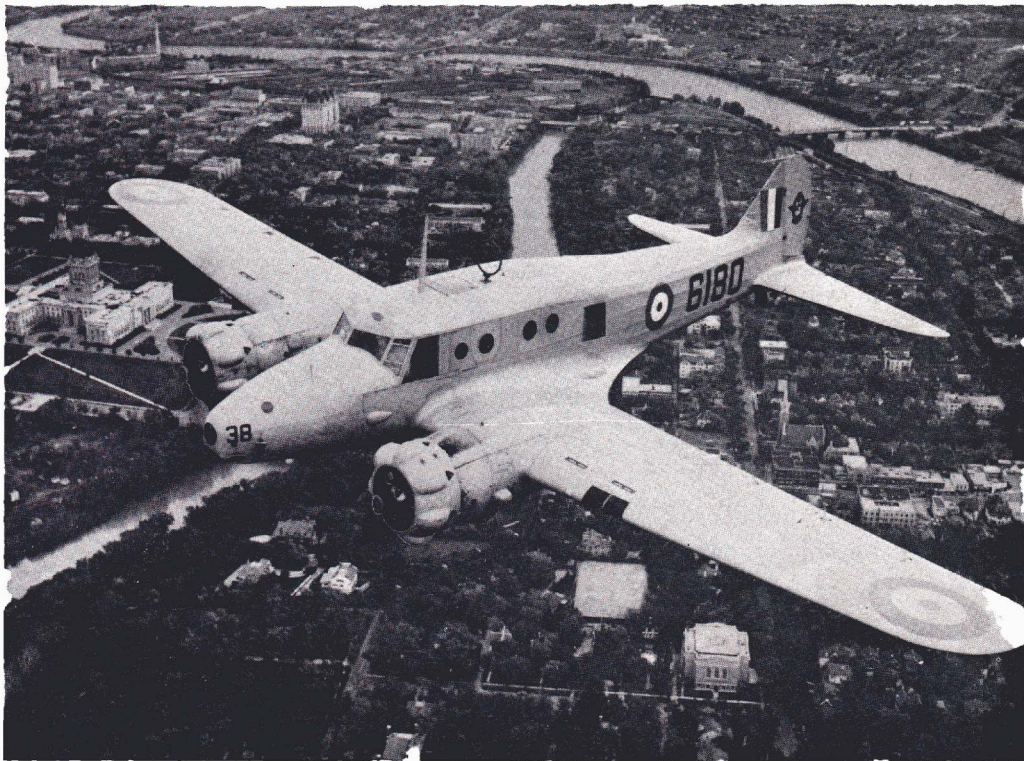


The **DRIFT**

RECORDER



No. 5 A.O.S.

MARCH, 1945

Winnipeg, Canada

PART 1 of 3

Foreword

In the British Commonwealth Air Training Plan, No. 5 A.O.S. is just another training school in a huge scheme which had units stretching from coast to coast, but to us of No. 5 it is something more than that. To those of us who have worked at No. 5, whether it be driving a truck or servicing an aircraft or performing any of the thousands of tasks which must be done, it has been our job, our livelihood — and our contribution to our country's war effort. To those of us who have trained here it has been our home and a place of lasting memories. To those of us who have instructed here, it has been our opportunity to train airmen worthy of the traditions of our air forces. But to all of us, whatever our job, No. 5 has been a "good station".

In this, the last issue of our station magazine, we are going to outline a history of our station. Obviously, it cannot be complete in every detail. It would take a publication and a staff far larger than ours to chronicle even the events of one year in any detail, and No. 5 has been operating for over four years. This history, then, will attempt to portray what No. 5 means and has meant to its staff and trainees. It will be the story of a happy station, of jobs well done, and of a humble offering on the scale of Victory. Perhaps, coupled with the efforts of all other stations, our contribution may help tip the balance in favour of the United Nations.

This, then, is dedicated to the men and women of No. 5 — to the caretaker, the pilot, the mechanic, the stenographer, the instructor, the trainee, the carpenter, the clerk, the painter, the driver, the armourer, the photographer, the telephone operator and the dozens of others who have worked and lived at No. 5 A.O.S.

J.C. Brown F/O

Editor-in-Chief.



A Message from the Air Marshall

Robert Leckie, C.B., D.S.O., D.S.C., D.F.C.

I understand it is your purpose to publish a final issue of your station magazine "Drift Recorder" as the activities of No. 5 A.O.S., Winnipeg, approach cessation, and that you have expressed a wish for a message from me for that issue.

It gives me great pleasure to thus record my appreciation of the magnificent job you and the members of your organization have done during the past four years.

The Civil Flying Schools have contributed much towards the success of the B.C.A.T.P. and this is all the more commendable when it is considered that the very large majority of those engaged were unfitted for any of the Services.

A special word of thanks is due to the women who by so loyally performing their arduous duties, relieved many men for the Services.

I trust that as your organization is disbanded, its members will return to their normal occupations better fitted from experience gained and with the satisfaction that they contributed in no small measure to the fine war effort of their country.

I wish you all every success and happiness in what, we all hope, will soon be a more peaceful and better world.

Yours sincerely,

Robert Leckie

Chief of the Air Staff



J. L. Apedaile, O.B.E.

Financial Adviser, Civil Flying Schools

On the morning of the 27th May, 1940, training commenced at the first Civil Operated School under the B.C.A.T.P. The School was No. 1 A.O.S., Malton, Ontario, operated by Dominion Skyways (Training) Limited under the Management of Mr. C. R. Troup, assisted by Mr. W. Woollett.

Following the Munich Pact, Britain recognizing the inevitability of War, hastily prepared for it, the preparation necessarily including considerable expansion of the R.A.F.

It is interesting to note that at that time our Chief of the Air Staff, Air Marshal Robert Leckie, C.B., D.S.O., D.F.C., who was in charge of training of all Volunteer Reserves of the R.A.F. drew up and submitted a Plan to utilize the untapped facilities of Flying Clubs and Aircraft Manufacturing and Operating Organizations for the training of the Regular R.A.F., and this was in due course approved and put in force.

When Canada assumed the responsibility of carrying out the B.C.A.T.P., Air Marshal Leckie was loaned to the Canadian Government and as Air Member for Training, R.C.A.F., brought his Plans with him and thus the Civil Flying Schools were introduced into Canada performing similar duties to those carried out in Britain.

Under the Plan, ten Air Observer Schools and twenty eight Elementary Flying Training Schools were operated under Civilian Management. The original E.F.T.S. provided for a pupil population of forty eight, while that of the A.O.S. provided for one hundred and twenty. Later the E.F.T.S. were divided into four classes providing for, ninety, one hundred and twenty, one hundred and eighty, and two hundred and forty pupil population respectively, while the A.O.S. were gradually increased until they

provided for a pupil population of six hundred and twenty seven each, excepting No. 10 A.O.S., Chatham, N.B., which provided for two hundred and eighty pupils only.

The Syllabus of Training with experience gained here and in the War Zones, was being constantly improved. From inception, pupils graduating from the Plan were of the highest standard and compared most favourably with those of any other Country. These pupils came from Great Britain, Australia and New Zealand and joined with those recruited in Canada. All Countries in the Commonwealth with the exception of South Africa depended for training on the B.C.A.T.P. in Canada.

Credit is due to the Management of the original A.O.S. at Malton for ironing out the difficulties that naturally arose in the experiment of Civilian operations and it was not long before sufficient precedents had been created, through trial and error, to bring the R.C.A.F. and Civilian personnel together in a mutually satisfactory joint effort.

The problems arising in the E.F.T.S. while being somewhat of a different nature were equally satisfactorily solved, with a good measure of good will on both sides.

The cost of operating, as time went on, was reduced in a most satisfactory manner and this reduction ran parallel with the increased efficiency.

The low casualty record of the Civil Flying Schools was beyond all expectations and this may be considerably attributed to the efficiency and maintenance of aircraft and care in operations.

The original contracts between the Crown and the Operating Companies provided for what was considered reasonable profit; but in the case of the A.O.S., the Companies voluntarily surrendered to the Crown all and any profits that might accrue in the operations.

The Companies operating the E.F.T.S. were mostly sponsored by Flying Clubs, which had carried out some elementary flying training just prior to and for a short time after the declaration of War. The Contracts that the Crown let to these Companies also provided for reasonable profits. Later these Companies voluntarily surrendered all profits in excess of \$5,000.00 per annum and provision was made that this limited profit did not accrue to the shareholders, but was donated to the sponsoring Flying Clubs and in order to benefit therefrom, they were required to reincorporate under Part II of the Dominion Companies Act as non-profit Companies without share capital. The surrendering of profits by the Companies operating these Schools benefitted the Treasury considerably.

The magnitude of the B.C.A.T.P. may be appreciated from the fact that the graduates exceed 120,000 Aircrew. Over and above this, a large

number of Civilian employees have gained experience as Aero Engineers and Mechanics, Radio Operators and the like and these should readily obtain employment in Post-War Aviation and other fields.

In November last, the E.F.T.S. had closed down with the exception of one occupied in the training of Fleet Air Arm of the British Navy; while of the ten A.O.S., six are still in operation and will have completed their activities on or before the 31st March, next. In this manner the Civil Flying Schools, after having made a most successful and extremely valuable contribution to the B.C.A.T.P., pass into history.

There is no better evidence of the success of the B.C.A.T.P. as a whole than the fact that it can be discontinued while War still rages both in Europe and on the Pacific.

Everyone of those who were privileged to be associated with the Civil Flying Schools may be justly proud of their contribution to Canada's War Effort, particularly when it is considered that at the peak these Schools employed some 15,000 civilians, practically non of whom were eligible for enlistment and this was made possible only with the valuable and versatile assistance given by the large number of women employed.

The whole-hearted manner in which the Management and Employees have carried out their duties has brought to the Schools a measure of success beyond the most optimistic expectations and their participation may be justly considered by each and every one as a real contribution towards Canada's War effort.

The re-establishment of the Civilian Employees in their normal activities has, so far, been carried out in a most commendable manner and this is the more gratifying in view of the excellent services they have rendered.

My duties and responsibilities have not only been lightened but have been made definitely pleasing through the kindly co-operation and friendly assistance extended at all time by all concerned.

In many respects it is regrettable to see such fine organizations broken up, yet all participants have gained much in experience and this they will carry with them and benefit from wherever their future activities may lie.

I wish you all the best of luck.



Department of National Defence for Air,
OTTAWA, 4th January, 1944.



A.V.M. K. M. Guthrie, C.B.E

Air Officer Commanding No. 2 Air Command

As the halls of No. 5 Air Observer School empty of airmen from every province and the far flung dominions of the Empire, it is my privilege to congratulate the staff on a magnificent job, done with more than four years of devotion, efficiency, understanding and patience.

The pages to follow comprise a record of that job for those who shared it. As history, they have part in a greater field, where men of the B.C.A.T.P., to whose ranks No. 5 has made so fine a contribution, are writing history in the sky for all the world to read.

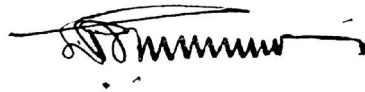
L. B. Unwin

Pres. Winnipeg Air Observer School Ltd.

In conformity with the decision recently made by the Government to curtail the training under the British Commonwealth Air Training Plan, the activities at No. 5 Air Observer School are rapidly approaching conclusion.

Probably the greatest single contribution made by Canada towards the War Effort has been the administration of this Plan, which has been carried out with such complete success. In it the maximum use was made of the personnel and facilities available for the purpose—whether Service or Civil—and this, with the courage, energy and devotion of the staffs responsible for the administration of the Plan, contributed largely to its success.

To all Officers and staff of the Winnipeg Air Observer School I tender the appreciation and thanks of myself and the Directors of the Company for their devotion to the task, and, coupled with the earnest wish that the War will come to an early victorious conclusion, wish them all Happiness and Success in their future endeavours.



C. H. Dickins, O.B.E.

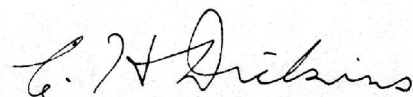
Vice-Pres. & General Mgr. C.P. Airlines

Mr. Ormond has advised me that this will be the last issue of the "Drift Recorder." I want to take the opportunity to express the appreciation and thanks of the officers and directors of the parent company for the fine job of work that has been done at No. 5 A.O.S.

Every one who has taken part in the work at Winnipeg can take pride in this outstandingly successful war effort. It has been achieved by co-operation—teamwork—between R.C.A.F. and the company, between management and staff, pilots, mechanics, drivers, cooks, clerks, guards — all the many classifications and trades that are required in the every day operation of the School. Each has taken his share of the responsibility and work, and has carried it through so the other fellow could do his bit.

The successful accomplishments of the School, achieved through everybody's hard work and co-operation, have brought credit to Canada, and should be a source of satisfaction to you who have taken active direct part in it.

Please accept my personal thanks and appreciation for your conscientious application to the job, and take with you my best wishes for Success, Health, and Happiness, in the future.





C. R. Troup, O.B.E.

General Supervisor of Schools, Canadian Pacific Airlines

I am happy to have this opportunity to convey to the staff of No. 5 A.O.S., my sincere congratulations on your achievements during the past four and one half years. During this period well over 20,000 Navigators and Bomb Aimers have been graduated from the C.P.A.L. Air Observer Schools, and the work these men and the other products of the British Commonwealth Air Training Plan have carried out overseas, without decrying the great efforts of the other Armed Canadian Forces or the tremendous contribution of Canadian Industry generally, is recognized throughout the World as Canada's greatest single contribution to eventual Victory.

During the period since your School and the other Canadian Pacific Air Observer Schools opened, the pilots and ground crews have kept the Ansons in the air for a total of over 1,000,000 hours. You have prepared well over 10,000,000 meals for the trainees. You have driven the trucks, cars and tractors millions of miles. You have handled thousands of tons of snow. You have made countless repairs and improvements to buildings, and you have kept everyone warm in the winter and generally too hot in the summer also. You have a great record in fire prevention and safeguarding. Your communications by radio and telephone have been extremely well operated, and the office workers have been untiring in their efforts.

These are all achievements of which not only you, but the whole British Commonwealth and our Allies may well be very proud.

Conditions have at times been very difficult for each of us in turn, but in conjunction with the R.C.A.F. Supervisory Staff, we have always been right up to the minute in meeting all training requirements and providing the unbroken flow of graduates for overseas service.

Again I would congratulate you all for your untiring efforts and thank you for the co-operation which has so greatly assisted your manager and myself in our small parts in this giant operation.

A handwritten signature in dark ink, appearing to read 'C. R. Troup'. The signature is written in a cursive, flowing style.

D. S. Ormond

General Manager

Winnipeg Air Observer School



In this our last issue of the "Drift Recorder", we have endeavoured to provide a lasting memory of No. 5 Air Observer School for all who have participated in the operation of our School and it is with mingled feelings of pride and regret that I address these words to our staff, Service and Civilian alike—pride that the British Commonwealth Air Training Plan has been so successful that we as one small part can be relieved of our duties while war still rages around us and regret that the associations and friendships of the past four years which I have prized so much, are now coming to an end.

Statistical information galore will be found amongst these pages to give factual evidence of what has been accomplished since the 6th of January, 1941, but to my mind the outstanding thing about our School has not been the number of graduates, the number of hours flown, the number of aircraft checks completed, the number of meals served or the myriad of other things done but rather the spirit in which all these things have been achieved.....Throughout the years of our operation, from the early days of shortages and the hectic unpreparedness of opening day, during the headaches of moving from old site to new site, training requirements have always been met with the best of spirit and goodwill despite the handicaps of weather, short supply and ageing buses.

To the members of the Service with whom it has been our good fortune to serve, we extend our sincere appreciation for their co-operation and assistance and to the staff of Winnipeg Air Observer School, our earnest thanks for a job well done. Our operations have covered a wide field and our duties have been varied but every Department and every section from Mess Hall to Maintenance, from Orderly Room to Operations, has played its part with distinction in the successful completion of our common task. I would like to make reference to the work of every civilian department but as that will be covered in the pages to follow, I will have to be satisfied with the expression of my gratitude to each and everyone of our staff from Department Heads to the latest to join our ranks, not only for the keen attention to duty which everyone has shown but as well for the whole-hearted manner in which all have entered into those sides of Station life apart from their daily tasks which have helped in making our Station a happy one.

And now with the United Nations holding superiority in the air over their enemies in every field of the war, we can return to our old occupations and turn to new endeavours with the cheering words "Objective Achieved" ringing in our ears. — And so to all—HAIL and FAREWELL!

D. S. Ormond



WC. G. F. Jacobsen, D.F.C.

Chief Supervisory Officer No. 5 A.O.S.

I would like to take this opportunity, through the medium of the final issue of our popular Station magazine, to say farewell to the personnel of No. 5 Air Observer School.

The closing of the British Commonwealth Air Training Plan, marks another milestone along the long, hard road that confronted us some five years ago, when certain highly regimented countries sought to destroy our mode of living.

We are a peace loving and unwarlike nation and were not prepared for war. It was necessary then to overtake and to surpass the colossal strength of the enemy, both in machinery and manpower.

In the air, the B.C.A.T.P. has supplied the Empire with a large Empire Air Force composed of the best trained aircrew in the world.

The job of surpassing the enemy's strength has been done so effectively that we can now measure the distance to the end of the road, and can anticipate the effort that will be required in the future, and in fact we are in the fortunate position of being able to cut down on certain phases of our output. The fact is that we now have a sufficiently large number of trained aircrew to carry out anticipated plans.

The part played by No. 5 A.O.S. has not been small. Elsewhere in this paper, you will find statements on the number of Navigators and Air Bombers that this school has trained. Assuming that each of these Navigators and Air Bombers has done a nominal 20 raids, it can be seen that this school has participated in a very large number of sorties against enemy targets, and that even the individual contribution is considerable.

My sincere thanks go to the Management and Staff of the Civilian Operating Company for the cooperation that have always given to the Service Personnel in carrying out their job of training aircrew. The excellent accommodation, messing and Station Services, coupled with the harmonious spirit fostered by the Company has contributed outstandingly to the success of the Station.

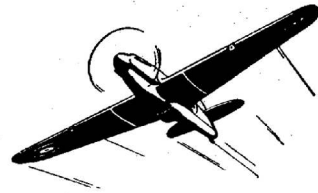
My particular thanks go to the members of the Service Staff for the loyalty and faithful service they have given. I am sure my predecessors would join with me in saying that your loyalty has been inspiring. Though most of you who have not had the opportunity, would have preferred to serve in a more active field of Operations, you have given unstintingly of your knowledge and particular talents and unquestionably have aided in no small part to the force of the blow against the enemy. To you, great credit is due.

W. G. F. Jacobsen DFC

The Story of

number 5

Air Observer School



IN August 1940, Wings Limited and Starratt Airways and Transportation Limited, two commercial flying companies operating in Manitoba and Western Ontario, were requested by the Department of National Defence for Air, to assume jointly the operation of No. 5 Air Observer School, one of the Units of the British Commonwealth Air Training Plan, to be established at Stevenson Airport, Winnipeg, in line with the policy developed by the Department for observer training. Letters patent incorporating Winnipeg Air Observer School Limited were issued on the 18th of November, 1940 and at the first organization meeting, the following became officers and directors of the Company: R. W. STARRATT, President and Director; T. N. CLAYTON, Vice-President and Director; M. E. ASHTON, General Manager and Director; D. S. ORMOND, Secretary and Director; F. ROY BROWN, Director; H. S. SCARTH, Director; W. M. BENEDICKSON, Treasurer; W. A. STRAITH, Operations Manager.

At the beginning of November 1940, office accommodation had been found in a room on the ninth floor of the Marlborough Hotel and under the direction of Mr. Straith, a Training School for Mechanics and Engineers was started while office personnel and key employees were lined up and arrangements were made for pilots to commence training in December. On the first of December, after the School quarters at the Airport were vacated by No. 14 E.F.T.S., space for the office staff was arranged in the N.C.O.'s Quarters Building, because of lack of heat in the G.I.S. Building and preparations for the first intake of trainees, which was due on the 6th of January, 1941, began to take shape. Mr. J. L. Apedaile, Financial Adviser, Civil Flying Schools, and Mr. Stuart Armour of the Department of National Defence for Air, in whose hands lay the responsibility for the organization of the

Civil Flying Schools, were the first official visitors during the preparatory period, and assisted the Executive Staff a great deal by outlining training requirements and experience gained in the opening and operation of other Schools. Mr. Straith was in charge of maintenance and pilot training while Mr. Ormond, Mr. Benedickson and Mr. Olafson were looking after the administrative and financial details. Mr. Paul Dow

came on the Company's strength on the 1st of Dec. to take charge of the Radio Department, Works and Buildings problems were taken in hand by Mr. H. G. Mutch on the 2nd of December and Mr. C.H. Quinn took over Stores responsibilities the day following. The many worries which the various Department Heads had to deal with are covered elsewhere but there were moments when it appeared questionable, through lack of heating plant or other equipment, if the School would be ready for operations on opening day.

The first aircraft arrived on the Station on the 18th of December and was kept very busy for a week with pilot training before any more arrived. By the end of December, there were six unwinterized Ansons on the job, several of which had seen service in the Battle of Britain, even to the extent of having been rescued from the Channel. Mr. Ruse arrived on the 29th of December to take up his studies as Superintendent of Maintenance. The majority of pilots on the staff were Americans and assisting Mr. Straith and in charge of pilot

navigation training was Captain Ed. Hamel, later to lose his life with Ferry Command. He had formerly been with No. 1 A.O.S. at Malton. Amongst others were W. J. Buchanan, soon to become a Flight Commander, J. H. Compton, who is now Chief Flying Instructor and Craig Stevenson, who later went to Canadian Pacific Air Lines.

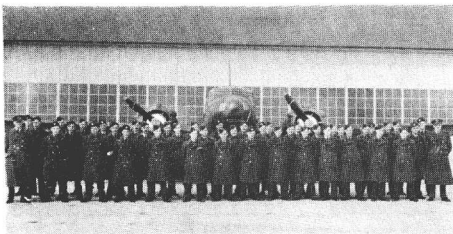
The first Air Force personnel arrived on the Sta-

"No. 5 Air Observer School, Royal Canadian Air Force, located at Stevenson Field, Winnipeg, Manitoba, was the fifth Observer School to be opened under the B.C. A.T.P. and the first observer school in operation within No. 2 Training Command. The policy of the School is to train 126 Air Observers in a Navigation and Reconnaissance Course. The Course lasts 12 weeks and the School has an intake of 42 pupils every four weeks." So is officially described the organization which was to become so well known to staff and trainees during the next four years.



P/O G. G. Milne, F/O W. Marginson, P/O G. K. Wynn, P/O R. H. Wilson

tion on December 16th, when Flying Officer W. Marginson reported from Malton to take up duties as Adjutant. The first instructors to report were PO. G. G. Milne and PO. G. K. Wynn, who arrived on the 24th of December, followed a few days later by FO. R. H. Wilson who became C.I. Christmas Day and New Year's Day were observed as holidays by the hardworking staff and FL. Malcolmson, who was to take over as Chief Supervisory Officer, reported on January 2nd, 1941. Arrangements for messing had been made with Mr. A. Ratson of R. and L. Catering Company and everything was on hand to set up the Mess Hall on the 6th of January. However, the first class of embryo Observers turned up on Saturday, the 4th of January and after a week-end of hectic preparation and completion of facilities and arrangements, the Supervisory and civilian staffs and trainees were lodged in the G.I.S. Building on opening day, breathing the acrid smell of new paint burning off the radiators. On



The First Class

that day, there were eight aircraft on strength and a total civilian staff of 79 while the R.C.A.F. Supervisory Staff totalled fourteen and a "met" man.

As is to be expected any account of the development of the School during the year 1941 will be studded with many "firsts". The early days of January were spent in preparations for commencement of flying exercises and on the 16th the first flight of five aircraft took to the air on a training exercise. There being no Drill Hall on the Station, it was necessary to find some form of P.T. for trainees and staff and skates were procured for their use. A rink was constructed and the Medical Officer, FL. Lundy was kept busy mending bumps and bruises acquired by the R.A.F. as they learned to manipulate skates and hock-

ey sticks. A later development was the addition of a badminton court in the Workshop with the drill press and bandsaw as hazards, and unsuspecting carpenters as participants. This extract from the pages of the Daily Diary is typical of conditions prevailing at this time: — "Strength of Station as of this date: Staff: 13 R.C.A.F. Officers, 21 R.C.A.F. airmen and 1 Civilian. Trainees: 47 R.A.F. Airmen and 39 R.C.A.F. Airmen. Total Strength of Unit: 121. The W.A.O.S. Ltd. completed installation of Radio receivers for range reception in 12 Avro Anson Aircraft. Blackboards have been installed in two additional classrooms. Wireless table has been made up and installed in classroom in annex of No. 2 Hangar. Winterization has been completed on several aircraft and one now in the process of being completed. Flight Lieutenant H. G. Malcolmson, Chief Supervisory Officer, notified of his promotion to Squadron Leader. Twelve Avro Anson aircraft in service. Trainees, especially English lads, taking advantage of ice rink. Health of Station is good. Courses 15 and 17 are working hard." The first night exercise of five aircraft took place March 10th, participated in by FO. Wilson the Chief Instructor and PO. Milne, with Mr. Buchanan at the controls of one of the aircraft. Another milestone was passed on the 22nd of March when Class 15 held a graduating party in the Royal Alexandra at which Group Captain Bonham-Carter, SASO, No. 2 Training Command was the guest speaker. A few days later the Instructors and staff was augmented by the arrival of the eight new Instructors from 1 C.N.S. at Rivers and with a full complement of trainees, operations were fully underway.

On the 25th of March, ten aircraft participated in a search for a moth which had wandered away from No. 14 E.F.T.S., Portage and at this early date was gained our first experience in the organization and carrying out of search parties. Fortunately the hunt was successful and the pilot of the machine was brought into the School hospital two days later, little the worse for his experience.

The first presentation of the Starratt Trophy and watch to the leading Navigator was made by Mr. Starratt on the 26th of March at a Station parade.

During the month a gathering of all station staff personnel was held in the Marlborough Hotel, organized more or less by C. R. Ruse and his maintenance

Women AT WAR

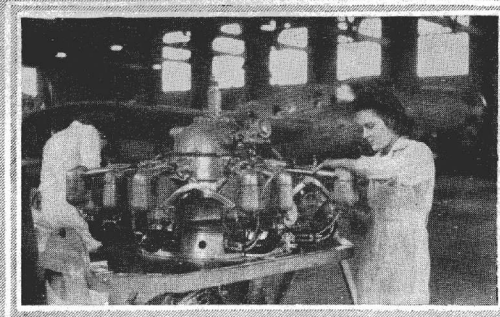
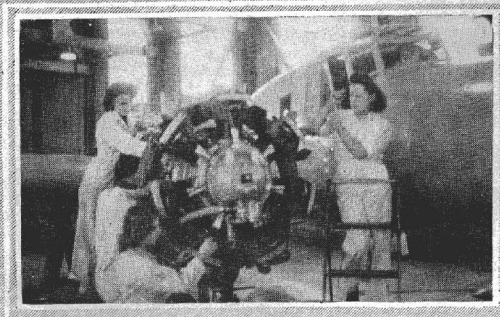
The part played by women in the operations of this school has been a large one. Three out of every ten members of the Civilian Staff are women. Some of the jobs performed by them are included in the following list:

Supervisor of Women, Nurse, Paymaster, Payroll Clerks, General Clerks, Secretary-Steno, Stenographers, Typists, Sr. Phone Operator, Telephone Operators, Messengers, Maintenance Clerks.

Metal Worker "C", Instrument Men, Fabric Worker Assistants, Electrician's Helper, Washers, Engineer's Helpers, Hangar Janitors, Radio Engineer Apprentices, Radio Operators.

Stores Clerks, Publications Clerks, Janitors, M.T. Drivers, Flight Clerks, Parachute Packers, Chute Packer Helpers, Canteen Attendants, Canteen Manageress, (Asst.)

It is with pride and admiration that we salute the women of No. 5 A.O.S. who have contributed greatly to the station's success.

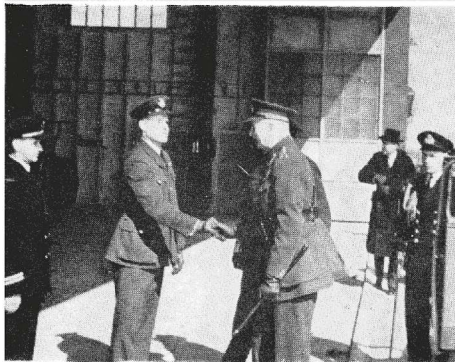




Mr. R. W. STARRATT presents the Starratt Trophy.

men and was the first break from work service or civilians had enjoyed since operations started.

During the spring and summer the Station was to be visited by many notables, the first of such inspections being made by His Excellency the Governor General, the Earl of Athlone, accompanied by Air Commodore Shearer and Officers from No. 2 Training Command, on the 25th of April. The Earl inspected the graduating flight and presented the Starratt Memorial watch.



S/L MALCOLMSON welcomes the Governor General

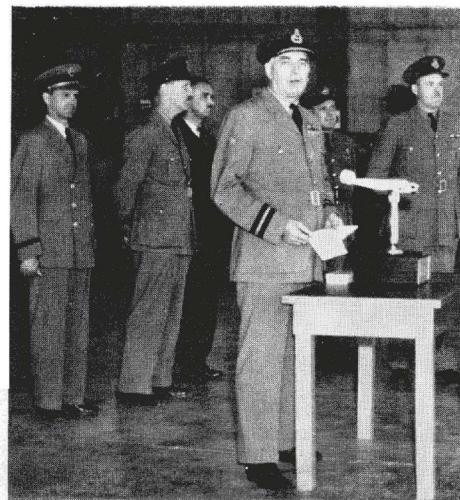
In the spring a young man's fancy naturally turns to "P.T." but it is doubtful that it was with very good grace as with the parade grounds having become serviceable, "P.T." was instituted daily at 06.20 hours in the presence of the Order Officer who didn't like it either.

As the weather became more suited, outdoor sports were organized and a baseball diamond, horse-shoe pitch, volleyball court and other facilities were made available. Landscapping was begun and slowly roads developed out of the muddy ways which had to be negotiated during the spring months in rubber boots and with the greatest of care. FO. George Ross succeeded FL. V. H. Margetts as Chief Instructor.

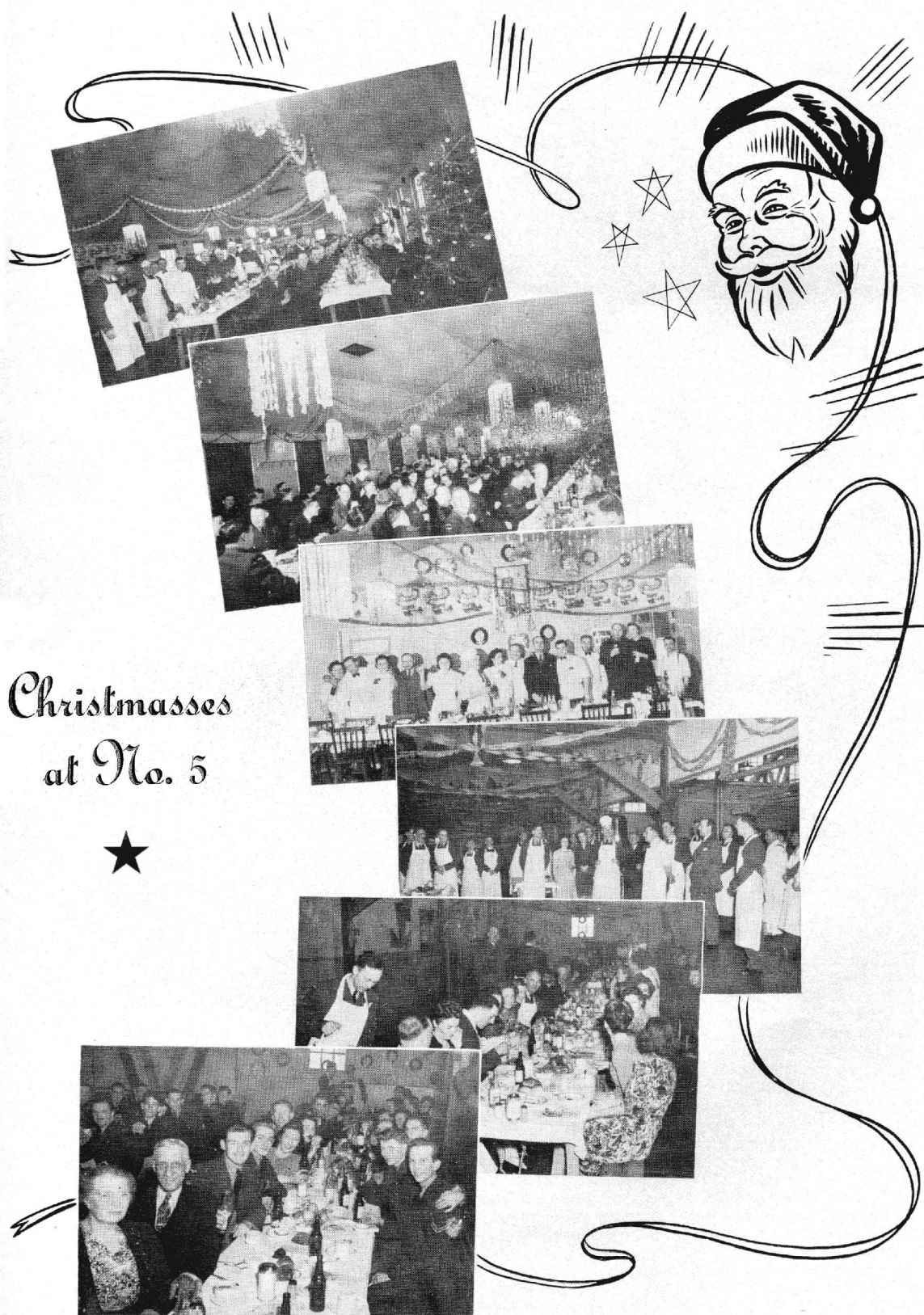


The Rt. Hon. W. L. MacKENZIE KING

Another visitor in June was the Right Honorable Malcolm McDonald, British High Commissioner, who inspected the Station and this was followed in July by an inspection by the Prime Minister, the Right Honorable W. L. MacKenzie King, accompanied by Officers from No. 2 Training Command and Captain L. Mutch, M.P. and Ralph Maybank, M.P. On this occasion the Prime Minister enjoyed his first experience with radio



Air Commodore SHEARER



*Christmasses
at No. 5*



telephone when he contacted one of the aircraft on exercise from the Radio Despatch Room.

Air Commodore Shearer visited the station in June to present the Bud Starratt Memorial Trophy.

A few days later the first of many Station picnics was held at Lac du Bonnet, sponsored by the Recreation Club of the Civilian Company and this was well attended by School personnel who indulged in basketball, swimming, boating and canoeing at Shapland's Beach on the banks of the Winnipeg River.

In the summer of the year, the powers that be decided that more navigators were required from the Training Plan and preparatory to the enlargement of the training establishment, construction was started in July on a new barrack block and additional classroom accommodation with the result that classes carried on in the G.I.S. Building with the accompaniment of clanging hammers and ringing saws.

August was high-lighted by a visit from His Royal Highness, the Duke of Kent and a party from Air Force Headquarters. The Duke was met as he stepped down from his aircraft by SL. Malcolmson and an inspection of the Station was carried out, fololwed by the presentation by the Duke of the Starratt Memorial Watch. Among those present were the Lieutenant Governor, R. F. McWilliams, Mayor John Queen, Mr. W. M. Neal, Vice-President Western Lines, C.P.R. and Directors of the Operating Company. A reception for the members of the Royal party followed in the Officers' Mess.



A. V. M. L. S. BREADNER

In September the School was inspected by Air Vice-Marshal L. S. Breadner ,D.S.C., Chief of the Air Staff, Air Vice-Marshal H. Edwards, Mr. L. De Cartaret, Minister of National Defence and Air Commodore Shearer and in October, Air Vice-Marshal Croill, made the Inspector General, first official inspection of the Station, During this period preparations had been underway for the addition of bombing training to the Syllabus and on the 15th of October, practice flights were made over the new Bombing Range at Ridgely, Manitoba, prior to the commencement of bombing exercises which followed a few days later.

In the fall of 1941, Wings Limited and Starratt Airways and Transportation Ltd., were taken over by the Canadian Pacific Railway Company which was then entering the aviation field and as a result a re-organization of the Operating Company took place in the early part of 1942 when supervision of the School along with five other A.O.S.'s and one E.F.T.S. was assumed by Canadian Pacific Air Lines Limited. Mr.

L. B. Unwin became President and Mr. C. H. Dickins Vice-President. Mr. Straith accepted a new position with the Air Lines Company at Edmonton and a dinner was held in his honor in the Civilian Lounge prior to his departure. Mr. Ormond became Manager while Mr. Buchanan took over the duties of Operations Manager and Mr. Olafson was appointed to the position of Assistant Treasurer. The first visit of Mr. C. R. Troup, who was then Manager of No. 9 A.O.S. at St. Johns and was to become General Supervisor of all C.P.A. Schools was made on the 12th of January, accompanied by Mr. Apedaile. At this time we also met Mr. J. A. Munroe who had been Treasurer of the Operating Company at Malton, in his new position as Assistant to Mr. Troup and henceforth his experience and guiding hand was to be felt in directing our financial destinies.

At this time the Social and Recreation Club of the civilian staff of the Company was taking an active part in School activities and early in January an Anniversary dinner and dance was sponsored in the Marlborough Hotel attended by 250 School personnel and guests, among whom was Mr. Grant McConachie, Vice-President of Western Lines, C.P.A.

Another function of January was a farewell party held by the members of the Officers' Mess for FL. Mar- ginson prior to his posting to Saskatoon.



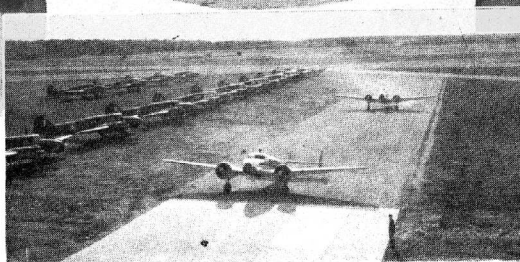
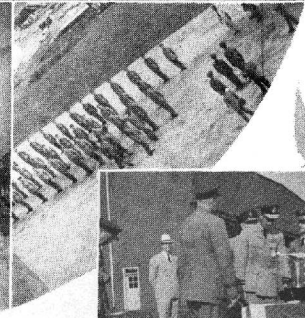
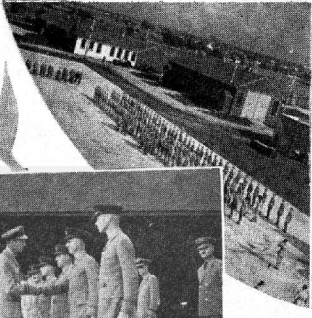
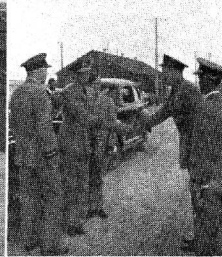
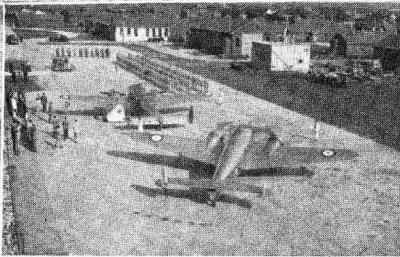
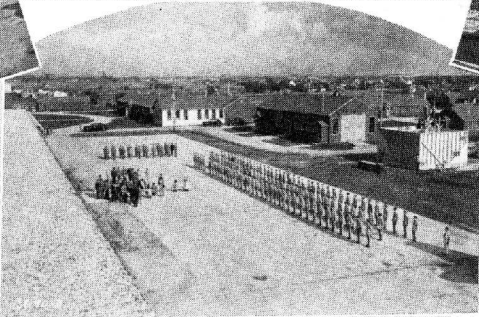
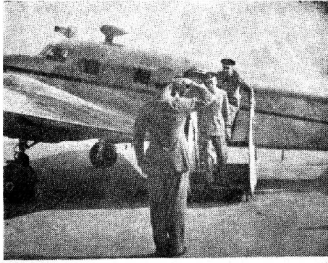
"Wop" MAY

February marked the initial visit of W.R. "Wop" May who, under the C.P.A. organization was the Supervisor of the three western Air Observer Schools. He spent several days on the station going into the civilian organization and assisting the rearrangement in many ways with experience gained in the operation



His Royal Highness

**THE LATE DUKE OF KENT'S VISIT
TO No. 5 A.O.S. AUGUST 15th, 1941**



of No. 2 A.O.S. His visit was followed in March by the first of many Navigation Visiting Flights to inspect the School which was composed of WC. Gillson from No. 1 C.N.S. Rivers and FL. Cooper from A.F.H.Q. who analyzed operations from the training aspect.

In April SL. Malcolmson was posted to Mountain View for a course and on his departure he was feted in the Civilian Officers' lounge by the executive of the operating company and officers of the staff. On this occasion he was presented with a large rubber cheque for \$1.00 in payment of his services as "check" pilot, but he refused to accept it as final payment on the grounds that he had been underpaid.

On May 28th the School was inspected by the Deputy Inspector General, AC. E. Godfrey, M.C., A.F.C., V.D., and as there were no loud repercussions from the inspection, it was assumed that we had made the grade.

May and June were active and unsettling for the staff due to extensive changes in the training syllabus and enlargements in personnel. Owing to the necessity for additional pilots and the lack of civilians available to carry out flying duties, the policy was adopted by A.F.H.Q. posting to Air Observer Schools graduates from S.F.T.S. who were given the opportunity of taking leave without pay to accept civilian positions with the School and the first of these men arrived at the end of May. This necessitated the organization of an enlarged pilot instruction staff to bring the new pilots up to A.O.S. requirements and Howard Compton took over these duties along with several of the more senior pilots. At the same time it was decided, in order to give further training to W.A.G.'s, to add them to the establishment of the Air Observers Schools to handle communications in the aircraft. Up to this time Radio Telephone had been used for contact with base, but the new plans required all communication to be maintained by WT. except in case of emergency. Ground operations continued to be the responsibility of the operating company and as a result, a class of ten girls were sent down to the Radio College of Canada for instruc-



F/L W. K. Gwyer

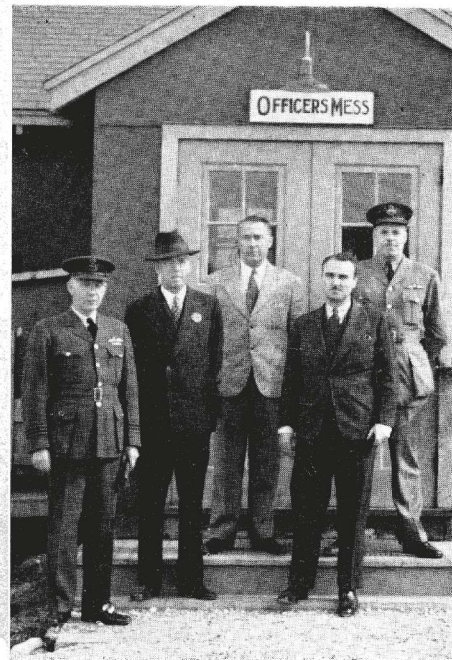
tion as operators and the technical staff was further augmented to look after additional equipment.

In June, FL. W. K. Gwyer took over the duties of Chief Instructor and on July 31st, SL. Malcolmson returned to take over from FL. Randall who had been acting C.S.O.

July 2nd was a gloomy day for the School as one aircraft had failed to return from a night flight and after a two-day search in which 26 of our own aircraft had participated, and additional aircraft from 7 A.O.S. at Portage had been called in to make a total of 43 aircraft in the search party, the wreckage of the aircraft was discovered in the vicinity of Marchand, Manitoba. In this crash L. Compton, the brother of our Chief Instructor, and two Australian trainees lost their lives.

July 30th was an interesting day for the Instructors as the school was visited by Pilot Officers Lovell and Robinson, R.A.F., who were graduates of the first course of trainers. Both had been in operations in Germany and Egypt and were on their way to the United Kingdom. The next day the first ceremonial wings parade was taken by Air Commodore T. A. Lawrence, A.O.C., No. 2 T.C. who presented the wings to first course to graduate at the School under the new training syllabus.

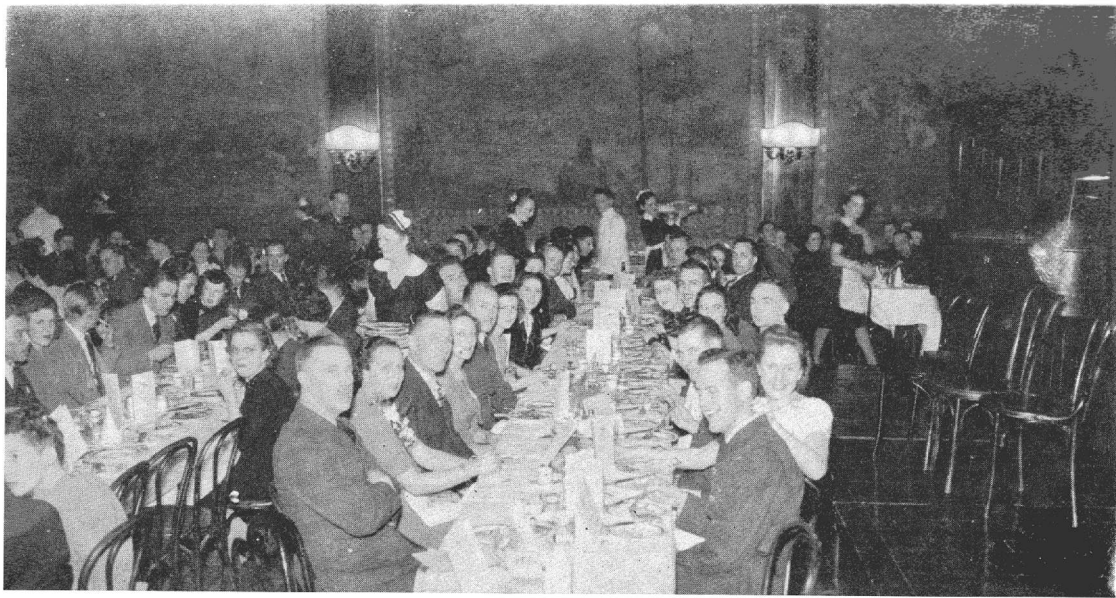
In September we had the first of many visits from WC. White, New Zealand Liaison Officer, who interviewed his countrymen who were in training.



W/C Harrop, L. B. Unwin, W. J. Buchanan, D. S. Ormond, S/L G. H. Malcolmson

On the 16th of September, WC. B. N. Harrop reported to the Station to assume the duties of Chief Supervisory Officer succeeding SL. Malcolmson who was posted to No. 2 Training Command and later to No. 7 A.O.S. at Portage.

For some time during the Spring months there had been rumours of enlargement in the B.C.A.T.P. and



NO. 5 A.O.S.
Second Anniversary
DINNER and DANCE
at the Royal Alexandra Hotel
JANUARY 8, 1943



during the summer of 1942, it was learned that the school was to become a double A.O.S. with a student strength of some 650 and an establishment of 76 aircraft. This necessitated a 300 percent increase in staff and for some months to come, the civilian personnel as well as the service staff grew by leaps and bounds. For some time there was danger of the School being exiled to Souris, Manitoba as there was no room for expansion at the site then occupied. But it was finally determined by A.F.H.Q. to provide new accommodation on the southwest corner of the airport. Work was started by the contractor at the new site in August, 1942 and during the winter months as our quarters became more and more cramped, longing eyes were turned towards the rising structures of the new School.

In October, the first class of Air Bombers to graduate under the new training syllabus received their wings from Group Captain Pleasance, No. 2 Training Command.

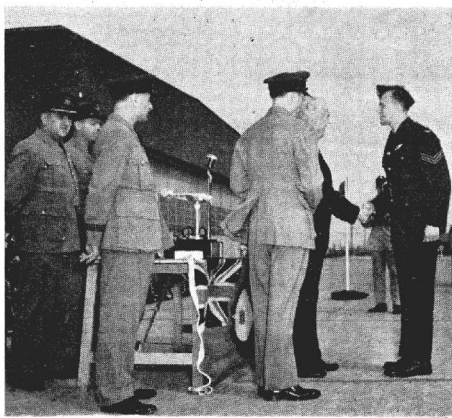
In November WC. Gillson and FL. Hawkins, the Visiting Navigation Flight from Rivers, paid another visit to study our methods of training.

Early in January the second anniversary of the School was observed by a dinner and dance at the Royal Alexandra Hotel, attended by service and civilian staff and their guests. About 650 sat down to dinner at which Air Commodore and Mrs. T. A. Lawrence, the A.O.C., and Mr. and Mrs. H. C. Grout, representing the Canadian Pacific Railway were guests of honour and approximately 1000 enjoyed the dancing after to the music of the R.C.A.F. Orchestra.

The month of February was marked by the first issue of the "DRIFT RECORDER" the School magazine which was indicative of the growth and development of the operation, under the editorship of J. D. Forbes.

Another first for the month which was not received with the same interest by the pilots was the initial visit of the Visiting Flight from No. 1 C.F.S. Trenton under the Command of Squadron Leader G. E. Folkins. Despite written examinations on airmanship, navigation and kindred subjects and practical tests the "Compton Cure" had been effective and the Flight went on its way leaving no serious casualties in the ranks of the pilot staff.

On the 9th of February, Major-General, the Honourable Sir. Wm. Glasgow, K.C.B., D.S.O.; High Com-

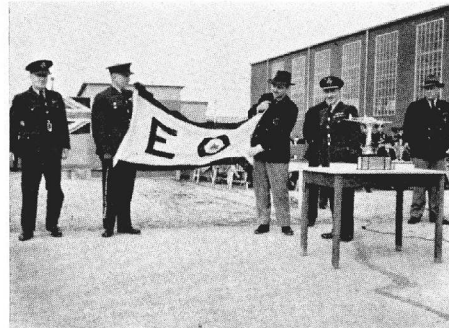


His Honour R.F. McWilliams, K.C.

missioner for Australia visited us to interview the Australians in training.

In April the Wings Parade was taken by His Honour R. F. McWilliams, K.C., and this was followed a few days later by a visit from the members of parliament of the New Zealand and Australian Houses.

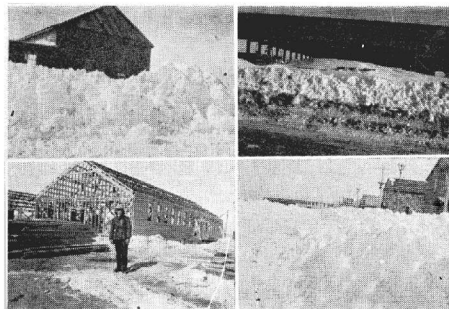
On the 14th of May, Group Captain Ashton attended the Wings Parade to present the wings and prizes and at the same time he presented the Minister's Efficiency Pennant for the quarter ending the 31st



of March. This parade was enlivened by the attendance of the civilian personnel who made a colourful picture in their new A.O.S. uniform.

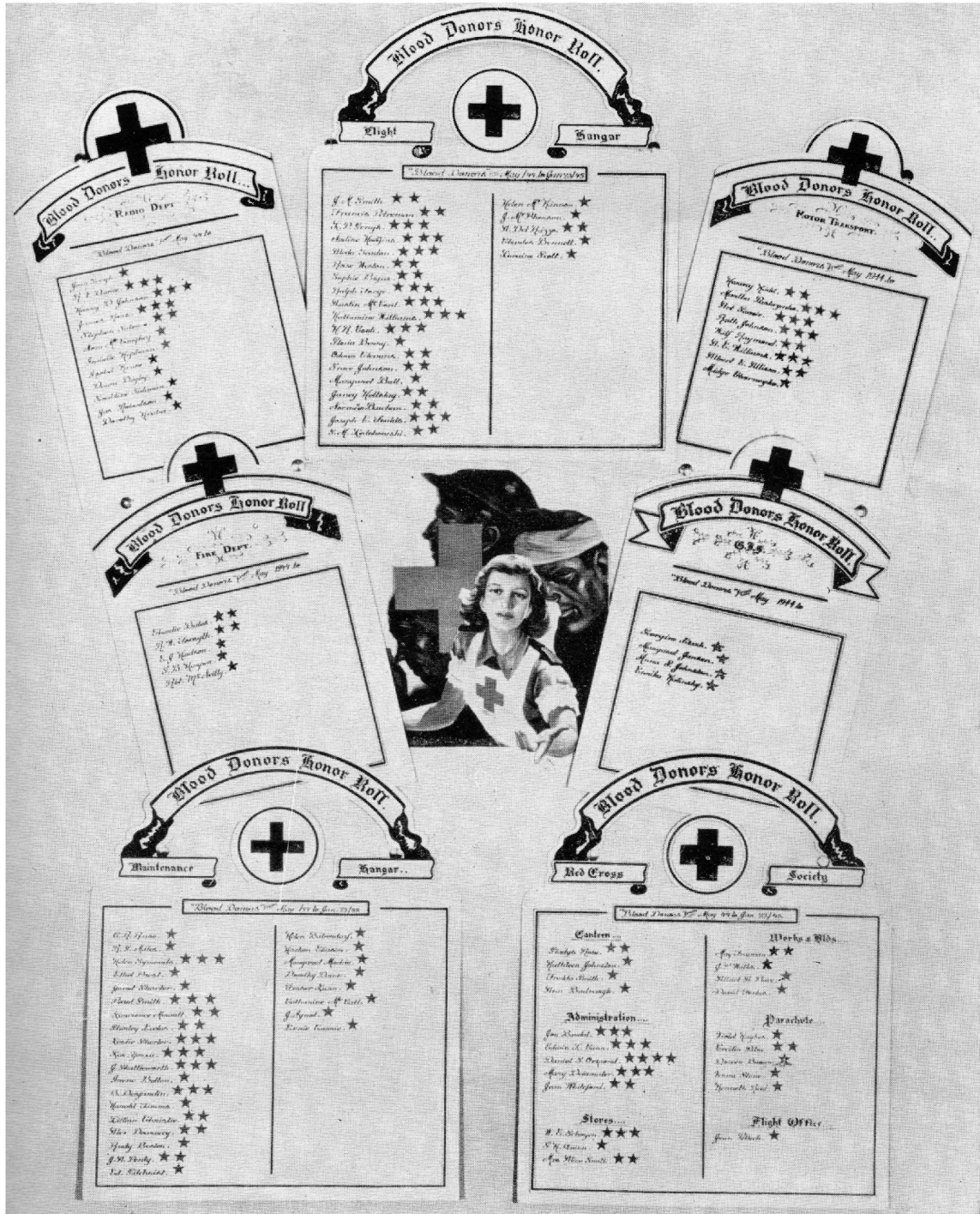
During the spring months an active sports program had been organized by FO. K. B. Myers and his staff, and School teams were participating in various service and civilian leagues while several interdepartmental baseball teams were battling for school honours.

During May and June the intake of trainees was steadily increasing under the new Syllabus, additional aircraft were being added training requirements. Construction on the new site had been delayed owing to



the lack of materials and labour and so overcrowded did the old site become that it was necessary to move some of the trainees into the buildings at the new school before messing or other accommodation was available. However, an aged bus was acquired by the operating company and through some miracle it was able to maintain communication between the two stations.

July 23rd was a banner day in School history for on that day staff and classes began moving to the new site to occupy barracks, mess hall and G.I.S. Build-



Members of the W.A.O.S. have generously given their blood in answer to the appeal for Blood Donors by the Red Cross. The school is proud of those who have responded so generously to a cause so worthy and a need so urgent. Since the above scrolls were made, many new names and stars have been added, and we pledge ourselves to continue in this good work till the need no longer exists.

ing although some of the buildings were without sewage or water services at that time, giving the Fire Department much to worry about. On July 30th the Chief Supervisory Officer, Senior Administrative Officer and Station Warrant Officer and Orderly Room transferred their operations to the G.I.S. Building leaving the civilian administration alone in their glory in the old building. There was no Officers' Mess available at the new School and while some messing facilities were available, some of the staff built up their appetites by frequent trips across the field. Soon afterwards the Accountant Officer and staff moved into their new quarters.

The Annual Picnic and Sports Day was held in the spacious sports ground of the school on the 14th of August and this was followed by a Station Dance in the O.R. Mess in the evening. This was the first opportunity for Station personnel to get together on the Station and it was thoroughly enjoyed by all despite the muddiness of the roads and lack of proper facilities.

Late in August SL Pitcairn, the Chief Instructor, was posted on temporary duty and SL Milne reported from No. 2 T.C. to take over temporary duty as C.I.

As the result of the vagaries of the weather, the School was visited by Air Vice Marshal Leckie and SL Wood from A.F.H.Q., and WC Gibson, V.C., D.S.O. and bar, D.F.C. and bar on September 7, and both were entertained in the Officers' Mess, unheated as it was, and while the outside temperature brought the driving rain close to snow.



S/L Keith Pitcairn

Up to this time the supervisory staff and trainees were the only part of the School occupying the new quarters but during September the change over began in earnest. September 11th was a red letter day as the switchboard went into operation in the Administration building and brought order out of the chaos that had prevailed in telephone communication which had been half-heartedly provided for by only 4 telephones available to approximately 1,000 Air Force trainees, the building contractors and the messing staff. A few weeks later, staff and equipment were moved from the Maintenance Hangar on the old site into one of the new hangars, although it was sometime later

before No. 4 Hangar was complete. When the floor had dried in the building, staff and equipment were moved in but they had to work in an outdoor climate as it was well on in October before heat was available.

The high-light of October was the visit to the School of some 2,000 Winnipeg citizens who inspected the Station and the display of aircraft and all types of equipment in support of the 5th Victory Loan Campaign. Trainees conducted groups of 25 through the hangars and G.I.S. Building, watched the Commando course in full use by R.A.F. trainees and completed their tour with refreshments served in the O.R. Mess.

On the first of November the Civilian Administration staff took over the new Administration Building and the Medical and Dental Section moved into their new quarters in Barrack Block 16. The official opening of the Officers' Mess which had to be postponed from time to time for the six weeks past on account of the muddy roads, was held on the 6th of November with 250 in attendance with Air Vice Marshal and Mrs. Lawrence as guests of honour. Other guests attended from No. 2 Training Command and the sister services.

On the same day the flight hangar staff, pilots and flight operations personnel moved into the flight hangars, so completing the move to the new school with the exception of the Radio Despatch which was destined to remain in their old quarters as a rear guard until the January following.

The settling down process continued for the rest of the year and the Christmas and New Year's holidays were enlivened by the usual mess entertainments provided by "Pop" Ratson which comprised a special Christmas dinner and New Year's dinner followed by a three hour floor show.

For months the P.T. Section and indeed all who were interested in sports, Station dances and other entertainments, had been casting longing eyes towards the structure that was to be the Drill Hall. But finally, toward the middle of January the building was ready for occupancy and on the 17th, the P.T. Staff moved in, followed by the Padre and Peter Hay, the Services Officer, Special two days later.



W/C Harrop Opens Drill Hall

A Wings Parade was held in the Drill Hall on the 10th of February and on the 19th it was formerly opened by a dance at which some 1200 were in attendance. The Recreation Hall was opened on the 12th of February when the first picture was shown and a few days later the Winnipeg Electric "Show Boat" Company entertained a full house with a variety show.



WC. Harrop's Farewell Party

On March 4th, although some two months late, the third Anniversary Party on the School was held in the Drill Hall and supper was served in the O.R. Mess. Entertainment by way of bingo, cards, spotlight and novelty dances provided amusement for about 1500 Station personnel who were in attendance.

On March 23rd the first presentation of Operational Wings to be made at the School took place, when FL. K. W. Holtby and FO. K. F. Neale, D.F.M., received their awards from GC. A. J. Ashton.

Towards the end of March the School was surprised to learn of the impending retirement of WC. Harrop, and on the 29th a very pleasant farewell party was held for him and Mrs. Harrop by way of a dinner in the Sergeants' Mess, followed by a dance in the Officers' Mess. Upon WC. Harrop's retirement, SL. Milne took over as acting Chief Supervisory Officer.

During the winter months under the active leadership of the P.T. and D. section, the Drill Hall had become an athletic mecca for Station personnel as well as trainees and staff who were subjected to that dread torture, the Harvard Step Test. Other Drill Hall activities such as badminton, basketball and bowling



Another Drill Hall Activity

were in full swing and a Station hockey league kept the Medical Section busy.

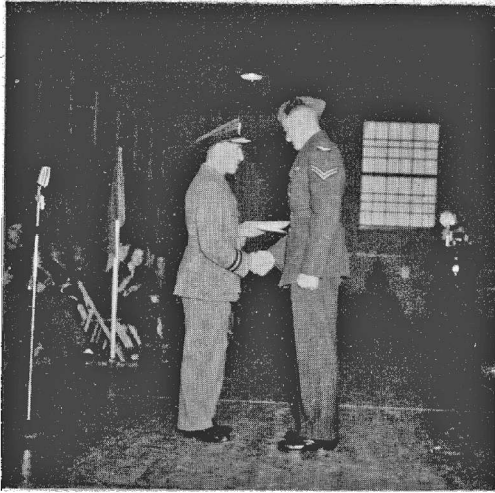
On the 22nd of April the School was host to the No. 2 Training Command basketball playoffs which were attended by a big crowd. The finals, in which the school team finished as runner up was followed by a dance for the participants at which Air Vice Marshal Lawrence presented the trophies.

April 29th was an outstanding day for many on the Station, when the film star, Kay Francis, attended to present the Victory Loan pennants to Service and Civilian personnel both of which had attained their objectives for the 6th Victory Loan.

The Spring months continued with the usual problems peculiar to Operations carried on in what was at times knee deep mud and all departments of the school were kept settling down in their new quarters. There were times when it seemed there were not enough carpenters, enough painters, enough electricians, plumbers, or even enough of anything to meet the recurring demands for service, but as the days rolled on partitions were moved, fixtures were put in place and generally the school settled down to a normal routine. This was marred on the 30th of April by the crash of an aircraft in the Riding Mountains in which the pilot, H. G. Hill lost his life and during which Cpl. G. B. Roper, the W.O.G. showed outstanding tenacity and courage in directing the search party for the missing aircraft. He was later the recipient of a Commendation from the Chief of the Air Staff.

In May eight aircraft carried on a search at the head of the lakes for a Moth aircraft which was missing from No. 2 E.F.T.S. and which ended happily two days later when the pilot was found safe.

About this time the School population reached the peak and there were approximately 1,800 engaged in training, instruction and operation of the Station.



A/C A. J. Ashton congratulates Cpl. G. B. Roper

Late in May Air Vice Marshal Lawrence was transferred to North West Air Command and his farewell attendance was followed on the 2nd of June by the A.O.C.'s Inspection carried out by Air Vice Marshal Guthrie, C.B.E., the new Air Officer Commanding.

A full sports program was in hand and during the summer months softball, hardball teams, soccer teams, cricket teams, lacrosse teams, both Service and Civilian participated in city and service leagues.

In June the outstanding event was the arrival of a Stirling Bomber from the United Kingdom and the Station was host to visitors from surrounding stations in the Command.

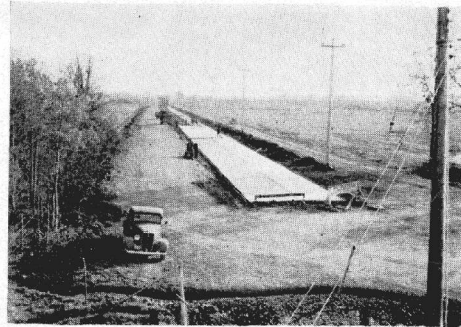
On the 19th of July SL. G. F. Jacobsen, D.F.C., reported to take over the duties as Chief Supervisory Officer.

During June and July aircraft serviceability suffered badly by the advent of the long awaited Mark V's and the flight instruction staff were kept busy for many weeks checking out pilots on the new aircraft. This was completed sometime in August and once again the Station settled down to routine operations only to hear rumours of possible reductions in the B.C.A.T.P.

August 12th was the occasion of the annual Station Sports Day and Picnic which was bigger and better than ever and the sports program provided competition for young and old and amusement for the onlookers. It was followed as usual by a dance in the Drill Hall.

This month saw the development of the Aircrew Leadership program amongst the trainees at the School under the direction of FO. Zubick. This innovation led to the handling of the Wings Parades by trainee officers and the first of such parades was held on the 7th of September when AC. A. J. Ashton, Chief Staff Officer, No. 2 Training Command presented the wings. The next Wings Parade was taken by Colonel J. C. Hodgson, Commanding Officer, United States Army Forces in Central Canada and was attended by a group of Foreign Air Attaches from Ottawa who were very much interested in the proceedings.

In October came the first indication of changes in the training program and it became evident through a reduction in courses that training commitments were to be reduced. For sometime it was rumoured



that the school might be closing early but this was found to be inaccurate and on the 25th of October the long awaited concrete road to Portage Avenue was opened without ceremony or ribbon cutting but to a chorus of grateful sighs from the bus drivers and M.T. Staff.

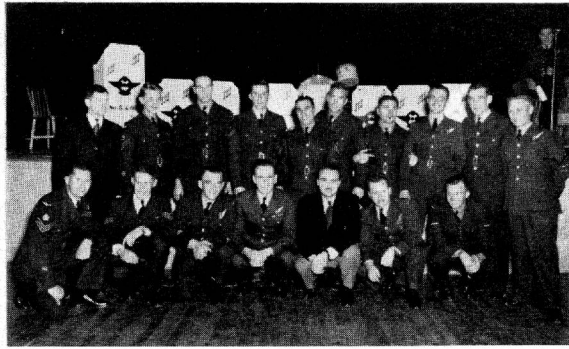
Another interesting feature of the month was the visit of a party of Russian air officers who were on their way to the Chicago Air Conference and spent several hours around the station under the guidance of FO. Gads as interpreter.



★ Summer SPORTS 1944 ★



GIRLS SOFTBALL—Back Row: left to right—E. Purper, D. Beaton, H. McKinnon, G. Berry, L. Stocker, L. Scott. Centre Row: H. Conquergood (Coach), H. Biberdorf, V. Zetterstrom, M. Bodie, Charlie Riggall (Manager), B. Wilson, P. Ball, E. Gair, J. Suffron. Front Row: P. Smith (Capt.), G. Johnson, M. McKail.



BASEBALL TEAM—Back Row: Freddie McNabb, FS. Brotherton, Cpl. Cross, Cpl. Roper, FS. Machnicki, Neil Colville, FS. Schiffer, FO. Bill Oughton, LAC Moon, FL. Knight (Manager). Front Row: FS. Alm, Sgt. Corbett, WO1 Brox, SL. Jacobsen, D.F.C., D. S. Ormond, FO, Marsh Brown, LAC. Clarke.



LACROSSE TEAM: Back Row—Legge, Rae, Cpl. Rosenberg, Brockhouse, Kendall, Sgt. Nesbitt, Fanton. Front Row: Cpl. Anderson, FO. Mason (Manager), SL. Milne, Glibbery, Sgt. Distan, Bennett. Missing from picture: Snowy Donaldson.



MEN'S SOFTBALL TEAM—Back Row: Ed. Chapman, Wilfie Schoyen, Al Achron, Don Chisamore, Freddie McNabb, Darryl Brayford, Jack Houston. Front Row: Al DeCourcy, Jack Lemoine, Les Yerxa, Wally Cook, Al Smith, C.R. Ruse (Mgr.), P. DeRizzo



MEN'S SOFTBALL R.C.A.F.—Back Row: FL. Wood, Sgt. Corbett, Dohaney, FO. MacIntyre, Cpl. Ferguson, Moe Oxman, FO. Bill Oughton. Front Row: FL. Nahass, Scotty Milne, Sinclair, Cpl. Hammerston, Cpl. Roper.



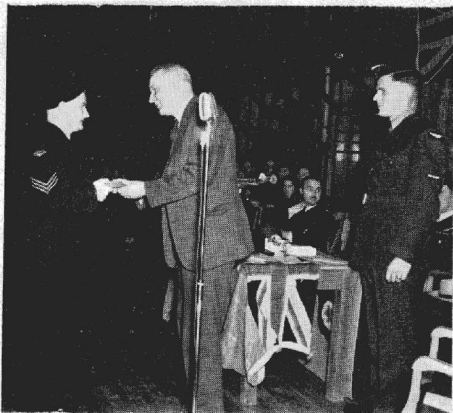
SOCCER TEAM — Wardle, Bryce, Gutkind, Williams, Hunter, PO. Storer, Ivan Carr, Still, FO. Scotty Milne, FO. Fred C. Brown (Manager), FL. Horton (P.T. and D. Command Officer).

November was outstanding for the particularly bad weather with which the West was visited with the result that during one period of three weeks, the total flying hours amounted to 220 hours. Indicative of



the weather is an entry in the Daily Diary on the 16th of November stating that on that day the School had its first sunshine, of some 2 hours duration, for a period of 17 days.

The same day His Worship Garnet Coulter, K.C., Mayor of the City of Winnipeg presented wings and awards to the graduating class.



Indications continued to point towards the lessening of the training program, when on the 25th of the month, twenty-two officers who were being cleared to General Reserve, were given a farewell at the Officers' Mess.

The holiday season was an active one and entertainment took place in all the messes on the Station. A Christmas Tree was held in the Recreation Hall for the children of Station personnel at which some 200 children received gifts and the usual entertainment and dinners were provided for trainees and station personnel and friends on Christmas and New Year's Day.

In January the whole Station regretted the posting of FL. Philip Janz who had been on the Station for sometime as Protestant Chaplain and none was sorer to see him go than his cribbage opponent, Mr. Peter Hay.

Page Twenty-four

Winter sports were being actively engaged in by all School personnel and the School Curling Club, numbering some 100 members was carrying on a very well organized competition. This was highlighted by a bonspiel and moccasin dance held on the 3rd of February in aid of the Red Cross Prisoner of War Parcel Fund which was attended by some 300 personnel and a total of \$341.93 was obtained for the Fund.

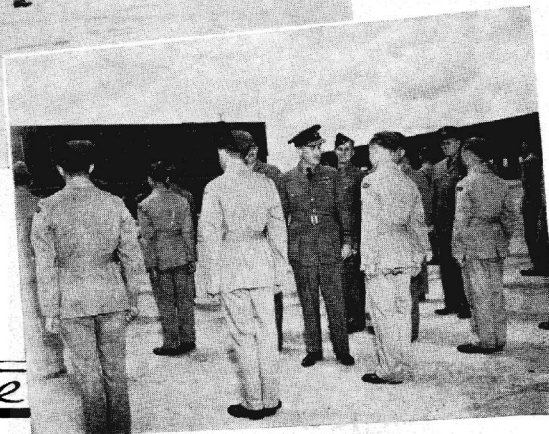
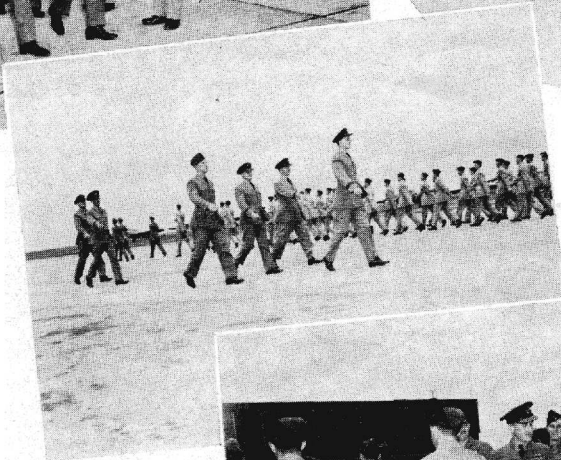
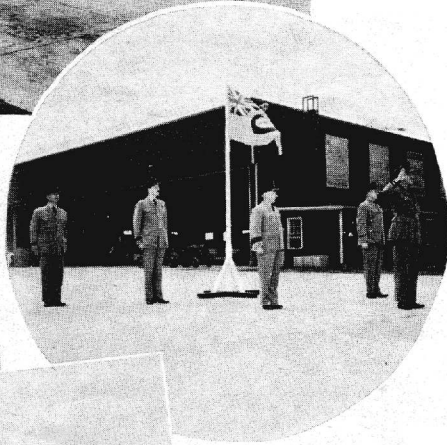
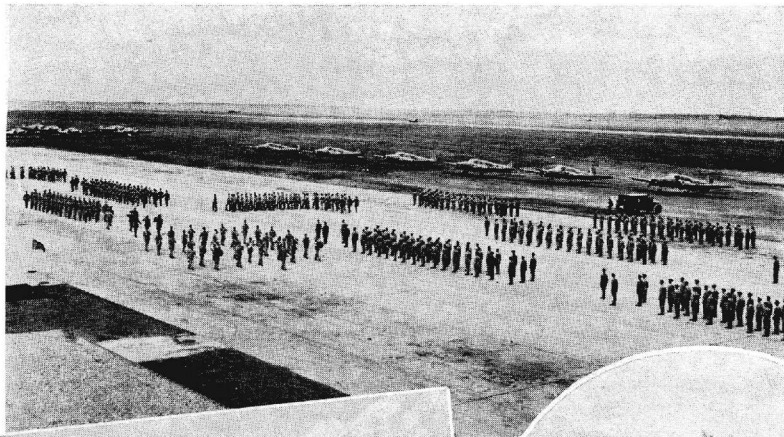


WC White, Hon. David Wilson and party

We received a final visit from WC. White, the New Zealand Liaison Officer and the Honorable David Wilson, New Zealand High Commissioner to Canada on the same day. The month was replete with farewell parties and gatherings. First was the wind-up party of the members of the Civilian Officers' Lounge by whom a dinner and dance was held in the Marlborough Hotel, followed by a closing dinner held by the members of the Sergeant's Mess in the Royal Alexandra. The School personnel held a successful dance in the Civic Auditorium on the 22nd of February which was attended by approximately 2500 and the Saturday following, the Officers' Mess held their wind-up function when dinner was served to some 220 guests in the Civilian dining room of the O.R. Mess, followed by a dance and entertainment in the Officer's Mess, the guests of honour on the occasion being Air Vice Marshal and Mrs. Guthrie.

The final Graduation Parade takes place on the 28th of March on which occasion Wings will be presented to the graduating classes by A. V. M. Guthrie, Air Officer Commanding No. 2 Air Command and awards will be presented to the prize winners by Mr. W. A. Mather, Vice-President, Western Lines, Canadian Pacific Railway in the presence of representatives of the R.C.A.F. and the sister services and other official guests followed the reception in the Officers and Airmen's Messes. This will be the schools last official function before the doors are finally closed March 30.

The sands have now nearly run through the glass and it is hoped that this rather inadequate outline of the origin, development and life of No. 5 A.O.S. and the text and illustrations of this last issue of the Drift Recorder may serve in the days to come as a tribute to and happy reminder of the years spent by members of the Service and Civilian in the ranks of those who have fought and worked for Victory for the United Nations — the Victory which now appears to be not far distant.



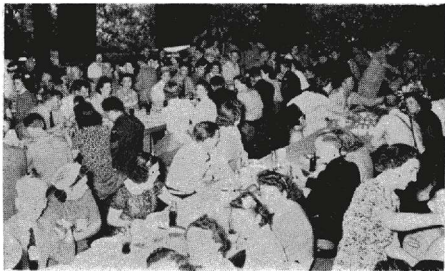
*The A.O.C.'s Inspection
June, 1944*



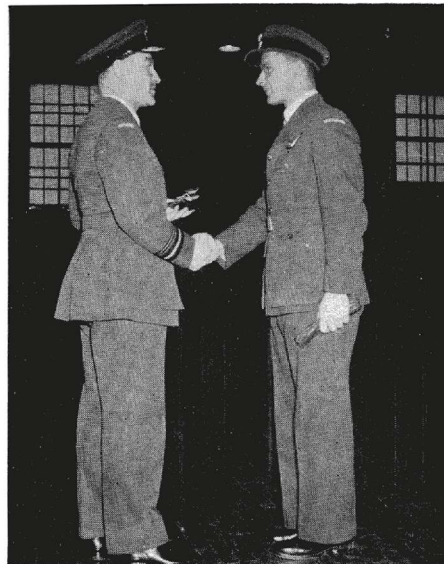
★ ★

Picture ★

HIGHLIGHTS



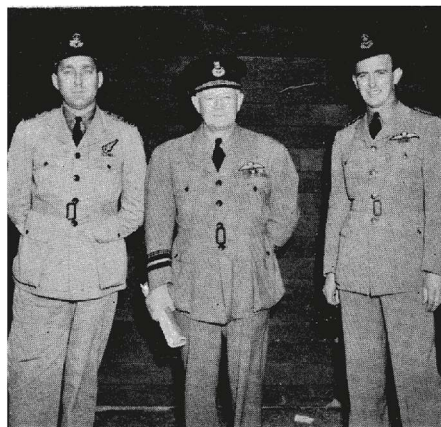
Our Picnic—1942



A. V. M. Guthrie presents P/O J. D. Pollard with watch



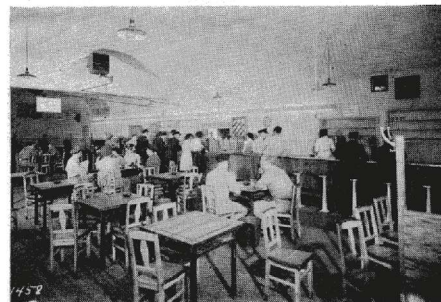
Sgt. A. Wedding receives watch from G/C Bonham-Carter



A. V. M. Goble, Australian Liaison Officer



Australian War Correspondents visit Aussies at No. 5




Our General Canteen



COOPERATION

There has been considerable conjecture lately as to the number of times "Cooperation" will be used in this book and in farewell speeches. This is one time when we can find no other word to substitute for it. We won't even spell it backwards, for it expresses fully the meaning behind the pages that follow. This section is your story, the story of your department. It has been written by you and its pictures are of you. Throughout is found the full meaning of the fine spirit that has made No. 5 a place where Service and Civilian Staffs have worked as a team towards the school's only purpose — the training of Navigators and Air Bombers

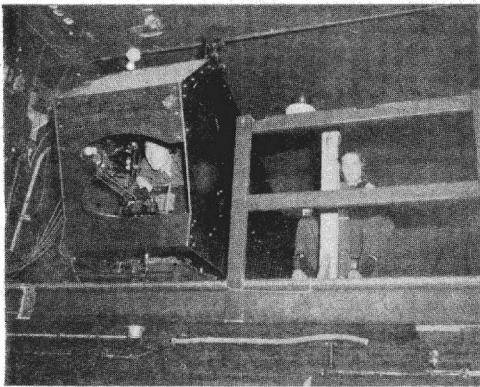




Front row, left to right—LAC Conroy, LAC Belair, LAC Swerhun, LAC MacKay, LAC Stainthorpe, Cpl. Moore, Cpl. Cryderman, LAC McIntosh, Cpl. McAusland, Cpl. Lamont, Sgt. Killer, Sgt. Sprott, Sgt. Dunkley, F/S Bell, F/S Alm, P/O Finnbogason, F/L Knight, F/S Sadler, Sgt. Arnold, Sgt. McLeod, F/S T. Hartwell, Cpl. Earle.



F/L Knight



F/O Gohl, P/O Finnbogason



Sgt. Killer and Sgt. McLeod



LAC Stainthorpe, and LAC MacKay.



MAINTENANCE SECTION. **Front row**—LAC Stainthorpe, LAC Belair, LAC Conroy, LAC Swerhun, Sgt. Sprott. **Back row**—F/S Cooper, LAC Melville, Sgt. Dunkley, LAC MacKay, LAC Dowthwaite, LAC McIntosh, LAC McAusland.

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BOMBS AWAY

The History of the Armament Section, directly influenced as it is, by the Training Syllabus, is pretty much the history of 5 A.O.S.

Right from the early days of 1941 at the old No. 5 when training was confined to that Aristocrat of the Aircrew — "The Observer" — through a period of adjustment in 1942, when it began to look as though we had to "Accent-u-ate the Navigator", to late 1942 when the first class of Air Bombers came in, and up to the present time, when Armament Training has become much more extensive, the Section has endeavoured to keep pace with many changes from both the point of view of the Instruction and that important phase of training known as Maintenance.

We like to feel the winning of the Efficiency pennant which flew from the flag-staff in the parade square right up until the discontinuance of this award, is due in part to the effort we contributed.

FL. "Bart" Randall, now holding the rank of SL and serving overseas, was the first Armament Officer at No. 5. It was always his proud boast that he had to help lay the floor in his office before it was ready for occupancy by the staff serving under him at that time, the only remaining members of which are FS. Joe Sadler and FS. Ray Alm. It has always been a point of discussion between the two Flights who would get posted first and right now it looks as if they'll both outlive the station and will leave together.

Two other Sergeant Instructors at the time, George "Indicator" Owens, and Murray Cooke are Armament Officers on Eastern coast stations. The N.C.O. in charge, W.O.2 Norman, known as the "Governor of South Carolina" is about to graduate as a pilot at Brandon S.F.T.S.

FL. Randall was posted to Lethbridge and the popular FL. "Toots-do-it-to-me" Johnstone was on hand to see the first class of Air Bombers graduate on October 1942. "Toots" succumbed to the lure of flying the next year, however, and followed the way of W.O.2 Norman into Aircrew.

This was a time of many changes in personnel and practically all of the original "Joe" Armourers had left or were leaving for overseas. To "Lindy," "Rosy", "Arni", "Moscal' and the rest of those good types — our best wishes, and "why the hell didn't Instructors ever get posted?" — even old George Noble left for an operational station singing "Bomb Armourers never die, they simply blow away".

On July 12th, 1943, FL. Wally Knight took over the Section, and immediately won the support and loyalty of the entire staff. "Wally" has a slogan — "Good N.C.O.'s make a good section", and he never lets a N.C.O. forget what is expected of him. It works.

About this time the Section began to suffer growing pains and some indication of increased Armament Training was evident by the number of postings to the station. Among them, two Gunnery Instructors, Cpl. Mel Hartwell, and Bill Arnold were to form the nucleus of Gunnery Instructional Staff destined to become much larger.

The big trek across the flying field to the elaborate new quarters of 5 A.O.S. had started and already some courses were living there and commuting to classes each day. When they jacked up that big two storey structure — the Bombing Teacher — and started to move it west, that was the signal for all Armour-

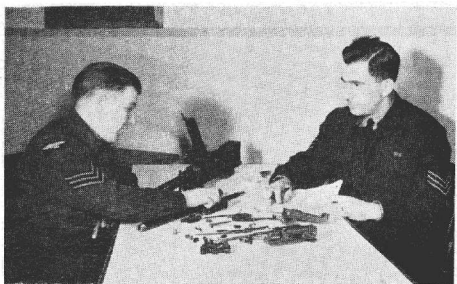
ARMAMENT INSTRUCTORS



Back row, left to right—Porteous, Earl, Lamont, McCausland, Garbutt, Hartwell, Bell, Arnold, Cryderman, Killer.
Front row—Moore, Finnbogason, McLeod, Sadler, Alm.



Ray Alm and Joe Sadler finally leave No. 5 A.O.S. "It's about the only way we'd ever get a posting" say these veterans of 34 months and 39 months respectively.



Sgt. Arnold orally examines Sgt. D. E. Smith, R.A.F. trainee, on the intricacies of the Browning gun.

ers to get "crackin'," and an Armament Section suddenly become mobile is something to see and be remembered.

After 16 months on the new station it is interesting to look back and make comparisons. Where we had small offices and cramped maintenance quarters we now have large roomy accommodation; where Instructors had to go from class room to class room and even from building to building, carrying bulky and ancient equipment, we now have our own classrooms with every modern training device; where we had to transport classes over to No. 3 Wireless School for pistol, rifle and range drill, we now have the most modern 25 yard range in the area. Armourers now have a panel delivery to facilitate loading of aircraft and the Instructional Staff has been increased from 5 to 15 men.

All this of course, means that Training has been stepped up to a much higher degree. It means that more and better graduates are being turned out, and that, after all is the specific purpose of any R.C.A.F. Training Unit.

Among the old members of the Armament Staff, however, there is a deep fondness for the old school, and we can't help but feel that a bit of our identity was left behind that day in 1942.

On the eve of the closing of the grand new 5 A.O.S. under that name, we find ourselves stealing an occasional glance across the field and have a feeling that in the years to come, any reference to 5 A.O.S. will mean to us, the "Little School at the end of Ellice Avenue" — Bombs Plotted.

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PERSONNEL Counsellor

In the early months of 1944, the need of encouragement our R.C.A.F. personnel to start thinking about returning to civilian life, and the demand for assistance on the part of those who were thinking, led to the formation of the Personnel Counselling Branch of the R.C.A.F. We were the first of the three services to institute such an organization.

A large number of officers were selected and sent to Ottawa to be trained as Personnel Counsellors. They were then sent out to stations that had large numbers of R.C.A.F. personnel on staff. No 5 A.O.S. was not one of those stations to receive a full time counsellor.

We were, however, very fortunate to obtain the part time services of FO. W. H. Thomas as the first Personnel Counsellor on this station. He was indeed kept busy and did a first rate job. He could only spare two days (Monday and Tuesday) of each week from his parent unit, No. 8 Repair Depot.

Due to a change of policy as to the counselling of trainees, two days soon became insufficient to meet all the requirements of the station. WC. Jacobsen then requested Command to post a full time Personnel Counsellor to his station. As a result FO. W. E. Brown (now FL.) was posted here on December 11th, 1944.

Since that time this officer has been kept busy answering questions and counselling personnel who were interested in civilian careers. The Counselling procedure involves interviewing and the administering of tests.

These tests are arranged by outstanding psychologists and statisticians and have certainly proved their value in categorizing R.C.A.F. personnel as to the occupations in which they are most likely to succeed.

It might be of interest to know that since the beginning of the New Year there have been approximately 330 different persons interviewed and of this number approximately 295 were interested in and decided upon some definite career.

This branch then has played a very brief but never the less important part in the history of No. 5 A.O.S. and quite likely in the future history of many of the personnel of our station.



F/L Bill Brown interviews LAC D. F. Gordon.

The CORPS of COMMISSIONAIRES



First Row—Comm. Littlejohn, Comm. Thomson, Comm. Tyson, L.S. Moore, L/S. Crombie, S/M. Law, L/S. Franklin, Comm. Dawson, Comm. Club, Comm. Orell. **Second Row**—Comm. Campbell, Comm. Steggle, Comm. White, Comm. MacKay, Comm. Smithson, Comm. Hutchinson, Comm. McKenzie, Comm. Cosgrove, Comm. Boswell, Comm. Archer, Comm. Taylor. **Third Row**—Comm. Johnston, Comm. Ford, Comm. Rodgers, Comm. Taylor, Comm. Graham, Comm. Saunders, Comm. McQueen, Comm. Woods, Comm. Wade, Comm. Rosenberg.

When the Corps of Commissionaires was engaged to provide security for No. 5 A.O.S. in September 1940, the guard numbered but nine men. With the growth of the School, the necessity for an increase of guards was such that today there is a total of thirty-nine men serving at this Station. During its long service at No. 5 A.O.S., the Corps has performed many and various duties. Squadron Leader Milne will recall how his class was quarantined for Scarlet Fever in the Guard House ("don't worry about the Commissionaires catching it").

When an aircraft failed to return, two Commissionaires were detailed to guard it wherever it landed which meant that they nearly froze to death or were eaten alive by mosquitoes, according to the season. A Commissionaire is supposed to be a walking encyclopedia judging by the extraordinary number of questions he is asked. He always tries to answer them to the best of his ability as in the case of the Commissionaire who had just arrived on duty for the first time, guarding aircraft in the hangar. He was asked where the Fleets (Fleet Forts) were now and he answered — "Some on the At-

FAREWELL

The school must close
 Not long the closing day,
 Then we must go
 On our respective way.
 Your co-operation since we met
 Is something that we can't forget.
 Each one has had his work to do,
 From Manager to Hangar Crew.
 All men and women personnel
 Have done their bit, and done it well.
 United through the busy days,
 We soon must part, go different ways.
 Good luck, success and may you thrive,
 Is the wish of the Guards of No. 5.

lantic, some on the Pacific." A few minutes later someone remarked to him that the ceiling was low and our hero, looking up to the hangar ceiling said that it was that height when he came on duty. And let us not forget that eternal query — "What time is the next bus?" But the one unanswerable question which always brought to our mind the "Scarlet Pimpernel" (he's here, he's there) was, "Have you seen Mr. Mutch?"

The type of work we have to do on any Station is not the kind that makes us popular, but we have tried to do our duty and we hope we have succeeded in keeping the respect of all on this Station. In closing, we wish to thank our first C.S.O., Wing Commander Malcolmson, first operations Manager, Mr. Straith, Wing Commander Harrop, our present C.S.O., Wing Commander Jacobsen and our present manager, Mr. Ormond, for all they have done to make our term of duty here a happy one. This station will always be remembered by the Commissionaires who served here as the one station they regretted to leave. We of the Canadian Corps of Commissionaires wish to extend to all our sincere best wishes for future success and happiness.

GIRLS' COUNCIL

The first meeting of that organization to be known as the "Girls' Council" was held in the spacious lounge of the feminine quarters on the 26th day of January, 1944.

This Council consisted of an elected representative from each department on the Station. The original members were: President, Nan Dawson; Secretary, Marcia Kunec; Treasurer, Ethel Gair; Social Committee, Jean Trick, Nellie Gallaher, Margaret Agnew; Welfare Committee, Helen McKinnon, Frances Fryday, Cec. Petrie, Hilda Testar; Sports Committee, Trudy Williams, Flo Simpkins, Frances Komyszyn, Sophie Hanson.

The Council was instrumental in arranging for free tuberculosis X-rays for all members of the staff by Dr. Ross of Ninette Sanatorium, who brought his staff and equipment out to the School. Publicity was given by films and posters shown to all.

A Blood Donor Drive brought many new members to the Red Cross for much needed donations.

Several station dances were arranged in conjunction with the Air Force Committee, and bond selling raffles reached a high peak.

During the summer months the Council was disbanded, but was to be resumed in the Fall with a re-election of representatives.

The second term of the Girls' Council began with the election of officers, at the first meeting, held

in the Girls' Quarters on October 25th, 1944. The results of these elections were: President: Alice Martel; Secretary, Maud Lowry.

As outlined below, the projects and social activities in which the Council participated only emphasize the saying "Never a dull moment."

The Project Committee wasted no time or effort in getting into the swing of things, and it was decided to form a Sewing Class. It was not long before we were fortunate in securing the services of Mrs. Maire, whom we found out later to be of wonderful assistance to us in our sewing problems.

On numerous occasions the Council have been called upon by the Station Entertainment Committee to assist in putting on the Dances. Our job was to see that the "super" lunches put up by Mr. Ratson's staff, were packed and also to help decorate the Drill Hall. Many a Saturday afternoon was given up, for this was done with pleasure as it made us feel that in our own small way we were helping to make the dances a success.

We would like to thank everyone who co-operated so willingly and helped make all our undertakings a success. It has been a pleasure to take part in such an interesting and active organization and we feel that it has given us an interesting and active organization and we feel that it has give us an opportunity to become better acquainted with our fellow workers.



Left to right—Dorine Brown, Rae Rutledge, Jean Senyk, Alice Martel, Kay McCall, Begga Peters, Maureen Duke, Edith McGregor, Maud Lowry, Irene Bolton.

FLIGHT OPERATIONS



Back row, left to right—F. L. Bill Small, Howard Compton, F/O Ed Lee. Front row—I. Crain, Carl Yule, Cec. Stewart.

In December 1940, a varied assortment of pilots collected at the Marlborough Hotel, the idea being to get a job with the newly formed Winnipeg Air Observer School. Much had been said regarding the qualifications that were required. The standard considered very high and many were dubious of being able to pass the tests which were to be conducted by the R.C.A.F., both flying and navigation. However, after reading various books on how to navigate and many days spent between Winnipeg and Portage la Prairie, that being the home of the only available link, the great day dawned, and SL. Evans arrived at the school for check out. The weather was not good, there being a slight ground fog around, so Johnny Chappell who was considered one of the best was pushed forward to go up first. He disappeared into the fog and sometime later, the machine was heard coming in to land, but could not be seen. A few minutes later it was on the ground and in one piece. Everyone thought Johnny had done rather a good job, but much to our amazement SL. Evans was overheard telling Chappell what a rotten job he had made, and there would have to be a considerable improvement all round if that was the general standard of flying. Buchanan's turn came round and as very little was said about his flying, one could not tell whether it was a pass or not. However, after seven or eight pilots had received their check, SL. Evans, in the presence of the Operations Manager, then Mr. Bill Straith, proceeded to give the boys a lecture on how to fly and telling them of the many faults they had. Much to Buchanan's surprise, there was no comment regarding him, when out of a blue sky he turned to him and said, "Now, your flying was O.K., and I will pass you, but you will have to go out and practice pin points or else you will get lost in this country."

Our brother pilots from south of the border were a very interesting crowd, and their stories about what they had done in the U.S.A., would if one could write a book, make very amusing reading.

Two outstanding characters amongst the originals were Flight Commander Ed Hamel and Jerry Hull. They did not remain very long with the School, both going to the R.A.F. Ferry Command where they were killed on their first return trip from Scotland. Other U.S.A. Pilots after getting twin engine experience in Canada, returned to the States where they joined Army Air Forces and are now scattered all over the world. A number are in India — Bill Matheson, H. R. Anderson, Paul Eberle, a number of others went to the Ford Plant at Willowrun testing Liberators, including Setter, Burns, Bonning and Cornwall.

Link Training was started in December 1940 by Herb Setter, a Canadian who had had charge of link training at the University of Michigan, and was considered an outstanding instructor in this subject. He eventually taught Hurd Einarson, and when Setter left, Einarson became link instructor. Since that time, two other instructors have been added to the staff, namely Phil Savard and Paul Newhouse.

During March and April, 1941, we trained the first eight pilots from No. 6 Air Observer School at Prince Albert. In the meantime, using their Ansons, awaiting delivery for our own exercises, and on one occasion all the twenty-two aircraft on the station strength were on flight. This meant going around and picking up men who could fly, such as the Operations Manager, Bill Straith, and our Chief Supervisory Officer at that time, FL. "Jeff" Malcolmson, as pilots. Our first night exercise was carried out on March 10th, consisting of four machines. This flight included Flight



The Old Briefing Room with
F/L's Gauthier and Brand ready to fly

Commander Ed Hamel and PO. Milne, who is now our Chief Instructor, the Chief Instructor at that time FO. Wilson, who was navigator instructor with Buchanan as pilot, now Assistant General Manager.

As time went on our flying commitments increased, so more pilots were imported from the United States. These pilots were supposed to be of airline standard, but it was not long before we found out that our airline standard and theirs was not the same. They were a very nice group of boys, young and full of vigor. Some difficulty was found at first in keeping them in hand, but they found soon that some of the older Pilots knew all the tricks and answers. When one or two pilots would ring up and say that they could not get out in time for a flight, they were told that that was quite alright and just to enjoy their sleep and that it would cost them their pay for that

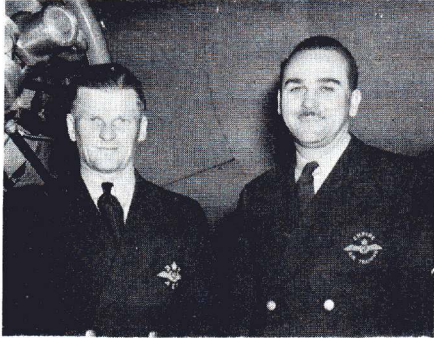
day. This method had very good results . . . lateness was cut down to practically nil.

Our pilot staff numbering twenty at this time has since been as high as 137. We have been very fortunate in picking up a number of Senior Pilots from time to time as different Air Observer Schools closed, among them being Carl Yule, who came from No. 3 Air Observer School at Regina, to join us in July, 1943, as Operations Manager. Carl has done a very fine job with the able assistance of the Assistant Operations Managers, Herb Taylor, originally from No. 14 S.F.T.S. at Portage La Prairie, and Cec. Stewart who came on leave without pay from the Air Force. We are also fortunate in having a very sound bunch of Flight Commanders consisting of R. S. Ross, I. J. Crain, H. Benum, D. F. McLellan, J. L. Forster, R. Shapland, H. W. Becker, and E. W. Badgley, at the present time. Original Flight Commanders included such pilots as Craig Stevenson, now with C.P.A., Herb Setter, Duke Cornwall, George Bonning, who have all returned to the U.S.A.

As the School increased still more pilots were required. A number of Canadians, who were unfit for the armed services and had private licenses but very little flying time, were brought in and given training to fit them for the type of work we were doing, and the majority were very successful. However, it was not long before it was apparent that we would again require more pilots, and as there were none available, the R.C.A.F. undertook to augment the staff with graduates of the Training Plan. These men were transferred from the Air Force to the Company, on leave without pay for a period of nine months, after which if they



The New Briefing Room with F/L Bob McCutcheon teaching his pilot navigation.



R. Simpson and Herb Taylor



The Control Tower

so desired, they could return to the R.C.A.F. or at their option remain with the School. This plan worked out very successfully although there were many who were greatly disappointed in their postings to staff duties.

Up until this time senior pilots in their spare time, had been doing most of the check flights but it was soon found desirable to organize a training flight. At first, they had quite a tussle to obtain aircraft, but a considerable amount of flying was done just the same, in the office. Later four machines were given to the training flight and Howard Compton, who was one of our original pilots, was put in charge with two senior pilots to assist him as instructors. Howard proceeded to set up a course of flying instruction, consisting of instrument and range flying, which became known as the "Compton Cure," not entirely favorably. The results have been very satisfactory, as has been borne out by the Central Flying School Visiting Flight, who have

tested out pilots from time to time. The first flight turned up, more or less unannounced in February 1943, with SL. Folkins as the O.C. It might be said here that valuable information regarding sequence of flight and link training were obtained from these Visiting Flights, to the extent that subsequent Visiting Flights have given the School a very high rating.

All the while, as the months and years ticked by, Flight Commanders and Assistant Ops, paced their cage in doubtful weather, day and night, one eye on the teletype and Met Man, the other out the dripping window, the pleading voice of the D.N.O. ringing in their ears, while debating the old question "to send them out and sweat or cancel and regret" — though their decisions could not please everyone, all the time, their batting average is about tops in the land for schools of their kind. This has been accomplished with the very able assistance of the Met Department,

FLIGHT INSTRUCTION



Left to right—J. Harris, R. Simpson, A. Black, H. Compton, F/L Bill Small, F/O Ed Lee.

who seem to think that pilots and crews need experience in all types of weather and preferably, that which was unknown and unmentioned at briefing. Such things as being chucked around by the edge of thunderstorms, pitch dark one second, too bright from lightning flashes the next, up 2,000 feet per minute, despite all one could do, and in three or four more probably losing it just as fast, or hitting hail inside and doing a quick 180 as Cameron did. It breaks the dull routine, puts all the crew up on the bit and will likely improve the exercise, if the first navigator doesn't throw his dividers away and start counting his beads. These and a hundred and one other busy moments, caused maybe by a rod letting go, were the highlights that will be talked of in the years to come.

These rare doings which entertained about 101 of our pilots and crews, have occasionally caused howls, not always mirthful, from our Operations Manager, plus mutterings from deep in No. 4 Hangar when the aircraft returned and the post-mortems began. Incidentally, aircraft fresh from the bowels of No. 4 Hangar often surprised and occasionally annoyed the pilots on its next exercise — this despite their competent inspectors', senior engineers' and test pilots' ceaseless hawk-eyed vigilance, who like the crew chiefs on the line work hours to save a pilot an anxious moment.

The foregoing is a very sketchy outline of the development of the Operations Department. There are many whose names have not been mentioned but it will be realized that this is a summary and as such it is impossible to refer to all the individuals, and the many incidents which have made the history of the Winnipeg

Air Observer School something to be proud of and in later years will give to those who served with No. 5 A.O.S. the satisfaction of having helped the Country in its time of need.

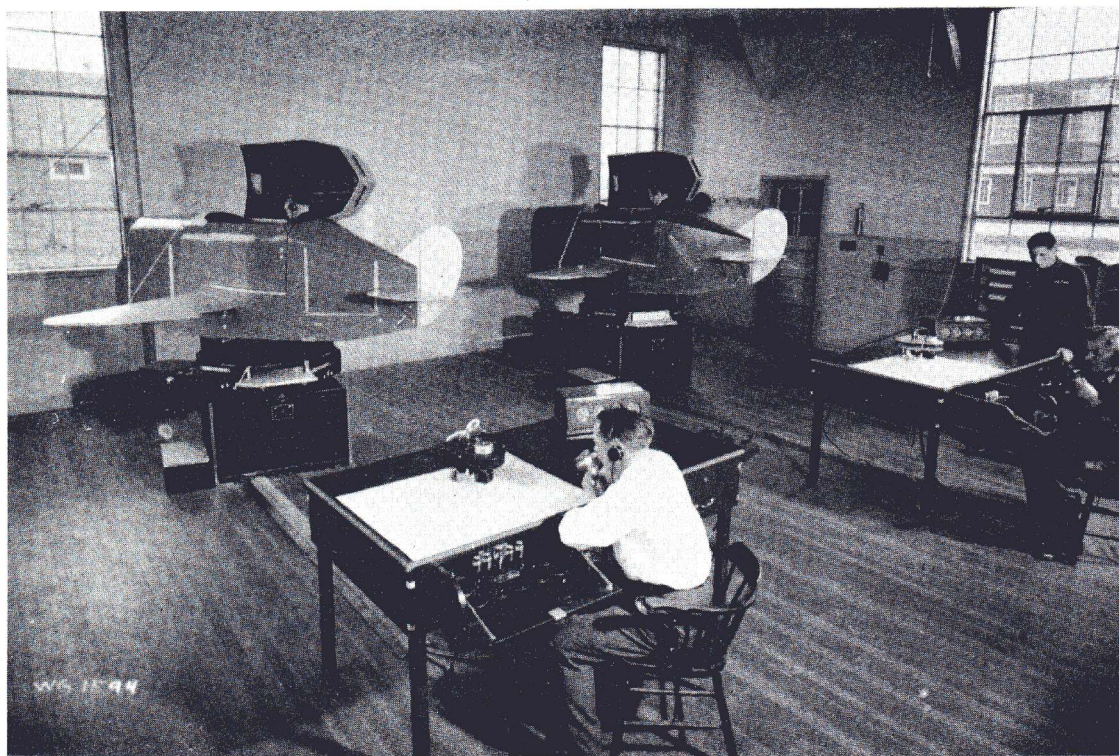
And now after the anxious moments of four years operations, the vagaries of weather and an everchanging Training Plan, we are destined to fold our wings and while some will return to civilian pursuits, the more fortunate will have an opportunity to carry on with the Service. To one and all connected with Operations go our sincere thanks for a job well done.

THE TRAINING FLIGHT or CURE DEPARTMENT

The cure was developed by Compton, Black, Simpson and associates, solely to please and entertain our pilot staff in a manner that was sure to please the most discriminating. Regardless of any casual remarks any pilot may have dropped to the contrary, they all prefer a bout with basic instruments on single engine in a dark but never dull corner of a Mark I or V to a day hunting down town, ask Murphy, Findlay or Ganja. Any improvement in the pilot's flying was purely incidental though often surprising to checking officers from No. 2 Command or the Visiting Flights. Now our keen partners FL. Bill Small and FO. Lee are seeing to it that the treatment is improving with age, though being dispensed in smaller quantities. No crowding boys. Line up and put your applications for your final portions in through your Flight Commanders — first come, first served.

With kindest regards, we are, yours truly,

Compton, Small, Simpson, Lee and Co.



The Link Room with Hurd Einarson and Phil Sarard



Back row, left to right—H. R. Wickberg, N. A. Kern, J. A. Macdonald, F. W. Rollins, W. W. Plumer, J. W. Taylor, L. H. Bachman,
Front row—M. J. Floyd, J. Ganja, D. F. McLellan, T. D. McGee, D. Stevens, H. Gratius.



Back row, left to right—A. Achron, D. O. Chisamore, R. L. F. Murphy, G. W. Robison, A. H. Peters, W. W. Legge, K. H. Neal,
Second row—B. W. Lee, R. Nixon, W. L. Barker, F. W. Maddex, F. R. McCambley. **Front row**—E. N. Erickson, K. R. Gatz,
 S. A. Caldwell, E. W. Badgley, R. W. L. Cousineau, A. H. Arnold, R. G. Ferguson.



Back row, left to right—N. Balderstone, J. L. Lannon, T. H. Lannon, T. H. Sutton, C. H. Goddard, C. J. Wheatley, H. H. Gillam, H. L. Johnston, A. B. E. Strang, W. C. Aikenhead. **Front row**—C. Baranovsky, E. D. Gaddy, C. A. Foster, D. D. Stewart, J. W. L. Forster, R. A. Milne, J. Sanitrar, A. E. Walker.



Back row, left to right—W. A. Legate, D. W. J. Elliot, S. S. Rothwell, V. G. Macrae, W. A. Clark, R. A. Schumacher, E. T. Rippon, J. F. L. Bailey. **Front row**—G. E. Foreman, T. C. Scheer, H. T. Beenum, H. W. Becker, S. E. Caverly, A. K. Napper.



Back row, left to right—W. E. Saunders, W. R. Lorg, O. M. Berge, N. F. Paul, A. D. Leander, H. E. W. Swan, F. W. Sugden, P. A. Williams, D. E. Rathborne, F. N. Buckley. **Front row**—C. S. Oliver, A. L. Michaud, R. W. Vear, W. J. L. Bailey, R. J. Shapland, R. L. Hill, W. R. Legg, W. Blair.



Back row, left to right—N. W. Eley, N. C. Woods, A. H. Black, R. W. Mann, R. S. Schinnour, E. A. Rinta. **Front row**—E. D. Cavotti, R. S. Ross, K. Silvester, L. W. F. Apperley.

FLIGHT OFFICE STAFF



Back row, left to right—Maxine Weeks, "Bill" Mutton, Rae Rutledge, Archie Raeside, Jeanne Peleck.
Front row—Helen Cancilla, Anne Gilchrist, Phyllis Jones, Florence Adams.

The story of the Flight Office is the story of the heart of operations — the scenes of the utmost confusion of any place on the station — of any place in the world, for that matter. It is here that all the detail work pertaining to flight is done; it is here that the crews are allotted to the various aircraft; it is here that the time records are kept; it is here that trainees inquire for sextants and computers, etc., that fell out of the aircraft in flight; and it is here that everyone turns for information from: "Where is Mr. Ormond?" to, "What time is the plane from the West due?" You really have to be in the Flight Office at flight time to appreciate it.

It is strange how everyone seems to select five minutes before briefing time as the zero hour — the hour to descend upon the Flight Office. Everything has to be ready for briefing at 13.00 hours, so: the Flight Commanders decide to alter the pilot schedule; the class instructor decides to change the crews; the telephone rings — somebody wants to know if he is on range; the serviceability arrives with one aircraft too many or too few; the numbers are put on the detail sheet but no one can find the F-17 (the D.N.O. is sitting on it); the telephone rings, the Flight Commander in the tower calls over on the inter-com; the senior des-

patch operator is trying to get a copy of the detail sheet before it is complete; Colfer and Hamilton are arguing about who has the most time; the telephone rings (Cousineau wants to know if he is flying); H. J. calls over on the talk back to see if there is a Flight Commander there; the crew chief has to change his serviceability; the telephone rings (this time Mr. Yule is lost); seventeen pilots are trying to sign L-14's or get cotton batten for their ears; and J. A. wants to know what time he got on the 17th. This is the Flight Office.

And the people that work in this bedlam? Well, in the beginning there were men only; Geo. Meyer, Ford Braden and "Pop" McDonald who later transferred to Maintenance. Then came Bill "Bingo" Mutton, Fred Lane and Archie Braeside. Of these only Bill and Archie are left. About the time that Mr. Yule came to No. 5 as Operations Manager, selective service decided that women should replace men wherever feasible, so the Flight Office personnel began to change. The first of the weaker (what am I saying?) sex to join the staff was Marcia Kunec who was given the task of keeping the pilots' log books. Then came Anne Gilchrist and Anne Eliason, the latter now in Maintenance Office. These were followed by another bevy of beautiful young things including Jeanne

Peleck, Kay McKellar, Rae Rutledge (now Mr. Yule's secretary) Maxine Weeks, Marg Mutton, Helen Cancilla, Phyllis Jones and Florence Adams, and two or three others who left only a faint impression.

Nor can anyone say that the addition of girls to the staff has in any way decreased the efficiency. Under the careful tutelage of Bill and Archie, they mastered the intricacies of addition and subtraction under the most trying of circumstances. They learned to answer each query with: "I'm sorry but we can't give out that information; you'll have to see your class officer." They trudged sleepily to work in the early hours of the morning (reserved formerly only for milkmen) and home late at night when street cars and buses had ceased to operate. They stuck through the winter of '43 and '44 — the winter to which we fondly allude as "The Ice Age" — wearing ski suits, parkas and flying boots, trying to type with woollen gloves on, going out into the frigid weather for an hour or so to get the departure times of the aircraft, or else sitting in the heatless tower squinting through a little peep-hole scraped in the frosted windows. No, theirs has not been an easy task, but no one can say they were tried and found wanting.

But all in all, our stay at No. 5 has been rather enjoyable and we carry away many pleasant memories, especially of the pilots, flight commanders and crew chiefs with whom we have been in closer contact than with any other people on the station. We have watched the pilots come and go. We have babied them and bullied them, pleaded with them and threatened them. We have had moments of anxiety when "Murph" makes a single wheel landing, or "Robbie" goes careening across the field without brakes or flaps; we have waited anxiously for word from someone who has had to make a forced landing; we have waited for Rothwell. We've had many a chuckle over "Ach's" remarks to the navigator who persisted in keeping the astro hatch open: "I was as polite as 'h - - -' I merely said: 'For - - - sake will you close that - - - hatch'." Yes, our association with the pilots has been enjoyable and the assistance given us by the Flight Commanders, Assistant Operations Managers and the Operations Manager has all helped to make our task easier and it is with feeling of regret that we say "Farewell!" to all our friends.

The CLOTHING Stores

In the lean-to off the Drill Hall is where the boys above work hard all day. "O.K.", you say, "How do we know? We can never get in to see if they are even there", but that's beside the point.

First of all we would like to give you a history of the Equipment Section.

Sgt. Mickey Little was posted from No. 12 S.F.T.S. in Brandon to No. 5 in September 1942 and for a year worked in navigation stores, on the old station.

Then in January the following year, Cpl. Jack Suttie arrived from No. 3 R.D. in Vancouver.

When the station moved to its present site they decided that they needed a clothing stores. Prior to this armen here used to change their uniforms, which they had sand-papered, over at No. 7 Equipment Depot.

The Drill Hall wasn't completed yet, so a temporary stores was put in Barrack Block 16.

Some of the old timers will well remember this.

This was away back in September 1943, with Sgt.



Cpl. D. W. Brown, Sgt. M. E. Little, AC2 E. O'Brien.

Little in charge and his right hand man, Cpl. Jack Suttie, to put it in operation. Fellows, that's the character who hands out those unserviceable Walthams in navigation stores now.

Everything went along very nicely and in January, 1944, Cpl. Don Brown landed in Winnipeg from Trenton, Ontario.

The following month we moved from barrack block 16 to our present site in the Drill Hall.

There were no postings in or out until December, when AC. Eric O'Brien reported here on temporary duty from Saskatoon. That boy sure had drag with the girls in the Civilian Canteen.

In January, Sgt. Charlie LeBarge was posted in (he was on leave when the photo was taken).

As the school draws near to a close, many of us are wondering with what infantry regiment we will be marching, but wherever we are, we will well remember the good times we spent at No. 5.



MAINTENANCE DEPARTMENT



C. R. Ruse

On January 6th, 1941, the Maintenance Department officially went to work. This SUPER organization consisted of a milling group of would-be aircraft mechanics, such as milkmen, miners, butchers, with a small smattering of mechanics, and eight Anson I aeroplanes, Mr. Ruse and Mr. Straith. At this time, the Department was operated as one group, with no specialized work — unless one considers the feeding of two stokers (which didn't keep the Hangar warm), shovelling of snow (which kept everyone warm), the trials and tribulations of trying to take care of aircraft of which practically nothing was known (and doing it with a smile), as specialized work. But despite these difficulties, on the morning of January 16th, Mr. Straith stepped proudly from his office, conducted a personnel inspection of the eight aircraft on the line with their propellers whirling ready for the first exercise to take-off from the School, and smiling broadly, stood at the intersection of the taxi strip and waved each aircraft on its way.

Henceforth, the Maintenance Department grew steadily. The first breakdown of the Department into sections came when Bert Hawkins was set up in a room known as the "woodworking Shop". Shortly after, it was found necessary to separate the metal work from the general melee and thus the "Metal Shop" was born, when Gustave Champagne acquired a room on the side of a hangar, with comment. "I only do de eave trough". However, he carried on for a few days, until the arrival of the old one known amongst the boys as the "undertaker", who also ran this shop until the advent of Harry Philp.

Aircraft had been rolling in fairly regularly up to this time, and growing pains were beginning to be noticeable, so, inasmuch as No. 2 Training Command

was using the large hangar for the storage of M.T. equipment, and other odds and ends it was found necessary to cry aloud for space until the equipment was removed and it was a great day when we moved some of our aircraft into the large hangar! All were happy and eager to work, even though they did have eight more space heaters in which to shovel coal.

About this time the Department was again split up, and a Maintenance section was created. No. 1 Hangar was known as "Flight Hangar" and No. 2 Hangar the "Maintenance Hangar". The Maintenance Office moved into the south-east corner of the Flight Hangar, where there were two small offices and one large office, well ventilated by the cracks around the doors and the heaving foundation. Expansion from this time on was rapid, it being necessary to organize a Propeller shop, fabric shop, machine shop and an electrical shop to take care of specialized work.

During spring 1942, it was found necessary to employ women in the department, and with much misgiving and to the consternation of the men, six girls were taken on the distributed amongst the crews to work with them. It was generally agreed that this was a silly experiment, undoubtedly doomed to failure, and that it would not last any time at all; but as time went on, the girl's grew in number, were trained for aircraft work, some twenty odd taking a course at the Johannesburg Flying School, from which they graduated with good marks. They were trained to drive tractors and gas tenders, refuel, move, and handle controls of aircraft while starting, and generally make themselves useful outside as well as in, and it was not long before the old guard had to admit that the girls were keeping up with them and doing a good job in all their activities. It is an unquestioned fact that but for the girls, it would have been found almost, if not impossible, to carry on the operation of this department. The girls became an integral part of our staff and at one time amounted to one third of departmental personnel.

Some time in the spring of 1941, we were blessed with the word that five aircraft were to be transferred to No. 4 Command, to be used by the Air Observer School at Prince Albert. These machines were kept in our hangar and as their School had not yet been organized, some twenty men were sent for training to this department. In attempting to take one of these machines, one pilot after making several attempts to take-off, was getting quite hot under the collar. He stated he would make one more try, which he did unsuccessfully, returned to the hangar, got out of the machine and with lurid comment, said that the 'damned aircraft could sit there until the tires rotted,' whereupon one of the tires let go with a very loud bang. We heard no more from the pilot.

It was also about this time that No. 2 Training Command, in their ignorance of our ignorance, sent us several machines which were marked "stored reserve". We, not being familiar with the Air Force terms, paid no attention. Command hastily transferred the aircraft from "stored reserve" to our strength when they found we had several hundred hours flying time chalked up to each machine. Maintenance was

not complimented for this part in the accelerated growth of the school.

It was with great relief to a hard worked staff when in May 1943 we learned that No. 3 A.O.S. at Regina and Pearce were closing and that staff would be available and in June we had the first influx of good men and women who considerably strengthened our forces.

Our well known growing pains were still with us and expansion continued to a point where it was almost impossible to operate the number of aircraft we had on the space allotted. Thoughts of moving into our new and larger quarters became more common. Mud and slush were battled until the great day arrived when advice came that we could store some aircraft in No. 1 Hangar on the site. This was accomplished by towing two aircraft around the top end of the present location, through dense mud, trying to miss fresh concrete (which we nearly succeeded in doing) until they were tucked away in the hangar allotted. It was found to be too great a chore to try and carry our maintenance under the circumstances as there was no heat and few other amenities, so the machines were left sitting in the Hangar until the concrete dried enough to allow us to move back and forth. Maintenance checks were then done from this hangar, towing and taxiing the aircraft back and forth between the school, to delight of our good friend, Al Snyder, who dearly loved bouncing over the ditch, with his bicycle aboard so that he could ride back home.

The School was hardly settled in the new quarters when we were confronted with the prospect of changing over aircraft from our old friend the Anson I to a new headache known as the Anson V, which very shortly after began to appear from MacDonald Brothers, who preempted our No. 1 Hangar for their service work.

In January, 1944, came a further fall of "manna" when we received word that the E.F.T.S. at Stanley, Nova Scotia, was closing, and we had the good fortune to secure a dozen good workers from their staff.

Then in June our good fortune continued when more recruits were obtained as a result of the closing of No. 2 A.O.S. at Edmonton, and No. 33 E.F.T.S. at Caron. This gave us a goodly number of trained men, and made our Senior Flight Engineer, A. Del Rizzo and our Senior Maintenance Engineer, J. B. DeCourcy very happy indeed.

The Anson V, which had been collecting in the mud and grime to the east of No. 4 Hangar, and which

were expected to take over "next week" was now becoming the big worry; but all we did was sit and watch them deteriorate for a matter of months, until advice came that they would all be flown away. However, about forty machines were turned over to the School for immediate use and the conversion program was underway with a bang, and though serviceability suffered for a while, it was not long before the change over was complete.

After this step it appeared that expansion was complete and as growing pains became less noticeable the department settled down to routine operations with sufficient staff in quarters that were adequate and with aircraft that were a pleasure to maintain. However "the best laid plans of mice and men" and suddenly as a result of the outstanding success of the Training Plan we were beset with closing orders and "old age" was upon us. At the end of March the last engine will be changed, the last check done and the doors will close upon four years of trials and tribulations, hard and moments of relaxation, all memories of our days at the Airport.

During our period of operation at this school there are some interesting figures to be noted. For instance, there have been 138 Anson Mk. I aircraft pass through our hands during the use of that type, plus the 87 Mk V which are still in service.

The number of aircraft checks which we have done up to the period ending February 25th:

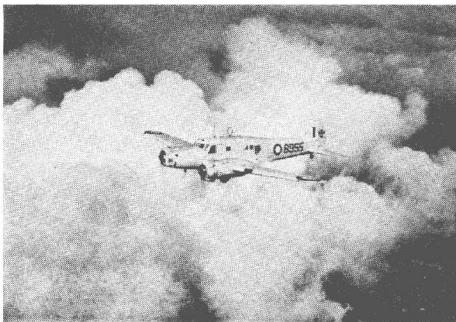
Minor checks	3,584
Major checks	601
Daily Inspections	83,984
Acceptance checks	225
Number of engines employed in aircraft	749
Number of spark plugs consumed	10,178
Number of propellers employed	501
Number of aircraft tires used	501
Total number of hours flown	187,791:57

The amount of fuel consumed:

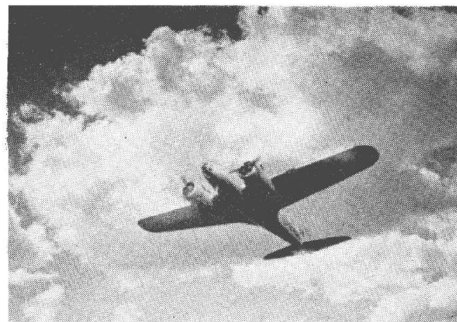
Gasoline	5,020,546 Gallons
Oil	158,288 Gallons
The overall average serviceability on the Aircraft:	
Mark I	78.7%
Mark V	80%
The oil reclaimed since reclaiming started in April, 1942	15,663 Gallons

The peak of the Maintenance employees was during January and February, 1944, at which time we

The Mark I.



The Mark V.



reached a total number of 287. The peak of the girls employed by the Department was 104.

Among those of the original staff still with us are O. Cleven, A. Armstrong, A. McMahon, G. Hobkirk, C. Bower, E. Cunningham, J. Penty, R. Forge, L. White, Mr. C. R. Ruse (Superintendent), A. Hawkins.

HERE and THERE IN MAINTENANCE

Do you remember the day way back in 1940 when there were about a dozen on the Maintenance Staff who, being would-be mechanics but having no aircraft to work on, spent their days moving furniture, carrying coal, acting as guards and carrying out numerous other non-technical duties which led one to believe the advertisement "Get Into Aviation and Do Something". We often wondered if it was to get the boys broken down and into the right frame of mind so that they could take this type of work when the day came when there would be too big a staff to fill all the positions available.

Do you recall the first check on engines which was done the hard way. None knew the score except that instructions had been given that the "props" were not there just to keep the pilot cool on hot days.

Do you remember the day Jake Apland, in a hurry to go home, grabbed his lunch box leaving the bottom nailed to the bench.

In those days overtime seemed to be every night—in fact was nearly every night (and without pay) and we ate any place we could. The driver, who supplied the fish and chips to the boys never got a chance to get any for himself as they were so hungry.

Our minds go back to the day the practice flight existed on a minute spot of dry ground entirely surrounded by mud and recognition of the crew members was practically impossible until a system developed whereby one took a kick at a lump of mud, and if it yelled it usually turned out to be Larry White looking for the rest of his minions.

Do you recall how the monotony of removing untold tons of snow by hand from the tarmac was relieved by the advent of Mr. Mutch's snow scraper. Stoutly constructed, well braced with iron fittings, designed to be pulled by a tractor, it appeared to be a welcome solution to the problem. Four hours later the remains, looking like the fag end of a termites blitzkrieg, were delivered to the Works and Buildings with the simple explanation that it could not take it. The vendetta carried on well into Spring with Mr. Mutch's men redesigning and rebuilding, Mr. Ruses' hearties receiving, wrecking and returning. The snow, now merely an incidental factor, was largely removed the hard way.

Our minds go back to the heaving sea of mud, referred to in inter-departmental memos as the Air-

SHOPS



Back row, left to right—E. Cunningham, G. Campbell, R. Johnson, A. S. Edgar, R. Desjardine, G. Hobkirk, W. Witherspoon, H. Anderson, J. Penty. **Second row**—B. McLerea, H. Gibbs, R. Bestler, C. Fox, K. Craig, H. Philp, F. Lunn, F. Bonnett, A. E. Hawkins, A. Michalosky, R. Simpson. **Front row**—H. G. Timms, S. Chmilar, L. Yerxa, A. McMahon, J. Shorter, E. Prest, D. Craggs, I. Bolton, H. Biberdorf.

craft Parking Area, and the concern voiced by a pilot to the tower one night, when reporting his navigator had failed to appear and the well founded apprehensions of Mr. Yule on the receipt of the notice, with the consequent dispatching of a search party with flashlights to make certain that the navigator had not got bogged down on his way to the aircraft.

We would like to have been there when our Superintendent, Mr. Ruse, on a tour of inspection came upon a former member of the Maintenance Staff, now a pilot, sound asleep and who awakened instantly but with eyes not fully opened, voiced a hearty "Hi there, Mr. Ruse. I have been looking all over for you, how about a raise."

The hospital staff will remember the day the crew, complete with crash truck responded in their usual vigorous manner to a fire alarm at location No. 3, the Hospital. How efficiently they readied their equipment a matter of seconds until they had their hose levelled at the doorway to the ward. Everyone but the crew knew it was a practice, but with a cry for water, the flood from a high pressure hose washed four invalids, complete with beds, into a tangled and highly vociferous heap. Hardened as they were to Maintenance practice the crew stood in awe as they listened to a detailed analysis of themselves, their immediate ancestry and their highly probably future.

Do your recall the beginnings of the woodworking shop when Bert Hawkins made wing tip repairs in

35° below zero weather in a poorly heated hangar in which open doors seemed to be the rule. The advent of "Wing Tip" Simpson—a shop and equipment to work with made quite a change.

Have you ever compared the "Anson Beauty Salon" in the old School where the dopesters held sway to the present shop with fire proofing, exhaust fans and the feminine staff?

Do you remember when Radio used to do the electrical work until Frank Bonnett admitted he had seen a picture of a magneto and took over. Our hats are off to Irene Bolton who was one of the first girls to start in Maintenance and has stayed with the job.

Ask Austin Edgar what No. 5 looked like when he arrived from Regina in May 1943, in the middle of a blizzard and needed a scow to get at the Ansons in the mud. It is quite a jump from the Instrument cupboard in the old school to the Shop and staff of later days.

Remember how long it took to get all the equipment that Harry Philp listed for the Metal Shop in the new School and then when we got it how we converted to Anson V's. Then there was all that discussion about the location of the Welding Shop.

Do you recall John "The Silent" Penty's pleasure when the 16" lathe was announced for the Machine Shop and his sad disillusionment when he saw the bits and pieces that came with it.

Do you ever think of those happy carefree days before anyone bothered about C.A.P. 55.

HANGAR STAFF



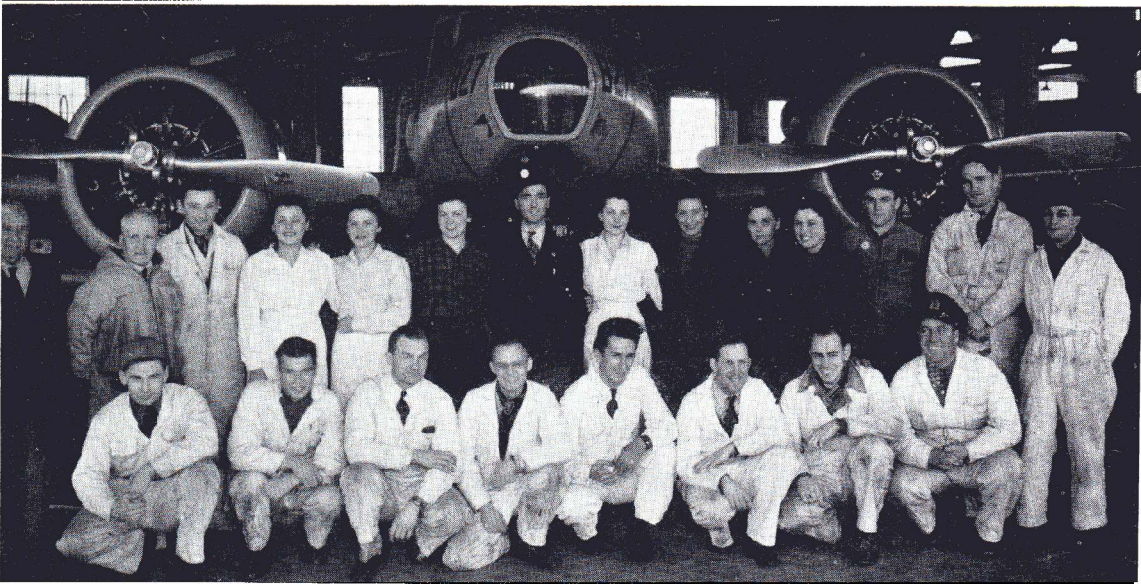
Back row—O. Taylor, J. Golko, H. Eliason, J. Burgess, J. Hildebrand, M. Sears, P. Farrier, A. Weigand. **Third row**—S. Kostick, E. Currie, A. DeCourcy, J. Lemoine, L. Yerxa, H. Dyck, F. Lewis, H. White, S. Wortley, A. Pellerin, J. Duguay, J. Shuttleworth. **Second row**—W. Kosaba, P. McKenzie, C. Hawkins, G. Hobkirk, R. Johnson, H. Anderson, K. Toyn, J. Domaas, J. Waldie, P. Reimer, E. Gilchrist, L. Mowatt. **Front row**—A. McMahon, V. Balicky, F. Chadwell, B. Willson, C. McCall, M. Mackie, L. Shorter, H. Christmas.

OFFICE STAFF



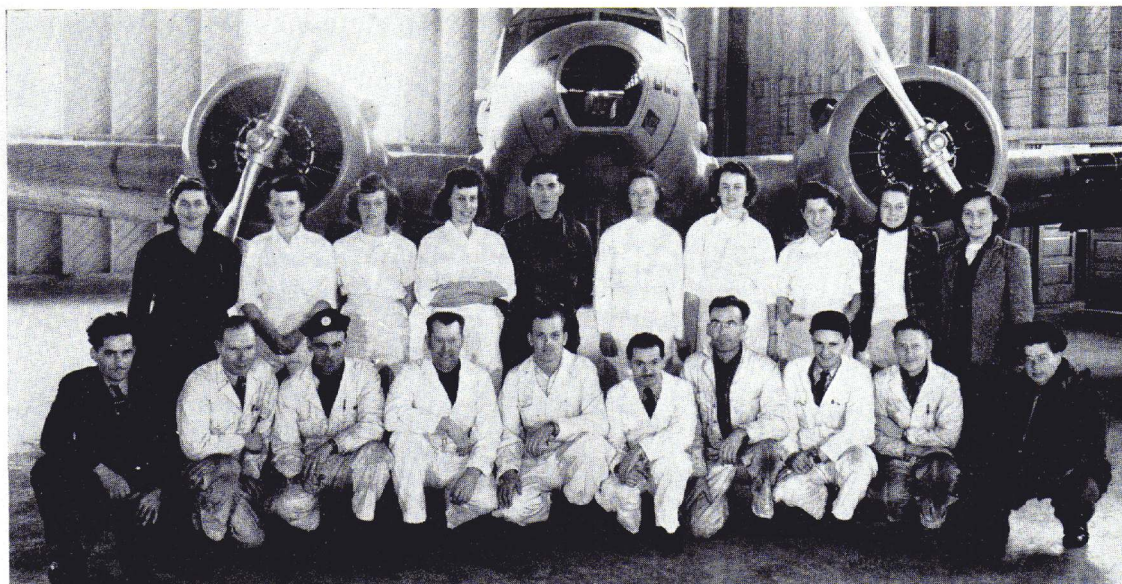
Back row, left to right—H. Wood, R. Birch, L. Christie, F. Newlove, S. M. Macdonald. **Second row**—C. Renfrew, A. Eliason, R. G. Miles, S. Eccles, C. Bower. **Front row**—P. Del Rizzo, C. R. Ruse, J. DeCourcy.

No. 1 HANGAR



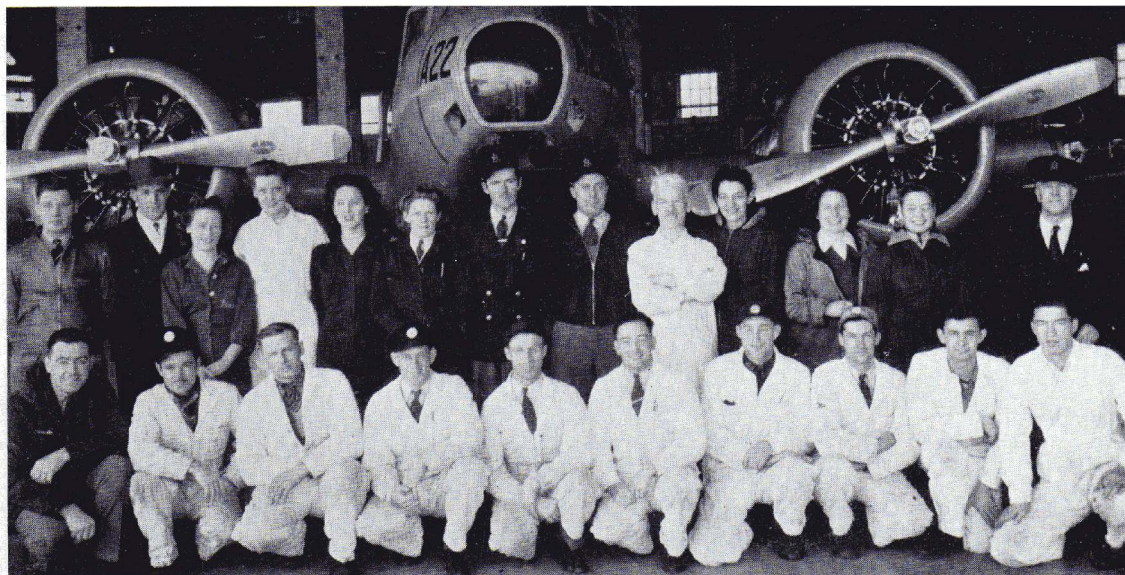
Back row, left to right—W. Lewis, A. Muggoch, R. Stewart, J. Cook, H. Marok, S. Ledchowski, J. Foulds, N. Hodgins, J. Holtslag, M. Phair, P. Genyk, C. Jarvis, H. Johnston, A. Holloway. **Front row**—S. Price, G. Reynolds, J. Kwiatkowski, J. P. Pellerin, M. Mandock, G. Lane, R. Smith, E. Willard.

No. 2 HANGAR



Back row, left to right—E. McGregor, M. Ball, L. Scott, K. Williams, W. Smith, E. Clements, A. Ferguson, S. Bigus, J. Smith, M. Bodie. **Front row**—G. Fournier, R. Logan, F. Petreman, V. Christjanson, T. Taylor, N. Lawson, L. Bradbury, F. Ocrainetz, N. Dixon, E. Winters.

No. 3 HANGAR



Back row, left to right—W. Powell, A. Armstrong, P. Hassan, H. McKinnon, G. Berry, V. Zetterstrom, R. Forge, J. Houston, H. Leng, D. Kendrick, A. Seadon, R. Weston, O. Radford. **Front row**—W. Wilson, L. Sanderson, J. Zikman, C. Coutts, J. Mitchell, A. Tessier, L. Kendrick, G. Lupton, H. Hope, R. Fisher.

The DENTAL Section

Upon being asked to write a few lines for the farewell issue of the "Recorder" about a month ago; the members of our little band have, since then, gone into hiding. Each one declaring that they either had just sprained a wrist or else had never learned to write. However, with the final day drawing nearer and with F.O. Brown standing over us with a club, we have finally seen the light. We will try to give you a little of the history of the C.D.C. at No. 5 A.O.S.

The first D.O. to grace No. 5 with his presence, was Captain Garth Merkeley. Captain Merkeley, along with Sgt. Clarence Wray and Pte. Sam Scardina, pioneered the first clinic at the old site. Captain Merkeley and Pte. Scardina are now "somewhere in England" and Sgt. Wray is still mixing the fillings at Souris.

Captain Rabinovich was posted at No. 5 from MacDonald, and moved to the "new site" when the change-over came. Captain Brewer came to us direct from "overseas" and was ably assisted by Sgt. "Jake" Edwards. Meanwhile, Pte. "Smitty" Smith was doing his good work in the Orderly Room, and it began to

look as though he would be a permanent fixture. However, toward the end of January of this year he was transferred to the C.I.C. and posted to Fort Garry, and with him went Sgt. "Ron" Crowley who had been with us for a short time.

At the beginning of the year, the Dental Laboratory moved here from No. 3 Wireless, which brings us to our present establishment. In the South Corner we have Major N. W. Snider, just returned from overseas a short while back. Assisting him is Sgt. "Jake" Edward. In the North Corner we have Captain J. F. Brown, and with him is Sgt. H. E. Whillock. Our able referee is none other than Pte. "Rudy" Paleshnuik.

Our Laboratory Staff, with WO2 Mitchell in charge, is situated in No. 1 Hangar and consists of the following members: Sgt. Alec Robertson, Sgt. Bill Galloway, Sgt. Harry McLean, Sgt. Bernie Evans, Sgt. A. Olin, Sgt. Andy Fulton, Cpl. C. Y. Blake.

This being the final edition of the "Drift Recorder" we of the Dental Staff take this opportunity to extend to all its readers pleasant extractions in the days to follow.



Back row, left to right—Sgt. B. A. Evans, Sgt. H. E. Whitlock, Sgt. A. R. Fulton, Sgt. E. A. Coney. **Middle row**—Sgt. A. H. MacLean, Sgt. J. T. Edwards, Sgt. W. B. Galloway, Sgt. A. Robertson, Cpl. C. A. Blake, Pte. R. Paleshnuik. **Front row**—WO2 W. J. Mitchell, Capt. L. A. Bonang, Maj. N. W. Snider, Capt. J. F. Brown.

The MEDICAL Section



Back row, left to right—LAC Stronski, F/S Heron, Cpl. Watts, LAC Wiome
Front row—F/L Hugh Thompson, F/L John Maxwell Newstone

In the month of January, 1941, with the Medical Corps still in the making, a Sick Quarters established at No. 5 A.O.S. Doc Lundy was first in command until No. 8 R.D. Station Hospital was opened, thus leaving No. 5 A.O.S. with a Medical Inspection Room. "Flying" Doc Lindsay, who then was in command of the M.I.R. and who could boast of having as many navigation flights as any navigator on course, was posted to No. 7 I.T.S. to take care of FL Doc. Newstone and others. He was then replaced by FL Attridge. Doc Attridge and Mr. Churchill had something in common, Doc Attridge, of course, not smoking the same brand as the P.M. but a much more odorous brand.

It was in the fall of 1943, under the command of FL Attridge and FL Boyd, that this section opened its doors to the Sick, Lame and Lazy. They were well looked after under the care of the M.O.'s and the ever efficient Sgt. "Chuck" Cyr and staff.

Since '43 there have been many changes in the Medical Officers and Staff. While we are still awake, we will endeavor to refresh your minds with a few of the "Originals" now posted elsewhere. Doc. Attridge started the ball rolling when posted to No. 7 A.O.S., being replaced by FL "Tarzan" Newstone, who is still S.M.O. FL Boyd, who was second in command, will be remembered by his activities in the sporting circle.

He was replaced by that darling of the female sex, FL "Wilf" (spelt with an "o") Grimshaw.

After a hectic three months, "Wilf" was posted to that well known station at Davidson. FL "Ping-Pong" Powles then graced our unit and we again settled down to a normal life. This, however, was short lived. Being a practical joker, Dr. Powles found many "fish" for his jokes. A recent posting to Western Air Command has left its mark within the section. Replacing Dr. Powles is FL Thompson who will assist Doc. Newstone.

Included also is Sgt. McKinnon who arrived early last July accompanied by his "Decompression Chamber" which, incidentally, is yet to be seen in operation.

Our first Clerk Medical, Cpl. "Snowy" Cronk, is now discharged from the service and his whereabouts is not known. Cpl. "Slim" Gard is patiently awaiting movement from No. 1 "Y" Depot. LAC. Joe 'Frenchy' Defoy, missed by many for his humorous jokes and dialect, is now on "Civvy" street. LAC. Stronski along with LAC. Wiome, are caring for the invalids in the Treatment Room. LAC. Hunt, with only one month's duty, has also been posted overseas. Last, but not least, is our very efficient Cpl. "Red" Watts.

FIRE DEPARTMENT



Standing, Left to Right—W. H. Holliday, P. Odell, A. Boprey, H. Charrette, W. J. Collins (Fire Marshal), E. J. Hudson, A. Graham, W. E. McLean, H. Sanders. **Kneeling Left to Right**—G. B. Harper, A. M. Williams, R. McNeilly, R. W. Forsyth, C. J. Bates, R. A. Wallace, J. W. Martin, C. Melvin, H. Shaw. **Missing**—E. D. Brown, L. Spurr, G. Thompson.

No. 5 A.O.S. Fire Department was started with a one-man patrol. This was in the summer of 1941 at the old School. In 1942 it was increased to one Fire Marshal and two Wardens patrolling the Station. These three were at one time members of the Winnipeg Fire Department and the equipment at that time consisted of four hose reels with 1600 feet of hose, manned by the Duty Watch and Barrack Wardens, and one Crash Tender manned by the Hangar Crew.

In the fall of 1943, when preparations were being made to take over the new School, more men were added until the present compliment of sixteen men was reached. This consisted of one Fire Marshal, three Assistant Fire Marshals and twelve Fire Wardens. The equipment now consisted of one Crash Tender and one combination Hose Wagon and Pump with a 600 gallon capacity and four hose reels with 1600 feet of hose. The water supply for the Station is obtained from the city mains and there is a storage tank of 200,000 gallons with a Booster Pump, the pressure being kept at 55 lbs., at all times. The Station is equipped throughout with the Gamwell Fire

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Alarm System and there are twenty-two hydrants on the Station.

Due to the fine work of all Department Heads and personnel, only one fire of any consequence has occurred during the four years of operation.

We of the Fire Department take this opportunity of expressing our appreciation for the outstanding co-operation of all personnel on the Station in assisting us in our task of fire prevention.

With the closing of the School, many close associations and friendships will end, the friendly smiles and cheery greetings to which we have become accustomed to each day will be greatly missed. To these friends and associates we wish the best of luck in the coming year.

To Mr. W. J. Collins, our able and popular Fire Marshal, under whose efficient and capable leadership it has been so pleasant to work, we say good-bye with regret. It has been a pleasant association, Bill, and we wish you the best of luck in the world.



The STORES Department



Mr. Quinn

With this the last edition of our School Magazine, it is our hope to bring you a chronological report of what has happened in the Stores Department.

On December 1st, 1940, Mr. G. H. (Gerry) Quinn, Alex (Sandy) Weir, Hugh Wright and Phil Savard opened up "Stores". At that time it consisted of an empty building with empty shelves and while there may be some who still think that, we'll ignore them. It wasn't long, however, before the equipment (that's Air Force for stuff and things) began to roll in, and by the middle of December the initial issue of equipment from the Air Force was really under way.

The big day was December 18th, this day saw the arrival of our first Aircraft, No. 6203, which was later followed by five more and then more until we had twenty-seven of the best (?) Anson I's that could be provided. Of course all this meant more work for the Stores, so on January 6th three new employees began their duties. Bert Arnot, Art Armstrong and H. Einarson were the new recruits, Bert as a clerk and the other two fellows as drivers.

However, people come and go, and it wasn't long before some of them went. First Bert Arnot transferred to the Flight Office which by this time (January 12th) was a going concern, and on January 14th Hugh Wright signified his intentions to join the Air Force. Bill Campbell then joined our staff on January 19th to fill the gap, and things continued serenely on.

More work, more parts, more — well everything means more staff, so April 19th saw the addition of Jack Scott and Art McRobie. Jack became a clerk in the Main Stores while Art McRobie was given the responsibility of looking after a new addition, the "Hangar Stores". Previous to this, the Stores in the Hangar was controlled by the Maintenance Superintendent.

With everything now well under way we settled down to a regular system, Mr. Quinn, Jack Scott and



Ed, Jackson, Grover Bissett, Saul Silverman.



Hilda Testar, Norma Waters, Loretta Reid.

Bill Campbell handled the Main Stores while Art McRobie, Alex Weir, Harry Leng with Bill Campbell doing the swing shift, handled the Hangar end.

May 5th saw our first change of faces on the Stores M.T. Section, Les Hearn was hired to fill the gap when Art Armstrong transferred to Maintenance, and Hurder Einarson left us to become our Link Trainer Instructor. To good natured Les fell the duties of driving the big Stake Truck, while Phil Savard still did the honors with the Station Wagon. We bet Les still remembers how we used to deliver the clean bedding every Monday morning. Little did he know then that some day he would occupy one of those very barracks as a student, and that we would see him one day a Commissioned Officer, returned to Canada on completion of his tour of operations overseas.

September 28th saw the addition of a new face, the bearer being Tommy Skelton, who came to us from the Army. Tommy had seen just enough Army life to make it difficult for him to settle down right away, and after a brief stay in Stores, left us for a change of scenery. This brings us to October 1941 when Jack Scott, now a radio announcer took his leave of us to take up his new love of radio. Jack was replaced by Bill Pattern who came to us by way of No. 7 Equipment Depot. Ten months had gone by, ten months in which the School had become a complete Unit. The Stores having grown with the School was a Department with three men in the Main Stores, three in the Hangar and two truck drivers.

The merry month of May 1942 soon rolled around and with it came a complete change, our first inventory of Company owned stores was set up. Frances Harvie the first girl in the Stores Department upset all our male equilibrium and to crown everything, Les Hearn joined the Air Force and Phil Savard joined forces with Hurder Einarson in the Link Room. Johnny Orestes and Pat Patterson took over as drivers and business began to pick up with a bang.

In June Wilf Schoyen was added to our staff to take care of the burden in the Hangar and thus relieve Bill Campbell for more duties in Main Stores. The Publication Section until then just another part of Stores became a separate section in the capable hands of "Geo." Clark and Agnes Delaney. This month also saw the beginning of the R.C.A.F. Navigation Stores under FO. McAuley, which moved in on our "lunch room". However, this was not for long as the Stores was then a little crowded and so Navigation Stores moved to No. 1 Hangar. June saw more than one change for Bill Pattern, a promotion to Assistant Chief Storekeeper, and his marriage came in the same month.

July 1942, was a bad month for stores, Bill Pattern returned from a short Honeymoon to find Mr. Quinn very ill. As soon as it was possible Mr. Quinn went into the Hospital for an operation and for the next few months we were without his guiding hand.

It seemed that this period brought many trials and tribulations as we were expanding rapidly the work of keeping pace with increasing demands necessitated employing Ed. McCrae who came to us direct from the Army and took hold of the purchasing end of the business in fine style.

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Mr. Quinn returned in October 1942 just when talk was ripe of our being moved to a new location and it wasn't long before this became a fact for construction was beginning on the other side of the field. At this stage of our increase, we had more than twice our original allotment of Aircraft, and another increase was in sight. With this in mind, our stores set up was then planned for our new location.

Mr. Charlie Boyd, Ed Jackson and Ivy McMahon commenced duties in the Stores partly to enlarge the staff, and partly to replace others. Wilf Schoyen was brought up into Main Stores as Bil Campbell left to go into the Army, and Fred Nixon who is now our Barrack Warden began his duties in the East end of our Old Stores. By this time one part of our office routine, the card records, had grown to be a one person proposition. Mrs. Alice Smith was then employed as a Card Record Clerk and soon learned our system of records.

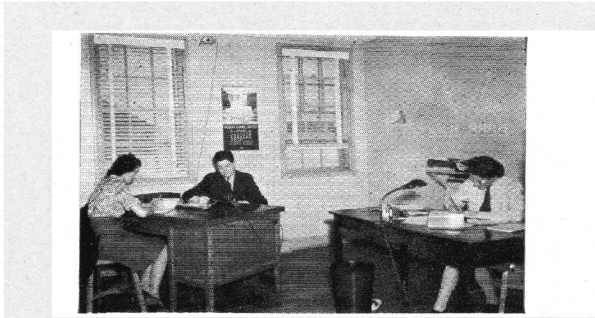
Spring, Summer and Fall of 1943 saw a steady increase in the size of the School, or rather Schools, for we were then operating two Units, as the move to the new site was then underway. Fred Nixon was the first member of the Stores to move to the new site to look after the students bedding and the furniture and other barrack equipment. Technical Stores, under Bill Pattern was the next part of the stores to move. The Hangar Stores staff, together with Mrs. Smith and her



Fred Nixon.



Agnes Delaney, Georgine Clark.



Maureen Duke, Bill Pattern, Alice Smith.



Wilf Schoyen, Jack Haynen.

card records moved over making the complement of Technical Stores. Publications were also moved over to their new accommodation in the G.I.S. with "Geo." and Agnes issuing AP 1234's to the new students.

On the day after Hallowe'en all the Stores Staff got together and moved the equipment from the Main Stores to its new abode in Building 31. One of our own trucks and one from No. 2 C. & M. Unit shuttled back and forth with the equipment. Half of the staff were loading the trucks at the old School, and the other half unloading at the New School. Everything was transferred in that one day, and in the next few days that followed we were busy setting up our bins.

With the move completed, stores were set up in four units; Main Stores, Technical Stores, Barrack Stores and Publications. The move also brought Miss Hilda Testar, who took over as Mr. Quinn's stenographer. Frances Harvie who, adhering to the old adage "Distant fields look greener" left us to go to Vancouver.

Talk had it that we were soon to receive a new type of Aircraft, the Anson V, and there was much speculation as to when we would have our new machines. It was while this change was in the making that Ed. McCrae left the stores to take up Radio Announcing at Yorkton and the last we heard from him, he was married and enjoying his new life. Mrs. Betty Silk took over Ed's position on the order desk, with Miss Loretta Reid assisting her.

For some reason or other, the summer of 1944 came upon us very quickly and we were busy changing over from Anson I's to Anson V's and trying to figure out the different items we would require as spare parts. It

was to take care of some of the office work that Maureen Duke was employed as Clerk-Stenographer in the Technical Stores Office. There was a lot of work involved in getting our old aircraft off the Station, getting new ones in, and also obtaining the parts required for the Anson V's. However, the full change over was soon completed and things settled down to their usual trend.

This same summer saw the departure of Betty Silk, who, like Frances, figured that opportunities were better on the West Coast. Loretta Reid took over the order desk, with Irene Olson assisting but Irene was more fond of dancing than office work, and before long, she signified her intentions of leaving us to go to a dancing School. Norma Waters fresh from High School replaced Irene.

Toward the close of 1944 it became known that we would probably cease operations at No. 5 A.O.S. in March 1945. With this in mind and knowing that with disbandment there usually comes loads of work, we began to return to the Air Force such equipment as was no longer necessary. This task is now almost completed, and we feel that when disbandment takes place, we can take it in our stride.

Now we have come to the final stage. March will soon be upon us, and with it, well nobody knows, but we hope we will be ready for it. The Stores now in full force, consisting of Mr. Quinn as Chief Storekeeper, Bill Pattern as Assistant Chief Storekeeper, Fred Nixon — Barrack Warden; Hilda Testar and Maureen Duke — Stenographers, Mrs. Smith — Card Records, Loretta Reid and Norma Waters — Purchasing, Wilf Schoyen and Jack Haynen — Main Stores, Charles Boyd, Ed Jackson, Saul Silverman, Grover Bissett and Harry Baker — Technical Stores, and last but not least, Geo. Clark and Agnes Delaney in Publications. All feel that we can complete the disbandment of our School without mishap. No story of Stores would be complete without an acknowledgement of the willing assistance and cooperation always given us by the Equipment Branch No. 2 T.C., No. 7 Equipment Depot and members of the Supervisory Staff of the Station and to them go our sincere thanks for their help during the past four years.

OUR WATCHMAKER



H. G. Timms started at No. 5 A.O.S. in September, 1943 as a watch repair man at the old station. At that time there were about 350 watches to keep in good running order but this number soon increased to 650. Along with this work, there has been the repair and maintenance of some 450 sextants.

STATION and TRAINING WING Orderly Room



Left to Right, Back Row—LAC. Klinge, LAC. Cornish, LAC. Hill. **Middle Row**—Sgt. Simpson, Cpl. Treasure, Cpl. Duffy, Swannie Johnston, Sgt. Maj. Mason, Cpl. Henry. **First Row**—FS. Kelly, FL. West, WC. Jacobsen, SL. Jackson, FS. Bergum.

The Orderly Room is a section which very little has been heard in the past, at least in a literary sense. Everyone on the station has heard the screech of the inter-office juke-box, the strident ring of a 'phone, jarring on nerves already "well jarred" or someone giving vent to expletives, but none of these could be considered forms of literary expression.

The Orderly Room (Mk. I) at the old site of No. 5 A.O.S. was indeed small compared with the present specious Training and Headquarters Orderly Rooms. The original was so small, and the personnel on the station so few, that a clerk at that time could prepare a nominal roll from memory alone, without reference to documents.

What a memorable day that was in July, 1943, when the Orderly Room and its total staff of five perks, pardon me, clerks, moved to the new site. Of the originals, only FS. Bergum, Cpl. Henry and our petite stenographer Miss Swan Johnston, are now with us. With expansion, numerous new faces appeared, until

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at present we have a total staff of 16, broken down into what is now called HQ and TWOR.

To illustrate the volume of work handled by the O.R. at No. 5 since its inception 4½ years ago the following few statistics are quoted:

Trainees graduated	4,800
Incoming letters	35,000
Incoming and outgoing signals	25,000
Stamps used on out-going mail	3,200
Paper used for D.R.O's. (sheets)	405,000

P.S. We can prove the above figures to any "Doubting Thomas".

The following are a few thumbnail sketches of the present personnel of the Orderly Room:

Well there's Art Bergum, FS. i/c O.R. A "gen" man on forms and orders, . . . he certainly knows Vargo well! . . . and as for orders: his is a double scotch. Take Sgt. Simpson . . . the oracle of training records. . . Ask Sgt. Simpson about it: he knows. He gets things done, and on time. Have you ever been

to "Records Office?" Do you want a Transportation Warrant? Are you thinking of visiting U.S.A.? Then you must have met Cpl. (our cpl.) Duffy. Sure you have — remember — he's that quiet guy who walked in one morning with a black eye — and tried to tell us he walked into a door — seems we have heard that song before.

A recent addition to our staff is LAC Ken Cornish. The boy in charge of Central Registry. . . He says they must be kidding when they complain of a shortage of paper. . .

The only one on staff with a 42-inch waist — but then he is in charge of Ration Cards — is LAC. Hill. Then there's that lad Thornley. Yes, Jack's a boy who deserves a lot of credit for conscientious application and a good working knowledge of all those intricate rules for entries on documents and forms.

FS. Bill Kelly that bespectacled gent whose bark does not bite . . . a typical potato eater (it says here) with a yen for G I's and A 24's. LAC Klingle is the vivacious kid from Three Hills, Alta. voted by his class mates as Most Likely to Succeed, Class of '43, Potential Mayor of Three Hills for 1946 . . . or '47 . . . or . . . '48. Cpl. Treasure our congenial DRO. clerk . . . come in some morning and watch how quickly the items disappear from his desk when he returns from the Canteen after the usual double order of toast and coffee.

There's our Johnny of All Trades, Leading Aircraftsman Johnston, O.C. of the Gestetner Room, Boss of Distribution (and Allocation) of DRO's, Detail Sheets, and many other odds and ends . . . always on the job with a great big grin.

Next there's Cpl. Henry "pretty good shootin' for a man in his liquor" . . . is one of his oft repeated observations. Cpl. Henry has been tackling for a long long time on this station, flying records, times and those "extra credits of flying pay". Stoughton, Saskatchewan is "F.B.'s" stompin'-ground. There are a lot of lads who have worked in the Orderly Room between courses (and sometimes, "after" courses) . . . they are not forgotten, but our detectives were not able to trace much on those lads.

Now . . . the . . . girls . . .

Miss Johnston: Swing and Swoon Swanee. Her charm and stenographic technique are unexcelled. She is indispensable in the G.I.S. and her sense of humor is always reflected in those Irish blue eyes.

Miss Kalinsky: Better known as "Ricky". Her popular, peppy personality pleases particular people. She has contributed no small part in keeping the morale of the O.R. at its present high level. Still maintains that there is no such thing as a manpower shortage and who are we to contradict her.

The end of these ever-changing associations at No. 5 seems to be in sight. Memories there are of fleeting instances of jest and jibes, and the not too fleeting instances of reports, returns and memos. The thought will remain with all those who have been connected with this Section "It wasn't too bad after all".

SPECIAL SERVICES



Now that the school is about to close it is hard to express in adequate words the many memories some of us have who have been lucky enough to be here for a long time.

I feel that as Special Services Officer representing the Canadian Legion War Services I was particularly fortunate in being posted to No. 5.

It has been my earnest endeavour at all times to be a real help to the boys on the station and I will carry away memories, some happy and some sad, of the many and varied interviews during my stay.

The old school was my first happy hunting ground, where some of us who are still here will remember the good times we had there. My first impressions there were somewhat queer for, believe it or not, I was shown to one of the cells in the guard room. This was to be my office. Imagine the first day and in the Clink. However, on looking around I discovered I had lots of company, instructors, etc., all occupying neighbouring cells. These were real days on the old school, just one big happy family. Who cared about the cramped space even in Jail? Then the day came when we moved over to the new school, luxurious but very muddy. Some of us must remember wearing high rubber boots and carrying our shoes up to the mess. Time cured all and it seems just when we get everything licked into first class shape we are going to close down.

The new school is really a beautiful lay out, with everything one could wish for in the way of entertainment, sports field, bowling alleys, etc., not forgetting the best mess hall in Canada.

So it is goodbye to good old No. 5 and the many friends I have made—the officers, trainees, staff, Mr. Ormond and the civilian staff. I will look back with wonderful memories for I have met and worked with a swell bunch.

PETE HAY

MOTOR TRANSPORT

Now the time is approaching, when we must come to the parting of the ways and bid adieu to all our friends, civilian and service personnel alike. But, before the finale, let's stop and think back a little of the past.

Over at the old site we were in much more compact environment. Although our premises, staff, equipment and routine were much smaller, our duties grew month by month.

Hence, with a couple of our veterans still with us, we will endeavor to paint a picture of this department from its beginning to its present size.

At the start our vehicles consisted of 2 station wagons, 3 tractors, 1 truck, 1 fuel tender, and the old standbys, the crash truck and ambulance. Some will remember when our ambulance was camouflaged a drab brown color and that was not from dirt that was not washed off. These were the days when this department was hardly known to the rest of the station due to the fact it was located in a remote corner and was seldom visited by anybody. One fuel tender was ample fuel supply for the number of aircraft that were used in the course of a day to carry out the flying schedule. One station wagon was all that was necessary for all transportation requirements, and one truck was, at times more than required for all heavy work. The two Fordson tractors were used solely by the hangars for oiling and towing aircraft. The Farm-

all tractor was strictly Andy Graham's from Works and Buildings.

We had one mechanic, three drivers and that is all. As this department was then governed by the Maintenance Department, it was more or less of a branch. "Pat" Patterson, Earl Saunders and Glen Thompson were all the drivers there were. "Pat" was mostly working for the Technical Stores while Glen Thompson and Earl Saunders were the "gas-gang". All gasoline, that is 87 Octane, had to be hauled and pumped into our storage tanks by our own fuel tender. We had to haul it from the B.A. on Erin Street and pump it into our three 6,000 gallon storage tanks, which was quite aggravating at times, as occasionally we would no sooner dump a load of gas, then we would have to draw it back for the flight.

To mention a few of the past employees some of you will possibly remember Charlie Conley, our former M.T. mechanic, John Orestes, Fred McKenzie, Slim Strachan, Betty Johns, Dolly Oakley, Lena Leslie, Doreen Handel, steno, Vi Townley, Erma Hayes, Bob Roy, Ray Bernt, Frank Douglas, Harry Williams, Len Halderson, Irene Sommerfield, Wes. Pierce, H. Conquergood and A. Downey — all of the driving staff.

Came June 21st, and our mechanical staff was boosted by none other than Ed. Mager and on May 22nd, 1944, Carl Carlson, on October 17th, 1944, "Ace



Back row, left to right—Ace Bailey, Jack Suffron, Art Savoie, Pat Patterson. **Front row**—Ed Mager, Trudy Williams, Carl Carlson.
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Standing, left to right—Bob Calquhoun, H. McGuire, H. Steinhauer, Keith Buckingham. Sitting—Martha Pastuzenko, Wilf Raymond, Midge Chorneyko.

Bailey who have done a wonderful job of keeping the M.T. vehicles rolling.

Come April 12, 1943, Mr. Ruse who was at the helm of the M.T. Section, decided to relinquish this department, owing to the vast expansion of his department. When the maintenance department moved over to the new site Mr. Seed was appointed forman of our department. Since his inception, he has striven effectively to bring the M.T. up to its present peak of efficiency. Being associated in this particular line for many years, he is quite accustomed to his present environment.

Prior to coming to Canada, he served two years as an inspector with the Yorkshire West Riding Bus Co. All told he has been in this industry for 27 years. He capably served 17 years with Dominion Motors before coming to No. 5. It must be obvious to all who notice the appearance condition and cleanliness of all our vehicles and premises in comparison to other vehicles on the street. This alone is a tribute to our school. So to you Mr. Seed we must say, well done.

Later on, we began to hire women as drivers. First of the ladies were Trudy Williams and "Bubbles" Hayes, now Mrs. Ken De Rose. Then came other additions of the fair sex in the persons of Midge Chorneyko, Martha Pastuzenko and Vi Morrissette. Towards the Spring of 1943, the staff of this department began to expand rapidly prior to moving to our larger present surroundings.

Comes now moving time! This was a tough assignment to fulfill for this department. Clients on both sites began demanding transportation at the same instant. Hence, we had some good friends and a few not so good. All flying classes had to be transported by bus at 07:30 hours each morning from the new to the old site in order to be briefed prior to flying. And this alone was a tremendous undertaking. Finally in October of 1943, the entire Station was settled on its present site. This was a huge relief for M.T.

Our equipment today has been tripled and consists of 4 eight hundred gallon fuel tenders, 1 eight hundred gallon oil tender, 6 trucks, 2 panel trucks, 1 bomb truck, 3 station wagons, 1 staff car, 1 fire truck, 6 tractors, 1 caterpillar tractor, 1 four-wheel drive truck, 3 scooters, 1 ambulance, 1 crash truck and our 2 Toonerville "Sooners" sooner stop than go. In short, we mean our buses. One will readily see and determine the way this department has grown just by comparing this establishment with the vehicles on hand in 1941 and despite comment to the contrary they have all seen constant use.

To return to our present staff of drivers, we might mention that we do not supply drivers for the fuel tenders as of yore. Fuel tender drivers are in the Flight hangars and are members of flight crews. Today, we have 21 drivers of which five are ladies. We also have a stenographer in the person of Alice Martel who drives the typewriter. Our Christmas

edition of the Recorder showed some of our staff, but not all, as some were off sick and one crew was not pictured at all. I learned recently of an incident which occurred quite some time ago in No. 3 hangar. An airman who was strange on the Station stopped Martha Pastuzenko and asked her where he could obtain a drift recorder quick like, as he had to fly in ten minutes. Martha hastily replied, "I think they are on sale in the Canteen."

There are three crews "A", "B" and "C", each one having a crew chief. This leaves someone in charge at all times. Things have been organized splendidly for all concerned and teamwork, a valuable asset in any industry, is splendid. Our drivers at present have modern facilities in comparison to our former location. We have a lounge, two wash-rooms, a washrack, a greaserack, a two-stall workshop, and garage accommodation for twenty-five vehicles instead of six at the old sit. We also have three mechanics who keep our vehicles in tip top shape. We have our own storeroom for tires, parts and accessories for all vehicles.

In justice to the Department we must relate to our readers our enviable record of miles covered during the year 1944, of which we feel justly proud. Our vehicles travelled no less than 170,570 miles in all weather, and occasionally on mighty treacherous roads day and night. This tremendous mileage was travelled without injury to any passenger which in itself is a tribute to our drivers, not only for their driving skill but also for the way they obey all

traffic bylaws. It is a "must" in our department for all drivers to read and study the Highway Traffic Act booklet of Manitoba immediately after he is placed in this department. And so when one looks at a grand record of miles travelled free of injury, of which we can boast, it can readily be observed that familiarity with traffic bylaws really pays off.

Fuel consumed amounted to 27,215 gallons of gasoline. One might compare the amount of miles travelled with the amount of gasoline consumed and become alarmed, but we have eleven vehicles such as tractors, a caterpillar, our scooters, etc., that do not have speedometers, therefore, an accurate estimate on their mileage is out.

This brings our show practically up to date. We sincerely hope, along with all members of our staff, that our readers have found it interesting. We are confident of the fact that when the lock is finally hung on the door of our good old M.T. Section, none will leave without fond memories of the laughs, good times, little disputes and little differences that cropped up in our midst. It is certain that everyone will leave with a soft spot in his heart for such a swell gang. Everyone feels that it has been a privilege and a pleasure.

And to the Station as a whole, we take this opportunity of thanking the personnel of all departments for their co-operation in helping do our part in keeping No. 5 on top.

So, till we meet again, goodbye, good luck and may the future hold the best for all.



Back row, left to right—Doug. Poole, Harold Bateman, Alph. Williams, Harvey Kidd, Glen Thompson. **Front row**—Mr. H. Seed, Johnny Duniec, Vi Morrissette, Chuck Riggall, Geo. Allison.

WORKS and BUILDINGS

Work and Buildings first began to function on December 2nd, 1940, when we took over the old station from No. 14 E.F.T.S. At that time No. 2 hangar was partially heated with three space heaters, the boiler room had not been started, the steam fitters were working in the G.I.S. Building and the Officers' Mess and Quarters buildings had not been opened. Our first concern was to get together some staff and learn the mysteries of operating space heaters. The Sergeants' Mess and Quarters became the Administration Centre and the Workshop Building became the work centre for all departments. One of the first things done was to build a small cupboard in the corner of the workshop for the storage of W. & B. supplies and as an office for the Camp Superintendent.

On January 6th the School opened with heat available for all buildings except one Hangar. The installation of one boiler had been completed in the new boiler room and Jimmie Kerr stayed on the job and nursed it night and day for two days until he was satisfied it would work. At the opening of the School the Works and Buildings staff consisted of twelve persons, some of whom were on loan from other departments until they began to function. By the 1st

of January, 1942, the staff had grown to almost thirty which included fire fighters. This staff increased on our new Station until it reached a peak of 160 not including the Fire Department which became a separate unit.

During the summer of 1941, considerable expansion took place, namely the addition of two classrooms to the G.I.S. Building, an addition to the rear of No. 2 Hangar, the erection of two Barrack blocks and a Recreation Building, together with the Bomb Teacher and Bombing Huts. In the spring of 1941, we were provided with a Wireless Transmitter Building on Berry Street and a D.F. Station on the northwest corner of the airport. In the fall of the same year we found ourselves with a Bombing Range at Ridgely, Manitoba, complete with quadrant shelters, target etc., all of which created new responsibilities for the Works and Buildings Department.

We were getting nicely settled down and our station was beginning to look the way we desired it when further rumours of expansion began to be heard. These rumours finally crystalized in the fall of 1942 when

WORKS and BUILDINGS GROUND STAFF



Left to Right, Front Row—H. Rafferty, J. Normand, J. P. Wilks, J. Nind, A. Carlson, O. Morier. **Middle Row**—J. E. Baldock, J. Quaye, D. Forbes, Harry Hall, Andy Graham-Foreman, W. J. Loughery, F. R. Yandall, A. Reidiger. **Rear Row**—A. Watson, A. Ross, J. McBeth, G. T. Plumb, T. H. Hamilton, Geo. Clements, John Hilton, T. E. Leitch, J. R. Moggey.

NIGHT SHIFT CLEANERS



Left to Right, Front Row—P. S. Foster-Cleaning Foreman, Mrs. E. Burr, Mrs. J. Owen, Mrs. G. Mackenzie, Mrs. J. Leitch, Mrs. B. Fedishon, Miss M. Freeman, Mrs. M. Taylor, Mrs. A. Krill, George Warwick, John Watt. **Rear Row**—George Roberts, Randolph McPherson, Jim Mackie, Sam Thomas, Dave Ferguson, Alfred Goodman, Harold Floyd, Earl Tucker, Jim Joass, Frank Wallford, Walter Wagstaff.

WORKS and BUILDINGS STEWARDS and BATMEN



Left to Right, Front Row—A. M. Lynch, A. J. Purcell, T. H. Goodchild-Cleaning Foreman, J. Cameron, Jack Cornwell.
Rear Row—A. W. Warren, E. Pearson, Don Savoie, Jim Munro.

work commenced on our new Station on the west side of the field. We watched it grow from afar and wondered what problems it would have in store for us. We soon found out for in May 1943, we began increasing staff and acquiring extra equipment to handle the new establishment. Trainees were quartered in No. 14 Barrack Block and staff was gradually transferred to the new School to prepare buildings for occupation and maintain those already occupied. On July 25th the O.R. Mess was opened and most of the Air Force personnel moved to the new Station. About November 1st the last of our personnel vacated the old Station and our long moving operation was completed. It was with a tinge of sadness that we left the old home but that was soon forgotten in the hustle and bustle of settling in our new home.

We again found ourselves in the unhappy position of not having a heating system and temporary boilers had to be installed to provide steam for the O.R. Mess and Barrack Blocks 13 and 14. Finally our heating system was completed but our troubles were not over. Very soon hot water coils in the various buildings became unserviceable and as these were not readily obtainable the result was rather embarrassing to Works and Buildings. Hot water tanks were installed in a number of buildings but these could not supply enough hot water and there were continual complaints. However this was eventually overcome and we no longer had to hang our heads or dodge around corners.

Our carpenter staff first consisted of one man, the veteran Alex Caig. He also did his own painting.

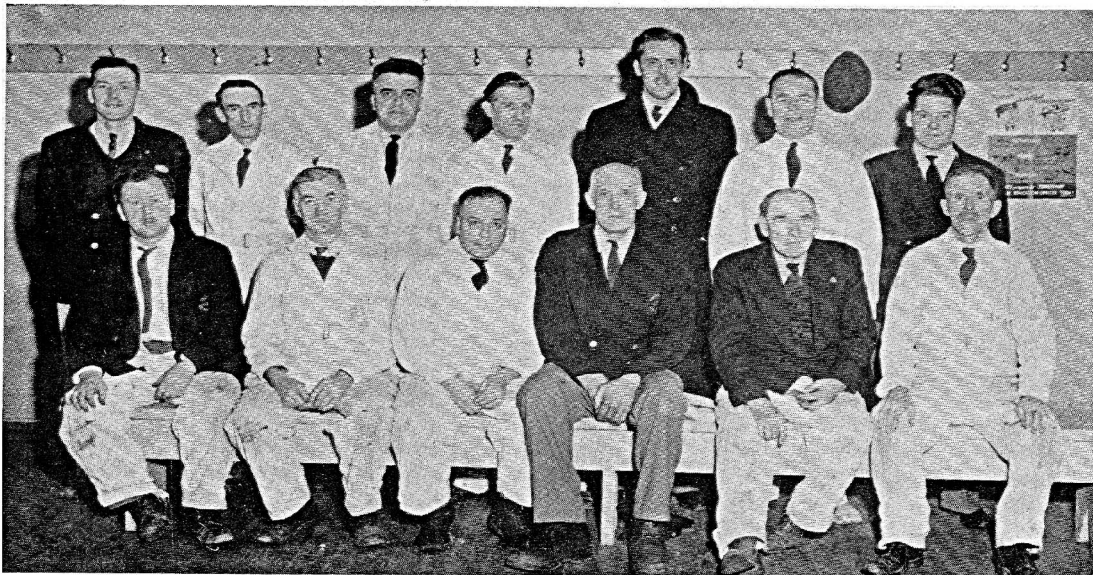
His staff grew until he had six carpenters and five painters besides several extra staff when we were engaged in equipping the new Station. In addition to doing a splendid job of maintenance they have made many alterations and additions on the Station. Hundreds of cabinets, cupboards, lockers, bulletin boards and even pieces of furniture were built. The Department can take justifiable pride in the quality of their craftsmanship.

Our Assistant Camp Superintendent, James Kerr, was also Chief Engineer. For a long time he was plumber and electrician as well as engineer. When we expanded, Ernie Bubbs became his Foreman Electrician with two assistants and Bill Collicutt transferred from the Commissionaires to become our Foreman Plumber with two assistants. Both these departments have done a great deal of new work for us but it was in the matter of maintenance where they excelled. Much of the equipment they had to deal with was very complicated and it was often difficult to obtain repairs. We owe a great deal of our comfort on the Station to them.

Our Heating Department, headed by Engineers, Kerr, Maclean, Power, Hickling and Butler have at times had major difficulties to overcome but somehow they would manage and heat would be supplied.

The Pump House crew under Fred Rowe rarely had much to do but that does not mean their job was not important.

WORKS and BUILDINGS CARPENTERS and PAINTERS



Left to Right, Front Row—E. R. Dowsett, W. Weale, A. E. Doner, Alex Caig-Foreman, T. Wooler, G. Hughes. Back Row—Wm. Murdock, J. Hamel, J. C. Burnham, W. Seear, G. McCrorie, Chas. Beech, Wm. Bell.

Andy Graham and his staff of groundsmen have done a splendid job and we know Andy felt sad when he had to leave behind the work he and his men had done at old No. 5. The Ground Staff have been at the service of all departments of the Station. If equipment or furniture had to be moved they were called on; if a ditch had to be dug or a broken watermain or sewer needed repair they were on the job. Roads and paths had to be built and maintained; lawns and grassed areas had to be kept cut after the grass had been coaxed to grow. Garbage and rubbish had to be removed and the station kept tidy. Then there was the laying out of the sports field and maintenance of it and the building of the rink and the flooding of the ice.

One would expect that in the winter time things would be easier for this department, but this has not been so. Roads and walks had to be cleared of snow, and most important, Hangar aprons and taxi strips had to be cleared so that flying could carry on. Many times this staff has worked night and day in snow storms to accomplish this.

We cannot leave this department without mentioning John Hilton and his gardeners who beautified the station with flowers and shrubs and produced so many fine vegetables for our messes.

JOHN HILTON, our gardener, is not just content with giving us a fine Victory Garden. His spare time is spent winning prizes for his marvellous flowers. A specialist in raising sweet peas, he has consistently topped his competitors in the St. James and St. Vital Flower Shows and also the Winnipeg Gladioli Show. At present, in addition to the numerous awards shown, he holds the "Canadian Bank of Commerce" Trophy for the highest points in sweet peas and the "Gertrude



Billings Memorial" Cup for the best collection of sweet peas. John comes by his prowess honestly, his father having been a gardener for Queen Victoria.

The largest section of the Works and Buildings Department is the cleaners, batmen and stewards with Harry Goodchild in charge of the day shift and Percy Foster, the night shift. They likewise have had their trials and tribulations. One of the greatest of which resulted from black topping the roads last Fall when oil was tracked into all the buildings. Their work has been monotonous but they have persevered and

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CAMP SUPERINTENDENT



Mr. H. G. Mutch

much credit is due them for the high standard the station has attained. No doubt they now realize why their wives got angry when they used to walk over a freshly scrubbed or waxed floor with dirty shoes. When our new school opened we decided to employ women cleaners to work on the night shift in the G.I.S. Building and in the Women's Quarters. They have done remarkably well and have co-operated splendidly with the men on the shift.

Not all our efforts have been directed to our work. All Station functions have been well patronized by the Department and very satisfactory response has been received for Victory Bonds, Red Cross, Community Chest, etc. Besides this you have always helped fellow employees in time of sickness or need. Some of the outstanding activities were the Works and Buildings Picnic held at River Park in 1941 and the Bowling League which started in the winter of 1941 and still flourishes. The Bowling Banquets at the close of each season are something to look forward to.

The Personnel of the Works and Building Department was drawn from men, who in most cases, were unable to serve in the armed services. They can, however, take much satisfaction in the knowledge that they have aided their country in time of need. Many of them have served in the Great War and in previous wars and some have served in the present war. Some former members are now serving in this war. M. J. Armstrong who was on our heating staff and later transferred to maintenance joined the Tank Corps and is now in Holland. George Jenkins also of the Heating staff joined the R.C.A.F. and is now with No. 2 C.M.U. Jack Kerr chose the Air Force as soon as his age would permit and has been serving on

WORKS and BUILDINGS HEATING, PLUMBING and ELECTRICAL STAFF



Left to Right, Front Row—S. M. McEwan, Wm. Hoenders, F. Gratton, Jack Townley, Wm. Collicutt-Foreman Plumber, D. Fay, E. C. Leeder, J. Ball. **Middle Row**—J. G. McLaren, S. Johnson, A. Goodman, Gus Mager, Fred Rowe-Pump House Engineer. **Rear Row**—W. Skillen, Alex Mclean-Engineer, H. P. Jensen, Jas. Kerr-Asst. Camp Supt. and Engineer, E. T. Bubbs-Electrical Foreman, P. Power-Engineer.

WORKS and BUILDINGS DAY CLEANING STAFF

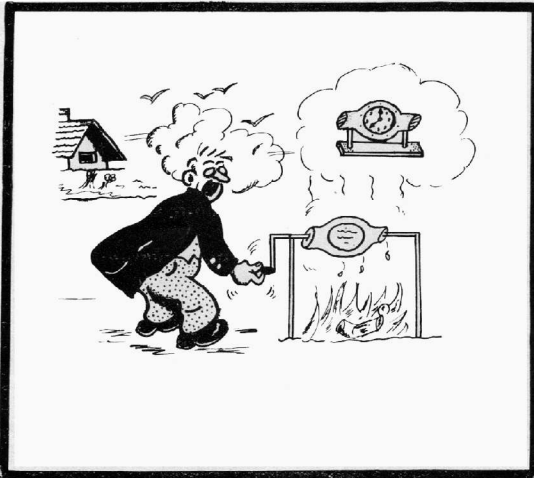


Left to Right, Front Row—S. A. Campbell, Jack Lawrie, A. Price, H. G. Stanley, A. VanRyn, J. T. Westergard, W. T. Lightfoot. **Second Row**—W. R. Parkes, Sam Law, F. Scrimshaw, J. Musgrave, Joe Harkness, A. S. Dean, J. Cunningham, Jack Scott, Henry Smith, W. H. Simons. **Third Row**—J. Harding, F. Williams, C. Greenwood, Joe Freeman, A. Hatton, W. L. Smith, J. M. Manson, F. Mager, H. Shakespeare, A. Buchanan, A. R. Bell. **Rear Row**—E. White, F. Mitchell, T. Allard, R. H. Sim, Robt. Horn, W. F. Whitlock, A. Reimer, Geo. Smith, Robt. Morland.

our west coast. Eddie Cameron is in the Royal Canadian Navy. Roy Dowsett enlisted with the Royal Canadian Engineers but was later discharged and returned to our employ.

We have not been without our sorrows. In 1943 death called three of our staff away. They were Dave DePourceq, Walter Scarr and R. J. Maxwell. They will live long in our memories.

Ours has not been a glamorous Department but we feel we have contributed something to the success of Winnipeg Air Observer School Limited in its operation of No. 5 A.O.S. We are glad to have been associated with you all.



"THE LOSER"

(With apologies to someone)

*Jimmy Kerr the engineer
He doesn't drink—
Not even beer,
But five pin bowling is his dish,
To be a winner is his wish.
He loves the plaudits of his clan
And strives his best to be top man.*

*He's in there fighting, gives his all
For he has something on the ball.
The trophy is within his reach
The runner-up is Charlie Beech,
Kerr needs one game to make the grade
Beech needs two,
The bets are laid.*

*The outcome now takes a nasty twist,
For Dowsett's team is on the list,
For if he takes three from Billy Bell
Kerr's hopes are balsted all to H - - l.
Pat is also hard to beat,
And it could end in a dead heat.
McCrorie is out, likewise Clement,
But Crombie, Sear, and Brown lament
That if the handicaps were right,
There wouldn't have to be a fight.*

Page Sixty-four

*The trophy's slipping, from his grasp
He'll have to do something, but fast.
To drop his daughter is his regret,
But to have Bill Collins is his best bet.
The change is made and with a gleam
He brags that he has the best team.*

*Now Friday night the game's at seven,
And Kerr is praying to high Heaven
For Fortune's smile, and many strikes
So he can win the game he likes.*

*Beech beats Pat
It was a cinch
For Doris is there in the pinch.*

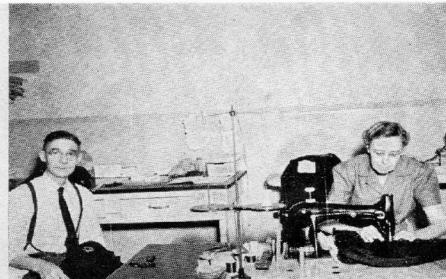
*The game is on, Dowsett's the man
Depended on to beat the clan;
Doner too has a good score
That makes the Scotchman plenty sore.*

*He's two games down and one to go
A battle royal, a real good show,
In the ninth he has 920,
If he strikes out his margin's plenty
To win the cup of which he bragged.
But his last ball zipped when it should have zagged.
(lost game)*

*He sits at home, in declining years
In memory's lane, eyes filled with tears,
Nothing to brighten his lonely gloom
No trophy to grace his living room.
His grandson asks why he's so sad,
It's then he says a word that's bad
About a little guy with a sting,
A fat cigar, and a vote for King.*

—TREB RENOD.

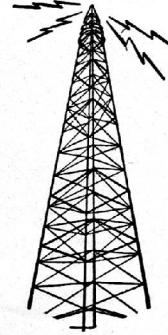
THE TAILOR SHOP



Tucked away between the Barber Shop and the Airmen's Canteen, a very vital part of the station operates. To it each graduation rush dozens of airmen with their newly-won stripes; to it go those who have won promotions and those who have worn out a uniform and want it held together until a posting or discharge settles the question of to buy or not to buy a new uniform.

Since June of last year, Mr. and Mrs. Larkcom have sewn on over 2500 chevrons and 1500 wings in addition to all the repairs which a well worn uniform requires. They have done an excellent job because they enjoy working for the boys, and their customers all agree the service they got was "tops".

RADIO DEPARTMENT



Dan Johnson—Superintendent of communications at No. 5 in his office in No. 4 Hangar.

Services handled by the Radio Department include installation and maintenance of aircraft receivers and transmitters; installation and maintenance of ground transmitters located on Berry Street and remotely from Despatch Office in No. 3 Hangar; installation and maintenance of all receivers, remote control units and related components in the Despatch Office; maintenance of equipment in the direction finding station north of the sports field; installation and maintenance of the bombing control station at Ridgley Bombing Range; installation and maintenance of inter-communication systems in Administration Building, G.I.S. Building, and Hangars; installation and maintenance of paging systems in hangars; installation and maintenance of public address systems used in Drill Hall, Recreation Hall and for sports days and whenever and wherever else required.

DESPATCH OFFICE

A humorous and yet, at times, pathetic story could be written of the history of the Despatch Office. It is, however, probably just as well that space does not permit a full unabridged version. So, with a bit of nostalgia and a scattering of nausea an attempt will be made to outline the highlights of the history

of the office. Of a total of 42 operators who have passed through the portals of the Despatch Office at one time or another, we go into our final month of operations with only 11 junior operators, 4 D.F. operators, two senior operators and the chief operator still remaining. Of the 24 who have departed seven were claimed by Dan Cupid — which would be a pretty good average for a Matrimonial Bureau.

In order of seniority as junior operators, we have Gertie Gillis who is the only one, so far, that has not threatened to engage in Holy Matrimony — she loves only her work. Next comes Jeanne Chavanne who has threatened marriage once or twice but has decided to give the field a final thorough search before taking the fatal step. The only remaining member of the first group of girl trainees — Helen Hawkins also has the distinction of being the first of our gals to enter the state of married bliss. Starting here as Helen Vivian she decided a change of vocation warranted a change of name. Her husband is a Navy man and from all reports has seen a lot of the sea and some parts of Europe. Of the second group to take the radio course there are only Doreen Nicolson and Nora McCaughey left. Doreen Broad she was known as in them days. She, however, patronized Home Industry and married a former Wag member of the Signal Staff who is now patrolling the skies of the Banana Belt — The West Indies — lucky fellah! This same Doreen, not content with doing a war job here and marrying an airman, being quite some pianist is frequently called into action entertaining various military ramps in the vicinity with a local troop. Nora, having looked the field over has made up her mind to see what they look like in civvies. Products of other schools we have Dawn Digby the English lassie who showed the Japs a clean pair of heels out of Kongkong, and "Izzie" Kruse, both from number 8 and 10 A.O.S. from Edmonton number 2 A.O.S. Emily Stark and "Jerry" Galavan were obtained after that school closed. They are both Albertans but Emily has her own ideas on Social Security — whether it is the stark of Maxwellian theory has not yet been determined. The C.W.-A.C. gave us Isabel Hepburn, she thinks the army is fine — for men. And finally, the only operator without previous training, Jean Senyk, is a local product who proved that high priced radio courses are not nec-

DESPATCH OFFICE



Sitting—Gerry Galavan, Doreen Nicolson, Jean Senyk, Nora McCaughey, Helen Hawkins. **Standing**—from left to right Dawn, Digby, Emily Stark, Jean Chavanne, Reg. Durie (Chief Operator) Dan Johnson (Supt. of Radio), Jimmy Ross (Radio Technician), Isabel Hepburn, Ernie Kerr (D.F. Operator), Paul Cerepaka (D.F. Operator), Jimmy Robertson (Senior Operator), Geo. Faires (Chief Technician), Steve Salome (Senior Operator, sitting), Isabel Kruse. Missing from picture are Gertrude Gillis, Kay McKenzie and Marie Zapp.

essary to make a good radio operator. Some of the others proved that taking a radio course does not necessarily make a radio operator either.

The male end of the staff is headed, in terms of seniority, by Jimmie Robertson who has been here so long it will take him a few months to get used to going elsewhere to work. Jimmie can also remember "Way Back When" there were no women operators to ask him "What frequency am I on"? The only time Jimmie was unable to put in his full shift happened just about a year ago when his wife phoned up and told him his brand new son had more hair than his daddy. The other senior operator, Steve Salome, "The Mighty Atom", came to us in the Fall of '42 with a background of several years as a "Ham" operator and radio serviceman (free ad.) If the Income Tax people see this he only does service work now "on the side" and purely to help out his fellow men — the true Altruistic type. Like Jimmie, Steve has also achieved a family since being with us and has developed into quite a home body — "Honey" sees to that! Also like Jimmie, Steve's hair is rapidly thinning — which makes it 100 percent among the male despatch operators as Reg. Durie, the chief operator's hair has reached the point where it would be cheaper to buy a toupe than

continue the false pride of patronizing barber shops. Reg arrived here also in the Fall of '42 from the R.C.A.F. Realizing the futility of trying to make embryo Wags into operators in six months, Reg, by nefarious means, obtained a discharge from the Air Force and took oath never more to have anything to do with Wags. Dame Fate or Fortune snickered up her sleeve "that's what you think" and booted him in deeper than ever at number 5. Now, after 24 years of radio work he will tell you there isn't much of a future in radio. The remaining four members of the staff, sometimes termed "The Forgotten Men", are the staff of the D.F. station. The Senior D.F. operator, Horace Atkin, also an ex-member of the R.C.A.F. and former school teacher was a sort of general utility man around here, putting in a few shifts in the Despatch Office and then a few at the D.F. Station. However, the frequent shifting around became so confusing that Horace got to coming to work on his day off, which was a bad sign. So to ease matters and enable him to keep his correspondence course pamphlets all in one place he was given charge of the D.F. Station. The second member, in terms of seniority, is Paul Cerepaka — one of the strong silent type — a former machinist who wonders why he read the advts. about radio

opportunities. Third in line is Vic Lee another ex-member of the R.C.A.F. Vic was a Flight Sergeant in the Air Force and did a turn of op's over various parts of Europe including the first raid on Turin, Italy. He was discharged for carrying concealed weapons — a piece of shrapnel in his back. The fourth member of the crew is Ernie Kerr, who having been burned out of his job with Ontario Forestry, forsook a Telegraphist with the Northern Alberta railroad.

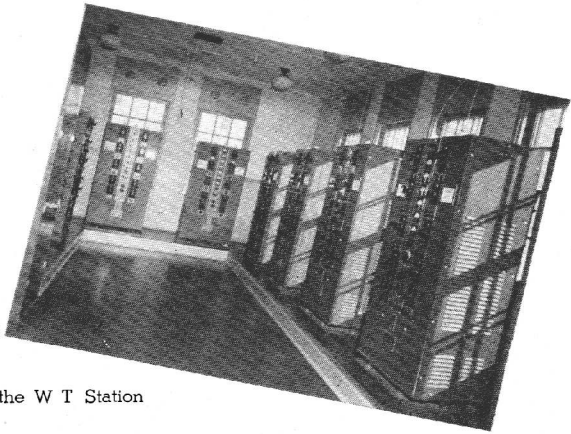
Now the reason for the falling hair prevalent among the senior operators. Most people have some sort of a vague idea that the Despatch Office is there to keep in contact with our Aircraft in Flight. A various times envious eyes have been turned on the members of the staff because of apparently short hours. They even leave the station when flying is cancelled! But brother! What goes on during working hours would try the patience of Job. All that has to be done is have the aircraft ground check with us, report position every half hour, report when bombing and clean to control on their way in. Nothing to it. Okay then, we'll give you an eye witness account of what happens. 45 aircraft are going to some point west, we'll say Beulah (no connection with Fibber McGee and Molly) and are bombing Portage target on the way out. The first Flight starts to ground check,

they're supposed to be on 3935 kcs. Suddenly one or more call in on 3017 (Tower Frequency) the Wag has forgotten to switch his crystal. The Control Tower calls Flywheel (that's us) telling us of the fact we already know. While this is going on one of the aircraft will call on 3315 — the Wag had forgotten his Frequency. Then an aircraft tries to get away without groundchecking. The Tower has to be called to hold the aircraft. Our Tower calls us on the talkback asking us to send a Technician out to another ship. In the midst of this conversation the phone rings — the operator who didn't show up wants to know (1) is flying washed? (2) Is it her day off? (3) What shift is she supposed to be on? During the course of answering the control tower, Flight Commander and the phone, the Wag office calls up on the same talkback to advise of Wag changes. Then just to make sure you're on your toes the D.F. Station will call in — also on the same talkback telling us an aircraft is trying to ground check on the D.F. Frequency. It's quite a neat trick of concentration to clearly understand all three on the talkback at once with the control tower checking aircraft out in the background — try it sometime. As you become warmed up to the situation the operators will inform you of aircraft changes and replacements and about this time the next flight is ready

RADIO MAINTENANCE STAFF



Left to Right, (sitting)— George Faires (Chief Technician), Dan Johnson (Supt. of Radio), Kay Clay. **Centre**—Johnny Hohban, Jimmy Ross, Bruce Sebastian, Fred Dowle, Bob (Newlywed) Roy. **Back Row**—Fred McNabb, Bill Barber, Pete Thrasher. Missing from picture are Claudia Smith, Dot Hrabic, Cass Malec, Al Johnson and Bob Archibald.



Ernie Kerr' and the W T Station



Kay Clay



Reg. Duree

to go—the ships for this flight are parked right outside our window. The pilots, being very careful that their motors are serviceable, run them in individually and collectively, in and out of synchronization. During the third and fourth flights while the uproar is at its height, the flight commander's ship will send in a weather report — only the Wag discovers he can't get his trailing aerial out — his signals are weak — an aircraft that should be on 2752 checks on top of the weather report — T.C.A. smear him on the second repeat and a variety of American airlines take their turns smearing him on subsequent attempts. Finally the report is received and reads something like this "Ceiling 6 miles visibility 2000 feet with cumulo octopus clouds". By the time all the aircraft are away the first flight is going on target. One of them figures the ceiling is too low to bomb at the required height — what to do? — Must now contact the lead ship and see what he's done about it. He claims it's okay. The second ship says it isn't. Finally as the argument rages back and forth someone informs us the target lights are out. We proceed to call all aircraft and cancel bombing. After grinding away for half an hour through interference and weak signals getting the cancellation messages through, the target lights come on again. So we start all over again sending out a cancellation of the cancelling of the bombing. All this

is purely a spare time job to fill in between aircraft position coming through every two minutes. To make doubly sure the operators are not idling away their time, two or three flight plans of other schools have to be sent out and acknowledged — altitudes and headings have to be checked. Then there is always the individualist who insists on flying at the wrong height. Then again, to show their versatility, once in a while someone will fly the route backwards. Or an embryo navigator sends in a graticule position placing him 2 miles southeast of Key West, Florida or off the Southern Tip of Baffin Island. Does your cigarette taste different lately? You've smoked, chewed and eaten so many you can't taste 'em — that's when you start eating pencils — at least the storekeeper can't understand what we do with all the two dozen pencils he gives us every three or four months. That we do use 'em for writing occasionally is proven by the fact that we have handled over 18,000 calls in a single month and 1147 in one day. When we run out of eating pencils though — that's when the hair catches it! There should be some post war planning done for what is left (if there is any left) of our staff, come March 31st. A nice cozy quilt lined Booby Hatch or fur lined straight jacket would seem to be indicated. But we'll settle for that Island with the coconut palms.

Radio Aids to NAVIGATION

This is intended as a short autobiography of the youngest one-man department on this station. The department was started last fall, and was condemned to slow death almost immediately after it was established.

We had the pleasure of being allotted squatter's rights in very close proximity of the "Visual Aids" department, home of Bill McNeill and diagrams and posters, and in between dodging flying paint and poster colours, we were plotting the battle of D/F.

We began with Co 104 navigators, by way of assisting their review for the finals. One course after another graduated and the ranks of the navigators were reduced to a point where we were given the opportunity to seek other fields to be infested with Radio Aids.

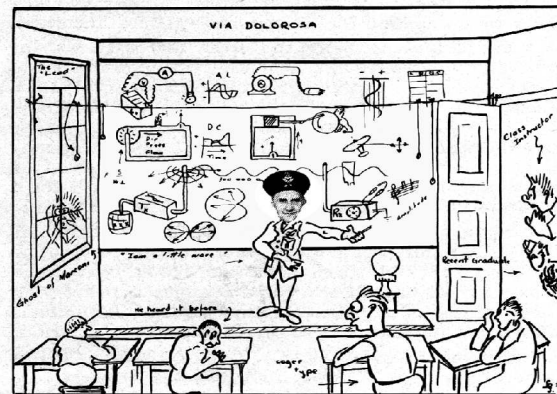
So we began inflicting D/F upon such innocent and unsuspecting neighbours as air bombers, air gunners and are busy at present eliminating any pre-conceived ideas about Radio Aids that the staff pilots may have had.

We succeeded in showing an occasional film and managed to fit in an odd political discussion as well.

We even allowed ourselves the liberty of telling an occasional yarn, not necessarily connected with the business on hand, by way of combining business with pleasure, in order to prevent this strenuous subject from becoming too monotonous.

What we appreciated most was the opportunity of meeting all of the trainees on the station and being in contact with most of the instructors. We are thankful for their help and cooperation. The least we can do is to wish "happy loop bearings" to them all!

FL. Len Gads



ADMINISTRATION

The years leading up to 1939 were inadvertently responsible for each and everyone of us being in the position in which we now find ourselves. Little did we think that the great strife and massacre in Europe and the far East would be the cause of our present livelihood and little did we think that the terrific push with which we backed the war effort to its highest peak would result in helping to smash the enemy and ultimately doing ourselves out of a job.

As realization dawns, we look around and think that soon the familiar life at the School will be but a memory; the fellow at the next desk and the driver on the School bus will be a thing of the past and new

tion had progressed favourably with all positions filled by men. However, as the war went on and the demand for men for active service grew, the change from male to female help gradually took place. A. H. Petrin joined the R.C.A.F. in May 1942 and Dorothy Auger arrived at this point as Stenographer followed a couple of days later by Ostende Lavasseur, who was employed as a Telephone operator. The growth of the school caused greater inter-departmental communication and the switchboard required more constant attention so Islay Smith joined the staff on May 18th, 1942.

Increase in the other departments meant more

The Accounting Office



From left to right—Mrs. F. Beattie, Mr. C. R. Ruse, Mr. J. L. Bardal, Mr. E. L. Cann and Mrs. L. Wright.

The General Office



From left to right—Miss I. Butterworth, Mr. W. J. Buchanan, Miss E. Dawson and Mr. R. Farrell

faces, new fashions and a new era will take their place.

The School has been the centre of many happy associations since its official inception on January 6th, 1941. Perhaps a brief outline from Administration will help keep pleasant memories alive. This is how we have progressed.

On December 1st, 1940 when the organization of the School was undertaken, Mr. D. S. Ormond was appointed Secretary of the Company. At the same time, he had with him as charter members of the staff Mr. W. M. Benedickson, as Treasurer, Mr. A. M. Olafson, Accountant and Ray Saunders — general factotum.

The following year the staff increased as the School grew and Freddie Beardsley assumed the duties of accounting in the Payroll Office on January 4, 1941, while Dick Farrell came to operate the switchboard on the 9th of January and A. H. Petrin was added to the general office staff on January 20th. In the capacity of clerk in the accounts office Ted Cann arrived on March 1st, 1941; John Scott on the switchboard for a brief month was transferred to Stores.

In July 1941, upon receipt of his commission in the R.C.A.F. Mr. Benedickson tendered his resignation as Treasurer and Hugh McKinnon took over those duties on July 25, 1941. Staff changes for that year were completed by Mr. McKinnon's resignation and subsequent appointment of Mr. Olafson to that post.

January of 1942 saw Mr. Ormond established as General Manager of the School. So far the organiza-

tion had progressed favourably with all positions filled by men. However, as the war went on and the demand for men for active service grew, the change from male to female help gradually took place. A. H. Petrin joined the R.C.A.F. in May 1942 and Dorothy Auger arrived at this point as Stenographer followed a couple of days later by Ostende Lavasseur, who was employed as a Telephone operator. The growth of the school caused greater inter-departmental communication and the switchboard required more constant attention so Islay Smith joined the staff on May 18th, 1942.

Increase in the other departments meant more work for the administrative end of the school and, in a clerical capacity came Muriel Holland to the Payroll Office on June 1st and on the 15th, Agnes Ross joined the ranks of the General Office. July brought Jon Bardal to the Accounts Office and Graham Bullock, a young English refugee arrived as office boy for the holiday season. Doris Aiken joined the Payroll staff on July 16th followed on the 27th by Nan Dawson who went on the switchboard. September saw Graham Bullock back to school and Harold Bridgman came to take his place. Len Purkis first saw the accounts office on the 15th of September 1942.

With the large number of girls now working on the station, it was felt that a guiding hand was necessary and the responsibility of the girls' welfare was placed in the hands of Miss L. J. Whiteford who arrived on October 1st, 1942 as Supervisor of Women.

Changes were taking place in the private lives of some of the staff. Mr. D. S. Ormond, Mr. A. M. Olafson and Mr. J. Bardal took unto themselves each a wife. Freddie Beardsley left in a roseate glow for Alaska (*Multum in parvo*) and ever onwards — early in October.

Muriel Holland and Ostende Levasseum saw greater things ahead in a sphere presumably not so drab as that of an Office clerk and they both went east for a course in Radio operating returning the following March and joining the Radio Staff. This called for replacements and on October 21, 1942, Elva McLachlan replaced Ostende on the Switchboard and Bobbie Graham came to the Pay Office on November 1st,

while Mr. Buchanan assumed the duties of Assistant General Manager.

At this point, Harold Bridgman found aircraft mechanism more alluring than an office career and transferred to the hangar staff leaving another vacancy which was filled by a young lady namely Irene Butterworth who arrived on November 5th. December rolled around and Ruth Letham became a switchboard operator and Nan Dawson left the board and took over the duties of Agnes Ross who left on the 24th of December to become the wife of FL. Pete McAuley, an instructor at No. 5. January 16th, 1943 brought a change of name in the payroll office when Doris Aiken became Doris Walsh — by marriage. The rapidly increasing number of students meant a larger staff all round. The necessity for greater quantities of supplies called for more accounting and January 25th, Mrs. Lillian Wright started in the accounts office. It was in January, also, that the intricacies of the Income Tax Department lured Len Purkis away from us. In May, Ann Jaron was employed as a Telephone Operator and typist and in August Mrs. E. Fitzgerald took over from Mrs. McLachlan on the switchboard to leave only a month later. Margaret 'Butch' Brown was added to the staff of operators on August

19, 1943. Replacing Mrs. Fitzgerald, we obtained the services of Frances Parsons who later became engaged to one of the sailor laddies we had on the station.

The Pay Office, a very important unit in any organization, found their work growing heavier and heavier — Bond Deductions, — Red Cross — Income Tax (Oh! Joy!) Milk for Britain etc., etc. The payroll clerks brows became furrowed and furrowed and so we enlisted the assistance of Mrs. Jean Dubuc in September, 1943. From their spacious offices in the new site to which we moved in October, 1943, this trusty trio of deduction juggling females recall the days when, with Jon Bardal, they occupied a small, seemingly 6'x6' office, housing, besides for far from frail folk, three large desks, one typewriter desk, an unemployment insurance machine on table and a filling cabinet. The new offices fully compensated for the many inconveniences at the old school; they were a joy to come to, yes, — even when we ploughed our way along ankle-deep in mud, slush and gravel, each in their time. Who could ever forget the Mud! And the trip over from the old school, sitting in the front of a truck with an adding machine and typewriter sticking into you at every bump! Ah, Memories!



Standing—Mrs. D. M. Walsh, Miss M. Delamater, Mr. A. M. Olafson, Mr. W. J. Euchanan, Miss E. Graham, Mr. D. S. Ormond, Mrs. J. F. Dubuc, Mr. J. L. Bardal, Mr. E. L. Cann, Mr. C. H. Warr, Mr. R. W. Farrell, Mrs. F. Beattie, Miss M. Lowry, Mr. H. G. Mutch. **Seated**—Miss D. E. Auger, Miss I. Butterworth, Miss L. J. Whiteford, Mrs. I. E. Smith, Miss D. R. Letham, Miss E. Dawson, Mrs. L. R. Wright.

The Pay Office



Doris Walsh, Bobbie Graham, Jean Dubuc.

At this time our telephone operator had their hands full. From a switchboard with 17 phones and 2 outside lines this means of communication has grown into 108 phones and 8 outside lines. How the girls on the board didn't get their signals switched is a mystery. Added to the board they have a device thought which they can call any officer in the mess to the phone. Besides all these new gadgets, the entire administration building is equipped with inter office communications which on many occasions proven itself to be a time-saver.

Henry Warr become our Personnel Manager on October 2, 1943, having previously been on the staff as a pilot. Close on his heels came another telephone operator Phyl van Someren, and for a while the staff stayed as it was. Well-earned promotion came to Bobbie Graham when she officially became Paymaster.

Spring blossomed along and Maud Lowry arrived to help Mr. Warr with his W.I.T., Red Cross Drive, Bond Drive, etc. The following month saw Miss Delamater installed as Station Nurse. An unprecedented lull took place during the summer, but in September Ann Jaron broke the spell and left to marry Doug. Lazenby of Flight Hangar.

Still more women! In November, Frances Beatie came to spend her mornings assisting Mr. Cann and her afternoons in the General Office. And last but not least, when the switchboard buzzed for more attention, Mrs. Evelyn Thom was added to the staff.

The closing of the School brings regrets from the staff for we have enjoyed our work here. However, we are glad that our time has been spent for a good cause and it is a fervent hope that the people who made such an excellent job helping to win the war, will put the same effort into assuring a lasting peace.

The Station MASCOT

Hobby arrived at No. 5 A.O.S. as a small puppy just four years ago. One of our earliest classes of Trainees brought her with them, having acquired her when passing through some station in Western Ontario, legally or otherwise.

She took up residence with the class in old No. 4 barracks, much to the annoyance of the cleaners in the Building. All their efforts to determine who was the owner were of no avail. She belonged to them

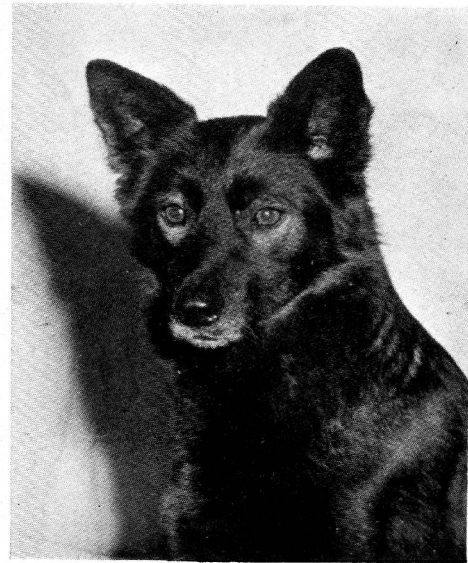
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all and that truly summed up the situation. Perhaps it was best after all. When the class graduated they were very anxious to take her away with them, but objections were raised and Hobby stayed.

Hobby very soon learned that the airmen were her friends and she has shown a marked preference for them ever since. She never misses a parade if she can help it and has never been known to be A.W.O.L. She was duly taken on the strength of No. 5 A.O.S. as a Flight Sergeant for quarters and rations. We had hoped that before this she would have earned the rank of WO1 at least. Possibly she has been overlooked by the powers that be.

Her life has not been uneventful. One dark night in the summer of 1941, she created a disturbance around Barrack No. 4. Possibly she was barking at some wayward Airman who was quietly returning to the station over the fence instead by way of the gate. We understand an airman who had been awakened from his sleep by the noise got up and threw a boot at Hobby striking her on the foreleg and breaking it. Sgt. Major Bill Jessiman saw to it that she was promptly sent to a Dog Hospital for treatment, and her Airmen friends willingly raised the necessary funds. For some time she hobbled around the station with her leg and shoulder in a cast and eventually made a perfect recovery.

It was about this time that she took up residence at the Sergeant's Mess and Works and Buildings built a very fine Dog House for her. She, however, wished to be closer to her friends and showed little interest in the Dog House — no one likes Dog Houses. After Bill Jessiman left for Overseas, she moved to the Guard House and has made it her home ever since.



We wonder what the future holds for her. She has always been a part of No. 5 A.O.S., and it is fitting that on the closing of the School she will find a good home with one of her admirers. She will long be remembered by all who have been at No. 5.

CANTEEN



Back row, left to right—Isabel Hofman, Ina McConnell, Isabel Orr, Lena Watson, Eleanor Streamer, Phyllis Jessett, Mary Mowchan, Grace Crawford, Betty Knight, Mildred Smith. **Front row**—Babs McKinnon, Doris Young, Freda Petznick, Shirley St. Goddard, Ada Quinn, June Allard, Anne Bodnaryk, Anne Reitmeier, Freda Smith, Isabel Taylor, Opal Orchard (Manageress), Mr. Anderson (Manager).

One of the most essential factors where people work is where and what people eat. Therefore, when the Winnipeg Air Observer School commenced operations, it was discovered that the employees were extremely human as far as satisfying their gastronomical desires was concerned. People can always carry their own lunches but it is a hot cup of tea or coffee, companionship and suitable surroundings that make a lunch really appetizing. Since well-executed work calls for a satisfied stomach, a canteen was built into a small corner of Works & Buildings Workshop, rigged up with a counter and presided over by Opal Orchard who dispensed coffee, sandwiches and smiles under makeshift conditions.

As time went by, the School gradually grew and more canteen space was necessitated by the increase in staff. Consequently a larger portion of the same Workshop was appropriated and outfitted more completely as a canteen. Even this change to a roomier spot left a lot to be desired, but despite the inadequacy of space and equipment, the canteen staff, which by this time had increased considerably, continued to dish out food to the ravenous hordes. To mention individually all the girls who have come and gone on the canteen staff, would take reams of paper and a bit of time digging up the necessary data. There are

those who have been here a long time and whose services are worthy of praise and mention. Those referred to are: Opal Orchard, Dorothy Tempest, K. Hardwick, L. Watson, I. Taylor, G. Beaudry, M. Mowchan, F. F. Smith and R. G. Crawford.

When the canteen was moved to the new site, the one and only male member of the staff was added, to look after purchasing. This was Mr. D. Anderson.

The girls of our canteen also took over the running of the Airmen's Dry Canteen, from which can be bought: shaving soap, combs, towels, Kleenex, etc., and all the equipment for an airman's boudoir.

Since moving to our spacious new school, a canteen has been set up in No. 4 Hangar to save time and be of greater convenience to the hangar staff in cold and rainy weather.

The canteen staff, as it now stands, comprises the following girls, with Mr. Anderson, who is Canteen Manager. Opal Orchard (Manageress), I. M. A. Taylor, K. Johnston, M. Mowchan, G. Rose, G. Crawford, L. Watson (nee Parkinson), S. St. Goddard, P. Jessett, M. Smith, E. Streamer, F. Smith, J. Allard, A. Bodnaryk, M. Orrell, I. Orr, M. Knight, M. N. Cannons, I. Hofman, M. I. McConnell, G. McKinnon, F. Petznick, A. Quinn, A. Reitmeier, and D. A. Young.

The ACCOUNTS Section

The Accounts Section officially opened at "old" No. 5 when on 17 November, 1942, F/O J. B. Taft (now F/L) opened the Bank Account for the Section. (Previous to this No. 8 R.D. did the accounting for this Unit). In those good old days the section was in the old guard house in the large cell at the back end which is commonly known as the "Bull Pen". Cpls. E. Keyes and D. Stocker were also here at that time to get things going.

In January 1943, F/O Taft was posted, and F/O J. B. Smith took his place. The section also had an attack of growing pains in this month for Sgt. A. E. Rowbottom (now FO.) and Cpl W. B. Bucham arrived to bring the staff up to five men.

The spring of '43 saw our Section increase again when F/L R. E. Lapp arrived to take over from F/O Smith and LAC W. E. Smith and N. D. Farquharson moved in along with the spring winds.

By this time we were really rubbing elbows in our little old cell we were so crowded, but many a pleasant lunch hour was spent sleeping under one of the trees out at the back. It was with great sorrow when in August we got the word to move the "Safe" and our belongings to the new spacious office in the G.I.S.

On the new school the section took to Sports of various types. Led by Sgt. Rowbottom, many a tough rugby game was held at lunch hour. In the late fall Sgt. Rowbottom received his commission and Sgt. J. Kruse arrived to take over the senior N.C.O. position. January saw more arrivals in person of WO2 I. S. Cherrier and LAC W. Gannon.

Our enlarged staff was short lived though as in

the spring Cpl. D. Stocker was posted to Ottawa and Cpl. E. Keyes changed places with Cpl. E. Spalding on the West Coast. Poor Smitty really mourned the loss of his old sparring partner, Stocker, and the furniture settled down to normal again.

The Accounts had many great sporting figures this time, what with the "Major" and his horse racing, Kruse and Farky their golf, Smitty his "Red Dog", F/L Lapp his Snooker playing (ask F/L F. Barker about his Secret Income), and Cpls. Spalding and Bucham their Curling.

This winter we lost the Major and Sgt. Kruse on postings but were fortunate when F/S A. O. Guse, Cpl. T. A. Curr and LAC R. C. Iverson arrived along with F/O G. Wood (our Double-Banker) to fill the vacancies.

At this time the Section have a bowling team in the Station league which is doing well and F/L Bob Lapp, Cpl. Spalding, Bucham and Farquharson are all curling in the school league.

During the past year our Section has been brightened up a lot due to the presence of two lovely stenographers in the person of first Ray Ledingham, then Margaret Jansen.

Now it is rumored that old Farky is going to the Bush which will leave only FL. R. E. Lapp, Cpl. B. Bucham and LAC W. Smith of the old guard.

As the school gradually draws near its closing date we look back with fond memories on the good office parties, the many humorous incidents that have happened and the good comradeship and co-operation that has always prevailed so strongly in the Accounts at No. 5.





Back row, left to right—Cpl. E. J. Spalding, Cpl. T. A. Curr, LAC W. A. Gannon, Cpl. W. B. Bucham, LAC W. E. Smith.
 Front row—LAC R. C. Iverson, Miss Margaret Jansen, F/L R. E. Lapp, F/S A. O. Guse.

The PARACHUTE Section

Due to the fact that this is our first appearance in the "Drift Recorder" since moving to the new school and also having heard the rumour that it will be the last edition of the paper we will endeavor to give you a summary about the personnel.

All the section with the exception of Mr. Reid were employed quite some time previous to moving to the present location. Gladys Williams and Dorothy Insley joined the staff three years ago and were the first girls employed. At that time approximately one hundred parachutes and two hundred harnesses were the quota compared to the present four hundred and eighty-three parachutes and one thousand, one hundred harnesses.

Gladys isn't sure if it is the good record of the Anson or a poor record for her but during this time she is glad to report that no one has bailed out. Since she comes from Saskatchewan, there can't be any doubt about her efficiency.

Dorothy left us last July to join her husband in England. Our hopes and prayers are that he is safe after having been reported missing in January.

Mr. Reid who is now in charge of the section hails from Moose Jaw. He was transferred here from No. 33 E.F.T.S., Caron, Saskatchewan. He finds it quite a headache to manage six girls all by himself especially with the coffee shop adjoining the Section. He and Archie Raeside (Flight Office) report that it is not refreshments, only, they seek in the Canteen, but human companionship.

Cece Pitre from Lac du Bonnet bunks at Barracks Block No. 10 and takes an active interest in the station recreations. Oh yes, she's a very conscientious packer, one of our best.

Gertie Brandt, our five-footer and known as "Gravel Gertie" to her friends, only, is doing her job on the home front while her husband is serving with the Mediterranean Forces. Her home is in Winnipeg.

Dorine Brown is our busiest member. She is Chairman of the Entertainment Committee for the Girls' Council and a V.A.D. at Deer Lodge Hospital. She, also, keeps up the morale of the section by her sense of humour. Miami, Manitoba, is her home town and her husband is serving with the R.C.A.F. overseas.

Violet Hughes, another Westerner, being from Bangar, Saskatchewan, was overheard remarking one day while pulling the parachute wagon,—“It must have been a horse I released for Active Duty.” Violet is quiet and reserved—for some lucky man.

And who's that blonde? Well, for your information boys, she is Verna Shine from Fort Francis. Previously a Dental Assistant, Verna compares collecting Rumbles to pulling teeth.

That is all, folks. We had our farewell “get-together” recently in the form of a Tally-ho party and everyone reported having had a good time.

We would like to thank both the Air Force and other civilian personnel for their splendid co-operation, and with our “Cheerio” goes “Good Luck” and a great future to everyone. We have all enjoyed our stay at No. 5 A.O.S. but then our job is folding up (Parachutes included).



Back row, left to right—Dorine Brown, Ken Reid, Violet Hughes. **Front row**—Verna Shine, Cece Pitre, Gladys Williams, Gertie Brandt.

OFFICERS' PAY PARADE



“Paddy” Paddon, Les Wilson, Bill Wood, Jack Zubick, etc. and George Brand out of line!

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THAT MISSION TO ESTEVAN



Left to Right—Herb Taylor, Wally Knight, Pete McAulay, Pete Hay, Phil Janz.

PADRES' FAREWELL

The closing of No. 5 Air Observer School, provides me with an opportunity for commenting at some length upon the spirit of tolerance which has characterized its officers and men in a remarkable degree. The school, in fact, has not consisted merely in equipment and a routine through which men from different parts of the world passed under eagle-eyed supervision en route from civilian life to the battlefield. It has included this mechanical aspect but over and above that, as in every other gathering of men with a defined purpose, has hovered a spirit which has given

No. 5 its peculiar personality amongst all such groupings. In my humble opinion, and I am quite sure that F.L. Janz, Protestant Padre who left us but recently, held the same view, the principal note in No. 5 spirit has been tolerance. In religious matters, which concerned us more intimately, as well as in racial contacts, the mutual respect shown between individuals and groups was striking. Without wishing to initiate odious comparison with other schools in Canada, we have reason to call this spirit extraordinary.

Not that profound convictions were lacking. On the contrary! Here was none of that shoddy indifference with which too many young men of our times cover up their own emptiness and insignificance. National and racial characteristics, without being exaggerated, were nevertheless not hidden under a bushel: each man kept his peculiar accent, set forth frankly his way of looking at such touchy matters as imperialism, minority problems, bilingualism, etc. In religious matters, the most delicate subject for discussion in the world, frank questions were asked, sincere respect was always shown. Now and then, of course, as happens even between older and wiser men, the discussion would wax warm, a hasty word of spite would slip out, but ill-feeling could not thrive and a straightforward apology or tactful treat would restore peace and harmony.

Particularly with regard to religious services has the tolerance of the officers been shown. No consider-

ed request on the part of the padre has been met with anything but courtesy and prompt acquiescence. The assignment of time for worship or for consultation has been ample and designed to facilitate the padre's

work to the greatest degree. The locale and the furnishings made available for our chapel might well be the envy of stations with more numerous personnel and with less facility for attendance at services in the city. As far as the men under immediate care are concerned, their tact and willingness to help has been unfailing. Again I feel that I express the sen-



F/L Leo Lafreniere



F/L Phil Janz

timents of my former fellow padre.

As padre of the R.C. personnel and as a French-Canadian by extraction, I take special pleasure in voicing this tribute.

Happily, even after No. 5 will have ceased to exist in its present official form, the spirit of tolerance which inspired it will continue to influence the lives of those who will have gone forth to battle or to other fields of endeavor.

In a world torn by hatred and discord, where differences of opinion are less endured, where opposition is no longer appealed to with arguments of reason or emotion but is merely snuffed by brute force, tolerance, as practiced by the men of No. 5, takes on added value because of its very rarity. The wisdom of another age coined this axiom: In matters of certitude, unity; in matters of opinion, liberty; in all things, charity. Without perhaps having gone too deeply into the question of who is right and of who is wrong, without having sought too ardently to decide which beliefs are indisputable and which are not, the gentlemen who have created tolerance at this school have specialized in the third domain mentioned in the above axiom: in all things, charity. Over and above even their acts of heroism and faithful performance of duty in a great cause, their most valuable contribution to the peace of the world will probably be precisely that last possession, their tolerance in mutual charity.

Leo Lafreniere, F.L.

The SIGNAL Section

For the blind shall carry the lame, and the halt shall lead the blind. And they do in Room 12, G.I.S., Sigs. Section. Repats, Convalescents, vets, grounded WAG's, grounded WOG's, any case of general debility—all pass through Room 12. Yes, we've got them all, young and old, a whole seven of them (today's timetable) and not one had the energy, or what have you, to do this write-up. So they twisted my arm. . .

No, we do not fly. Some did, alas, but foul fate held a wake, and finally buried them in the wireless man's graveyard. There they rattle the bones at 8 WPM (curses, little Joe) a breathtaking speed bewildering many trainees, too many, too many . . . Morse, procedure, equipment, all are handed out in fundamental form to the Navs and A.B.'s.

And these are the hours of our days:

0800 hours—The section turns over in bed, all except Mac who's just getting up.

0950 hours—Harvey "Junior" Pennell puts his pants on over his pyjamas to help flip for drinks in the canteen. (Still can't figure out how Mac gets along on \$5.00 a month).

1130 hours—The boys wake up for lunch. Sgt. MacDougall (he of the ulcers) gets out his sandwiches.

1315 hours—PO. Pete Lemoine ("ops" wing and vocabulary to suit) lifts a few more, wipes off the froth and thinks of the section.

1330 hours—Willie "Chemical" Wall stumbles off the couch in the lounge and reopens his CLES books.

1450 hours—Junior gets up from reading palms in the canteen to flip for more drinks.

1530 hours—J. McHugh (he of Egypt, blood, sweat, sand, bombs and tears) bids his beloved farewell. Walt Williamson phones in to exchange confidences with Mac.

1700 hours—Sid Warhaft (our school teacher) arrives to wind up the day by taking night classes and then finishes off with a strenuous game of basketball and what have you.

Of course we work sometimes. How else could all those classes graduate? But, on the whole, such were the days of our years! 'Tis time for the sad farewell. Farewell ole hole!

G.I.S. GANG



Cpl. S. Warhaft, P/O P. Lemoine, LAC W. Williamson, Cpl. H. Pennell, Cpl. W. Wall, Sgt. R. McDougall, LAC J. McHugh.

WOGS and WAGS

A group of men were huddled together around the tables in one corner of the room. Some were intently watching the bubbles rise to meet the foam at the top of the amber filled glasses; others with their heads bent close together were absorbed in conversation; two or three were expostulating with much gesticulation, — no doubt about who was to buy the next round. They were all in the uniform of the R.C.A.F., and curiously enough, each wore the sparks of a wireless operator.

The Wogs and Wags were holding one of their usual "bull-sessions" in their club room — that's the one on Smith street just off Portage, last door on your right.

"I hear they're goin' to give us our "third" and send us to . . ."

"Don't believe those rumours, — why I heard just this morning from a very authoritative source that fifty of us are going . . ."

"Nah, you guys are all wet, — it's back to the bush for the bunch of us. We'd better get all of this stuff we can, — I hear you only get a mickey a month out there and you have to sit around waiting 50 minutes out of every hour, — and then you only get about three glasses."

The exchange of rumours was interrupted while one of the fellows hailed a chap in a white apron, who was skilfully balancing a heavily laden tray in one hand.

"Ten, George!"

Before long the conversation got around to No. 5. "You've got to admit it, fellows, even though we are all excited about being posted, we're sure gonna hate to leave."

"Yer not foolin', we're goin' to miss a lot of things: our twenty-two fifty, all that lovely wash-out weather, the low-levels. . ."

"And don't forget the swell bunch we've been working with. The gang from dispatch, the pilots, the maintenance. . ."

"Yep! — all of the civilians working on the station."

Just then a fellow at the far end of the table got up and knocked over a glass. Everyone's attention was focused in his direction.

"Fellows! I'd like to propose a toast to Pop."

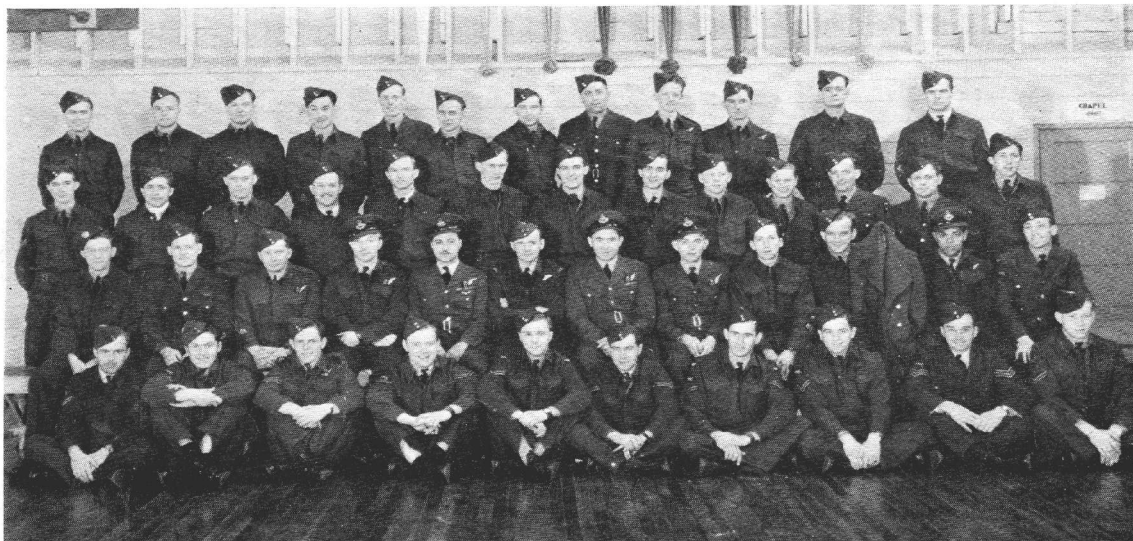
This proposal was met with clinking of glasses and shouts of approval.

"There's no doubt we're going to miss Pop in more ways than one."

The lights were dimmed. The small candle-lights on the sides of the walls cast grotesque shadows about the room. The conversation was lulled, broken only by the challenging voice of the waiter as he commanded: "Drink up, boys."

It seemed no one had anything more to say. Someone coughed, — another said something about it being time to go home, — one of the fellows forced a laugh— A husky voice broke the silence.

"Come on gang! — here's to No. 5."



First row, left to right—Cpl. Munds, Cpl. Watson, Sgt. Avery, Cpl. Anderson, Cpl. Leet, Cpl. Flynn, Cpl. Smith, Cpl. Surgeoner, Sgt. Simmons, Cpl. Lutz. **Second row**—Cpl. Robbins, W.O.2 Gray, W.O.1 Palmason, P/O Stenstrom, P/O Tutton, D.F.M., F/O Thompson, P/O Stewart, P/O Turner, W.O.1 Siverwright, Cpl. Bain, P/O Brox, (the little man who wasn't there), P/O Crawford, ACI Brazier. **Third row**—Cpl. Vandecastyne, Sgt. Gunston, Cpl. Fuhr, Cpl. Lucow, Cpl. Beckwith, Cpl. Roach, Cpl. Wake, Cpl. Pederson, Cpl. Reimer. **Fourth row**—Cpl. Connelly, Cpl. Miller, Cpl. Jameson, Cpl. Gelfond, Cpl. Riches, Cpl. Flint, Cpl. McMechan, Sgt. Walker, Sgt. Gibson, Sgt. Durkin, Sgt. Savage, Sgt. McLeod, J.A.

Synthetic D.R. Trainer

Let us turn back the pages of time to a certain morning some fifteen odd months ago. Setting, a classroom, No. 5 A.O.S. Personnel — an instructor and his students. The instructor speaks, "Come men, we must not falter or fail, let us carry on, remember it is for King and Country." And so with sinking hearts and lagging steps the first course bravely enters the dim interior, of that now well-loved navigator's heaven, the S.D.R.T.

Now let us look at some of the men who have built the section into its present state of perfection (?) (No comments are solicited.) At the inception of the S.D.R.T. FL. McAuley, Corporal Hotson, and LAC's Hillhouse, Garrick and Storey, provided the foundation upon which the building began. Since then, however, they have gone, throwing the torch to succeeding members. FL. Wedding took over from FL. McAuley, and until his recent return to New Zealand, in his quiet way ruled the S.D.R.T. with a rod of iron. At his leaving FO. Ramsey, picked up the reins for all of two weeks, until A.F.H.Q. decided that he was better suited to an English climate.

Before passing on to the present establishment, let us not forget the operators, without whom the section might well have failed and passed away. Their names are too numerous to mention, but doubtless many will remember the UT. pilots, Instrument Mechanics, Electricians, and Air Gunners, who in times

past have graced the S.D.R.T. with their happy appearance and never failing wit.

And now time passes, it is a morning in February, in the year of our Lord, 1945. The time is 0900 hours. Setting:—the S.D.R.T. office. Personnel:—Well, let's have a look and see. As we open the door, we see a group of men standing around a desk — the S.D.R.T. staff. Let's take a look at them.

FO. Harry Beckwith, D.F.M., O.C. of the section, just back from an administrative course, which has given him some marvellous ideas on how to check up on the instructors. He has done a tour over Europe with added experience at an O.T.U. in England. He is a real Westerner. His home is Winnipeg.

LAC. Lindskog — chief maintenance engineer (W.M.) movie projectionist, plastic model manufacturer. He is the old reliable of the S.D.R.T., having been here since shortly after its inception.

LAC. Frith — "Office Manager", assistant movie projectionist and maintenance engineer, (W.M.) He is well able to look busy in an office, due to some previous experience in Chartered Accountancy.

PO. Parkins — Air Gunner. Has just joined the operator staff, coming to us from the Personnel Counsellor's Office.

Sgt. J. E. Platt — Air Gunner, senior operator and only American. Has been here since the A.G.'s first arrived.



Back row, left to right—Sgt. J. E. Platt, LAC Lindskog, LAC Frith. Front row—F/O H. Beckwith, D.F.M., P/O J. Parkins

History of the C.N.T.

The C.N.T. is an aid to Navigation.

People have always wanted to know whither they were going. Why you might ask? Why indeed!

As a prerequisite to knowing where you were going, it was required to know where you had been and in the final case even where you were. People have gone to great ends to fix their exact position.

Now take Egypt, "par example", they have the Pyramids and why? Well everyone knows that the



Left to right—WO Yaworski, F/SRix, WO2 Milette, WO2 Murray, F/O Campbell, Sgt. Distan

Pyramids are in Egypt. Now all the people of the country had to do was to look up see these blocks and they knew where they were. Some people who don't care two pins try to spread the much over-rated rumour that they are tombs. But we, you and I, cannot be this deluded. NO?

It is all very well to be in Egypt, but, say you were in Rome, then what? AH, I see you have the answer immediately (keen type!). That's right, you would find the Coliseum or St. Peter's and when you had found them you would know that it was Rome. These monuments are there so you will know that it was, or is, as the case may be.

Rome is all right for the Romans. I want to be in London, though. I'll go. (Sayth he) Now being interested as people are, I want to know as people want to know . . . where I have been. I will collect post cards, then I can show them to my friends. (What again) I collect post cards and pin them together on a long strip of paper. Now I have a map you see, and if I want to go from Rome to London again, all I have to do is follow the post-cards.

All this is very well, but what are you going to do if you want to cross the ocean (Swim!) All the post cards would look alike, and to put it colloquially, you would "of had it".

Now ancient navigators used three things: birds, leaves in the water, and wind. It is obvious to all that wind is still an important feature of Navigation; (I use the strange word "Navigation" which is high-brow for "where I was, am and am going") . . . when we see how much wind it takes to make a student into a Navigator.

At a late date we find the heavenly bodies being used to guide us over the expanses of ocean, over the vast jungles and the polar caps of the earth (Oliver's barber shop). These astral creatures, by mysterious connection, were chained to the earth. . . High above our sphere, slim silver bodies wing their way "brailing" on the stars.

And so, we arrive back at the C.N.T. where we learn to talk with the stars on Navigation. Their purpose to show us how to know where we are to the very yard.

Just behind G.I.S.

STATION ORCHESTRA

In March, 1944, Ford Braden gathered about him the musicians of No. 5 and started what grew into an outstanding musical aggregation. The original band shown here included Swannie Johnston, vocalist; WO2 Trimble, Ralph Forge, Wally Lanoway, saxophone, Norm Boniff, Don Watson, violins; Bill Barnes, Bass; FL. Pete McAulay, piano; Bill Legg, drums; Alex Wilson, Frank Petreman, guitars; and Johnny Ganja, FO. Bert Myers, Johnny Bragg, and Ford Braden, brass. Ed Burford, not shown in the picture, handled the base in the original and the latest band. Other players



who were later added included PO. Jimmy Entwistle, one of the best saxophonists in these parts, Jerry Wade, trombonist and pianist, Kirk (Curly) Napper, saxophone, FO. Ken Cotton, piano, Keith Porter, trombone, Don Brown, trumpet, and Harry Lawton drummer.

Under the expert supervision of Ford Braden, the station orchestra became the mainstay of many a station function and dance. Helping him throughout the band's history were Johnny Ganja, Ralph Forge, Murray Trimble and Pete McAulay.

Vocalists WO2 Andre Millette and Swannie Johnston added much to the band's prestige.

P.T. and D. Section



Back row, left to right—F/S D. H. Earles, Sgt. A. R. Hurtubise, Sgt. J. A. Shibley, Sgt. J. A. Greaves, Sgt. M. Goldstein, Cpl. L. Rosenberg, F/S J. G. Nick. **Front row**—F/S R. S. Geddes, WO1 S. Lisowski, F/O K. B. Myers, WO2 C. R. Cota, Sgt. W. R. Williamson.

By FS. Schiffer and his Ghost Writers

It was October, 1942, when the first P.T. Instructor was posted to the school, a Cpl. at that. At that time the school was situated near No. 8 R.D. and a more bleak and desolate situation never faced a "fresh off course" P.T.I. as that which met his gaze upon arrival. However in due time this school developed one of the finest obstacle courses in Canada, a gymnasium second to none, every thing in sports equipment that the heart desires, a sports staff, each an expert in his line, in fact, one of the best sports stations in the No. 2 Air Command.

In the early beginning of this section there was no P.T. Officer, no auxiliary services, no sports equipment and if there was any there was no place to use it except on a 2 by 4 sports field that was used in conjunction with the C.&M. Unit for their coal deposits, and the Signal Section. Not to be forgotten are Navigation officers who were 'joed' every so often to act in the capacity of a sports officer. . . poor Cpl. The first sports officer was FO. Doig, later to be followed by FO. Tyndall, and then in January of 1943 FO. Meyers was posted in as the new and first P.T. Officer. By this time, swimming classes at the "Y" were organized as a daily routine, three P.T. classes a day were being held and quite an interesting and busy activity was teaching the

R.A.F., R.A.A.F., and R.N.Z.A.F., Basketball. However, this was the beginning, as 1943 proved to be a very busy and glorious year for the teams that represented No. 5 A.O.S. The swimming team placed second to the Navy and the soccer team beat the Victory Soccer League teams in exhibition games but did not play in the league itself.

Some of the personalities whose presence and interest in No. 5 A.O.S. will never be forgotten were the Neal Brothers, Jack Tomes, tops in Canadian Basketball (course 69) Bradstock Brothers, of the Swimming team (course 68) and Hudson, Pettridge, Ruston, of the first Soccer team. Mention at this time should also be made of the Inter-Section Hockey League which the Civilian Maintenance team won that season.

In June of 1943 the new school which was built across the tarmac of the old one was completed but the drill hall with an up-to-date sports store, 2 beautiful basketball courts, 4 badminton courts, two officers for the P.T. staff and thousands of dollars of equipment was not completed until February of 1944. At the same time a sports field for summer activities began taking shape.

At this time mention should be made of the fact that FO. Hardy, was posted to No. 5 for Rehabilitation

in the spring of 1943. He plunged into the business of P.T. and sports, and together with Bert Myers, slowly garnered our vast store of sports gear and continually kept renewing and adding to it. Jack Hardy, together with a host of others, added zest and meaning to No. 5 A.O.S. P.T. section, and helped mould it into the efficiently working integral unit that it is today. FS. Macnicki, or "Mac" as he was better known, was posted to the school in the late summer of '43, and he, together with FS. Schiffer, immediately began constructing the famous Commando course which was completed in a few short weeks and which still stands to-day as a tribute to the industry and ability of the P.T. section. By this time the trio, Bert Myers, Jack Hardy and Schiffer had carved out 5 acres for a sports field, and slowly but surely with the ablest co-operation of the maintenance staff headed by Mr. Mutch and Andy, his foreman, a beautiful sports field emerged from the virgin soil. A 704 yard oval track, (about 20 feet wide) 2 soccer fields, 2 soft-ball diamonds, one hard-ball diamond, the commando course, a rugby field, a shot-put circle, high-jump sand pit, running-jump sand pit, 3 horse-shoe pits, 100 yd. cinder track. . . . in other words, as perfect a layout as any P.T. section could wish for.

As the classes became larger in number, more men were needed, so then a procession of P.T.I.'s came upon the scene. FS. Lou Hatch, FS. Les Bentley, FS. Goldstein, FS. Earles, Sgt. Schibley etc., and still Bert

Myers, FO. Hardy, and Mac and Schiff in the saddle, so to speak rounded out the large staff. During the summer of '43 with all these men, we began entering teams in the various service leagues, as follows:

1. Inter-service soccer team managed by Schiffer.
2. Inter-service soft-ball team managed by Ray Alm.
3. Inter-service rugger (N.Z.) managed by a N.Z. trainer, Byers, course 76.

But the school was still in its infancy, as far as sports acclaim was concerned, as the drill hall was not yet available for P.T. classes. All summer long P.T. classes were held outside, rain or shine until February, 1944, when at long last the drill hall opened. With the P.T. staff constructing most of the gym equipment, namely. . . 2 box horses, parallel bars, floor hockey, nets etc. and a beautiful gym with 2 shower rooms and 12 showers available, the P.T.I.'s envisaged a real set-up and immediately began to carry out one of the most extensive programs to be run on any school. Three classes of P.T. every hour, (one class with three courses (or 75 men) for eight hours a day for six days a week; there was an N.C.O. on duty every night, including Saturdays, Sunday afternoon and Sunday night; and sports stores were open till 10 p.m. every night. The Harvard step-testing, an average of less than 3 percent failures; and last but definitely not least an entry in

BASKETBALL, 1945



Back row, left to right—Ralph Long, Bill Legge, Snowy Donaldson, Don, Earles Gord, MacDonnell, Jim Scott.
Front row—Tom Johnstone, Harold McLean, Glenn Russell, Burns Larson.

BASEBALL, 1944



Back row, left to right—F/Sgt. Schiffer, F/Sgt. Machnicki, LAC C. Belton, F/O W. B. Dughton, P/O A. Lynch, Sgt. Clarke, LAC moon, F/L Knight, WO2 C. Cota. **Front row**—F/S R. Alm, F/S Brotherton, Freddy McNabb, P/O H. Brox, Sgt. Hamilton, Cpl. Connelly, P/O Neil Colville, LAC "Snowy" Donaldson.

practically every sport for which there was city, provincial, service or inter-section station competition was now carried out. Following is a list of the activities that prevailed during the year that the sports at No. 5 rose to its highest crescendo (also some of the outstanding names).

April, 1944

(1) Basketball . . . Won the No. 1 Winnipeg area basket-ball championship by defeating No. 8 R.D. and lost out in the finals to Saskatoon I.T.S. for No. 2 T.C. Championships. **Outstanding** — Paul Nahass, (Manager) Bernie Casey, Bob McCance, Russell, Devine and Scotty Milne, etc.

(2) Hockey . . . Inter unit November '43 to April '44. First in league, but lost out in finals. Managed by Ray Alm. Some of the well know names . . . Doug. Nosworthy, Jack Hector, Bill Wood, Scotty Milne, Famous Jimmie Foster (ember of World's Amateur Championships hockey team) Coach, Art McMunn.

(3) Hockey . . . Inter-section staff team wins over representatives of 5 teams composed of, Staff, Maintenance, Pilots, Officers, WOG's, etc.

(4) Girls' Soft Ball . . . Defeated by O.I.L. Industrials in the finals in civilian league (semi-finalists).

(5) Civilian soft-ball, men. Lost out early.

(6) Men's Service soft-ball . . . Won the inter-service championships handily, by beating No. 3 W.S. 2 out of 3. The WOGS represented the team mainly, with Scotty Milne as coach and manager.

(7) Rugger . . . New Zealanders, course 100 semi finalists to No. 3 Wireless.

(8) Soccer . . . Our best competitive entries won the Winnipeg area championships and then lost the Manitoba Champs to unbeatable Carberry, after winning practically every game in two seasons. Some of the outstanding players . . . Storer, Williams, Hannant, Gutkind, Camp, with FO. F. C. Brown as Coach and Manager. McDougal, Carr, Still, etc., Scotty Blackwood, Menzies and Bailey.

(9) Track Team — Featured every season, '43 and '44, and our most outstanding men was Ken Palmer, Australian Sprint Champ. Team was represented at Polo Park (Scottish sports). R.C.A.F. Command Champs, placed third in about 50 schools (Ken beat all comers).

(10) Horseshoe teams.

(11) Bowling teams — Won Winnipeg area and lost out at Saskatoon in finals.

(12) Badminton teams.

(13) Lacrosse. Semi finalists to No. 8 R.D. in the No. 2. T.C. Command championships. Some of the names. . . Kendall, Rac, Snowy Donaldson, Glibbery, Distan.

(14) Boxing . . . Two boxers Cpl. Gord Howitt, R.C.A.F., and Pitt, R.A.F. represented No. 5 and did very well; Howitt receiving the award as the best boxer of the night, with only three weeks instruction from P.T. staff under his belt. Later "Chip" Ferguson" and Sgt. Clark upheld the school at the Auditorium.

(15) Swimming . . . Under coaching of "Goldie" colorful P.T.I., always there was competition offered.

(16) Tennis teams.

(17) Cricket . . . Also entered a cricket team last year, '44.

(18) Hard-ball . . . FL. Knight and Ray Alm — coach — semi-finalists — lost out to No. 3 W.S. for inter services championships — names — Young, Donaldson, Hamilton, Colville — wonderful season.

(19) Basket-ball ('45) Station team defeated Navy, Canadian army and are now in the finals vs. United States Army. Coached by FO. McIntyre and later FS. Earles.

(20) Hockey ('45) Station team stood third in standings and by virtue of defeating No. 8 Repair Depot played in finals vs. No. 7 E. Depot. Coach — Cpl. Joe Mathewson and WO1 S. Lisoweski.

A closeup of these various teams under closer scrutiny will disclose that hundreds of trainees, staff, instructors participated, as men were continually graduating and being posted. This was not all! These teams represented the school, but other teams were organized; secondary schedules, so to speak; to take in those who were not good enough a play on the representative teams, but who still wanted to participate in Station activities. Hockey, inter-section play was organized; Inter-section basketball; inter-section softball; Horse-shoe tournaments, and then the third stage of station play Inter-flight games; Soft-ball, basketball, track and field, floor hockey, and then once a season, inter-squadron track and field. So all in all, with, (1) inter-unit play, (2) Inter-section play, and (3) inter-flight play (4) regular P.T. and games periods as previously outlined, we believe that the P.T. section under the able direction of Bert Myers, assisted by Jack Hardy and the P.T. staff of N.C.O.'s attempted an almost unapproachable sports project, and carried it through to a fine finish.

In conclusion may we take this opportunity to express our extreme thanks on behalf of the entire P.T. section for the tremendous co-operation of Mr. D. S. Ormond, without whose timely signature the Sports equipment would not have been forthcoming; the dozens of Jackets and awards he so graciously donated throughout the playing seasons. We are also grateful for the sponsorship of WC. Harrop, and lately WC. Jacobsen; the civilian staff in the maintenance of our hockey rink and gymnasium, for the many times we had recourse to their welding shop, sign painting, canvas, stores, etc. and for Mr. Quinn's help in the stores.

At this time it is fitting to mention that boys like Wally Cook, Wilf Scoyen, Lemoie, Yerxa, Phil Del Rizzo, who connected with the civilian staff, gave us their time and efforts unrewarded time after time, month after month, and season after season, entering into the spirit of athletics at the school to make No. 5 sports conscious.

It is also boys like Ray Alm, who was mentor of the first hockey team, first soft ball team, and first hard-ball team; FL. Paul Nahass, manager of the first basket-ball team and incidentally a championship team at that; Art Bergum, connected with inter-section basketball, soft-ball and hockey; Scotty Milne, playing coach, WO1 Lisoweski and the array of P.T. NCO's who unobtrusively did their work because it was their work.

Summing this all up, here it can truthfully be said, and let no one deny it, that without the unstinting help

that was given the P.T. Staff for purely unselfish reasons by these men, who in their own right before the war, were athletes in the greatest sense of the word, there would not have been the tremendous success that has been enjoyed by the sports staff and the school in general. Truly a magnificent monument to a magnificent school which will long bear remembering by all who came in contact with her.

POST OFFICE

As this is our first contribution to the Drift Recorder, we regret extremely that all our present and former staff members cannot be with us to take their place in the final edition of our Station Paper.

On June 9th, 1944, our office was converted from an R.C.A.F. Mail Room (and laundry) into a M.P.O. with Sgt. Norm. Campbell in charge as Post Master. He remained in this capacity until November, 1944, when he was posted to Calgary, at which time Sgt. Emil Schumacher took over the postmastership. Sgt.



Cpl. H. R. Fry, AC1 L. C. Blain, LAC R. G. Walton, LAC J. Smerch, LAC H. E. Niergarth.

Schumacher has retained the position until now. LAC. Ken Crocker, the smiling boy of our financial section, was posted to Brandon and made a Corporal, and now is in charge of the M.P.O. there. LAC. Charlie Belton, M.P.O. 1011's gift to the world of sport, was a prominent member of the station baseball team, was posted to Dauphin and has recently been posted to Moncton for staff duties there. LAC. Scottie Sutherland, the Post Office jive hound is now Overseas, and LAC. Bud Peel our baritone is in Ottawa. LAC. "Pop" Maywood is at Dawson Creek. LAC. Al. Romonovsky, who recently has been stationed at No. 2 Command has now been posted to Gimli. LAC. Barney Cowdery is at Dafoe. LAC. Jack (Long John) Storey is also at Gimli. Of our present staff, we have Corporal Howard Fry, who has been with us ever since the M.P.O. started, LAC. Julius Smerch recently returned from Overseas. LAC. Howard Niergarth, who although he has been here only a week already is very fond of No. 5 A.O.S., A.C.1 L.C. (Elsie) Blain is the studious member of the Post Office, and LAC. Emil (Junior) Zalesk, who also has been with us since the M.P.O. started, is at present confined to Hospital. And last but not least, we have LAC. Dick Walton, whom we all look to for inspiration in difficult matters. Lastly, we should like to express our thanks for the fine times by those whom we have had the pleasure to serve.

POP RATSON



MRS. SHARPE



Abe Ratson is the genial manager of the Airmen's Mess, etc. Ask any trainee what he thinks of the food at No. 5 and he'll say, "It's the best in the country." If he's travelled much he'll add, "In fact, in the world!" Nor is this an idle exaggeration. Just thumb through other issues of this magazine and see what the classes have to say about Pop. Apart from serving the best food in the land, Pop serves up a brand of friendship and kindness which has endeared him to everyone. We'll remember long his "Who says another piece of pie?" and his equally famous "stoo". Here's to you, Pop!

Pop's right-hand man is a woman. She's Mrs. Roma Sharpe and her specialty is being a mother to the thousands of trainees who eat at Pop's. To boys far away from home, a cheery smile and a real solicitude for their comfort can mean a lot and Mrs. Sharpe has both. Her interest in the boys has made her beloved of all and the many presentations of flowers to her are invariably accompanied by a kiss on the cheek.

Mrs. Sharpe has won a lasting place in the hearts of the thousands of boys for whom she provided a home-like atmosphere in a Mess Hall.

POP'S HELPERS—NEW YEAR'S DAY, 1945



The S.W.O.'s Office



W/O Lisoweski, F/S Geddes, LAC O'Brien,
Sgt. Williamson

Since the School first opened in November, 1940, there have been four Station W.O.'s: FS. Jessiman, FS. George, WO2 Styles and at present WO1 Lisoweski. In the old School as small in its beginning as it was, even the mail was sorted by the S.W.O. The School grew and moved eventually to its present site, where offices were allotted to everyone, S.W.O. included.

OUR FIRST S.W.O.



F/S Jessiman

Editor's Note:—From the standpoint of discipline, there have been fewer "charges" at No. 5 than at any other School in the Command. That speaks well for the good control in effect by S.W.O. and staff.

The S.W.O. doesn't just, as is often imagined, wander around finding fault. There are numerous responsibilities placed on his shoulders. The S.W.O., responsible only to the C.S.O. and his Senior Administrative Officer, has the worry of various city ceremonial

parades, wings parades, and the furnishing of men to "fill quotas" for sponsored parties. Records have to be kept of personnel, their accommodation, their "living out" addresses. Now men have to be ushered to various sections for issuing of equipment, instruments and maps. Attention areas must be kept just that, "Attention Areas." Dress and deportment keep the S.W.O. and his staff wary of eye and sharp of voice. The Ensign must always fly — untangled and right-way up.

Someone, a lady often, calls with a question much as follows: "Where's my Wilbur? Can you bring him to the 'phone? I have five minutes between trains." This starts a scurry and fluster in the S.W.O.'s office.

All this tends to make us (the S.W.O. Staff) "touchy" — some trainees express their dislike in no uncertain terms — but at least we love 'em all!

We end this with a quote of a S.W.O. stationed during those trying days at Malta. He said: "His friend (The S.W.O.) is nobody's friend, but at heart he everybody's friend." Don't forget it. Discipline is morale. Without an S.W.O. knowing always the failing or good deeds of his men, there is no discipline, nor is there morale.

OUR LAST S.W.O.



W/O Lisoweski

The EDUCATION Section

The early history of this section is cloaked in the shadows of the days when full time Education Officers were too few in number to be found on every station. In those days members of the regular staff



F/O Bill Cooper and F/S Roberts

who were indiscreet enough to whisper the fact that they had once taught, or whose records revealed that children had once sat at their feet were called upon to perform the duties of Education Officer for their unit. Fortunately for them the duties at that time were few in number.

To the best of our knowledge the first Officer at No. 5 to embrace these extra duties was that doughty individual from Vancouver, Flight Lieutenant Cairns Gauthier. When Current Events and Progress of War lectures were required by the syllabus of training, a new figure emerged to give assistance. This was Flying Officer Herb Moore, recently posted overseas.

This is the story up to the latter part of May, 1943. By that time the number of E.O.'s had increased to the point where every station had its own Education Officer. Therefore, the first full time officer to take over the Education Section at No. 5 was PO. Roy Temple, who is now a Flight Lieutenant and overseas.

To assist in the growing work of this section, Headquarters established the trade of "Clerk Educational", so on 17th July, 1943 Sergeant Alex. Robertson (now FS. Robertson) made his presence known here, having been posted from No. 3 I.T.S. at Victoria-ville, P.Q.

The Educational team of Temple and Robertson carried on the work of the section and the Intelligence Library until 7th September, 1943 when the former was posted to No. 7 A.O.S. at Portage la Prairie. His place was taken the same day by PO. (now FO.) W. G. Cooper, who is still in charge.

In October of the same year FS. Robertson went to Deer Lodge Hospital with pneumonia and was away from work for six months. During his illness and period of convalescence, Sergeant Emery Kitchen was posted to this section. "Kitch" was famous for his knowledge of A.F.R.O.'s. He had them all committed to memory. When Sgt. Kitchen was sent to the west coast, Sergeant George Grant arrived from Dauphin to fill the breach. George's claim to fame came from

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his outstanding lectures on Progress of War, and his success with the gals of the Airmeins Club.

The work of the Education Section has included the initiation of remuster forms, administration of classification tests; Progress of War lectures to all classes; Supervision of Trade Improvement Advice on Educational problems; Securing Courses and text books from the Canadian Legion; Organization of Discussion Groups and maintaining a News Bulletin Board.

In connection with the Discussion Groups the writer wishes to thank every officer and N.C.O. who has given his time and ability to the leadership of a group.

During the year and a half that the present staff has been here, dozens of courses have been obtained for staff personnel. If one airman has found his place in life as a result of our work it has been very much worthwhile.

To close without mentioning the assistance of FS. Robertson would be most ungrateful. It is common knowledge that the N.C.O.'s are the backbone of any service. In this section we are quite ready to admit that axiom. Assistants like "Robbie" are hard to find. The officers and men at No. 5 have been a fine group with which to work and associate. Memories of the Station will not soon be forgotten.

Our S.A.O.



SL. D. R. Jackson enlisted on 23rd of April, 1940 in the Administration Branch. His law training has proven invaluable in his trade, and his quiet efficiency and willingness to help everyone in any way possible has won him wide popularity. Both he and FL. West were in training for a Pilot in the R.A.F. at Toronto in 1918.

W. J. BUCHANAN

Few establishments in Canada have progressed without the canniness, the ingenuity and common sense of a Scot in the background somewhere. However slight the touch, a Scot's most infinitesimal murmur of advice usually brings good results.



Scotland isn't a large country, but it has been the birthplace of many famous and ubiquitous characters. But for all their immortality, we of the W.A.O.S. will remember and relate to our descendants, incidents concerning that cigar-smoking Scot who 'chuted from the wings of a stork in a flannel chute to the hearthstone of the house of Buchanan in Kirkentilloch, Scotland.

The proverbial flight of the stork was the first experience Mr. Buchanan had of soaring through the clouds and like any other Scot, he profits by his knowledge of flying gained so early in life.

From Engineering, Mr. Buchanan went to the Scots Guard at the outbreak of World War I, then to the R.A.F. and many exciting experiences in the Middle East. Further service with the R.A.F. followed and after some time with Imperial Airways he joined other veterans in opening up Canada's hinterland with Western Canada Airways.

From Wings Limited, Pilot Buchanan came to No. 5 at the beginning and began his 'instrument flying' in the torture chamber. After checking out on exercises he became one of the staff pilots. In due course he was promoted to Flight Commander, to Operations Manager and is now Assistant General Manager.

With the expansion of the School, Mr. Buchanan also became well known for his great enthusiasm with his Victory Garden. It was quite surprising when it became known that 'Buck' did not grow his own cigars, regardless of how much the aroma might lead one to believe it was composed of something to do with gardening.

However, if you find yourself in a position at any time to pry additional stories from Mr. Buchanan, you

might ask him how he managed to put in so much flying and get a sheet reading:
No Scratches! . . . No Bruises! . . . No Fractures!

SERVICE POLICE

A policeman's lot is not a happy one (for proof see Cpl. Anderson's face). These boys have to deal with the difficult types on all the stations and every criminally-tended mind is obsessed with the idea that he is always right and the world is crazy. But it takes all kinds of people to make the world and it has been proven that there is room in it even for policemen.



Left to right—Cpl. Jumago, Cpl. Anderson, Cpl. Street, Cpl. Jackson Hobby

As for the gang at No. 5, just to say that they have done a swell job would hardly be enough. Their patience has been tried to the limit on many occasions and more than once each and every member of the staff had to do a double shift without a break due to the under-establishment of the staff. Cpl. Anderson's expression (in the picture) was ever the only symptom of abuse or hard work. There was never a word of complaint from anyone. Thanks, boys.

The gang at No. 5 has varied in number as much as in character. Some of the characters which stood out and are not easily forgotten are: Cpl. Jones, whose motto was "Lorne must be stamped out; Cpl. Jumago who took his motto from the Bible, namely: "Thou shalt not steal" (in a base voice). The late Tiny Strachan who was a sportsman as well as a policeman will be long remembered for his happy disposition by all who knew him.

The following are the personnel serving at No. 5 (old and new) at different times (any omissions are not deliberate but may be due to an oversight). Late Sgt. (Tiny) Strachan (N.C.O. in charge); Sgt. McMahon (N.C.O. in charge); Sgt. Lake, (N.C.O. in charge); Sgt. Snell (in charge); Cpl. Jackson (N.C.O. in charge); Cpl. Rampel, (N.C.O. in charge); Cpls. Main, Hudic, Jones, Anderson, Street, Jumbago (investigator) Keats (overseas in Aircrew, commissioned); Brown, Stevens, Stevenson, Smith, Benedickston (overseas), Craighton, Sauvey (investigator).



Top—Wind-up-Party, Civic Auditorium. **Bottom**—Civilian Officers' Mess Party.





Warrant Officers and N.C.O.'s Party, Thursday, Feb. 15, 1945.



The PHOTO Section

Ever since the opening of No. 5 A.O.S. in January, 1941, the Photo Section has felt itself to be an active and essential part of the Station. Training in Aerial photography has been given to thousands of Navigators and Air Bombers, and in addition a good bit of photo-



Left to right—Cpl. Teece, LAC Brownstein, F/S Jacobson, Cpl. Slothers, Sgt. Pacquette, Sgt. Paulson, LAC Krass

graphic record work of the station life has been done and besides this there are identification photos of every class, pictures for pass cards, Wings Parade, etc., in fact everything from a bent bolt in an AC undercarriage to the Duke of Kent, presenting Wings, or from a copy of a progress chart to an aerial Mosaic of the City of Winnipeg.

The first section head was FS. Greenwood who came on the Station in January, 1941, was the first photo instructor and later remustered to Aircrew, became a pilot, was commissioned and went on to operations. FS. Charco was also an instructor the first year or so, and also remustered to Aircrew and became an Air Bomber with a commission.

The next section head was PO. Ironside, who came here from McLeod, Alberta. PO. Ironside was a keen photographer and did much to stimulate interest and good quality in Aerial Photography. Some of his own excellent aerial photos still decorate the walls of the Photo Section. He was here only a few months when he was posted to A.F.T.Q. He was succeeded by FO. Griffiths (at present FL. Griffiths is Photo Officer for No. 2 Air Command). Mr. Griffith was very well liked both with his own section and on the station in general. It was while he was managing the section that the move to the new station was made. The present head of the section, FS. 'Jake' Jacobson has been with the section since he came as an A.C.1 from Rockcliffe in February, 1941, and seems to be on the inventory so to speak. Of the many boys who have come and gone through this section we can only mention a few names. One of the originals, Murray Fraser — a pal of 'Jake's' — travelled about a bit after being posted from No. 5, went overseas and eventually landed in North Africa, where he complained were found such dirt and smells as never existed in Canada (even in a Photo Section). Ralph Kerr, another of Jake's and Fraser's classmates at Rockcliffe Photo School, was the first of the 3 to get "hooks". He instructed for quite a while at No. 5, eventually yielded to the decrees of fate (we mean D.A.P.S.) and went to Alberta.

Page Ninety-two

Dick Phinney, a jolly, happy-go-lucky "G.D.", who came to our section for useful employment remustered to photography and became one of the best-known, best-liked, most efficient photographers on the Station. He is now in Holland still going strong. The Artist photographer, 250 lb. Dick Gallagher was just working in as a good instructor, when D.A.P.S. caught him (in spite of his weight) and now he helps hold the positions in France or Belgium. Then there were Sammy Gilman, Barney Scharack, Ted Weiner, Dave Portugal (some readers will remember the "poison coke" episode). Don Playfair well known on Portage Avenue, and Ross Rummery are also Overseas. Ross Rummery was an instructor, and lectured line-overlaps to many of the "Air" boys.

FS. Jefferies came to us from No. 2 Command, and instructed a while. Later he went back to No. 2 Command. Sgt. McLeod also came to us from Command and after some false starts and returns is now eventually on his way Overseas. His art work, lettering, and photo skill is evident in several of the numbers of the Drift Recorder.

There are others who have come and gone, but space will not permit more about them. In the language of the dark room, the story which has been "developing" during the past four years is now "fixed" and will soon be "finished."

Our Training Wing

ADJUTANT

FL. Bert West enlisted on St. Patrick's Day, 1941 and after 18 months in the Link Branch, turned to Administration. He has served in Brandon, Regina, Sas-



katon, Toronto, Trenton and Winnipeg. He has been very successful in organizing various Bond Drives and his recent Red Cross effort topped all previous canvasses.

The "Hello" Girls say "Goodbye"



Islay Smith (upper left), Ruth Letham (upper right), Evelyn Thom (centre), Frances Parsons (lower left), Margaret Brown (lower right).

Three Generations



No. 5 is very proud of the Williams family shown here:
E. F. Williams **Kay Williams** **A. E. Williams**
 April, 1943 October, 1942 January, 1943
 W. & B. No. 2 Hangar M. T. Section

Mr. A. M. OLAFSON



Popular Treasurer and Office Manager of Administration . . . Proud Papa to son William John who arrived March 6/45 in time for the final issue of the Drift Recorder . . .

Pilot to Personnel Manager



When Harry Warr (right) gave up piloting to become Personnel Manager he really stepped into something. He is shown explaining to Alex Caig what happens when an AC2 pilot joins the Army.

Station NAVIGATION Office

First, final and only report from the Deviation Department, Compass Correctors, or as some are prone to refer to us, "The Swingers!"

Our headquarters? The Station Navigation Office. Everyone immediately asks: where is that? (Actually we have been visited by the C.I. and the Padre!)

Although the Section was first organized by FL "Pete" McAulay, it is now the responsibility of the Station Navigation Officer, FL "Dinty" Moore, whose powers with compasses even exceed those with a full glass beside the piano.

Among the long list of Compass Bashers (some remaining in the Section for only four hours!) there have been two that many will recall, FO Keith Peacock and FO Marsh Brown. Both of these worthies remained in the Section for considerable time, but have since left to follow other Variation Lines, and steer other courses (not Navigation!)

FL F. B. L. Moore, who is a pilot of some renown, arrived in the Section at the beginning of October 1944, and will probably remain in charge until the Station closes. He left the shores of Canada in 1936 and went to England, where he was commissioned in the Royal Air Force. He has therefore had nine years service, which is a little more than you or I, and which has given him wide experience in many branches. He

has had the honour of meeting both His Majesty the King and Her Majesty the Queen while overseas, and helped to organize the Air Sea Rescue Services at the very beginning. He commanded one of the four areas of the A.S.R.S., and has served with both Bomber and Coastal Commands with the R.A.F. After two years operations he returned to Canada, and has served with the R.C.A.F. ever since. Amongst other things in his career, he has been P.M.C., P.A.M.C., Link Instructor, Flying Instructor, Navigation Instructor, Flight Commander, Photographic Officer and just prior to his arrival here, he has been C.I. at No. 17 S.F.T.S., Souris, for over a year. Incidentally, he took over the latter position from SL W. K. (Bill) Gwyer, whom many at this Unit will remember.

WO1 W. W. (Bill) Tulloch, is another member of the Overseas Fraternity, (and has also had a wide and varied experience. Neither he nor Dinty will talk much about their adventures "over there", but it is known that Bill took an extended trip in a rubber dinghy in the Bay of Biscay. It seems too bad that the date of this episode could not have occurred earlier and he might have been rescued by Dinty! He also became a member of the "Gib Rock Apes" having spent half his time at the "Rock". Since returning to Canada he has been at No. 2 A.O.S., Edmonton and since its closing, here at No. 5.

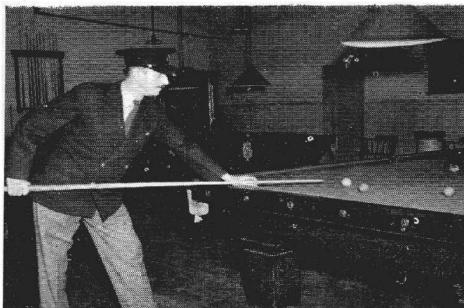


W/O W. W. Tulloch, F/L F. B. L. Moore, Cpl. M. J. Berk

Corporal M. J. (Max) Berk is the remaining surviving member of the Section. He joined the R.C.A.F. as Aircrew in 1942, but did not measure up physically. He has been mad ever since about that, but eventually remustered to a Compass Adjuster in the spring of 1944. Max's arrival here was greeted with great enthusiasm, and he was given such important assignments as floor sweeping, emptying ash trays (and a non-smoker too!), toting such valuable equipment as ear-phones, astro compasses, air almanacs, landing compasses, etc., etc. The Corporal's second initial does not stand for JOE, all opinion to the contrary notwithstanding. In civilian life, the Corporal is an expert on insurance of all types (plug).

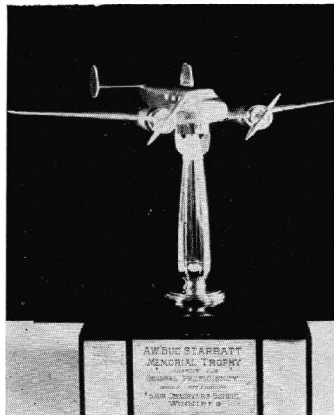
As we leave No. 5 we take with us memories of many pleasant hours spent at our work and amongst our associates. Our fondest hope is that in our future wanderings we may come upon another "No. 5" in spirit. There we will be content to spend the rest of our days.

STATION BARBER



Oliver Twist, cuts hair and the cue ball in the corner pocket with equal ease.

THE STARRATT TROPHY



The "Bud" Starratt Memorial Trophy was donated by Mr. R. W. Starratt, the first president of the Civilian Operating Company, to perpetuate the memory of his son R. A. "Bud" Starratt, who met his death in the crash of Beechcraft, CF-BGY, operated by Starratt Airways and Transportation Limited in the Red Lake district, Ontario, in January 1941. In conjunction with the award of the Trophy, on which the winner's name is inscribed, a Longines-Wittnauer Navigation Watch has been presented by Mr. Starratt to the leading Navigator in each class to graduate from the School and many notable persons have made the presentation during the four years of the School's operations.

FO. Bill Ramsay and FO. Bill McNeill, who left recently for overseas, were the winners on Courses 69 and 70 respectively, and the long list of winners show names from many parts of the globe.

CHILDRENS' PARTY, Dec. 22, 1944



The MET. Section



Back row, left to right—Jack Phillips, Dave Murden, Don Boyd, Henry Capelle, Jack Warren, Ernie Allison. **Front row**—Bill Cavanagh, Bill Jarman, "Goldie" Goldsworthy, Ed Burford. **Absent**—Nick Hunchak, Dave Shopiro.

Long long ago, in early January 1941 to be exact, No. 5 Met. Section began dispensing weather "gen" with Mr. Jack Labelle as chief soothsayer and Sgt. "Goldie" Goldsworthy and Cpl. Ross Dale his assistants. The staff has now grown to the point where it requires the seven meteorological officers and five airmen above to keep the crystal ball polished and expound for truth seekers the mysteries of atmospheric phenomena. Sgt. Goldsworthy, the only one left of the original trio, appears to have taken root here: in fact, he has one of the longest continuous records of any of the R.C.A.F. personnel on the station. Other "cloudy Joes" who have contributed in a large measure to our weather services are: Messrs Harry Greb

and Don McMullen, former O.I.C.'s; Messrs. Lloyd Slind and Al Morrish, now with the R.C.N.; Mr. "Corny" Warkentin; LAC's Dean, Bill Boyce, "Speedball" Mascuich, Perc Short and Cpl. Geo. Rawson.

These, then, are the civilian and service personnel, who together have fought on warm and cold fronts, using only double-barrelled pens, automatic typewriters, and green, brown and yellow camouflage. Some of the battles were lost, not only because the weather is a tough enemy, but also because the judges seemed to be unable at time to see our point of view. Nevertheless, the morale of the boys has remained high, and all of us feel a little regret at the termination of hostilities at No. 5.

TO THE INSTRUCTORS

When the B.C.A.T.P. started, the instructors were N.I.'s. As the Scheme grew in scope and output it was necessary to look for another source of instructors. From each class of graduates, therefore, several whose navigation had been outstanding were chosen to become instructors. The men thus selected have been the backbone of the Scheme and though many have regretted the fact that their role in the War has not been a more active one, their contribution to the war effort has been a fine one.

With the closing of the B.C.A.T.P. many instructors are now going overseas and they do this with a sigh of relief. No. 5 has been particularly fortunate in the group of men which has from time to time made up the Instructor Staff. They have worked well together and a spirit of real friendship has always characterized their dealings with their trainees and with their fellow workers.

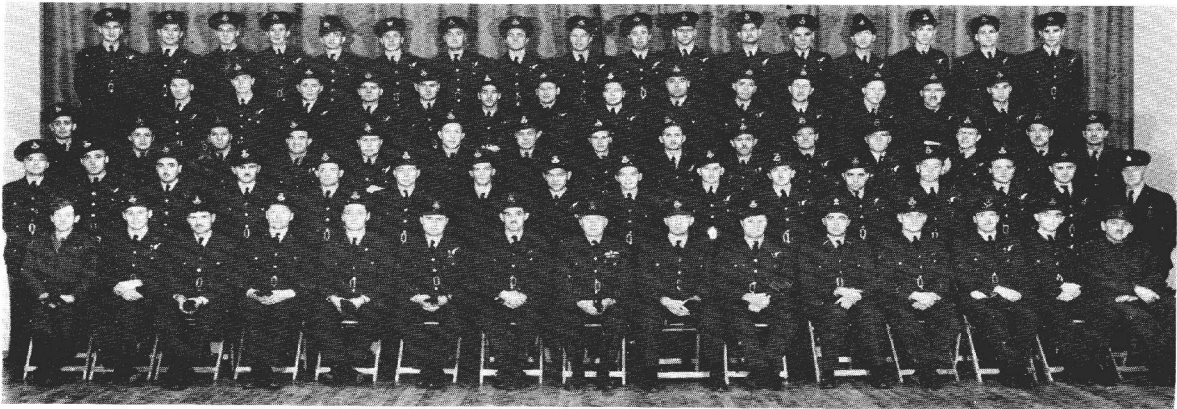
It is impossible in such a large and continuously changing group to mention all those who have belonged at one time or another to this section but to all of them go the heartfelt thanks of their trainees and of this School for the job they have done.

NOVEMBER, 1944



Back row, left to right—F/O Howarth, F/O Graham, F/O Cummings, F/O Stewart, F/O Finnbogason, F/O Rowan, F/L Gads, F/L Wood, F/O Richardson, F/O Gohl, F/O Zubick, F/O Seed, F/O Kooyman, F/O Craggs, F/L Weaver, F/L Allan, F/O Burke, F/O Perry, F/O McDonald, F/O Shuh, F/O F. C. Brown, F/O Cooper, F/O Dumsday, F/O Milne. **Fourth row**, —F/O Lehto, F/L Wedding, F/O Fiorello, F/O Howard, F/O Oughton, F/O McIntyre, F/O Beckwith, F/O Campbell, F/O Small, F/L Moore, F/L McFadden, F/O Murray, F/O Penn, F/L Vivian, F/L Hutchison, F/O Hawkins, F/O Rothwell, F/L Smart. **Third row**—F/L Colman, F/L Allen, P/O Anderson, F/O Kuryk, F/L Tyler, F/O Pain, F/O Chapman, F/O McDowell, F/L Hyndman, F/L Johnston, F/O Locheed, F/L Barker, F/L Tait, F/L Thomas, P/O Jamieson, P/O Rout, P/O Greenwood, F/O Burgess, F/O Davidson, P/O Anderson, P/O Thompson. **Second row**—F/O Carr, F/O Wynne, F/O Pitcairn, F/O Kwizak, F/O H. Moore, F/O Chadwick, F/O Siggie Lee, F/O Fletcher, F/O Anderson, P/O Brison, P/O Lemoine, F/O McNeill, F/L Mitchell, P/O Rennie, P/O Crawford, P/O Drummond, F/O Tyrus Raymond Cobb, F/O Wild, F/O Potten, F/O Ramsay, F/O Peacock, F/O Ferguson. **Front row**—Cap. Rabinovitch, Peter Hay, F/L Alger, F/L Lapp, F/L Janz, F/L Newstone, F/L Knight, F/L Pickering, S/L Milne, W/C G. F. Jacobsen, D.F.C., F/L West, F/L Douglas, F/L Peat, F/L Brand, F/L McCutcheon, F/L Nahass, F/L McAulay, P/O Lynch, Capt. Brewer.

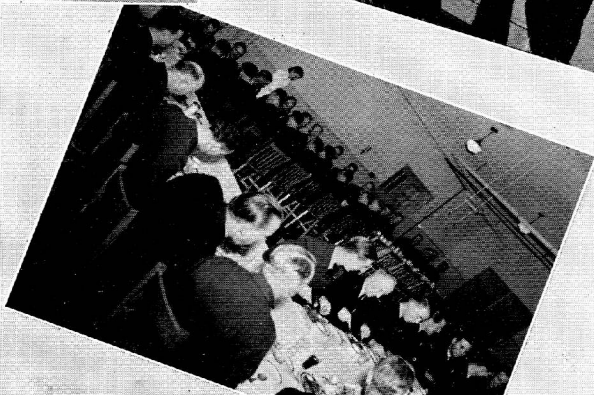
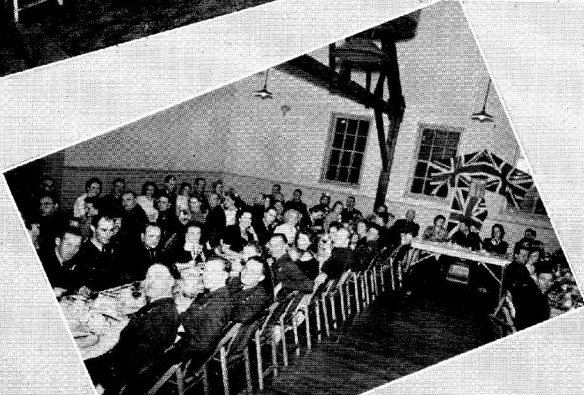
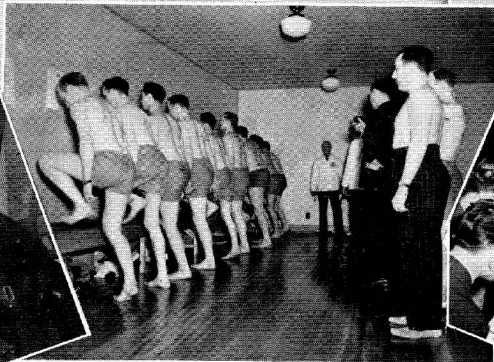
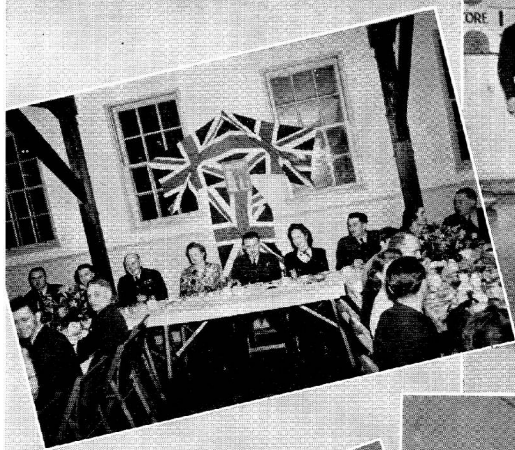
MARCH, 1944

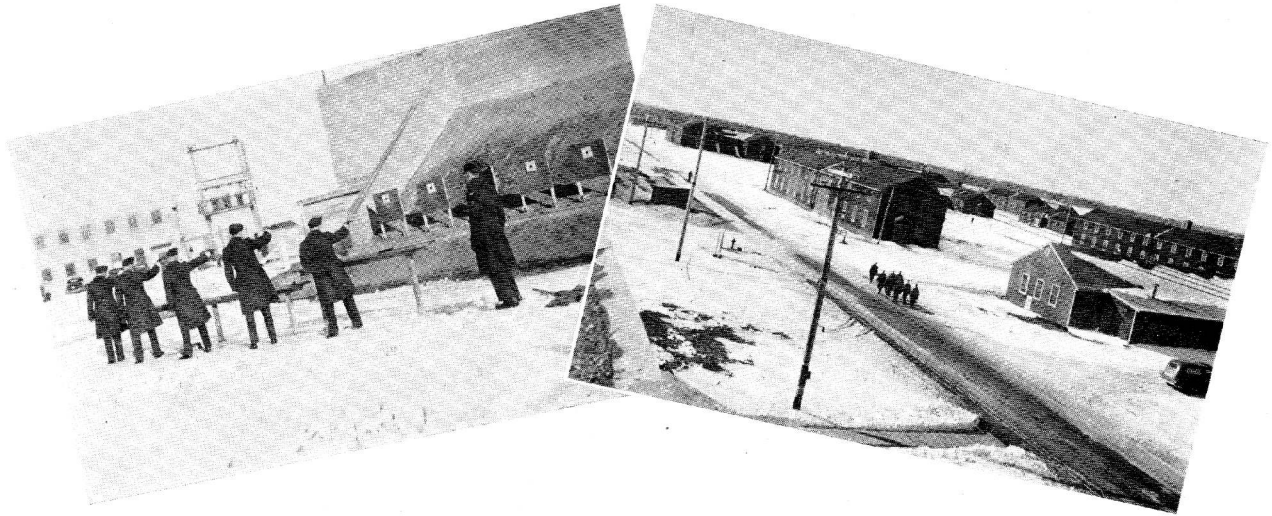


Front row—Capt. O. Brewer, R.C.A.D.C., F/L J. W. Dolphin, F/L R. E. Lapp, F/L F. R. Attridge, F/I. J. A. Boyd, F/L G. Ross, S/L G. G. Milne, W/C B. N. Harrop, C.S.O., F/L A. C. West, F/L A. F. Banfield, F/L P. Janz, F/L W. M. Knight, F/L H. M. S. Ferguson, F/L G. F. McAulay, Capt. A. A. Rabinovitch, R.C.A.D.C., **Second row**—F/O J. O. Griffith, P/O R. L. Hay, F/O H. W. Moore, F/L P. L. P. Baby, F/O M. Kwizak, P/O W. A. Chadwick, F/O B. D. Fox, P/O T. Tung Yep, P/O L. G. Paddon, P/O C. A. Wild, P/O F. J. Arthur, F/O S. C. Lee, P/O T. R. Cobb, F/O I. W. Parsons, F/L J. E. Peat, Mr. Peter Hay. **Third row**—P/O W. P. Lehto, F/O L. J. Rymal, F/O P. T. Nahass, F/O B. R. Cuthbert, P/O F. C. Brown, F/O G. W. Stewart, P/O J. I. Zubick, F/O D. H. Murray, P/O R. E. Wynne, F/L C. R. Douglas, F/O A. B. Pitcairn, F/L H. C. Nixon, F/O S. T. Howe, F/O K. B. Myers, P/O R. E. Deane, **Fourth row**—F/O G. R. Allen, F/O L. G. Wilson, F/O K. J. Shanahan, F/O A. D. McFadden, F/O R. K. M. Miller, P/O W. W. Kuryk, F/O J. A. Holden, P/O B. P. MacDonald, P/O W. G. Cooper, F/L G. A. Brand, F/O A. P. Wedding, F/O D. F. Nosworthy, F/O F. J. Barker, F/O W. M. Wood. **Back row**—F/O W. H. Richardson, F/O H. Seed, P/O W. T. Newnham, P/O W. G. Ramsay, F/L McCutcheon, P/O C. J. McDowell, F/O R. Milne, P/O W. B. Oughton, P/O J. E. Shuh, P/O K. F. Neale, D.F.M., F/O H. R. Roberts, F/O W. L. Smart, P/O A. C. Kooyman, F/O W. A. Gohl, F/O R. P. Alger, F/L K. W. N. Holtby, F/O H. J. Rafferty.

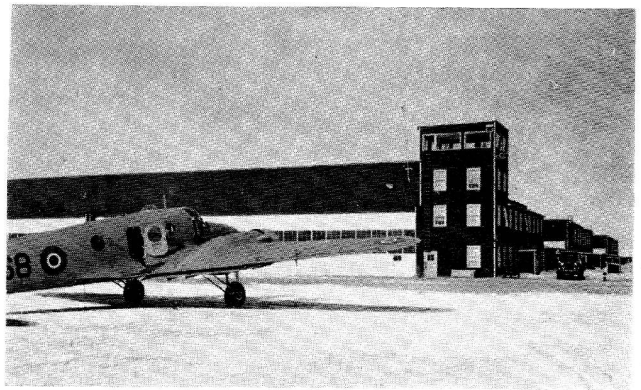
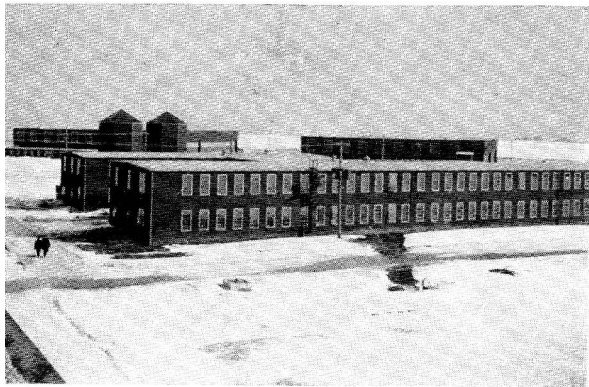
(For party pictures, see page 98 and 99; for a few of the characters see page 103)







STATION SHOTS





AIRCREW LEADERSHIP

Left to right—WO2 Cota, F/O Zubick, F/L Hutchinson.

STATION CONTROL OFFICE

F/L Paul Nahass, P/O Jack Wales



STATION NURSE



Miss Delamater

SUPERVISOR OF WOMEN



Miss Whiteford

Hen House Gen From Barrack Ten

Remembering things both done and said
Down memory's lane we tread.
The fun we've had on the station here
We'll not forget for many a year.

Do You Remember?

The night a recently married couple slipping through the mud outside Miss Whiteford's suite inadvertently hit the wall making Miss Whiteford think the milkman's horse had arrived early?

A certain officer carrying a load (not blankets) missed his objective and waveringly wandered up the stairs in the girl's barracks. On discovering his error he ignominiously lost his balance and bumped — not too quietly — back down the stairs. He was last seen gently swaying in the path outside the back of the quarters trying desperately to revise his ETA.

The many times, timid souls unscrewed the light at the back door of the barracks which Mrs Peters firmly screwed back each morning — until the Works and Buildings finally came to her aid and put a cage on it. What do the timid souls do now? Well, it's no fair peeking around the corner of the building — you'll be rewarded by a slight clearing of the throat.

A certain little parachute packer busily writing letters in the lounge one night was interrupted by a lonely uninvited officer looking for companionship.

The embarrassing moment for a dark haired "femme fatale" of the canteen when her slip slipped too far right in the doorway of the lounge on open house night.

The morning Miss Whiteford discovered an empty wine bottle kindly deposited on her window sill after an officers' party.

At two a.m. one morning a sleepy bit of femininity walking into the men's quarters and only discovering her mistake when she saw Wally Cook's name on the door — how she managed to escape will be continued in the next instalment.

MYSTERY: Why has Miss Whiteford's hair turned gray?
CLUES: The Orderly Officer called her at 3 one morning to tell her W. & B. had told him one of the taps in B.B. 10 was dripping.

The morning Mr. Mutch called her to say that certain delicate unmentionables in baby pink and blue must be removed from their inelegant disposition on the fire escape.

The replacement of our hot plate by a Heinz's Bean Pot which refuses to boil water or show any other useful instincts but which is quite ornamental as a Vase for holding sunflowers or hollyhocks.

SOLUTION: ? ? ? ? ?

BOUQUETS: To Miss Whiteford for her splendid co-operation with the girls and her interest in us.

To Miss Delamater for her unfailing care of the sick and afflicted and her prevailing sense of humour.

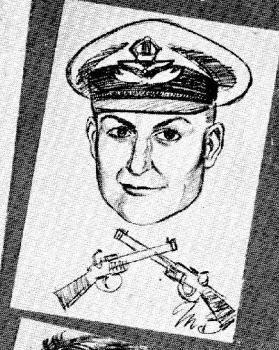
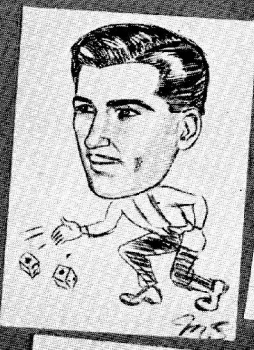
To Mrs. Peters for being so patient with us and tidying up after us.

To the House Committees, past and present, for their work in our behalf.

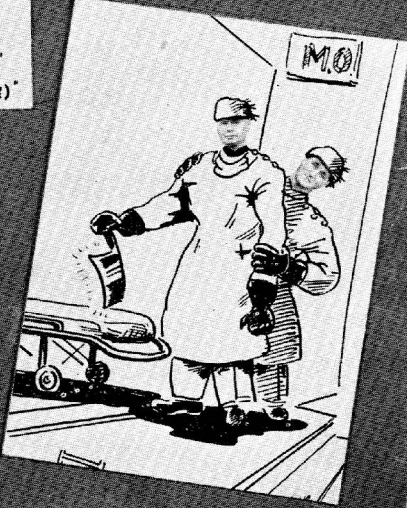
To the girls themselves for their ability to get along and make the barracks a pleasant place to live in.

To the Girl's Council for their efforts in drawing the many girls on the station together in a common interest.

—(The small Red Hen).



(FLIGHT) LIEUTENANT WM. "BLIGHT"
CAPTAIN H.M.S. "BOUNTY (R)"



In Appreciation

The final issue of the "Drift Recorder," regardless of how fully School history and operations are covered, would not be complete without tribute to the Editor, FO. F. C. Brown. "Brownie" took over the publication of the magazine from FL. Stibbards who had succeeded the first editor, PO. J. D. Forbes in the summer of 1943. Under his guidance it has developed



and flourished, despite scarce copy and a consistent failure on the part of his correspondents to remember the deadline. It can be said without exaggeration that he has been the person responsible for keeping our Station magazine alive (though there may have been some who wished him in other climes for doing so) and without him and his enthusiasm, it is doubtful that we would have this year book as a remembrance of our School days. Now as he leaves for overseas, our most sincere thanks are tendered to Fred Brown for the time and work he has given to this undertaking and he may be sure that as the years roll by and we thumb the tattered pages of our "Drift Recorder," that his work will become more and more appreciated.

SL. G. G. MILNE, D. S. ORMOND,
Managing Editors.

It's a FACT!

In addition to exceeding its quota on all Victory Loans, No. 5's Personnel has given generously to the Red Cross, Salvation Army, Community Chest and other worthy causes.

By the close of operations, we will have completed nearly 190,000 hours of flying which means more than 22 million miles.

Savings and profits voluntarily surrendered by the Company to the Crown will approximate \$675,000.

Besides trainees from Canada, the following Countries have been represented at No. 5: England, Ireland, Scotland, Wales, New Zealand, Australia, Jamaica, British Honduras, Costa Rica, Mexico, China, Argentine Chile, and the U.S.A.

The total number of navigators graduated at No. 5 is 3,007, the total number of air bombers is 2,176.

Maintenance has used over 5 million gallons of gas and over 160,000 gallons of oil. It has reclaimed over 16,000 gallons of oil.

Over 17,000 visitors' passes have been issued, not including blanket passes used for Wings Parade or social functions.

The average number of cars entering the School is 360 every 24 hours.

The number of cameras held in Guardhouse—390.

The number of films removed from cameras — 3.

\$350.00 found in wallets — 15 watches — 16 rings innumerable hats, scarves, purses and two bicycles have been returned to their owners by the Commissionaires.

Water used on the new station is over 45 million gallons — mostly cold.

Over 17,000 tons of coal has been used.

Almost 5,000 gallons of liquid wax has kept the floors spotless.

There are a mile and a half of roads on the Station — all muddy.

Almost daily 8 or 9 Service Personnel visit the Blood Bank. On occasion, entire graduating classes have gone down in a body to give blood on the completion of their flying.

Pop and his staff have served over 5,000,000 meals.

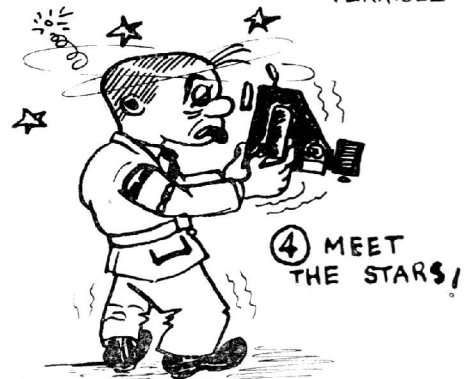
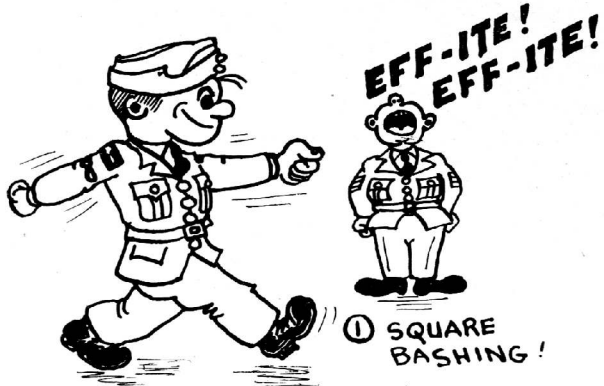
In addition to the donation of \$342 raised at the Bonspiel, FL. Bert West has collected \$1,400 for the Red Cross in the recent canvas.

Of the more than sixty-five awards won by graduates of No. 5, none has won our admiration as much as the recent posthumous award of the George Cross, one of the Empire's highest awards, to FO. R. B. (Cy) Gray.

To Jewell Sedar, Dave Caldwell, Charles Allen and others of Canadian Publishers Limited; to Ran Legge, of Winnipeg Graphic Art Engravers; to the Photography Section; to the Girls of the Administration staff for their typing and proof-reading; to the M.T. Section; to the Telephone Operators; and to all of you who have done anything to help us produce this souvenir of No. 5 A.O.S. go our heartfelt thanks.

—THE EDITOR.

**"PER ARDUA AD NAUSEAM"
OR
"IT'S A B----- LONG GRIND"**



**Good
Bye**



**Good
Luck**