

5710

F/L Sauder

R.C.A.F. - G.A.F. - R.Nor.A.F. - R.D.A.F.

MEMOIRS

OF

Course
5710

Who Graduated from

4 F.T.S. PENHOLD

JUNE 27, 1958

DEC. 1957 - JUNE 1958

"ILLIGETIMUS NON CARBORUNDUM"



A Message from the Commanding Officer

G/C D. E. GALLOWAY, M.B.E., C.D.

To each member of graduating class 5710, I wish on behalf of the personnel at RCAF Station Penhold, to extend to you congratulations on the good average standing which you achieved whilst in training at this station. We wish you continued success in your advanced training and future flying careers.

Good luck to all of you.



A MESSAGE FROM—

OFFICER COMMANDING 4 F.T.S.

W/C J. C. McCARTHY
D.S.O., D.F.C. and Bar, C.D.

I wish to congratulate the members of Course 5710 on the occasion of their graduation from Basic Flying Training, both for myself and on behalf of the staff at 4FTS.

We feel sure that your application to training here will stand you in good stead in your future endeavors, and we wish you every success in flying training at AFS and your respective air forces.

A MESSAGE FROM—

OC No. 3 Squadron

S/L C. H. HAVERSTOCK, C.D.

On behalf of the instructors and airmen of No. 3 Squadron I wish to congratulate the members of Course 5710 for successfully completing Basic Pilot Training. The tasks of the instructors and airmen were made easier through your co-operation and enthusiasm. We wish you continued success in your future training and good luck to all of you.





F/O Parrack



F/O Bertrand

A Message from the Course Directors

To Course 5710 sincere congratulations from 4 FTS.

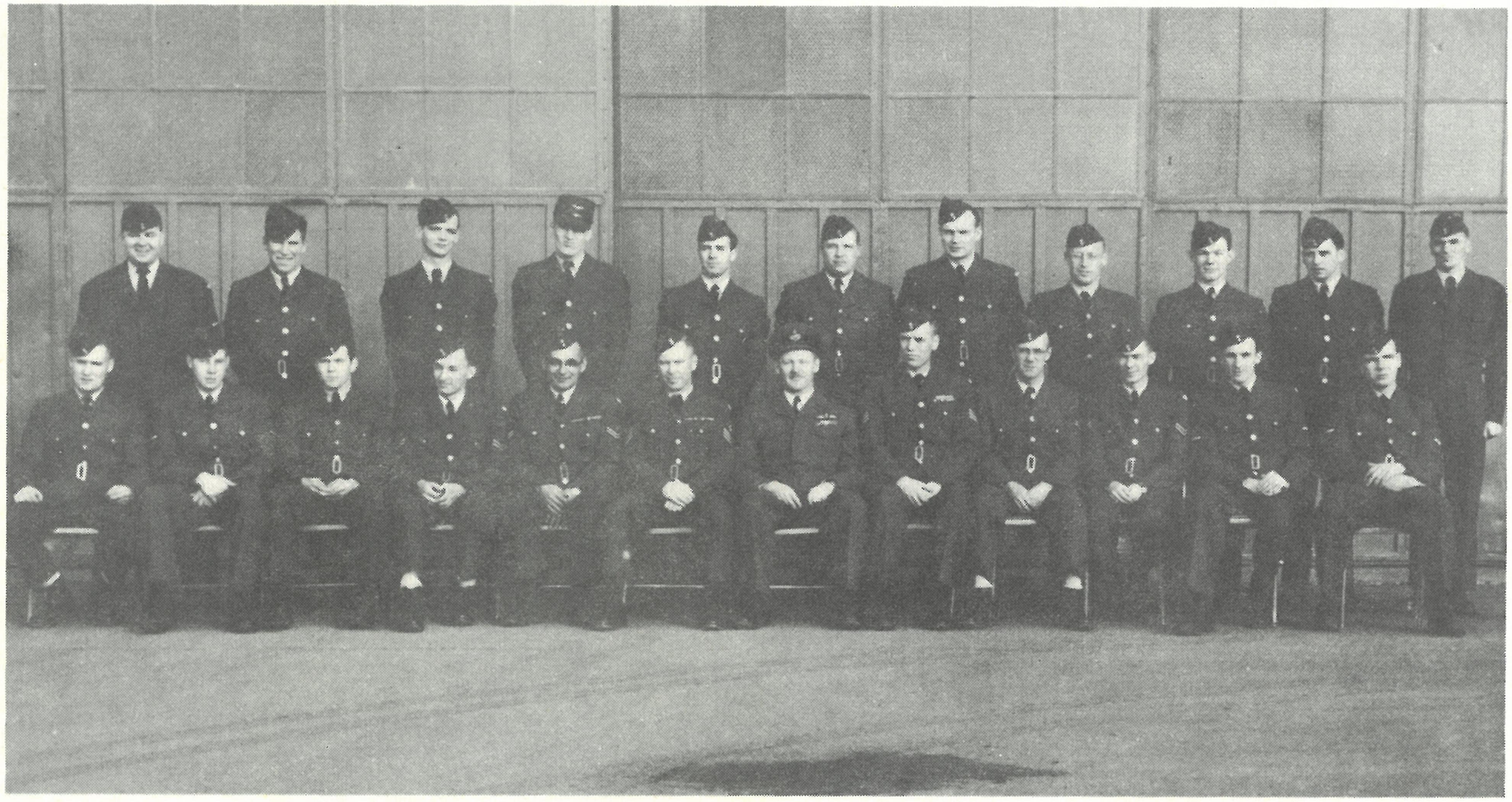
Yours has been an interesting course and has shown the qualities needed to become a successful and vital part of NATO.

We have enjoyed working with you and helping you to solve the problems encountered in this phase of your career.

Remember that your training does not end here but continues at a higher and more intensive level and that more will be expected and demanded as your experience increases.

You have shown ability and determination while at Penhold and we know that the same will be said of your future efforts.

We wish you success in every aspect of your career and may you hear no more of that oft repeated phrase, "If there is something in it, keep it locked!"



3 Squadron Ground Crew

Front Row: LAC Brown, LAC Hunt, AC1 MacCaull, Cpl. Jubb, Cpl. Wintink, F/S McHarg, S/L Haverstock, Sgt. Murray, Cpl. Justice, Cpl. Craig, LAC Raymond, LAC Mooney.

Back Row: LAC Lussier, LAC Campbell, LAC Bloom, LAC Rondeau, LAC Fontaine, LAC Brooks, LAC Goodkey, LAC Westlaken, LAC Giesler, LAC Bolduc, LAC Leclerc.



VOLK—Watrous, Saskatchewen

Harry is another reservist from the "prairies." As a matter of fact when Glen and he are seen together we wonder whether people are deliberately made taller in Saskatchewan to hide the lack of timber. Good luck, Harry!

MOSIER—Oshawa, Ontario

The RCAF has probably changed Neil more than it has most people. From being a retiring sort he can now be quite vociferous when the occasion demands it. Sometimes even when it doesn't. Also he has turned out to be a positive genius.





DUNN—Dundas, Ontario

Bob keeps us goggle-eyed for hours with descriptions of his strange and different amours. Heaven help the female population of Hamilton when he gets his new "M.G."

RUHMANN—Hademarschen, Germany

Ruhmann is the proud owner of a dilapidated Ford. He drove to the USA during mid-term leave and was quite amazed when his car didn't fold up.





CCOPER—Halifax, N.S.

Stu hails from Nova Scotia and can be heard defending the province against any attack. Needs to be broken of the habit of repeating the same joke "ad nauseam"!

PARENT—Ottawa, Ontario

Claude joined us after P.F.S. so it took a little longer than usual to kick him into shape. He is one of the few people who, when walking out to an aircraft, looks more like an instructor than an instructor.





GAUTHIER—Rutter, Ontario

Maurice loves a good argument and can usually provoke one. Favorite saying: "If I just spent another 1000 bucks on my car it would really be something."

GIESE—Ludwigshafen, Germany

Harry is one of the very few married members of the course. He is a quiet good-natured type who can usualy be found in the mess playing pool.





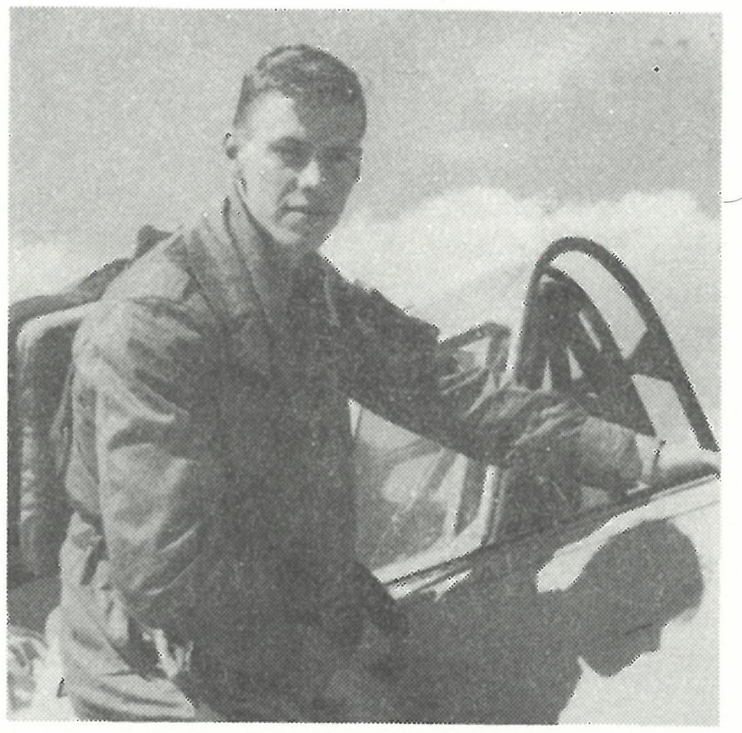
HACKER—Wiesbaden, Germany

Karl is the piano player of our course. a real Liberace. He keeps us entertained for hours in the mess.

HANSEN—Hong, Denmark

Flying is over, the week-end is here. There is already one fellow missing. If you want to see him just wait until Monday. He comes back then from Edmonton slightly bushed.





DOWN—Tisdale, Saskatchewan

Glen spends a lot of time explaining that Saskatchewan is not a treeless desert, it only looks that way. He is one of the few reservists and we wish him luck hereafter (not the great hereafter, naturally).

BARTHOLIN—Copenhagen, Denmark

This boy is really lucky. He has had two trips to Canada during his service career. This must have been beneficial because he made a whopping mark on his B.I.T. He joined the course after mid-term and seemed to fit right into the groove.



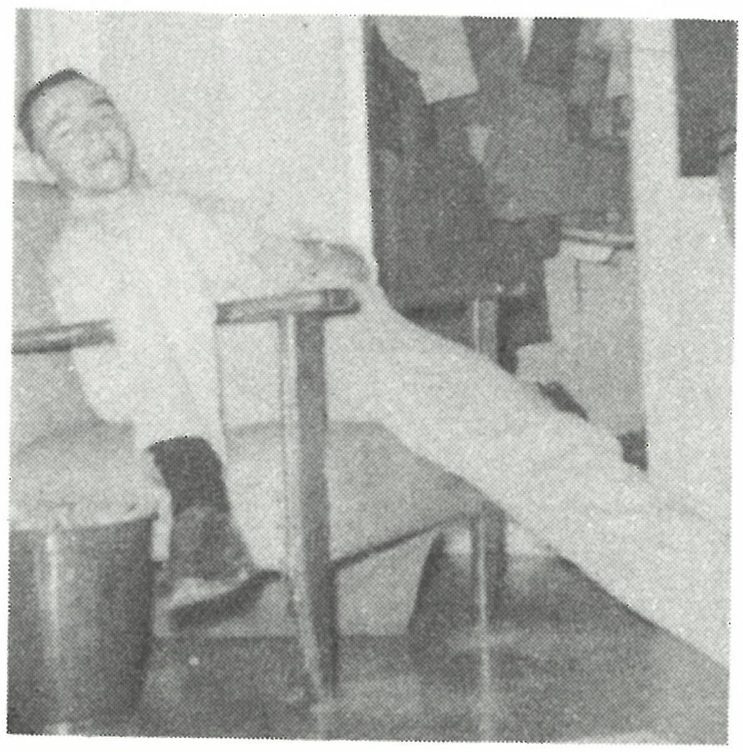


WRIGHT—Upper Musqvodobot, Nova Scotia

Jerry hails from the east coast. He appears to have made good use of his former service—a girl in each province. Our sympathy lies with the girls he left behind in Europe. Favorite saying: "Get some time in buddy."

REID—Centreville, New Brunswick

Bernie was the clown of the course. He is a natural mimic and has a great sense of humor. The only man to log sack time during a final examination. Can frequently be seen in the mess on weekends wearing a red armband.



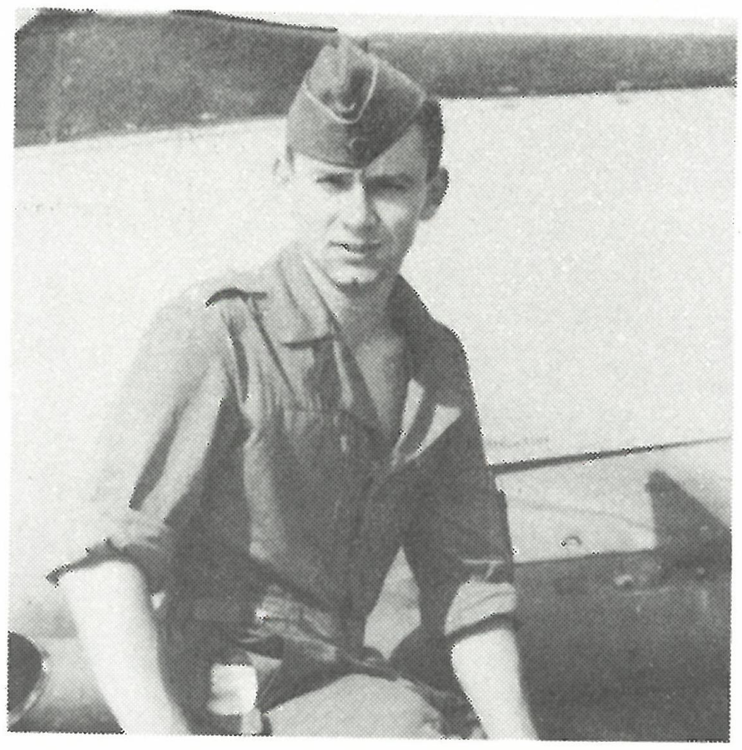


THIBODEAU—North Battleford, Sask.

Roger often drives hundreds of miles on a week-end home. There must be something besides home in North Battleford. He is a very good hockey player and a real "Ace" in the air.

LAUBE—Coburg, Germany

Heinz seemed to be one of the more quiet types when we first met him. But he has since come out of his shell and we find he is not better than the rest of us. He has a habit of going to Edmonton on week-ends to admire the scenery and usually spends the following week recuperating. He claims he was in the boondocks off the end of runway 11 only to spot his first gopher. The tower wondered why he took his Harvard with him.





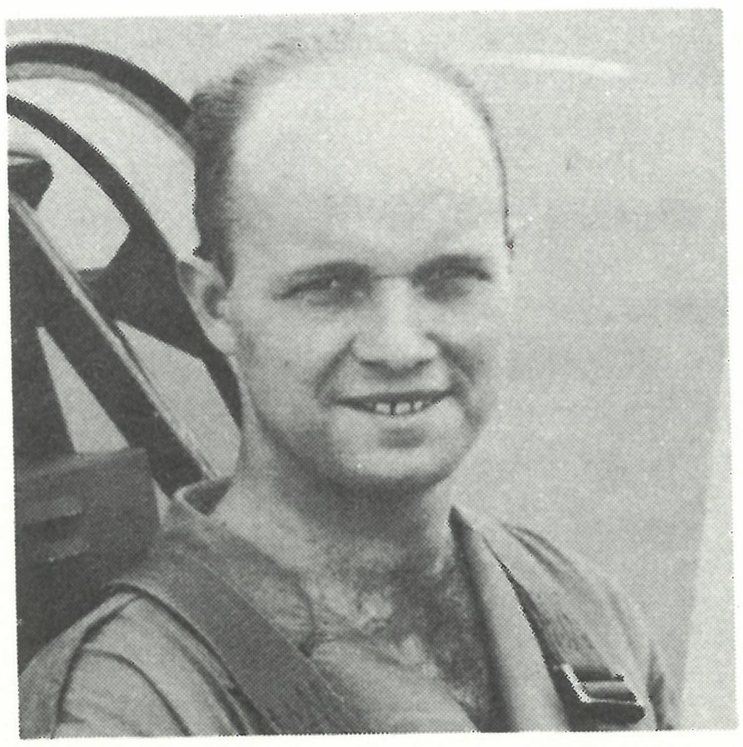
CONSTANTINE—Salisbury, N.B.

Mark drives a Pontiac which has seen service from Grand Bend to Sylvan Lake. It is rumored all aircraft will orbit at 10,000' in the future when he joins the circuit.

TONER—Fredericton, New Brunswick

Yet another course member from N.B. He can rock and roll with the best. Likes fast cars but can be seen driving a '51 Dodge with four cylinders in search of pleasant company.



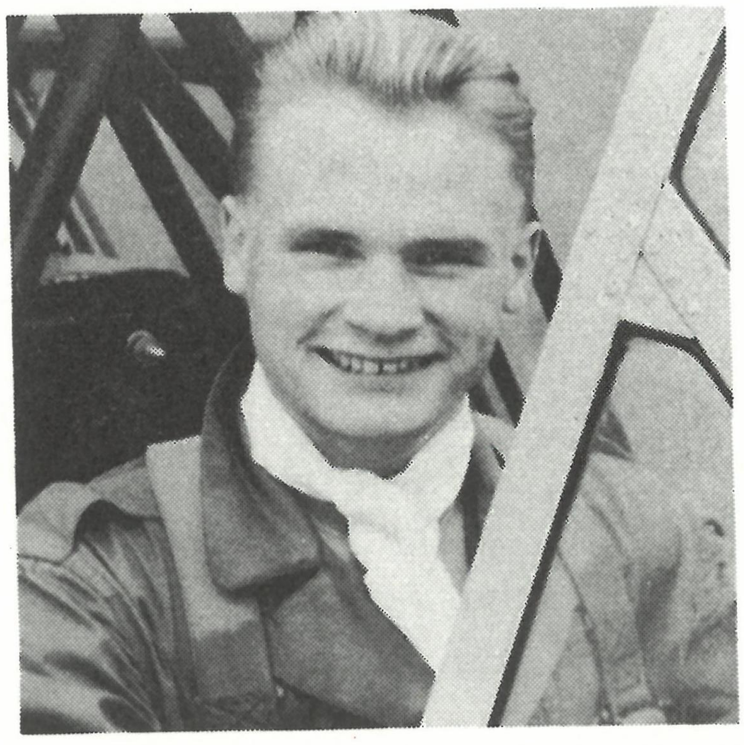


HAPKE—Hannover, Germany

Happy is one person who really lives up to his nickname. He is forever cheerful whether in flights or ground school. His main fear is that the Alberta sunshine will cause him to lose the rest of his hair. His main ambition is to get up just once in time for breakfast.

KELLE—Detmold, Germany

Dieter is known around flights as the blonde bomber and is probably the only man ever to fly with the coop top open in January. His main interest, outside of flying, is to see all the Sylvester cartoons. He can usually be found in flights, in front of a mirror brushing his hair.





RICHTER—Ellingen, Germany

Klaus is one of our model airplane fanatics and even has a model of our beloved Harvard. He has a great aversion to rising in the a.m. Night flying suited him fine. He usually arrived at ground school just on time — never early.

KANNE—Hammel, Denmark

Although Bent is the smallest man on our course this does not decrease his flying proficiency. He has two ground loops to his credit and everyone agreed both were works of art! Formerly he owned an eighth of a dilapidated Plymouth but that came to a tragic ending during mid-term leave in the USA. Main fear—that Alberta's dry, sunny climate may shrink him.





DAVIS—Windsor, Ontario

The Windsor kid is easily the tallest fellow on the volleyball team. He is also course photographer. His stories are in direct proportion to his size. Always surrounded by noise he is the star ace of night flying.

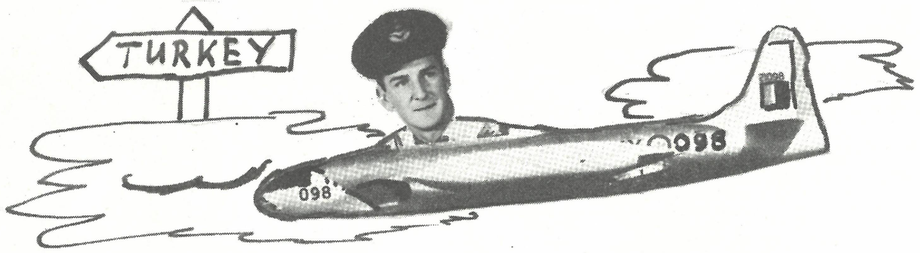
BARTLETT—Ottawa, Ontario

Ted is the idol of all the girls in PMQ's and at least one in Calgary. He owns an indistinguishable 'car" of unknown vintage. It is rumored he practices dog fighting on the highway to improve his proficiency in the air. He is a good tenor and practices often during night flying.



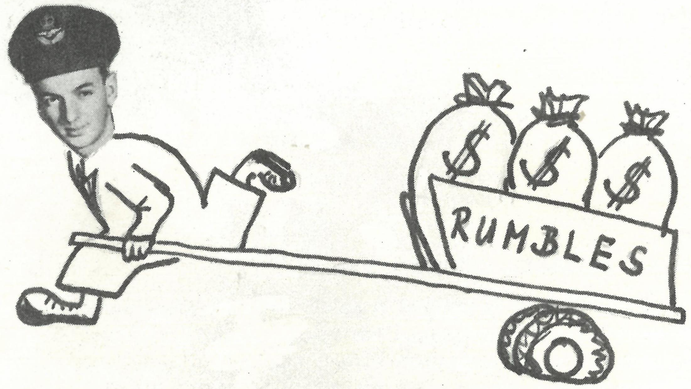

FLT. CDR.

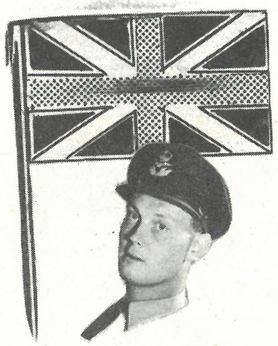


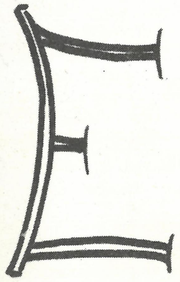

TURKEY
098






RUMBLES

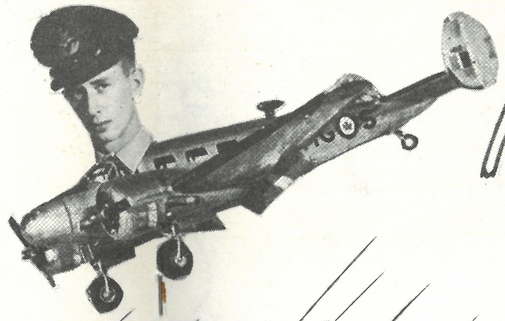




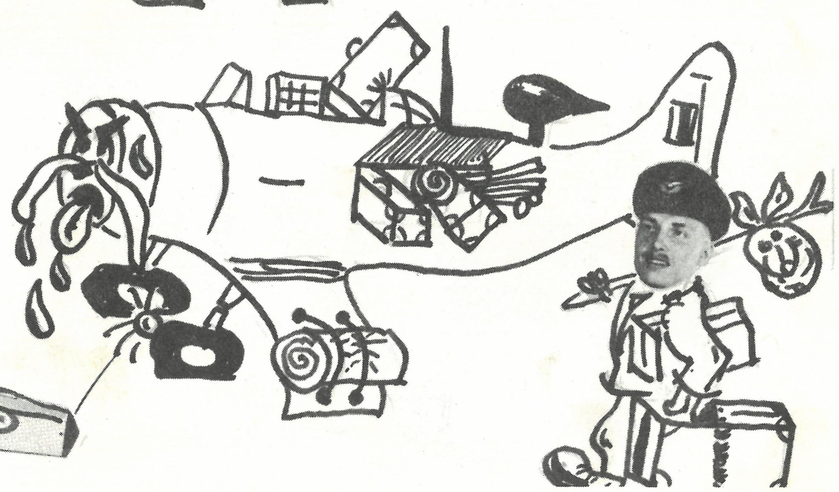


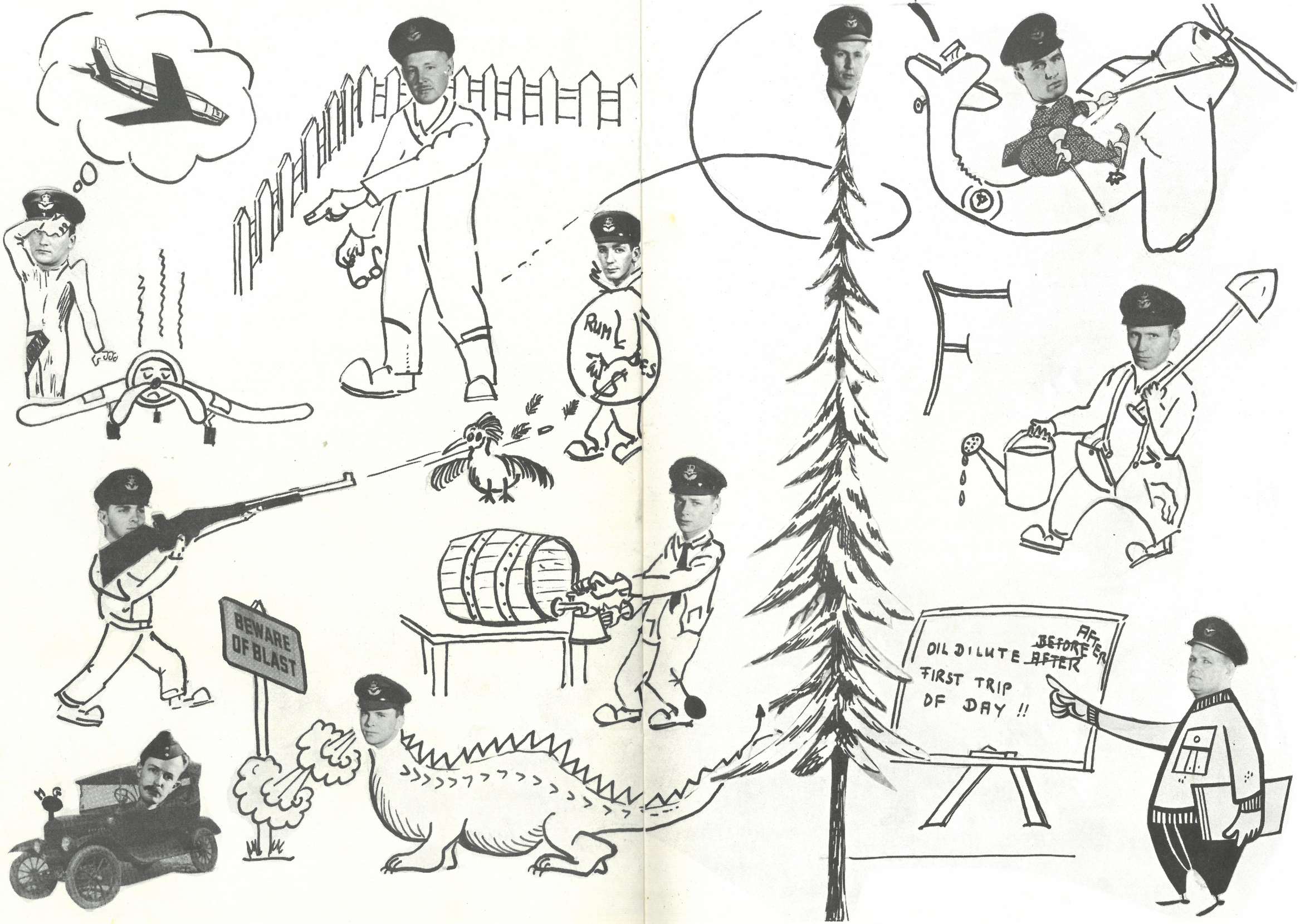

MAY 31

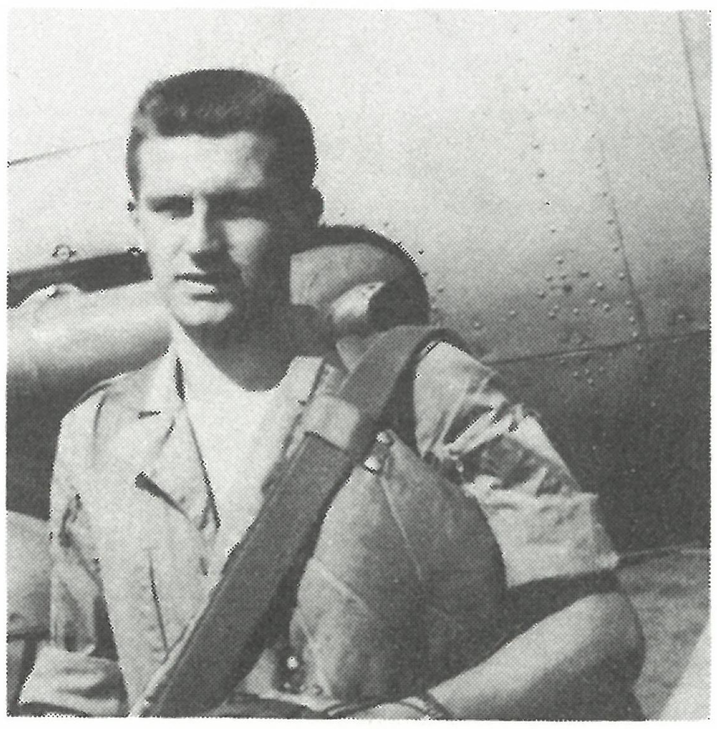

good show








RUM
BEWARE OF BLAST
OIL DILUTE BEFORE AFTER
FIRST TRIP OF DAY !!



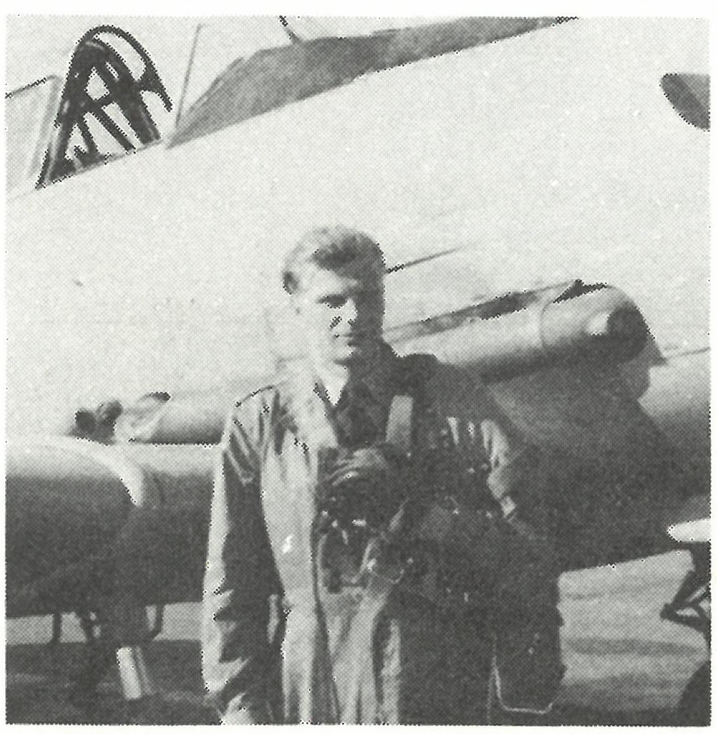
HINSBY—Nakskov, Denmark

Mohns has been grounded in social activities since mid-term leave when premature old age overtook his (their) Plymouth somewhere in the Southern States. He visited the Danish Consulate in 'Frisco and left with a handshake and a pat on the back, and bus fare in his pockets. Mohns may be found on week-ends in the mess keeping the bartender company. He is a great lover of music and is always borrowing someone's record player.

LAC FISCHER—Wuszberg, Germany

Fish is the only trainee to ever gain 20 lbs. while flying the Harvard. He claims the extra poundage is effective in combating the effects of negative "G." He took Las Vegas by storm during mid-term leave and according to reports tried to hock the St. Lawrence Seaway at the Flamingo Club. He can usually be found in flights in a spirited, no holds barred, wrestling match.





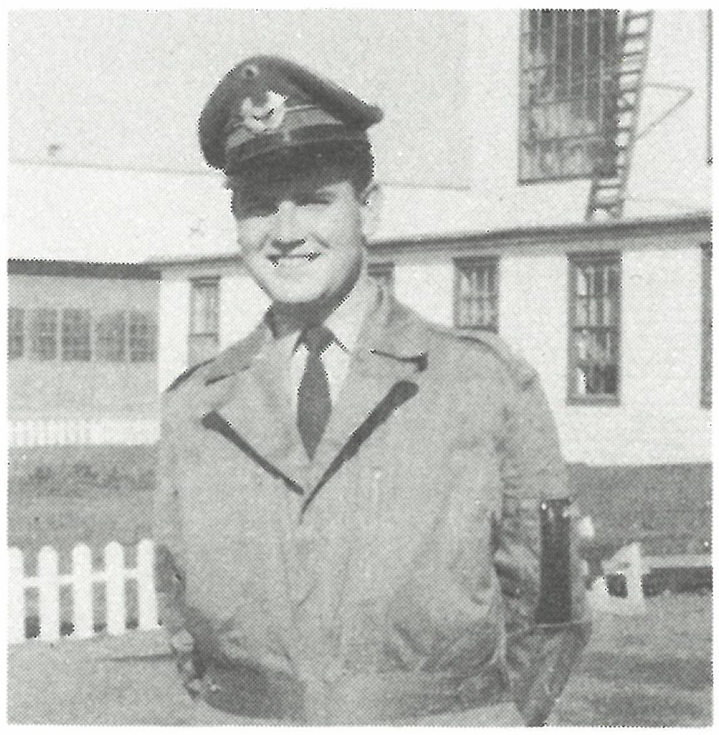
KRANZ—Berlin, Germany

Wolfgang was one of the hardest workers on the course. He could invariably be found in the sack on week-ends studying 'met.' or engineering. He claims to have his own secret formula for curing a cold and wonders why it took 'Vicks' so long. His main purpose is to return to the fraulein in Berlin as soon as possible.

DEBOER—Medicine Hat, Alberta

Eric has the distinction of being the heavyweight of the course. Fortunately for the rest of us he is as good natured as he is large. He will make a useful pilot as long as he can find an aircraft that does not exceed the all-up weight with him in it.





LT. FISCHER—Munich, Germany

Manfred comes from that part of Germany known as Bavaria. For some reason he is proud of this and will argue his case for hours. Manfred went to the USA on mid-term leave and terrorized the area from Las Vegas to the Mexican border.

FRESE—Wiesbaden, Germany
Pontiac 1925 for sale, good shape, two colors, two pieces.





STEFFENS—Stade, Germany

Peter rented a car and went to the USA during mid-term leave. He also spent his Christmas holidays in a mountain resort and arrived back with a beautiful beard.

ROBEY—Welling Kent, Egland

Malcolm's path from east to west is littered with broken hearts and pieces of his old Ford. A very courageous type, One night he drove into a car belonging to the OC of Standards. Instead of packing his suitcase he called the Officers' Mess and said hysterically, "It was me!"





MULLER—Fevchtwangen, Germany

George is a popular mamber of our course due to his pleasant personality. He thinks Alberta is wonderful in the summer but winter was a different story.

ARDAL—Copenhagen, Denmark

There's no need to be thirsty — just follow me. In this case we can always find the right direction. And we will serenade you with a loud song on the way home.



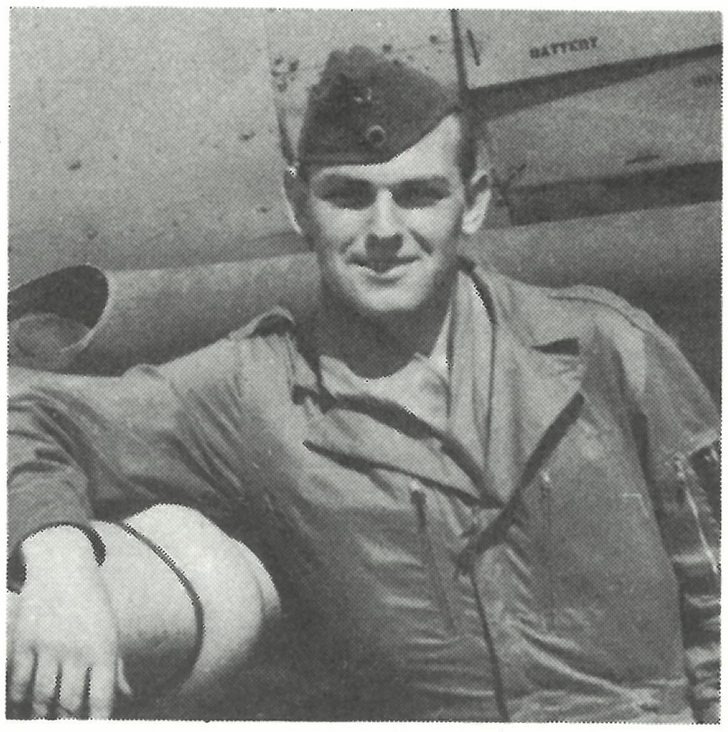


OTTE—Wolfsburg, Germany

You wanna move, you wanna go quickly from one place to another? There's only one answer: Ride with Skyways. No experience greater than ours. Our motto: We talk; you just listen.

HELTZEL—Duren, Germany

Jupp is a real live European Romeo. His conquests range from Germany and France to Italy. We suspect the list now includes Canada.





SCHMIDT—Mering, Germany

Smitty likes nothing better than a good argument. He can usually be found in the mess playing ping pong or keeping the Bartender company.

LINGNAU—Kiel, Germany

To reduce the number of accidents I decided not to build any more aircraft models.





RUIFFER—Hamburg, Germany

By means of this I wish to thank all my neighbors for their patience. Without their deep understanding I would have never reached this stage of perfection in playing the clarinet.

BOLD—Bechhofen, Germany

I am the only man that can help if you sleep in principles of flight. All questions answered.





SCHULTZ—Berlin, Germany

Johann will be remembered for his many week-end safaris to Edmonton. He must really be stuck on the scenery there but we hear he always ends up at the same spot. He is a proud owner of a '46 Packard which if not the best in the west must surely be the biggest.

STEGMANN—Hildesheim, Germany

Harro is another German who liked to travel north to Edmonton to see the sights. He is probably the only trainee to attempt a force landing on the runway with his wheels up (all unknown to his instructor). When he was overshot his instructor was seen to lean out of the back seat looking for other aircraft, and then mumble something about the calibre of people in the tender. Harro's pride and joy is part ownership in a '46 Packard. He says he'll never go back to a Volkswagen.





MARTINUSEN——Airdrie, Alberta

Don hails from Airdrie, only 60 miles from Penhold and is able to get home most every week-end. He is an extremely good driver both in the air and on the ground. Should make a very good Harvard instructor.

HILCK—Bremerhaven, Germany

Eike was the only trainee to get to the USA during Christmas vacation. He made the trip in a Volkswagen and managed to collide with a mountain sheep on a sharp curve. The sheep was only shaken up the the Volkswagen was never the same. He purchased a beat-up Chev and has since come to know most of the garage owners in the district.





MULINDER—London, England

Dave is one of the two fugitives from across the water. He is convinced by now that there is nothing dangerous in either driving a car or flying a Harvard. Put either machine in any position and he guarantees to walk away from the wreckage.

KRISTIANSEN—Oslo, Norway

Kris is the only Norwegian on our course and is setting a fine example. Ground school seems to be no problem at all for this boy. We wonder where he gets the stamina to do exercises at 6 a.m. every morning. During mid-term leave he travelled south and from all reports the south will never be the same.





ILLAUER—Nurenberg, Germany

Dieter, along with four of his countrymen, spent Christmas holidays in the mountainous wilderness west of Penhold. This brief excursion in the wide open spaces had a lasting effect on Dieter. He bought a ten-gallon hat and became known as the German Cowboy. Dieter, blessed with a fine sense of humor, is a well-liked member of the course.

DIXON—Ottawa. Ontario

If anyone enjoyed parties in the mess it was Dixie. He achieved 83% in his FHT and that night there was a party in the mess. It was inevitable. He now uses crutches to get to the mess.



A Short History of Course 5710

By F/C Wright

Course 5710 was formed at Centralia, Ontario, in late October 1957. The Canadians had just graduated from pre-flight school, and the European personnel came from language school and orientation at London, Ont. We flew the Chipmunk for six weeks and then proceeded west to Penhold to conquer the "yellow peril." Most trainees made the journey in the luxurious comfort of a C119, while the well-heeled members of the course drove in their jalopies.

When we arrived at Penhold we were faced with three weeks of ground school before we started flying. When we had learned the facts, figures and idiosyncrasies of the Harvard we attempted to fly it! Our efforts were large and the results small but we did reach a standard and went solo.

The time seemed to pass quickly and soon we were sweating out our initial handling test. Then we had two weeks of glorious vacation. Canadians travelled to their homes, while our friends from across the water descended, like a horde of locusts, on the southwestern United States. Soon, however, the holiday was over and we found ourselves back at Penhold hard at work.

We next tackled basic instruments. Many trainees lost pounds, sweat and tears over this phase of our training. Miraculously the needles and dials became somewhat clearer and we were proficient enough to pass our tests. Soon, our ground school came to an end, we passed our final exams, and spent all day in flights.

Then, Spring was upon us in all its glory, but alas, it also was responsible for introducing us to a wonderful invention called the lawn-mower (sans motor). And, at this time, we were encouraged (?) to practice the art of fence building. After the fence in front of Hanger No. 3 was dismantled and rebuilt many times, it finally passed the thorough inspection of S/L Haverstock.

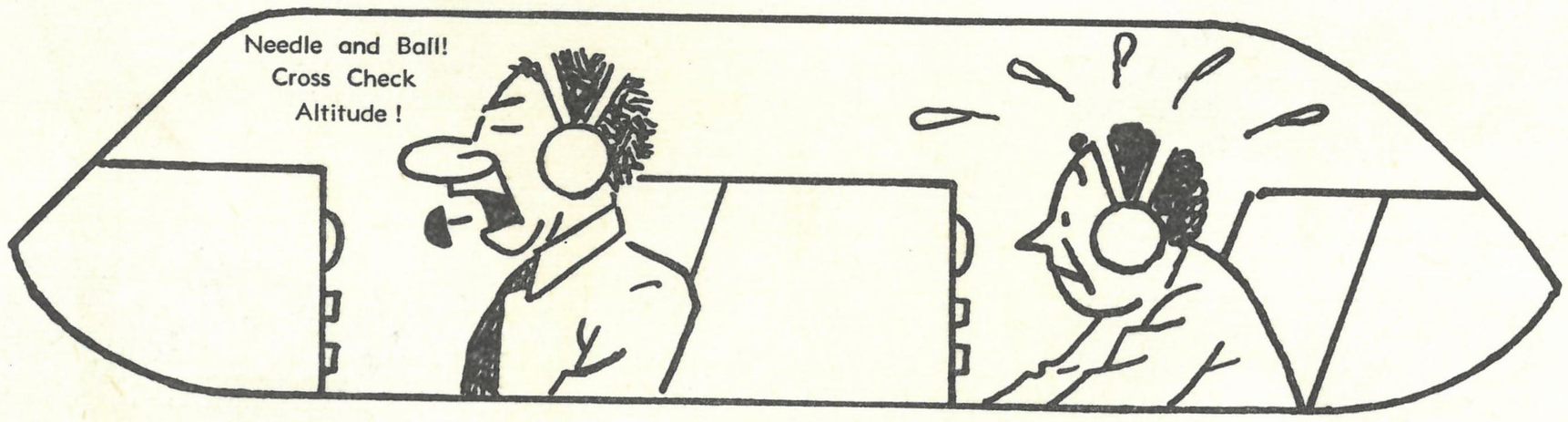
We met at this time our biggest challenge—the final handling test. We somehow passed, despite trying to land with the wheels up, stalling on loops, and "blacking out" the examiner on several occasions.

Then in rapid succession, we passed through navigation, night flying, and formation. The latter two were by far the highlights of the course. Our successful battle with advanced instruments ended the course, and that brings us up-to-date.

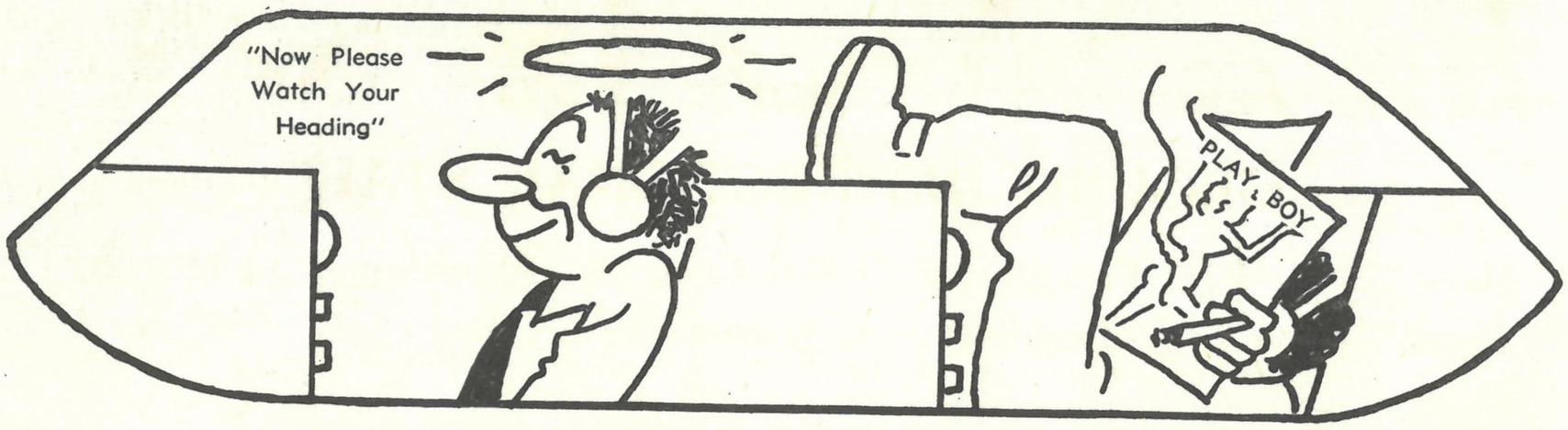
In closing we wish to thank those who helped us during our stay in Penhold — instructors, ground crew, mess, hospital, in fact, everyone. Thanks a lot!

Au Revoir.

I. F. AS STUDENT SEES IT



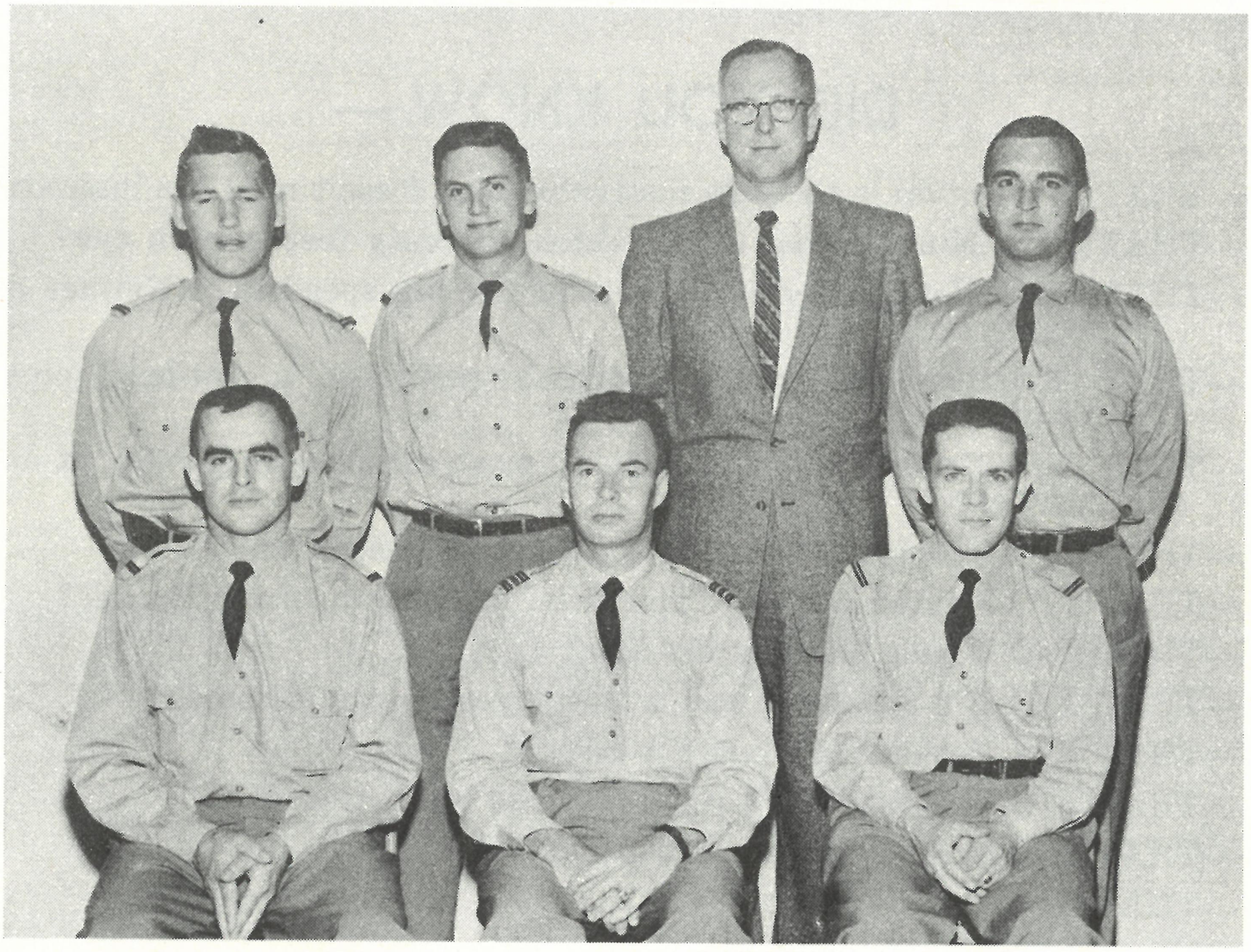
I. F. AS THEY SEE IT





LINK INSTRUCTORS

F/O Zacharuk, F/O Stewart, F/O Bristowe, F/O May, LAC Chouinard, F/O Fuller



GROUND INSTRUCTIONAL STAFF

Back Row: F/O Froehler, F/O Edwards, Mr. Ramsden, F/O Murphy
Front Row: F/O Manning, S/L Wilson, F/O Chatt

I. F. Poem

A cross check I am doing sir,
Needle left, but the ball won't stir;
VSI is standing still,
Suction reading almost nil;
D.I. steady on 149.
Artificial horizon indicates a climb.
From this I would say we're in a roll,
But just in case sir, You have control!

* * *

"I have control," came a yell from the front.
"That's not a roll, it's a full-fledged bunt.
Limited panel I will admit;
Takes quite a while to get the trick.
In steep gliding turns your descent will do,
But the airspeed is 90, not 202.
If brains were dollars (I don't mean to joke)
And if they were, you'd be broke.

DID YOU KNOW —

—THAT F/O Potvin is the only instructor who doesn't need the intercom?

—THAT Dave Mulinder has 20/20 vision? Twenty feet in each eye?

—THAT Mark Constantine is the last of the big spenders? (Neither did we).

—THAT Kristiansen's landing approach resembles a low-level cross-country?

—THAT F/L Sauder was the saddest, most conspicuous person at our parties?

—THAT F/O Hennigar was a centre for the Globetrotters?

—THAT F/O Maxted went to Claresholm to get away from Hacker?

—THAT F/O Visser bleaches his hair?

—THAT F/O Bill Johnston was a high-pressure car salesman?

—THAT F/O Hasker isn't really a despot?

—THAT F/C Wright doesn't really have so much time in?

—THAT DeBoer used to be a ballet dancer?

—THAT Cooper was a weightlifter?

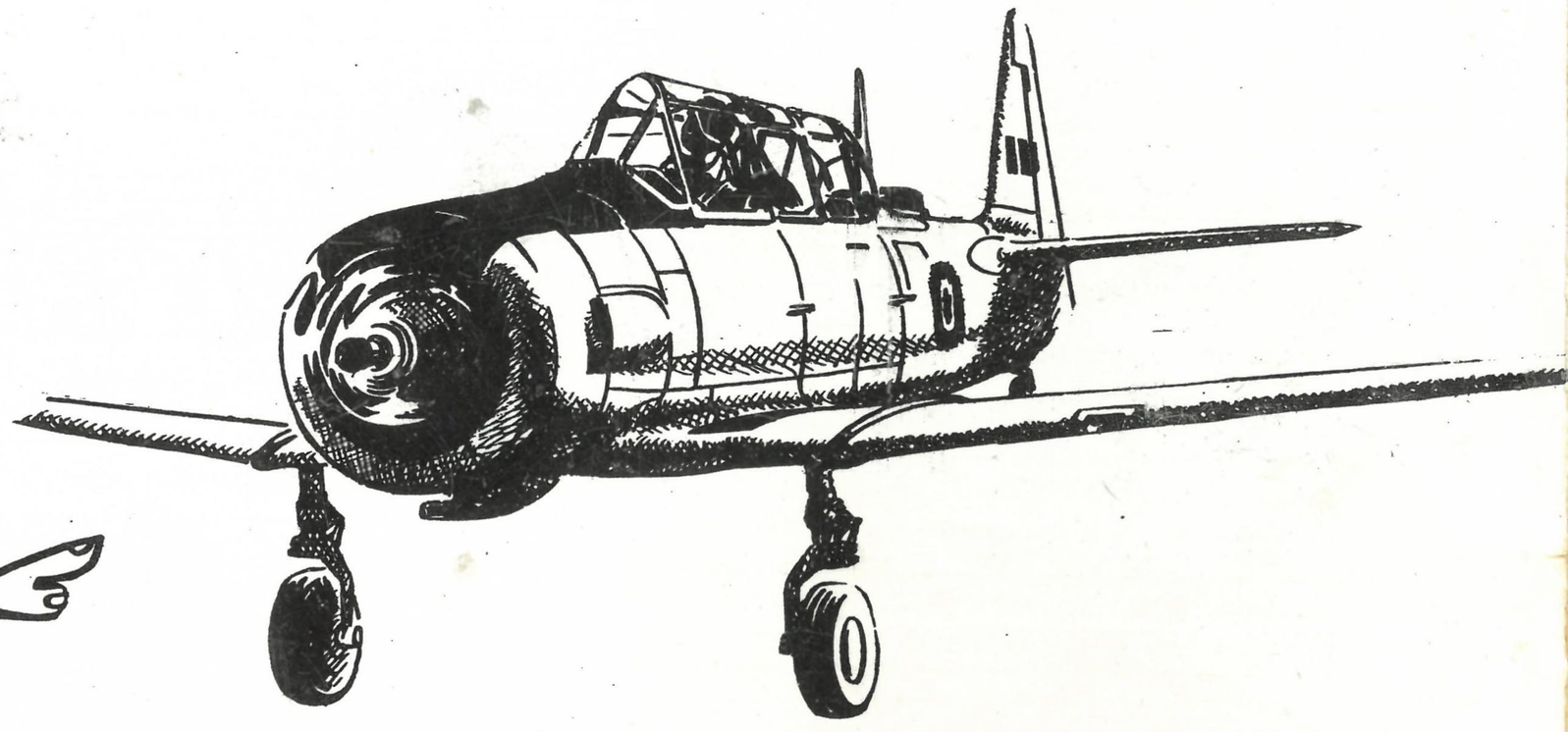
—THAT Davis is an ace in link?

★ ★ ★

★ ★ ★

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2 Lt. Steffens

F/C Mulinder