot must rely on his indicators and instruments to bring him through in foggy weather, or while flying at night. So—BEHIND THE INSTRUMENTS STANDS THE INSTRUMENT MECHANIC.

A brief summary of the members of our Section—

F/S BYSOUTH. (Princeton, B.C.)—Formerly chief electrician for the Granby Collieries. He is in charge of the section, and an AI "jack-of-all-trades."

SGT. KITCHING. (Quebec, P.Q.)—is second in command, and spends quite a bit of his time repairing watches.

CPL. BERRY. (Edmonton, Alta.)—The man who details the

the work to be done when he isn't making flying trips to Edmonton!

CPL. WALKER. (Owen Sound, Ont.)—keeps the section equipment stock up by frequent trips to Stores—and that means plenty of "paper work."

CPL. CODE. (Vancouver, B.C.)—is in charge of one night shift and is another man who spends most of his spare time repairing watches.

CPL. DILLON. (Sault Ste. Marie, Ont.)—heads the other night shift and is best known as "Montana Slim."

LAC LAING. (Galahad, Alta.)—is the senior LAC in the section, and is a good "trouble shooter." Hobby—watch repairing.

LAC HEDGECK. (Toronto, Ont.)—spends most of his spare time arguing or reading, and intends to go back east to university on discharge.

LAC POSTE. (Ottawa, Ont.)—is a good humored lad, and is at present recuperating from his trip to Utah.

LAC HOLT. (Toronto, Ont.)—is our star basketball player, and a hard worker in the section.

LAC SIMPSON. (Toronto, Ont.)—"Suitcase" is our big, good natured member, who has a passion for multi-cylinder cars.

LAC WILLIAMS. (Sidney, N.S.)—a good worker, who was posted here from the west coast—and is glad to see the sun again.

LAC MCGINN, M. (Sudbury, Ont.)—is getting his transfer to the U.S.A.A.F. Good luck to you, Morely!

LAC HUTNICK. (St. Dennis, Sask.)—an agricultural student, who is looking forward to the day when he can put his learning into practice.

ACI BACKHAM. (Medicine Hat, Alta.)—likes Pearce better than his former station, Goose Bay, but would prefer to be back in London.

LAC CRAWFORD. (London, Ont.)—Bill hopes to complete Medical College after the war, but in the meantime is a dandy mechanic.

AC STEEN. (Vancouver, B.C.)—spends most of his spare time working on his car, and is quite happy with his wife in Macleod.

There you have it, friends—the Instrument Section.

Station Hospital



Back Row, left to right—Sgt. Graham, W.; LAC Gunn, G.; LAC Wolowidnyk, G.; LAC Ferguson, G.; Sgt. Aune, A. W.; LAC Thornton, B. H.; LAC O'Neil, E.; Sgt. Cullen, D.
Front Row—Cpl. Fogarty, J.; LAW Camire, L.; F/L. Aeberli, E.; N/S Davies, G.; N/S Bowen, D.; F/L Pace, W.; LAW MacIntosh, D.; LAW Whitfield, M.

The Station Hospital has been an integral part of No. 2 F.I.S., ever since this unit moved from Vulcan. We, as well as all the rest of the station, are sorry to part with the host of friends. We are grateful to Pearce Patter for this opportunity to add our contribution to the annals that will go down in history.

Space will not permit to tell all that we would like to say, but let us introduce you to our staff.

From Toronto, Ont., came our S.M.O., F/L E. W. Aeberli; he graduated in medicine from the University of Toronto in 1939. He has been here since January, 1944. The post of S.M.O. is a difficult one to fill but Dr. Aeberli has given excellent service and has endeavoured at all times to combine democratic ideals along with the highest medical skill.

F/L W. Pace, another easterner, who comes from London, Ont., was posted to Pearce from Vulcan, in November, 1944. His favourite saying, "I think we'll just keep you here a day or so."

To hold the balance fairly between the east and the west, our two Nursing Sisters come from Alberta, N/S Gwen Davies hails from Medicine Hat, and N/S Doris Bowen from Coleman. They both have endeared themselves by their pleasant manner and efficient nursing ability.

Sgt. Cullen (by his own admission) wasn't born but issued on an E42. Besides doing dispensing in the hospital he keeps a watchful eye over all E42 "C" Class. He has a wife and two beautiful daughters who are doing yeoman service bringing up father. Kelliher, Sask., will find him after the war.

Sgt. Aune, chief of the Orderly Room Staff, keeps his staff con-

tented by telling them tall tales of the early days in Brandon R.C.A. F. He was married 9th of October 1942 and still remembers the day. He joined the hospital staff 15th of June, 1944. Address his mail to Langham, Sask., and it is sure to find him.

Sgt. Graham, his mother calls him "Bill" when first she saw his blue eyes and fair hair, at Saintfield, Ontario. Keeper of the linen, they call him in the hospital; he has a son named after him, who lives at 1176 Angus St., Regina, Sask. LAC Ferguson, G., or as we know him "Fergie," was born at North Bay, Ont., in 1911. It would take a large book to record all the places he has lived and all the schools he has attended. He joined the R.C.A.F. to escape the Army draft. He has a wife and two daughters waiting his return at Nelson, B.C.

Vancouver, B.C., is the home of LAW Slater, who looks after the patients in inimicable way. She has five brothers in the service, and one brother in the shipyards—that family is right in the war. No use making plans until after the war.

Donna MacIntosh, whose favourite pastime is basketball, makes one of our favourite co-workers. Her winning smile will be missed as much by us at Pearce as it has been by those in her home town of Cherhill, Alberta. Favourite saying, "would you like your back rubbed?"

Just before Christmas two of our staff were posted overseas; they were LAC S. E. Cadour and Thornton; we wish them God Speed and safe return to their native shores.

LAC Wolowidnyk, G., hails from Parkview, Sask., where a new star appeared in the sky in 1914. Geo.

joined the R.C.A.F. in February, 1943. On the station his hobby is singing. Look in the back row of the Concert Party picture.

LAW Camire, our Lily, came to us from St. Paul, Alberta. She plans to take a hairdressing course, after it's over, over there.

Cpl. Freeman, Dodo, for short, came to Pearce, from No. 15 S.F. T.S., Claresholm, and proudly boasts that she was born in Yorkshire, England, but she thinks that Canada is just as good. If you go to Calgary after the war you will likely find her.

LAC Bakaj came from E.F.T.S. at High River to help fight the Battle of Pearce. He taught violin at Coleman and aspires to study medicine after the war.

From away down east in N.B. came LAC O'Neil. Ronnie, we call him, joined the R.C.A.F. eighteen years ago.

Ambition, matrimony—no objection to a small family. LAC Speed, L. C., first saw the light of day at Truax, Sask. He saw a greater light at Assiniboia where he met and married Mae Florence. They have a daughter, Elaine. Len has been with us since November, 1944. His favorite saying: "We never had it like this at Macleod."

Our kitchen is ably presided over by Cpl. Fogarty. "Fogie" as we call her, started her Air Force career at Winnipeg, travelling east to Moncton, and hopes to settle at Vancouver at the end of the war.

Second in command in the kitchen is LAW Cowin, who came from Vulcan with No. 2 F.I.S., but joined the Hospital staff only a couple of weeks ago. Abbotsford, B.C., is her home town. Chief diversion is basketball.

Accounts Section



Back Row, left to right—LAW McInnis, M. R.; LAW Merry, H. J.; Cpl. Hyatt, E. I.; LAW Reed, B. M.; LAW Kobitzsch, M. F.; Cpl. Hillas, M. A.; LAW Heighington, O. S.
 Centre Row, left to right—LAW Dexter, J.; LAW Tweedie, M.; F/Sgt Woodard, N. E.; F/Sgt Maher, F. J.; Cpl. DeMaere, P. T.; LAW McQueen, D. E.
 Front Row, left to right—AW1 Powell, V. K.; LAW Morrow, L. M.; F/O Campbell, J. B.; S/L Dadson, K. J.; F/O Brady, M. J.; Cpl. Johnson, I. A.; Cpl. Potter, H. F.

Greetings, guys and gals, from the House of Filthy Lucre. Aren't we the happy looking bunch? Of course we weren't working just then, but believe it or not, we are a happy section. And here is a little gen. on each of those bright faces:

From left to right in the back row, LAW Marge McInnes, who hails from Lethbridge and gets home nearly every week, lucky girl! She is a voucher-checker, which is why you find her in Equipment more often than in Accounts. Two of her favorites are the Lethbridge Herald and that old hat. Or hadn't you noticed? LAW Helen Merry is from Trail, B.C., and is the home town ever dead since 1939? Never mind, Helen, there's always a party somewhere. Helen is one of the staff in non-public funds and helps to record canteen sales and such.

Cpl. Irene Hyatt, of Leamington, Ont. (ummm, ketchup!) also of N.P.F. She looks after the Officers' Mess bills and if you recall the flat-hats that have passed through these portals, you'll realize that Irene is a busy kid. On the side, she's a whiz on the piano, and very obliging, be it a concert or New Year's Day.

LAW Bertha Reed, from Arthur-ette, N.B., who sends invoices, correctly coded, into Command to be

paid. We fear Bert will be lost without the gas and oil contract, but don't doubt that she'll soon find other interests.

LAW Millie Kobitzsch of Hardisty, Alta. She's a farmerette at heart but just now she's busy with dependents' allowances, travelling claims and rations. As soon as the war is over though, Millie intends to cook and sew and to heck with accounting.

Cpl. Muriel Hillas, also known as "Toni," comes from Edmonton, Alta. She, too, is a checker of vouchers, which keeps her in Equipment quite a bit of the time. So she bought a ticket on a turkey that section raffled and she won it. Do it again, Toni; that one was good!

LAW Olive Heighington, of Calgary, Alta., is close to home, but we know she likes Pearce, too. Maybe it's keeping those inventories up to date and then again, maybe it's something else! Could it be a Sergeant?

The second row, from left to right: LAW Jean Dexter is from way down east, Grand Falls, N.B., to be specific. She gave up working for a lumber company to record and file vouchers at the Registry Desk, and to see the world. Anyway, Jeanie, you saw Pearce.

LAW Mary Tweedie, of Geraldton, Ont. Mary has left No. 2 for A.F.H.Q., but she did a good job

on pay-ledgers while she was here. She's a good sport, too, and loves swimming and boating. We haven't forgotten you, Mary.

F/Sgt. Norm. Woodard, of Vancouver, B.C., is at present the N.C.O. i/c of N.P.F. The inventories, bank-run and statements keep him busy, not to mention his staff. WHY can't those girls get to work on time?

F/Sgt. Frank Maher, of Pembroke, Ont., is in charge of all of the girls in the main office. Quite an assignment, but they are efficient, and Frank has a lovely wife, so "business as usual." After hours Frank is interested in home, and on rare occasions, the Sergeants' Mess. He hasn't been at Pearce long, but we suspect he likes it.

Cpl. Phyllis De Maere, of Calgary and points south, is known to all as P.T., or short, squat and ?? She recently won a 26—wow! She is an efficient ledger keeper and pay-parade kid. Her hobby is reading and her dry humor has made her much liked at Pearce.

Cpl. Dot MacQueen, of Edmonton, is the good natured "old standby" of N.P.F. If you have any queer looking vouchers or forms that don't fit into your work, just give them to Mac. She is one of the originals of No. 2 F.I.S. and her helpfulness in all things is an outstanding quality. What's the attraction in Boom Town, Mac?

Bottom row, left to right: AW1 Vera Powell, of Calgary, also works on the Station Fund "stuff." She writes cheques by the hundred and records receipts and deposits till she has writers' cramp. Her sense of humor keeps her sane, and those blue air mail letters keep her happy. V. K. is a singer and tap-dancer and did some nice work in the concert.

LAW Marie Morrow of Edmonton has been an Accounts' Steno for many a month. She types a statement in minutes and a letter in no time at all, and we'd be lost without her. She's the quiet type but comes a 48 and she's off in a cloud of dust every time.

F/O J. B. Campbell, of Toronto, is our genial Pay and N.P.F. boss. He is a former employee of the C.P.R. and post-war days will probably find him with his feet under a desk at the Royal York. When you have time, Sir, remember Pearce and chuckle.

S/L K. J. Dadson comes from Ottawa and is our Senior Accountant Officer. After his name he is entitled to put "B. of Com." and "C.A." which mean, just in case you don't know, Bachelor of Commerce and Chartered Accountant. He steers us all through our troubled waters and as a boss, he's tops.

F/O J. Brady, since posted to Davidson, Sask., was our N.P.F. Officer for a short time. The jolly type, he made many friends during his sojourn here and we hope he carries a few fond memories of No. 2 F.I.S.

Cpl. Irene Johnson of Edmonton is N.C.O. i/c of the Invoice Desk and civilian pay. She started the win-a-affle ball rolling in Accounts when she won that lovely prop-clock. Isn't it a beauty? Off duty, Irene's big interest is basketball and her favorite song is "Be It ever so Humble!"

Cpl. Helen Potter of Stettler, Alberta, is efficiently running the Registry Desk. Oo-la-la, such stacks of vouchers! Helen is going to leave it all one of these days and become a farmer's wife. She is also interested in dancing and singing. Have you heard her hold that G?

And that's us. For the old timers, the Vulcan gang, here are a few names which we know will bring back memories of the days when No. 2 F.I.S. was very, very young, and not so young!

Cpl. J. Brown, F/L McClung, Cpl. "Si" Sizeland, F/S McCarthy, Cpl. Reg. Walters, Cpl. Joe Breatross, Cpl. Riley Baker, F/O Parkyn, LAC Joe Litchen, LAC "Junior" Johnson, Sgt. "Roly" Rolston, Sgt. Bob Melville, S/L Kergan, LAC Roy Upton, F/S Jim Boyle, F/L McCord, LAC Phil Villeneuve, Cpl. "Whitey" Whiting, Jenny S/L Beck, P/O Fallows, Laura Haig.

In closing, we say, Good Luck, wherever life leads you and we hope we'll meet again.

Maintenance Officers and Electrical Section



Bottom row, left to right—Cpl. Castling, R. F.; Sgt. Dore, V. F.; P/O W. Murray; S/O E. A. Loggin; S/L W. E. Jamieson; F/S Davis, T. H.; Cpl. Russell, R. C.; Cpl. Case, R. H.
 Centre—ACI Clark, T., Cpl. English, H. O., ACI Kitchen, J. M., LAC Odyński, W. M., LAC Emslie, G. J., LAC Glassford, S., LAC Walker, D. M., LAC Renaud, L. J., ACI Harris, A.
 Top Row—LAC Redge, C. F., LAC Dorman, R. J., LAC Blundell, J. W., LAC Boberg, B. R., Cpl. Saddington, G. A., LAC Duchene, A. J., LAC Martin, B. F., LAC Labre, A. H., LAC Timbrell, W. S.

This section first came into being in July, 1942, at Vulcan, and consisted of LAC Smart and about ten other electricians. At first they were doing all kinds of "Joe" jobs until the aircraft started to arrive. Not knowing a great deal about Moths, Cornells and Cranes, they were kept very busy. However, more men began to trickle in and finally the section was brought up to strength and it began to run smoothly.

When the station moved to Pearce in May, 1943, we were temporarily situated in No. 1 hangar, until No. 4 was completed and we moved into our present location.

During his stay with No. 2 F.I.S., Smart advanced to the rank of F/S; in September, 1944, he was posted overseas, and Davis took over his rank and command. Five months later he was posted to No. 10 R.D., Calgary, and Sgt. Dore became i/c of the section.

As we have had Moths, Cornells, Cranes, Oxfords, Harvards and Ansons on this station, our work has varied considerably and hence held our interest. Hundreds of starting motors, generators, undercarriage motors, flap motors, etc., have been overhauled here, when aircraft come in for periodical inspections. However, much of our time has been spent "trouble shooting," which actually is the more interesting. A pilot complains about some electrical trouble in a plane and we are called to find the trouble and fix it—or try to. Our pet peeve is when a pilot calls us out to a ship and complains that the generator is not charging, then we find he just hasn't turned on the switch!

Hoping you would like to meet our staff, here's a short description of our gang:

SGT. DORE. Hails from Bonnyville, Alta., and is our capable and well liked "boss".

CPL. SADDINGTON. Our energetic Banff trapper; he is presently in charge of the general maintenance work.

CPL. OZEE. The "flying corporal" from Edmonton, has recently spent more time working on Pearce Patter than in the section.

LAC GARRETT. An Edmonton man who has just arrived from the Macleod station. Just another carefree member.

LAC MARTIN. A native of Spring Water, Sask., he is a steady worker, and we've been given to understand, a good farmer.

LAC WALKER. Home town Edmonton, Alta. Is in charge of the other night shift. Having his family across the road makes it a pretty happy world for him.

LAC REDGE. Another native of Edmonton, "Rusty" is the 'silent type'—the love of his life is a motorcycle.

RENAUD. A good worker and the possessor of quite a dry wit—even brags that he's from Windsor.

LAC GLASSFORD. Hails from Eastend, Sask.; another man who was posted here from Macleod, which was our gain.

LAC DORMAN. His main ambition is to return to Toronto as a civilian—must be the influence of his fiancée.

LAC JOHNSON. A native of Victoria, B.C. and naturally an easy-going, carefree type.

LAC TIMBRELL. Always talking about his home town, Kingston, Ont.—one man who is a fine example of perpetual motion.

LAC BLUNDELL. Hails from Toronto—his pet pastime is a combination of "night flying" and tractor driving.

LAC CLARK. Home town Winnipeg, Man. He's a happy type, probably due to his wife being so nearby.

LAC LABRE. A native of Chesterville, Ontario, and an inspiring electrician, full of suggestions.

ACI HARRIS, Weston, Ont.; ACI KITCHEN, Coldwater Ont.; ACI MURDOCH, Windsor, Ont. These men arrived not so long ago from St. Thomas, and have the makings of good electricians. Previous to their course they had "contact training" at Lethbridge.

F/S Davis, Cpl. Russell, and Cpl. English were all old timers with No. 2 F.I.S., and were recently posted to No. 10 R.D., Calgary. These were all good men and we hated to see them leave.

Cpl. Castling, LAC Emslie, LAC Odyński and LAC Duchene are all working on Link Trainers, and you will find more about them under that section.

Headquarters Orderly Room Staff



Back Row, left to right—LAC Knapp, W. R.; LAW Macknowed, A. A.; AWI Mahoney, I. F.; LAW Nelson, V. J.; Cpl. Pollock, P.; AWI McIntosh, A. E.; LAW Weeks, M. A.
Front Row, left to right—LAW Orr, L. F.; LAW Patterson, I.; Sgt. Blier, B. J. O.; F/L Angus-Smith, R. M.; S/L Allison, T. F.; W/C Jones, D. L. G.; S/O Summers, I. E.; Cpl. Atkinson, M. L.; LAW Allan, H.

A Birdseye View of Headquarters Administrative Offices

W/C D. L. G. Jones, Commanding Officer: Hails from the Maritimes, with No. 2 F.I.S. for twenty-nine months. Attitude, "Base Fiddle" happy. Has often been heard saying — great experience, advise everyone to go west "where men are men—" Civilian occupation, lawyer. Ambition, veterinary. Probable career, selling hot dogs (Scotties). Hobbies, playing "slap happy" base fiddles. Results, member of the Happy Gang.

F/L R. M. Angus-Smith, Station Adjutant. From Calgary, Alberta, and Texas; with No. 2 F.I.S. four months. Attitude, "the keen type." Civilian occupation, oilman. Ambition, prospecting by air on 48's. Probable career, selling Coleman lamps. Hobbies, interest in children. Results, catcher on a Kiwanis boys' baseball team.

S/L T. F. Allison, Senior Administrative Officer. From Calgary, Alta., with No. 2 F.I.S. seven months. Attitude, friendly and happy. Civilian occupation, grain grower. Ambition, theatre manager and movie operator in a small town. Probable career, barker in the "C.N.E." midway shows. Hobbies, outdoor sports. Results, a rink cleaner in Macleod.

S/O I. E. Summers, W.D. Administrative Officer. From Calgary, Alta., with No. 2 F.I.S. two months. Attitude, cheerful. Civilian occupation, won't tell. Ambition, promotion to Flight Officer. Probable career, secretary to Minister of National Defence for Air. Hobbies, collecting records. Results, writing music for the Hit Parade.

Orderly Room

Nerve centre of the Admin. Building; handling of general cor-

respondence, travelling warrants, and we shouldn't forget retirements, discharges, postings, travelling claims, D.R.O.'s, etc.

Sgt. George Robinson, from Winnipeg, Man.; with No. 2 F.I.S. six months. Attitude, worried. Civilian occupation, clerk. Ambition, home life and a discharge. Probable career, bookie for the Manitoba Racing Association. Hobbies, music. Results, new pianist for the "Happy Gang."

Sgt. Peter Blier, from Saskatoon, Sask.; with No. 2 F.I.S. six months. Attitude, teetotaler. Civilian occupation, C.N.R. employee. Ambition, discharge. Probable career, selling trains in Eaton's. Hobbies, indulging in soft drinks. Results, a drinking interest in the Coca Cola Company.

Cpl. Phyllis Pollock, from Vancouver, B.C.; with No. 2 F.I.S. 24 months. Attitude, friendly and thoughtful. Civilian occupation, stenographer. Ambition, housewife. Probable career, nurse in a maternity ward. Hobbies, music and dancing, and, quote: "Prefers dainty kissing" unquote. Results, singing nurse.

LAW Helen Allen, from Goderich, Ont.; with No. 2 F.I.S. 26 months. Attitude, pleasant and lively. After visiting the U.S.A. recently was heard to say: "Oh! how those bars wear out one's uniforms at the elbows. Civilian occupation, salt packer. Ambition, musical career. Probable career, singing waitress. Hobbies, music. Results, putting needles in a "change every 1000 record" machine.

LAW Iris Paterson, from Regina, Sask.; with No. 2 F.I.S. four months. Attitude, carefree. Civilian occupation, student. Ambition, nurse. Probable career, airline hostess. Hobbies, music and danc-

ing. Results, post-war contract with Major Bowes.

LAW Ethel Scott, from Edmonton, Alta.; with No. 2 F.I.S. 16 months. Attitude, agitated but happy. Civilian occupation, housework. Ambition, that's a good question. Probable career, cook in a bachelor's apartment. Hobbies, outdoor sports. Results, remuster to land army.

LAW Mervyn Weeks from Winnipeg, Man.; with No. 2 F.I.S. 26 months. Attitude, carefree but happy. Civilian occupation, stenographer. Ambition, equestrian. Probable career, jockey for Winnipeg Racing Association. Hobbies, riding. Results, probably get bowed legs.

LAC Henry Hunter, from Clan William, Man.; with No. 2 F.I.S. 21 months. Attitude, agitated but happily married. Civilian occupation, farming. Ambition, veterinary. Probable career, big game hunter. Hobbies, sports. Results, scandal reporter for the Winnipeg Free Press.

LAC Bill Knapp, from Toronto, Ont.; with No. 2 F.I.S. three months. Attitude, could be a lot better. Civilian occupation, stock-keeper. Ambition, batman for the air vice marshal. Probable career, punching holes in a doughnut factory. Hobbies, music. Results, singing for dough.

Records

LAW Doreen Kildare, from Vancouver, B.C.; with No. 2 F.I.S. 16 months. Attitude, happy-go-lucky. Civilian occupation, aircraft worker. Ambition, ?? Probable career, nurse on a new Dr. Kildare series. Hobbies, sports. Results, rep. in Olympic Games.

LAW Adele Maknowed, from Theodore, Sask.; with No. 2 F.I.S. 16 months. Attitude, you guess!

Civilian occupation, general work. Ambition, housewife. Probable career, Powers model. Hobbies, having fun! Results, "A card."

LAW Irene Mahoney, from Edgerton, Alta., with No. 2 F.I.S. two months. Attitude, undecided. Civilian occupation, student. Ambition, nurse or steno. Probable career, style columnist for Calgary Herald. Hobbies, fancywork. Results, "Fancy Pants"??

LAW Lily O'How, from Coronation, Alta.; with No. 2 F.I.S. for one month. Attitude, devilish. Civilian occupation, student. Ambition, course in home economics. Probable career, running a boarding house. Hobbies, MEN. Results, one only.

Central Registry

And what a busy little office with a stack of incoming mail all to be recorded and dated. The outgoing mail isn't getting any less either. Telephone, urgent wire. And look at that box of letters to be filed. And how many times have C. R. handed wires to happy fathers?

LAW Linda Murphy from Rochester, Alta., with No. 2 F.I.S. 2 months. Attitude, friendly and lively; often heard saying: "Oh! I love that man." Civilian occupation, student. Ambition, housewife. Probable career, happily married. Hobbies, late nights and music. Results, helping the "All Night Record Man."

LAW Verna Nelson from Saskatoon, Sask., with No. 2 F.I.S. 24 months. Attitude, happy and ambitious. Favorite saying, "Oh! I think he's cute!" Civilian occupation, student. Ambition, stenographer. Probable career, steno in radio station in Nome, Alaska.

(Continued on page 28)

Armament Section



Back Row, left to right—LAC Gayfer, LAC Mindess, LAC Richards, Cpl. Brock, Cpl. Vissard, LAC Scott, LAC Spratt, LAC Campbell.
Front Row—LAC Fleishman, Cpl. Clack, Sgt. Neil, Sgt. Blasetti, F/S Asquin, F/S Allen, F/S Duke, Sgt. Bellagenti, Cpl. Tha, LAC McDonald, LAC Ross.

Shh—I'll let you in on a secret. Remember all those genial, happy-go-lucky fellows that you have seen walking around the station, those fellows with bombs and guns on their sleeves, well, they are armourers. And what do they do—well, that's the secret.

Because the station is closing, and, after debating and weighing of secrecy against curiosity, it has been decided by those with more hay on their arms than mine to tell you a little about the Armament Section.

Those fellows who seem to have nothing more on their hands than time, belong to one of the best, efficient and versatile sections on the station. On the station a course was given on Armament to a large number of pilots, embracing both twin and single engine tactics. This was comprised of proper runs over targets and fighter approaches. Many a dog-fight was carried out with camera guns over Pearce. These guns had to be serviced and loaded by the armourers.

Bombing was carried out with practice bombs. These bombs had to be detted, fused, and placed on the carriers; incidentally these carriers had to be checked every day. All bombs dropped had to be plotted by the armourers at the bombing range.

Two-way contact by radio was carried on all the time planes are in the air. Speaking of radio, armourers also had two-way contact with the aircraft, and ran the camera obscura on the station. This is a method of synthetic bombing calling for precise timing and care.

The maintenance of all armament equipment, such as carriers, Very pistols, electric focusing sights, flare chutes, and pyros, along with the intricate equipment in the synthetic training room came under armament care. All the small arms, private arms, am-

muniton and the small bore club, came under the watchful eye of this section. All this along with the 25 yard range and the other trivial headaches that your own section had to put up with fell to the Armament section.

So gang, you see there is a lot more than meets the eye to the Armament section, and the next time you see a few armourers having a cup of coffee at break-period don't say "the lucky stiff" but say "those fellows worked for it." (It says here.)

Well, Pearce has been swell to us, and we have enjoyed every minute of the time we have been here. So, in closing, all the armourers get together and wish you the very best on your new stations. So long—it was swell knowing you.

Introducing the Armament Personnel

WO1 East hails from Swift Current; has been the man behind the gun of our section. The major is a P. F. armourer, and expects to stay the same. Post-war plans: Harmonizing all the Very pistol sights for the air force.

F/S Allen calls Calgary his home. Has been N.C.O. in charge of roll call. He was a machinist before joining the air force. Post-war plans: Raising kids to cash in on the family allowance plan. (More fun than raising pigs.)

F/S Duke, a Winnipeg boy at heart. Official capacity, was armourer in charge of the synthetic trainer. Post-war plans: "Take me back to Winnipeg and I'll make my own plans from there."

F/S Asquin; "Junior" is from Edmonton, Alta. He is our junior senior N.C.O. Has been overseas as an AG. Post-war plans: Grow a beard and go back to university.

Sgt. Blasetti; another repat AG who hails from Calgary. Post-war plans: Horse buyer for the mech-

anized cavalry. (Anything for a commission.)

Sgt. Hill, home is Vancouver. The Sgt. came over from Lethbridge to take charge of our bombing range. Post-war plans: Start an air force of his own, everybody with a commission, three 48's a week and all day Sunday off.

Sgt. Neil is from London, Ont. Another asset (?) from Lethbridge. Has taken charge of Armament workshop. Post-war plans, inventing a chemical for taking the color out of black eyes.

Sgt. Ballegente, our last repat; hails from Medicine Hat. Post-war plan: Join the army and be posted to Suffield.

Cpl. Hancox, from Toronto. Has been working at the bombing range for most of his stay here. He was a salesman (and not Fuller brush) before donning blue. Post-war plan: Pro for a miniature golf course.

Cpl. Brock; home is Barrie, Ontario. Has been keeper of the books for the section. Before the war dabbled in many businesses—from testing milk to slinging beer. Post-war plan: Stay single.

Cpl. Tha comes from New Westminster, B.C. Worked in Chemical Lab. before the war. Has divided his time between the fusing point and camera obscura since coming to Pearce. Post-war plan: Crash Hollywood. (Horror pictures.)

Cpl. Clack hails from Hamiota, Man. Worked in a small town general store prior to enlisting. Worked at the fusing point while on this station. Post-war plan: Own a general store with a big pot-bellied stove.

LAC Ross, also from New Westminster, B.C. Worked for a toilet paper manufacturing company on the coast prior to enlisting. Has recently been posted to Pat Bay. Post-war plan: Destroying all catalogues on the prairies.

Cpl. Vizzaid; home is Windsor, Ont. Where he drove a truck for his dad. Has been supervisor of buckshee work in the Armament section. Post-war plans: Doing DI's on air rifles.

LAC McPherson, is also from Windsor, Ont. Has been genial "Joe Boy" for the section. He is an ex-teather and government inspector. Post-war plan: Garter inspector.

LAC Mindess, a university student from Winnipeg. Spent most of his working hours sleeping at the fusing point. Post-war plans: To complete university and play bridge the rest of his life.

LAC Scott, God's gift to W.D.'s, hails from Sault Ste Marie. Peddled gas for B.A. before the war. Has been radio operator for the section since coming to Pearce. Post-war plans: As little as possible.

LAC Gayfer from Camrose, Alberta, is the grandad of our section. Was a high school teacher before enlisting. Worked mainly in Workshops since coming to Pearce. Post-war plan: Cash in on the old age pension.

LAC Sherwood; home is Lethbridge, Alta.; worked for the C.P.R. before the war; spent most of his stay at Pearce dodging work. Post-war plans: Nothing.

LAC Compton hails from Calgary; if the station hadn't closed would have got his hooks for sure. Post-war plans: Raising kids for the family allowance plan.

LAC Campbell; home is in Saskatchewan, Sask.; spent most of his stay at Pearce on leave. Post-war plans: Getting away from Saskatchewan.

LAC Fleishman is a Winnipeg boy, worked for a garment manufacturing company before enlisting. Post-war plan: "Sam, you made the pants too long."

LAC Pelpin also calls Winnipeg

(Continued on page 28)

Servicing Squadron Orderly Room



Back Row, left to right—Cpl. Bishop, C. L.; F/S Walker, J. W.; Sgt. Gibson, J. M.; Cpl. Harmon, D. W.
Front Row—LAW Kildare, D. A.; LAW Kelsey, M.; Cpl. Frame, M. K.; WO2 Harrogin, H. D.; LAW
Glover, V.; LAW Foster, M.; LAW Garrett, B.

What are the duties of Servicing Squadron Orderly Room? Why are the N.C.O.'s in there so busy answering the telephone, making charts, or writing on the blackboard? To most people those questions would seem strange, and at any rate would remain unanswered. Well, dear readers, you will find an answer to some of them yourselves if you only care to examine a few facts which might not have presented themselves to you. Let us do it together.

On our station as you know, Repair Squadron, commonly called "Maintenance," is the "Hospital," that is, it receives the battle weary planes, tends them lovingly and carefully, and retains them until its doctors have given them rejuvenation and strength. But what fortunate pilots are going to fly those reinvigorated aircraft? This is for Servicing Orderly Room to decide; it constitutes our main duty, that is, the allotment of all serviceable aircraft to the pilots or more explicitly to the Flight Commanders. This is done during the evening, and accounts for most of the night's telephone work which is, by the way, rendered simple and pleasant by the courtesy and helpfulness of the telephone operators.

But however strong and rejuvenated, those planes very often need a short rest or sustain slight injuries during the battle of training. Such injuries must not become impediments to the success of the battle; and while they are being attended, other planes kept behind the lines must be given to the pilots. This constitutes another duty of Servicing. It accounts for most of the day's telephone work.

Further, the different 'First Aid' stations located in the hangars, not

being equipped for tending on neither the major injuries nor the periodical examinations required when the weary old planes are withdrawn from the front line, somebody must ensure their going to the "hospital." This again constitutes another duty of Servicing Orderly Room.

But only a few planes must be allowed to enter the "hospital" every day though every one must enter it at one time or another. Who sees that a definite number of aircraft are kept on front line duties, and also a definite number sent to the "hospital" every day, so that everyone might enjoy the well deserved rest and the attention it often urgently requires? Servicing Orderly Room again. This accounts for the "staggering charts" that you see on the wall of our office.

Well, dear readers, those are the duties of Servicing. There are others such as the controlling of flight personnel, etc.; we will not go into them. We would rather acquaint you with our own personnel. First and uppermost is the Major, a short, getting stubby, kind hearted, brown haired man from somewhere in Ontario. He would be a good westerner, had he been born in the west. This not being so, he is affected by a disease common to all easterners—that is, the desire to go back east. Next in the line is "yours truly" followed by a certain light hearted, prominently nosed, deeply eyed, rarely shaven Corporal, also from the east. He is a very good friend of our stenographer, a W.D. Corporal; the latter, dark haired, black eyed, slim, good-natured, also from the east; likes him very much until he starts pulling her hair!

But whether we fight with each other or love each other, we pool our efforts when it comes to keep-

ing the flying schedule up, or to sustaining the occasional invasion of our office by a group of "hungry" pilots wanting more planes.

Well, dear readers, we have endeavoured to inform you on both our duties and personnel; we must part from you now. Best of luck to everyone, and "Happy Postings."

Now for our friends the "time-keepers," they certainly are a good bunch, starting at the left is Doreen Kildare, a tall rather shy type of girl but a very good sport and an efficient timekeeper, what do you say No. 4 hangar? Next is Marg Kelsey, a very quiet and pleasant girl and a very efficient timekeeper. Next to the Major you will find Vera Glover, one of those happy-go-lucky people, who also did her job well while in No. 4 hangar. The next girl to Vera is Mary Foster, a rather pleasant girl and a nice person to have around; likes jokes and dislikes entertainment. Last but not least is Barbara Garrett, one of those kids who likes to play some prank or other on someone else and get a laugh but never lets on she did it. As a whole these girls have done a very good part in the hangars and are all good sports.

HEADQUARTERS ORDERLY ROOM STAFF

(Continued from page 26)

Hobbies, singing. Results, Frank Sinatra's new partner.

LAW Fern Orr from Assiniboia, Sask., with No. 2 F.I.S. 3 months. Attitude, conscientious. Civilian occupation, general work. Ambition, housewife. Probable career, Red Cross worker on the C.P.R. Hobbies, reading. Results, prob-

EQUIPMENT SECTION

(Continued from page 16)

N.B., and LAC Barry Church of Stavely, Alta., make daily runs to Pearce station to pick up incoming express and freight and to send out the outgoing freight and express. They pack and unpack. Cpl. Kae Sexton, Regent, Man., works on L.P.O.'s for the station.

Briefly that is the Equipment Section and personnel. As this is a souvenir copy, permanent addresses have been included for letters you may wish to write or for your next year's Christmas Card list.

In spite of the fact that this section may appear tough, it isn't really. Remember, it must answer to the auditors twice each year. The Equipment Staff is happy to have been with No. 2 F.I.S., and sorry to say "good-bye."

ARMAMENT SECTION

(Continued from page 27)

his home; did as little as possible before the war; has done less since coming to Pearce. Post-war plans: "Pencil, Mr???"

LAC McDonald makes Brantford, Ont., his address on leave; worked for the Cockshutt Plow Co. before the war; since coming to Pearce has spent most of his time hiding in the Camera Obscura. Post-war plans: Chief tester for a distillery.

LAC Spratt, another prairie gopher from Saskatoon; has spent most of his time at Pearce trying to make a grand slam at no trump. Post-war plan: To take charge of a central heating plant in Florida.

LAC Richards, our fair haired boy from Vancouver; was student (crap, poker and pool) prior to enlisting; did nothing at Pearce. Post-war plan: To carry on where he left off at Pearce.

ably owns a "Private Library."

"Through the Keyhole"

Linda: quote, "I like North Battleford more every leave I get." unquote.

What's his name, Linda?

What W.D. corporal went into ecstasies at New Year's supper when 10 airmen asked her if she liked kisses with her meals, and then ate her dessert under the table?

Verna: Don't you dare kiss me.

Flying Officer: But this is New Year's.

Verna: But you don't have to go around kissing everyone.

Flying Officer: But that's the only way I know that I haven't missed anybody.

Verna: Well, have you?

New Year's Eve

Pat: What did you say, sarge?

Sgt. Blier: A loud exclamation "It's purple" I tell you.

Pat: How can you tell?

Sgt. Blier: That's the colour of it.

Suggested Poem for Closing Issue of "Pearce Patter"

News and nonsense is our job
And all the latest chatter,
Secret scandal from the mob
It's all for "Pearce Patter."

But, alas, my friends, comes the bitter part,
To bid you sad adieu,
And now we'll have to try and start
Some friendship, all anew.

H. R. K.

Wireless Section



Front Row, left to right—AC1 Schoening, D. C.; LAC Vogt, A. W.; LAC Cole, V. N.; Cpl. Johnson, F. E.; LAC Hall, J. L.; AC1 Shaw, M. R.; AC1 Enslin, D.
Rear Row—LAC Martinson, E.; LAC Lane, R.; LAC Weber, A. A.; LAC Blough, B. R.; LAC Weisberg, B.; LAC Day, W. L. C.

What We See and Hear Around The Wireless Section

Cpl. Pardo, F. T.—“Our Great White Father,” who knows all??? Says all???? and does.....all.

Cpl. Johnson, F. E.—“I’ve been checking ground shorts for two years—I should know!”

LAC Martinson, E.—“See you at the ‘Wet’ in ten minutes, eh Jack?”
LAC Weisberg, B.—“Just ask me; I’m a ‘Gen’ man.”

LAC Lane, R. I.—“I can’t fix that! I’ve only worked on transmitters.”

LAC McCreary, C. W. — “At least, I’m boss at home!”

LAC Vogt, A. W.—“It’s on inventory.”

LAC Cole, V. N.—“I’ve checked the tubes; I wonder what’s the matter with it now.”

LAC Lamont, A.—“Well, suppose you get your discharge!!!?”

LAC Day, W. L. C.—“I wonder how soon I can become an S. O. P.?”

LAC Hall, J. L.—“Say Hall, what sort of radio are you making with that saw?”

LAC Weber, A. A.—“Say, Cpl., can the kitchen staff spare a man for a ‘stand-in’ tomorrow?”

LAC Blough, B. R.—“Bring in your radio and let me condens’ er!!!”

LAC Schoening, D. C.—(To pilot ready to scramble): “My card, sir.” P.S.—He’s an undertaker by trade!

AC1 Shaw, M. R.—“Well, you might be right . . . but!”

AC1 Enslin, D., testing intercom

—“Himler! Off with their heads.”

Cpl. Cooper—Our latest addition to the section. He’s on sick leave, therefore no duff gen.

No doubt at one time or another you have passed a door in No. 3 Hangar marked “Wireless Section—Out Of Bounds”; indeed, a very impressive sight. On the other side of the door one expects to find colossal transmitters and receivers, in direct contact with Berlin and Tokyo, and this apparatus maintained by monstrous personnel—Frankensteins, one and all!—called Wireless Mechanics. According to K.R.’s they’re a very efficient lot, their only interest being “Electronics.” Wine, women and song are regarded with great scorn and if one were to intrude upon their privacy, he would be greeted by charges of two thousand volts—failing that, machine-gun fire!

This particular day your raving reporter looked down from his high perch to where the Section lay drowsing in the December sunshine.

At a glance one could see that much activity was in progress . . . Two W.M.’s were crouched over a formidable piece of apparatus with meter indicators waving and relays clicking! Others were working on flashing electronic devices, as well as a few common “civy sets”. A small group were discussing the pro’s and con’s of women, the liquor situation, Macleod being a “dead loss,” discharges, and the latest closing dates for No. 2 F.I.S.

Now, an A.E.M. who was in the section at the moment inquiring about his radio, had, in general conversation, just made a casual remark about Wireless Personnel that you quite often hear on units—but—those of you who have never heard the Vicar burp at the Ladies’ Aid annual tea party, cannot hope to visualize the effect of that remark! Silence fell upon the section like a dead weight—I heard a radiotron, dropped from a nerveless hand, shatter on the floor—for a few seconds, the clicking of a relay continued in the transmitter room; then that, too, ceased. Here and there a hand made a swift gesture in the direction of a hip, where, a moment before all had been geniality, now fear and suspicion stalked. The brow of the N.C.O. in charge darkened, his body tensed . . . a deadly gleam in his eyes. I became aware of a rustling, of the sound of stealthy movement, the section was slowly closing in on the unfortunate. Someone spoke; it was the N.C.O.—his voice very soft, like the hiss of a fuse before the dynamite goes! “Did—you—mean—that?”

Just when all reason among men seemed lost, there occurred an odd interruption—the inter-com was buzzing!! A voice, not unlike Andy Divine’s spoke up—a bare second before I realized it was a W.D. at Maintenance: “Harvard 999 is due for a P360”, her voice sang out through the section like a bullet and reacted in a similar manner—the next sounds were of

shuffling chairs, scraping feet, and tools rattling—a bee-hive of activity. The N.C.O. looked at the A. E. M.—a note of triumph in his eye! One of, “GO NOW!”

As I take leave of the Wireless section, feeling the warmth of the setting sun sifting through the room, I observe, to the dismay of all that the sky is overcast—there is no sun—the main transmitter is on fire! And so the day ends in a blaze of glory!

TREES

or

THE GOLFER’S LAMENT

I think that I shall never see,
A hazard rougher than a tree
A tree o’er which my ball must
fly

If on the green it is to lie:
A tree which stands that green
to guard
And makes the shot extremely
hard.

A tree whose leafy arms extend
To kill the mashie shot I send
A tree that stands in silence
there
While angry golfers rave and
swear.
Niblicks were made for fools like
me
Who cannot ever miss a tree.

NOTE:— Not applicable to
Pearce.

LAC Castling,
Link Trainer.

"A" and "B" Flights



Back Row, left to right—LAC Katainen, LAC Canary, LAC Humble, LAC Kesslering, LAC Park, LAC Hayward, LAC Scott, LAC McLeod, LAC Baldassi.
 Front Row—LAC Antonelli, LAC Anderson, LAC Albert, LAC Galloway, Cpl. Dasko, F/S Martin, Cpl. Keir, LAC Cameron, LAC Desimone, LAC Maronuk, LAC Hyde.

A and B Flights

F/Sgt A. R. Martin from Vancouver, B.C.—“Do I love to throw my weight around?”

Cpl. D. I. Harris from Ponoka, Alta.—“How is the barrack inspection of barrack 36?”

Cpl. Dasko, G. J., from Indian Head, Sask.—“Who wants to argue?”

Cpl. E. W. Kier, 4250 Blenheim St., Vancouver, B.C.—“She is dark and beautiful.”

LAC Wenger, H., Hughenden, Alta.—“That's my shirt, Romney.”

LAC T. P. Katainen, Port Haney, B.C.—“Let's go down on the bank run.”

LAC A. Farness, Camrose, Alta.—“Better late than never.”

LAC J. A. Scott, Buttery, Sask.—“Got to meet the little woman.”

LAC T. E. Anderson, 9974 Decatur St., Detroit 27, Michigan.—“What's cooking in the Accounts Section?”

LAC Antonelli, J. N., Newton, B. C.—“How's the dear hunting, Anty?”

LAC B. Baldassi, 437 Rossland Ave., Trail, B.C.—“Things develop in the dark room.”

LAC Maronuk, L., Saskatoon, Sask.—“Who's the red headed shadow, Lefty?”

LAC Coulson, J., Vancouver, B. C.—“What's cooking for supper, Joe?”

LAC O. C. DeSimone, Vancouver, B.C.—“Give me the west

coast.”

LAC J. J. Hyde, Vancouver, B.C.—“How's the job in Lethbridge, Junior?”

LAC Wolfater, P. R., Sidewood, Sask.—“What male is always in the post office?”

LAC A. McLeod, Vancouver, B. C.—“I want a discharge.”

LAC Kesslering, A., Saskatchewan.—“Why remove the cookie duster, Kess?”

LAC Kroening, A. C., Edmonton, Alta.—“Do I like seafood?”

LAC L. E. Cameron, Saskatchewan.—“What's biting you, Cameron!!!”

AC R. G. Stewart, Vancouver, B.C.—“Let's mop the place up.”
 LAC G. Park, Lookout, Sask.—

“Let's go and park somewhere.”

LAC I. C. Schoop, Dafoe, Sask.—“How does it run on fuel oil, Scoop?”

AC M. A. Baryski, Winnipeg.—“Does 21 mean I am a man?”

LAC R. Humble, Canyon City, B.C.—“Humble and his harem.”

AC Canary, Nova Scotia.—“Cassonova Canary.”

AC Olsen, A., Saskatchewan.—“Flat oleo?” “Get me a tire pump.”

LAC J. Galloway, Grand Forke, B.C.—“Why Pincher Creek?”
 LAC J. P. Hayward, Agassiz, B. C.—“Gee I'm getting thin in the Air Force.”

LAC A. R. Albert, New Brunswick.—“The mad Frenchman.”

Gas



Left to right—LAC Kremer, J.; Sgt. McKinnon, D.; LAC Ward, LAC McElroy, O. S.

"A" Flight



Left to right—F/O Falkins, R., F/O Chipperfield, W. G., F/O Sterling, G., F/ L Snider, L., A.F.C., F/L Reid, A. K. M., F/O Rice, P., F/O Coleman, E.

Down in the far end of the big double hangar is where "A" flight hangs out. When there was anyone there, it was, without a doubt, one of the best flights on the sta-

tion. Our genial O.C., Andy Reid (pronounced RRRReid) lent a certain old world touch to the atmosphere around the place, with his Scottish accent and sense of hu-

mour: In referring to "A" flight we can't miss our former chief little Larry Snider. Larry, after spending five or six months with us, found he couldn't stand the

pace so they moved him up to the tower to be a testing officer. Before he left though, he had developed a few grey hairs and put on several years.

In the briefing room, you could probably find Phil Bice and Bob Falkins arguing over some nonsensical subject such as the lift-drag-ratio of a boomerang. Those arguments often led to blows, and Bob, being the bigger of the two, usually won.

One of our number took the fatal plunge shortly before Christmas, and is now a married man. It was none other than Frank Roberts, and if married life is the cause of that beaming face of his, it must be a good institution.

Anyone visiting the flight on a Friday afternoon could usually find Gord Sterling trying to browbeat someone into flying him to Calgary. He is the firm advocate of the policy of bigger and better 48s and more of them. Ernie Coleman, one of our R.A.F. friends, is also a member of that club, but he states definitely they should not be spent in Fernie. On his last trip to that town he was chased out by a group of husky miners, which may account for his aversion to the place.

Our only entrant for the title of "Pearce Twicher" is Gordon Greenfield, better known as Chip, who can be heard quite frequently mumbling something about a Mosquito posting.

In closing we would like to wish you all good luck and pleasant postings from the instructors of "A" flight who will be at home to their friends after the war at the following addresses:

F/L A. Reid, 35 Garjock Terrace, Dunfermline, Fife, Scotland.
F/O W. G. Chipperfield, Hubbard, Saskatchewan, Canada.
F/O Phil Bice, High River, Alberta.

F/O Gordon Sterling, Westlock, Alberta.

F/O Bob Falkins, 4850 Angus Drive, Vancouver, B. C.

F/O Frank Roberts, 34 Bold St., Fleetwood, Lancashire, England.

F/O E. W. Coleman, Grantley Ripon, Yorkshire, England.

"E" Flight



Left to right—F/O C. Agar, F/O P. Hutchings, F/L W. Lovett, F/O G. W. Burrell, F/O G. W. Smith.

"E" Flight

F/O C. Agar had a Ford with a reliable heater—always headed for Calgary on 48s—one of the good drinking types in the Mess—fondly known as Chubby or Stout Fellow.

F/O P. Hutchings—We wonder if Hutch led a dual existence hiding his light under a bushel (moustache). At any rate he had a "mutual" friend in Edmonton.

F/L W. Lovett—Bill was the slave driver of "E" flight, cracking the whip—always on the bit—and always ready to take Butler's overcoat and go over for a coffee—chewing the family fat with one Capt. Evans.

F/O Burrell—one of the quieter types, we must admit, probably a typical British understatement of the fact—at any rate here's luck wherever you may be after the war.

F/O G. W. Smith—one of the Smith boys—nothing to do with cough drops but a good type—probably wants to return to a nice quiet street corner and hang out the shoe laces,

"C" Flight



Left to right—F/O Boettger, R., F/O Barber, F., F/L Tait, R., F/L Laird, D., F/O Stokes, R., F/O Mortlock, H. D.

"C" for Cheerful Reporting A. F." domain at No. 2, under the A.F.C., B.P.H., the ranks of "C" Long acknowledged as the "R. able leadership of F/L Dempster, Flight have undergone many chan-

ges.
F/L D. C. Laird, E.G.O., who is a regular gen man, although he won't admit it, now regins supreme with a kindly but firm hand. He has the difficult job of allotting shopping days and supervising the long delayed job of painting and decorating the briefing room and of course the occasional ferry trip—the more occasional the better.

F/L Glover—no one knew whether he was on T.D. at Vulcan and a visitor at Pearce, or vice versa.

F/L Tait—(who incidentally prefers twins)—"The circuit at Currie is larger than Pearce, but after all, that's only a small inconvenience."

F/O Boettger—"I'm not talking."

F/O Barber — "Our formation takeoffs are so tight that we are frequently mistaken by the Tower for a J. U. 52."

F/O Pennell—"It was very dark at the time, and I was not quite sure which end of the Verey Pistol was in front until——"

F/O Mortlock (after attempting to demonstrate single engine safety speed)—"The chap who designed the Anson was either stone drunk at the time, or else he received a message from God."

F/O Stokes—"Is that the Flying Wing Adj? I say Butch, old boy, have they finished with my Log Book yet?"

I I I I
"What is an Anson?"
"A flock of unserviceable parts flying in close formation."

With Christmas and New Year's leave well behind us, we settle down to the business of folding up our little establishment, with a feeling of regret that we are leaving a place in which we have known many pleasant associations—a feeling with which is mingled much speculation regarding our future.

Though many changes have occurred in workshops since its establishment in May, 1943, there has always been a spirit of co-operation evident, in and between the various departments.

Though some of us who are comparatively new to workshops do not remember all who have worked here, we feel sure that they have benefitted, as have we, by the months spent in its environment.

Located just west of the con-teen, where we moved from the old location near Works & Buildings, workshop is a compact establishment comprising the trades of machinist, welder, metalworker and carpenter.

Sgt. Stavert (carpenter) has been in charge since February, 1944, replacing Sgt. Caswell, who was posted to Trenton, Ont. He has been assisted in the office work by recently married and discharged AW Oxford (nee Cose) who succeeded LAW Deck and Cpl. Hicks, both now in Maintenance.

LAC Holms also took his discharge this month, leaving machinists LAC's Hannaby and Johnson (the latter recently of No. 8 B. & G.) to carry on.

In the welding shop we find Cpl. Jackson, ably assisted by LAC Currie, who fills the place left vacant by LAC Woods.



Back Row, l. to r.—Allen, G. H.; Spark, H. H.; Burrwell, R.; Croteau, G.; Currie, H. M.; Maheux, A. Front Row—Cpl. Jackson, S. A.; LAW Cose, M.; Cpl. Daigle, A.

Many changes have taken place in both the metalworking and carpentering shops.

Metalworkers, formerly presided over by Cpl. Robertson, now in-

structing at St. Thomas, have grown to a unit of five men consisting of Cpl. Daigle, LAC's Allan, Croteau, Spark and Haheux.

The Carpenters, in direct con-

trast, have dwindled, to LAC's Burwell and Kinswater. Many will remember LAC Gower who left us for an A.I.D. course; also Cpl.

(Continued on page 39)

Armament Staff Officers

F/L Wilson organized Armament Section in December 1943, and instituted policy of having flying instructors from the S.F.T.S.'s visit Pearce for a two-week Armament gen. course.

F/L Versteeg, deputy section head, recently returned from the Air Armament School at Mountain View, Ont., where he learned all there is to know about armament.

F/L Minall, ex-op Typhoon pilot who put his overseas experiences to good purpose in giving the lads the Ops angle in connection with dive bombing and fighter tactics.

F/L Garden, Seattle cum North Battleford cum Pearce. The genius behind the Armament Synthetic Training and a lad to be reckoned with when it comes to dropping bombs in the pickle barrel.

F/L White, F/L Bremer, F/L Meakin, recent additions to the Section that came to us from No. 7 S.F.T.S. at its closing. Claim to fame: Russian Bank and Battleship.

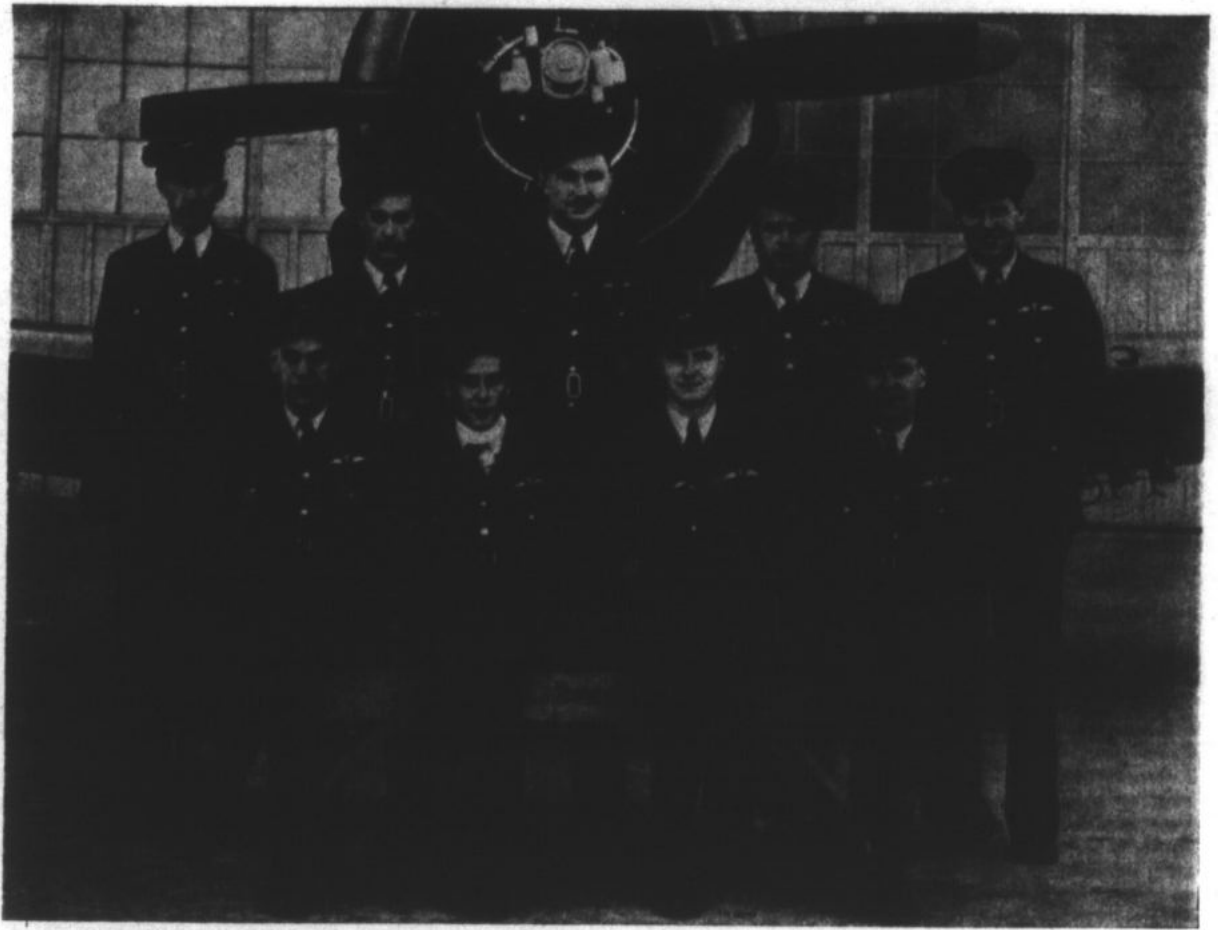
F/O Robinson, long-time instructor with the section, hailed from No. 7 S.F.T.S., and was instrumental in bringing the single-engine flight up to a high standard of efficiency.

F/O Hurd, Ex-No. 3 S.F.T.S. man, and a genius at twin-engine bombing procedure over the camera obscura. Does a mean low-level attack too.

F/O Sangster, North Battleford's loss was our gain when this genial gentleman joined the single-engine flight.

F/O Park, sole representative of the R.A.F. at the time of our dis-

(Continued on page 39)



Back Row, left to right—F/O Grant, F/O Park, F/O Sangster, F/O Robinson, F/O Van Orman.
Front Row, left to right—F/L Bremer, F/L Minall, F/L Wilson, F/L White.
Absent—F/L Versteeg, F/L Garden, F/L Meakin, F/O Hurd, F/O Saxby.

"C" and "D" Flights



Back Row, l. to r.—LAC Bell, LAC Casselman, LAC Giles, LAC Gordon, LAC Northcott, LAC Fiset.
Front Row—LAC Stav, LAC Pollock, LAC Ball, LAC Rohovie, LAC Plattan, LAC Robinson, LAC Stupich.

Cpl. Bishop, C. L., of Calgary, Alberta, a "Sold American" man.

Cpl. Harmon, D., of 5 West 26th Ave., Vancouver—Who is this gal Joan?

LAC Alger, G., of Creston, B. C.—An "Erk" at Creston Motors.

LAC Ball, D., of Meota (?) Saskatchewan, figures on converting a hangar into a dairy farm.

LAC Bell, 10934 University Ave., Edmonton, "bigger and better automobiles!"

LAC Casselman, E. A., of Toronto (no fixed address), prospector: three guesses of what.

LAC Fiset, P. J., of Montreal, "Vendeur de fromage."

LAC Giles, G., of Nelson, B.C.—Contemplating shoe lace selling on any busy corner.

LAC Gordon, M. M., "Bright-house," Vancouver: Trouble shooter, the telegraph business.

LAC Northcott, J. H., of Milo, Sask.—"My wife will decide!"

LAC Platten, A. T., Provost, Alta., "Who knows" (quote).

LAC Pollock, J. G., 2270 Winnipeg St., Regina, Sask.—"Pulling chocks on Link Trainers."

LAC Robinson, A. E., 111 West 10th Ave., Vancouver, B. C.—"Mush, mush," the sourdough.

LAC Rohovie, J., Coalhurst, Alberta, business partner of LAC Giles.

LAC Stav, M. C., Val Marie, Sask., the "duo-decimal kid."

LAC Stupich, A. R., from South Wellington, B. C., opportunist.

LAC Watson, L. W., Castlegar, B.C., "As little as possible, if not less."

Men's Basketball Team



Back Row, left to right—LAC Katainen, LAC Dods, LAC Holt, LAC Woodhouse, LAC Porter.
Front Row—LAC Thompson, F/L Tait (Coach), LAC Baldassi, F/O Janieson, LAC Peterson.

W.D. Basketball Team



Back Row, left to right—Cpl. Ching, LAW Merry, Cpl. Yurus, LAW Davidson, LAW Woodliffe.
Front Row—LAW Cowin, LAC Humble (Coach), LAW Manson, G/C Harvey, Cpl. Johnson, F/O Janieson, Cpl. Doucette.

Link Section



Back Row (left to right)—Mr. Oberg, C.; Sgt. Norwood, H.; LAC Emalie, G. H. L.; LAC Odynksi, W. M.; LAC Dachene; Sgt. Emmott, L.
Front Row—F/S Anderson, W. A.; F/O Lawrence, R. S.; F/O Paul, A. M.; F/L Champ, A.; F/O Nicholls, O. W.; F/S Adams, J. S.; Sgt. Dodds, K. M.

The Link Trainer Section is a on this unit. The present staff eight instructors, four maintenance relatively small but important one consists of our O.C., F/L Champ, electricians and our janitor (Pop).

It is with a great deal of pride and pleasure that we contribute our little bit towards the final issue and souvenir number of "Pearce Patter." We are proud to have served, some of us for over two years, with one of the finest units in the B.C.A.T.P., and that, my friends, covers a lot of territory. It is a pleasure to represent one of the most important sections (we think) on the Station and to have served under the leadership of such men as our previous Commanding Officer, Group Captain J. B. Harvey, and our present Commanding Officer, Wing Commander D. L. G. Jones. During the existence of No. 2 F.I.S. both at Vulcan and Pearce we have had several D.A.P.M.'s but the one we remember best for his efficiency, police and service knowledge, kindness and helpfulness in times of need towards his fellow men, is F/O Jimmie Gordon, who left us on Dec. 6/44 to take up his pre-war position as Investigator with the C.P.R. at Winnipeg. We all missed him very much but wish him all the luck in the world in his work and health.

We think it might not be amiss to say a few words on the various duties of a Service Policeman, just in case some of you are under the impression that we are only here to get Airmen and W. D.'s in trouble. Such is not the case but, as some of you know, if you go too far off the "straight and narrow," then we have no alternative but to "help" you back on, and the C. O. usually does the "helping." We are also expected to be a fountain of information; for instance, there

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Just a word re each:

F/L Champ, our O.C., is leaving us soon, we are sorry to report. Home town Brandon. Best of luck, sir, and we shall drop in at the Brandon post office if the opportunity permits.

F/O Nicholls, probably our next O.C., has sense enough to come from (and return to) B. C., an engineer by trade.

F/O Paul, well known on the station for his cheery laugh and general good nature. A farmer's son from Virden, Manitoba.

F/O Lawrence, rather recent addition to our staff. A customs man in civil life; he is now busy accustoming himself to the customs of his local contemporaries in costume (cuss 'em).

F/S Anderson, a veteran of Vulcan and Pearce, whose home is where he hangs his hat. (Nobody home at present); business man by profession.

F/S Adams proudly hails from Calgary, also a veteran of this unit. Expects to be a proud "papa" soon. Congratulations, "Jimmy!"

Sgt. Norwood, home town Windsor, also expecting a "blessed event" soon. Again congratulations are in order, Herb!

Sgt. Emmott, six feet two, son of a western farmer; "Red" can hold his own, even in an argument on navigation.

Sgt. Dodds comes from Toronto but we do not hold it against him. A live wire and a welcome addition to the staff.

Cpl. Castling, unfortunately on leave when the photograph was

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Service Police



Back Row, left to right—Cpl. Haines, F. L.; Cpl. Gilholm, J.; LAC Chicoine, J.; LAC MacLennan, K. M.; Cpl. Cockburn, T. F.
Front Row, left to right—Cpl. Doyle, A.; Cpl. Boyd, D. M.; LAC Srubowich, A.; Sgt. Cousins, R. B.; Sgt. Knight, C. H.; Cpl. Parsons, E. W.; Cpl. Mayo, F.
Not shown—Sgt. Hicks, G. H.; F/Sgt Dick, D. K.; Cpl. Byers, A.

Community Centre



Back Row, left to right—LAC Levy, A. R., LAC Coady, D. E., LAC Polley, G., LAC Stewart, J. D., LAC Prystai, W., SGT. Riecken, J. N., LAC Stevens, A. J.
 Third Row—LAC Webb, B. B., F/S Fuller, H. H. J., SGT. Croasdel, A. C., SGT. Salloum, E., F/S Sliter, E. M., CPL. Bath, W. J. R., LAC Roe, R. R.
 Second Row—AW1 Miller, L. J., AW1 McPhillips, A. F. D., F/L Krempin, E. (Padre), F/O A. M. Davison, Capt. H. R. E. Evans, F/O J. W. Mosley, LAW Ranford, M. L., LAW Stelfox, G. M., LAW McMahon, E. M.
 Front Row (Postal Clerks)—LAW Liverseed, A. M., Cpl. Weir, E., LAW Chipman, G.

THE POST OFFICE

The Post Office is probably the most important section on the station for maintenance of station and home front morale. The mail lineup is the only lineup that can ever compete with a meal lineup.

Cpl. Weir of Wetaskiwin, Cpl i/c of this section, and her staff which includes LAW Chipman of Newfoundland, LAW Liverseed of Manitoba, and LAW Reynolds, a recent posting here, deserve special praise for their untiring and efficient service over the whole holiday season. They had to remain on the job the whole time. And it might be added they are always on the job, for their work does not only include the hours when they are open to personnel, but also mail runs twice daily and continual sorting.

And so, to the Post Office Staff of No. 2 F.I.S., thanks for your devoted service.

CANADIAN LEGION

This "moldy old type" is firmly entrenched in the good memories of No. 2 F.I.S., of all who have had anything to do with him. His is kind of scruffy and it is often difficult to find him behind all that pile of debris that is heaped in front of his office, but he isn't hiding, really, he isn't, and, if you should happen to find him he is always tickled to have a visitor. You are sure of a welcome at the Legion Office when you have been ousted bodily from every other den on the station. And beside being a friend to all in spirit, here is some of the benefit that the "Cap" has been able to do for the station:

He has sold \$11,000.00 worth of money orders.

He has sent over 500 telegrams.

He has procured over 160 free Legion shows.

He has personally lent and had returned over \$1,000.00.

Booked 500 berths and hotel room accommodation.

He has issued 1500 cigarettes free, to the troops; free writing paper, ping pong balls, decks of cards, reading material.

Looked after Christmas party and all airmen's activities.

Personal and trouble shooter.

And, have you even been a participant of the "Cap's" free coffee line? Try it.

Here's a message from the Cap: "My thanks and good luck to all No. 2 F.I.S. and may they have happy landings wherever they go. "To all who I have helped and trusted, NOT ONE has let me down. This proves that all of No. 2 are the best and worthy of our trust."

Good luck all—"Capt."

EDUCATION OFFICE

The Education Office is situated in the Community Centre. The staff of this section consists of F/O Davison, home Nova Scotia whose chief duties are seeing that the community centre is kept clean and telling the airmen that they can't remuster now as the trade is closed. Sgt. Riecken, home Girvin, Sask., who looks after discussion groups (commonly called 'disgusting groups') and AW1 Miller, home Dawson Creek, B. C. (she keeps the windows wide open in the coldest weather), who tries to keep track of the personnel tak-

ing correspondence courses, and tends the Library when Dorothy is on a 48. Finally, the Librarian AW1 McPhillips, home Vancouver, who gives you a book you want with a smile. The task of educating No. 2 F.I.S. includes a great variety of activities with which all the staff tries to cope as well as it can.

LIBRARY

"Books Are Weapons in the War of Ideas"

How very true that statement is, when we really think about it. . . don't you agree?

A few days ago I read the line in one of the books in our library:

... "Democracy is the system which makes the greatest demand from the individual, and it simply will not work unless we have fine men to work it. Not all the toil and tears, the losses and gains of the bitter struggle, the heroism and grit of countless men of mettle can really establish democracy. They may establish the chance to establish it. The thing itself depends more than any other political system, on new men."

That challenge, for it is a challenge, has made me think a great deal about this country of ours which we proudly call a democracy, and which we, the little people, leave in the hands of "the next fellow." Today, with the termination of war a hope, we think of the return to "civic street" as probable in the not too far distant future, then what? . . . Here at No. 2 F.I.S. we have had a wonderful opportunity to see a promise for better co-operation among people. Can we carry that lesson

ENGINE SHOP

The Engine Shop came into existence when Maintenance moved into No. 1 Hangar. It was then under the guidance of Sgt. LePage who has since departed for overseas duty, that it had its beginning.

Sgt. Peard took over the shop when Sgt. LePage left, and in due time he also left for duties overseas, leaving Sgt. MacDonald in charge of the shop, and the latter has done a very good job.

The shop has turned out over one hundred and twenty-three engine changes during the past year. Now that engine changes are a thing of the past, the shop handles all top overhauls and cylinder changes which come in every day. The shop is standing up well under the strain, and I believe, will continue to do so with the able assistance of:

Sgt. MacDonald, Sedgewick, Alberta; he's commonly known as the "Boss."

Cpl. Bird, Transcona, Man.; he's doing very good work in the shop.

LAC Bryce, Saskatoon, Sask.—"very quiet and never indulges in beverages."

LAC Archibald, North Battleford, Sask.—keeps looking forward to a posting to his home town.

LAC Nelson, Nipawin, Sask.—seems to find Lethbridge a pretty fine spot.



G/C J. B. Harvey

Former Commanding Officer of No. 2 FIS, now Commanding Officer, Camp Borden.

back to our respective homes, jobs and the community in which we live? It is an idea, and an ideal, too, that this Battle of Pearce has been worthwhile and the result may be found in the years to come throughout the length and breadth of Canada.

PERSONNEL COUNSELLOR

Attention all Personnel: If you have not already visited the Personnel Counsellor in the Community Centre, you should arrange to do so as soon as possible. You can not be cleared to a discharge centre until the Personnel Counselling Report R307 (revised) has been completed and is in your records. Don't leave this until too late and run the risk of having your clearance held up. Make your appointment now.—J. W. Mosley, F/O Personnel Counsellor.

Sunday Night Bus

That Sunday Night Bus—
And "Lefty" so kind
If you can't get a seat
Just drag on behind

The comfort assured you
Is the same either way
But hanging outside
Might figure less pay

As it rears and flounces
O'er those small cobble stones
A crick in the neck
Or displacement of bones—

A mild dislocation—
You are getting off well.
If you want seventh street
All you need do is Yell!

With a jerk and a yank
(It is brought to a stop—
A sudden sensation
Then out you will flop

Then it wheezes and leaps
In the air with a swish!
Steady! Calm! Hold the side-
arms

And then make a wish
Hoping we'll make it
With all souls on board!
Just three notches easier
Then to die by the sword.

But it's easier than walking
O'er those stones, we'll avow,
Coming home from the sing-
Song
Cheerio—Goodbye now.—L. C.

He asked her if she could love him
She answered him 'no' on the spot

He asked her if she could love him
She assured him again she could
not

He asked her if she could love him
She laughed till his blushes he hid

But he asked her again if she
loved him
By Gosh, she admitted she did.

F/O Blick, J. O.—Always going to Edmonton—must have a post-war plan up there—or a corner picked out for popcorn—helped in the work on this mag.

F/L Purcello, W.—Vancouver lost a good type when Bill came to Edmonton to the elementary school in the very early days of the war. He finally got his ferry trip across the Atlantic.

F/L Proctor, A. A. (A.F.C.)—Had a grand time at Pearce—ferry trip in a Mitchell, decorated, flight

Here's How in Japanese: First the man takes a drink, then the drink takes a drink, then the drink takes the man.

Here's why in English: There are five reasons why men drink: Good wine, a song, because I am dry; or lest I may be bye and bye; or any other reason.

commander; we used to call him the nurse in Edmonton. Curly due to his shiny pate.

F/O Barnsley, W.—Lethbridge here we come—always scrapping with the girl friend; tried to learn billiards with fair success. Likes to drive a car with one eye shut so he can cope with two roads at once.

F/O Saidler, D.—Always getting into trouble with someone or something—chalks up more blacks than any ten on the station—had a fair score, four iron crosses, coped well on the extra messing; liked a lit-

F/O Bridwell, J. H., came from Spokane—was a regular on the Edmonton run until he moved his lovely wife and young son James to Lethbridge. Wants to fly after the war for Northwest Airlines Luck to you Brid.

F/O Scott, R., thinks Belleville, Ontario, a fine spot—and if you're sending a card make it 282 Charles Street. Ralph's small son Billy takes up his time and his efforts, but we do see him in the Mess occasionally.

"C" Flight



F/O Blick, J. O.; F/L Purcello, W.; F/L Proctor, A. A. (A.F.C.); F/O Barnsley, W.; F/O Saidler, D.

"Flying Weather at Pearce"

How zippy the zephyr! The breeze from the west
That tosses the pennant with jovial zest
In the glow of the dawn when the station is waking.
(Speak not of the mid-day when hangars are shaking!)

A fickle old sprite is Favonius the West Wind,
Beguilingly smiling as though he were destined
To fragrantly waft us the charm of the hills;
The balm of their forests, the splash of their rills.

But we know him a liar, a fraud and a cheat;
A brawling and blustering imp of deceit;
A riotous pest whose deceptive bravado
Will turn a mere puff to a howling tornado.

He's a twister, a typhoon, a turbulent goof
Who'll flatten your dwelling and blow off the roof.
He'll tear up the garden; dirt, gravel and rocks
With the gold in your teeth and the holes in your socks.

A promise of peace in the morning's beginning,
By noontide, at least, he's maliciously sinning.
From a boisterous gale to a tempest insane
He's a cyclone! a blizzard; a damned hurricane!

He squalls in his fury, he wails in his wrath
Blasting and vengeful to all in his path.
He'll jar loose a pavement or fill up a well
And choky his dust as the brimstone of Hell.

When Favonius the West Wind, indignant, ashamed—
Has abated his malice, still snarling but tamed;
He marvels, no doubt—(We'll assume that he thinks)
Why the Ansons quit flying but never the Links!



Ansons returning to their home base at sunset.

Tower and Meteorological Staff



Back Row, left to right—LAC Degelman, J.; LAC Turner, W. (Met.); LAC Lewis, H.; LAC Hull, L.; LAC Podgurski, S.; Mr. Frank Riddle (Met.)
Front Row—Cpl. Prowse, V.; Sgt. Blue, M. B.; LAW Haslett, D. (Met.); F/O Carr, G.; AWI Sutherland, S. (Met.); Cpl. Pringle, J.; Cpl. Phillips, J.

Meteorological Section

Although the Meteorological Section is small it plays a vital part in the life of the station. By working in close conjunction with flying control, all concerned are well informed of the caprice of the elements. Through rain, sleet, snow, wind and dust the Met. Section carries on with taking observations and informing all who wish latest information about the weather. We introduce you to the Met. Section:

AWI Sutherland—a small bundle of vitality; hails from Kirkland Lake, Ont. Everyone says she is cute. With that flaming red hair, she must be Irish, but with that name, who knows. Take heed girls for Shirley has a really solid plan for post war. He must be nice, Shirley; lots of luck.

LAW Gibb says she is on the FIS Met. Section inventory. Anyway she has been with the school for over two years. Margaret back in civie days, was a stenographer at U. of A. in Edmonton, Alberta. We often wonder if she is really quiet or if she is just waiting the day when she returns to Edmonton to continue her career on civie street. Best of everything, Marg.

LAW Haslett, Whitewood, Saskatchewan—Dot has great difficulty in estimating ceiling. Possibly the trouble arose in Claresholm when she met her betrothed, a certain charming gentleman from "down under." Certainly you may catch the noon bus for Claresholm. Good luck, Dot, in your chosen career.

LAC Turner, Toronto, Ontario.—Wilf used to be a salesman for National Cash Register before he joined the forces and he more than enjoys ringing the register in the canteen. He is our other red head; quiet but reads everything he can lay his hands on. Best of luck.

LAC Goodchild comes from Calgary, Alberta, but has spent a large amount of his three years in the Airforce in Eastern Canada and

Bermuda. Somehow he found certain attractions in Boston and likes "living out" in Macleod. Best wishes in all your travels Ralph.

Cpl. Phillips, from Campbellford, Ont., is an "ancient" in the Met. observing business, having spent four years deciphering clouds and estimating wind. Jack hopes it won't be long until he is back in good old Ontario with his wife. Good luck, Jack.

Frank Riddle—Frank's the boss around here, but that doesn't worry anyone much—especially Dot! He used to teach High School and is right in there when it comes to instructing in Meteol-o-l---- (aw nuts), weather conditions. Frank comes from Carstairs, Alta. (that's just north of Calgary) and that is probably where he will return when the fliers no longer need any "puca gen" on the weather to Calgary, Medicine Hat, Swift Current and points east.

Jack Heise — "Jackson's" from Vancouver and though small of stature can really create havoc when he lifts his voice. He thoroughly enjoys being right in his weather forecasts and doesn't think much of giving lectures. A U.B. C. student before the war, and will likely go back to college come day if he can ever save the money. Good luck Jack to you and your attractions in Vancouver.

"Flying Control"

The Flying Control is the brain at the terminal of the airways under whose guidance the air-traffic is controlled. It is here that a close watch is kept on all local and visiting aircraft to promote a higher degree of safety and efficiency for those who fly. Working in close conjunction with the tower by means of a transmitter set, we have the control tender manned by a sharp-eyed crew whose duty it is to see that the incoming and outgoing traffic gets the necessary signals.

Let's take a visit to No. 2 Han-

gar where we find the Control Tower staff who consist of the following:

F/L S. B. Carter, who hails from Vancouver, B. C., is the Chief Control Officer, but is now holding the present position of Wing Adjutant. One of his main hobbies is golf, and he has been putting around the Pearce fairways in preparation for the next Canadian Open. Stan says he hopes to form a post-war club bearing the title "Carter's Chummy Club for Cancelled Commissions."

F/O G. I. Carr, our present Control Officer, also hails from Vancouver, B.C. George used to be an observer in the last war and he gets quite a kick out of controlling traffic at Pearce. His favorite pastime is playing knock rummy, but he doesn't find it as much of a snap as taking pictures.

Sgt. M. B. Blue's better known as the "Cassanova Kid" from Tisdale, Sask. We believe that Malcolm is taking a serious interest in the telephone business on account of the good connections he has made at Pearce.

Cpl. Bob Pringle, whose home is Calgary, is everlastingly going back home these days; we wonder what the big attraction is? Bob's one ambition is to bring sunshine into the lives of others by means of the electric light switch.

Cpl. Vic. Prowse, Canada's most famous artist since Michael Angelo, paints anything and everything. It is rumoured in the art circles that, on cessation of hostilities, Vic intends painting Montreal a deep red.

LAC Bob Rae hails from London, Ont., and since his stay out here at Pearce, he has become quite a horse enthusiast which has led to more than one trip to the hospital.

LAC T. H. Lewis, his home town is Guernsey, Sask. Hank's one ambition after this war is over, is to own a big farm and raise a

large crop—not saying what kind. LAC J. Degelman resides on the south side of Transcona, Man. He is seriously thinking of becoming a distiller of high powered spirits in the woods of Transcona. He claims his recipes will change Manitoba's winter into a tropical clime.

LAC L. Hull, from Toronto, is better known as the songbird of the east. Leigh dreams of the day when his soft baritone voice will be heard all over the etherwaves, and to strike more than one romantic chord into some fair damsel's heart.

LAC S. Podgurski, the big butter and egg man from Nesbitt, Man., is an ardent pupil of Arthur Murray. Each week-end he can be seen tripping merrily over the Macleod dance floor. His specialty is LaConga.

LAC E. Huxley who hails from Watrus, Sask., plans to open a chain of pool rooms, if farming doesn't turn out a success. Just now Hux is busy turning out future pool room champs in his spare time.

LAC H. Goering comes from Barry, Ont. Here is a chap who is happiest when indulging in the world of sports. Howard says he seldom gambles but he boasts of a pair of well trained dice.

LAC E. Hogan, another Toronto lad who thinks that the west is a mighty fine place to come from, especially when heading for the east. Ed's looking forward to a huge celebration back in the big city one of these fine days.

NAVIGATION FLIGHT

Formed rather hurriedly a few months ago under F/O "Syd" Reynolds as Flight Commander, it has specialized in swinging swingable compasses. With membership only open to those with no flying instructor's category, but of otherwise sound mental calibre, the flight has done valiant work under contract to the "BORCHERS AIR LINES CO.", specializing in ferrying concert artists and basketball players.

Our private aircraft sitting outside in the office in No. 2 Hangar has, it is feared, seen its last hour, and so has "BORCHERS AIR LINES CO.", dissolved through the sudden departure of its managing director.

In sole charge of our once efficient unit, we now have the "Mad Welshman", F/O "Tommy" Thomas with office hours specially restricted to suit the coffee-bar times, viz. 1000 a.m. - 1030 a.m. and 1500 - 1530 hrs. daily. If not present at these times would "visitors" please phone the P.T. and Drill Section as our F/O Thomas is a keen P.T. enthusiast.

We hate to leave our cozy little office, scene of many a peaceful hour, but go we must, hoping that some of you at least will keep in contact with us, the compass-awing trio of Nav. Flight. F/Sgt. Grafton; F/O Reynolds, Northlands P.O., North Vancouver; F/O Thomas, E. A., Fern villa, Clynderwen, Pembs. South Wales.

Pearce Revue



The above group of talented young people presented a fine show. The padre of the station, Ft/Lt. Krempin, (centre) directed the chorus. From left to right standing next to the padre, is LAW Shirley Taylor, soloist, and on the other side is LAW Dorothy McPhillips, soloist, LAC

Bruce Webb, baritone soloist, is between the third and fourth of the young ladies at the extreme left. There were eight young ladies in snappy costumes who gave a fine display in dancing, particularly effective was their singing and dancing in the song "Alice Blue Gown," appropriat-

ely costumed in full length blue dresses and with spotlight effects to correspond.

Comedians were Ft/Lt. Borchers, F/O Anderton, Douglas Raymond, F/O Thomas, and LAC Robert Roe, female impersonator. Other principal and specialty numbers were Frank Riddell, vio-

lin; LAC Katainan, piano accordion; and F/O Thomas; LAW Maynard, specialty dancer. Assistant director was Ft/Lt. Borchers. Piano accompanists were F/O Blick for all dance numbers, and Corporal Irene Hyatt for the choral numbers and the solos. Announcer was F/O Anderton.

LINK SECTION

(Continued from page 35)

taken. Refrigeration is his racket—home town Winnipeg; hobby is golf.

LAC Emslie, Cpl. Castling's right hand man, a capable "Link Doctor." Home town, New Hamburg, Ont.

LAC Odynski, well known at No. 2 in the sport circles. Excels in hockey and baseball.

LAC Dachene, a morale builder and local wit. An expert in the gentle art of repartee.

"Pop" Oberg, takes pride in keeping the Section spic and span. Definitely "one of the gang."

And that's all folks. Probably this group will shortly be dispersed far and wide, but our mutual associations have been a pleasure, an education, and will remain a pleasant memory.

Link Trainer Section

Instrument flying is our business, and the synthetic reproduction of aircraft instrument behaviour and control is truly remarkable.

Every student since the opening of No. 2 F.I.S., in Vulcan in August, 1942, has received six to eight hours advanced instrument training in these remarkable machines.

Adapted to control exactly like a sensitive advanced aircraft, these machines show up any weakness of the pilot, as the "crab," or recorder on the table, reproduces in red ink the pilot's track giving indisputable proof of where, when and how he has manoeuvred while "on instrument."

In addition, such interesting details as rough air, icing conditions, suction failure, etc., may be simulated by the Link instructor to test the pilot's reaction and ability.

Last and possibly the most important to an advanced training

SERVICE POLICE

(Continued from page 35)

are fifteen bus schedules posted around the station, but we answer an average of twenty phone calls a day asking, "What time does the next bus leave for Macleod, etc.?" and believe it or not each call is replied to as though it were the first we had ever received. Then there are the Airmen who go on leave and on returning find their blankets are missing, a tunic, or some of their belongings—well, we go look for them and usually find it—someone has borrowed the item. We haven't mentioned how many parachutes we go looking for, lost tools, and even shaving kits left on the train—yes, we get all the little problems.

Then, of course, we have to see that the lights are out in the Community Centre lounge at 2300 hours

school like No. 2 F.I.S., radio beam signals are reproduced, and valuable training in flying all types of beams have been received here. All ranks have participated in this instruction, even including our former C.O., G/C Harvey. A pilot, no matter how advanced, is never through with Link. Indeed we find that Link is the most respected and appreciated by those more experienced pilots who recognize its value. We believe that "Link" has already proven its worth in this war and has been a large contributing factor to our present air superiority.

"Link" is "keeping up" with advanced aviation, by the introduction of twin engine Links. Radar homing, astro-link, to mention only a few of the later innovations, and the beauty of it all is — we have yet to lose a pilot while training in a "Link."

(also the Airmen)—we never bother the W.D.'s MUCH! and we mustn't forget to turn on the obstruction and street lights at night and off in the morning. Also we have to lock and unlock the golf course gate—yes, we could go on and on but no doubt this will suffice to show that the Service Police don't sit around all the time in the Guard House, that is only a necessary part-time job.

Now in conclusion we would like to enumerate the names and home towns of each Service Police in our section. We have them from coast to coast, which goes to show D.A.P.S. just doesn't care where they send a fellow!

First we have our most recent arrival, F/Sgt Dick, D. K., who is N.C.O. i/c from Claresholm, Alta. Sgt. Cousins, R. B., i/c investigations, who has been with us for over two years and claims Vancouver, B.C., as the old home town. Sgt. Hicks hails from Ottawa, Ont.; Sgt. Chuck Knight from Calgary, Alta., is the proud father of F/L Knight, who is now on his third tour of operations overseas. Cpl. Frank Mayo, who has been with us over two and a half years, from Edmonton, Alta.; Cpl. Haines from Calgary, Alta.; Cpl. Cockburn from Daysland, Alta.; Cpl. Boyd from Winnipeg, Man.; Cpl. Doyle from London, Ont.; Cpl. Byers from Saint John, N.B.; Cpl. Gilholm from Port Morien, N.S. (wherever that is, we are sure it's not on the map); Cpl. Parsons of Winnipeg, Man.; Cpl. MacLennan from Goderich, Ont. (farmer type, but likes to take annual vacations while being chaperoned); LAC Chicoine from Montreal, Que., and last but not least LAC Srubourich from Maple Creek, Sask., are all

ARMAMENT STAFF OFFICERS

(Continued from page 33)

bandment, Brother Park specialized in genning the lads on heavy bomber tactics.

F/O Van Orman, F/O Grant F/O Saxby, the thankless task of being a target ship pilot for the air-to-air exercises went to these three gentlemen, but the success of the exercises was in their hands and they can rest assured that their's was a difficult job well done.

WORKSHOPS

(Continued from page 32)

Buckingham and LAC Little, recently posted to St. Thomas and overseas, respectively.

Before we close, mention should be made of some of the "old-timers" who at some time have enjoyed a sojourn in workshops.

Connected to the carpenter shop were Cpl. Willing, now overseas; Cpl. Bathgate (Maintenance); and Cpl. Fraser (Servicing). Also overseas are LAC's Webber, formerly with the metal workers, and Cro-skurniak who was connected to the welding shop.

important cogs in the wheel. No matter where they come from they all answered the same call and doing a fine job even if it is, at times a thankless one.

In the very near future this unit will be no more, and no doubt we will all be scattered once again, but I am sure each one of us will carry away many pleasant memories and friendships from good old No. 2 F.I.S. To those who have helped and co-operated with us in the past, which are many, each one of us say "Thank You."

AUTOGRAPHS

Aug.