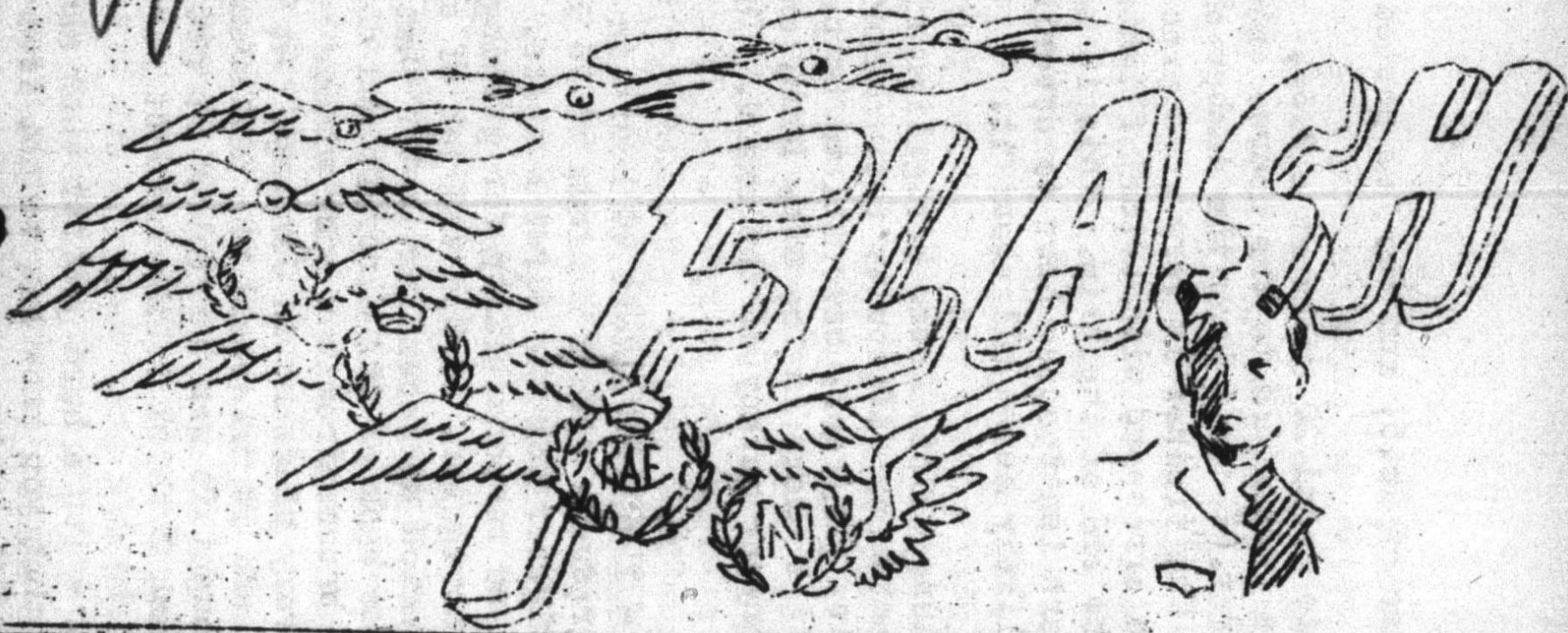


appendix

H

appendix "H" removed
for retention at no. 1
T. C.



PUBLISHED BY AND FOR THE PERSONNEL OF 51TS BELLEVILLE
BY KIND PERMISSION OF WING COMMANDER A. J. SNETSINGER E.D.

REHABILITATION

There is much being thought, written and spoken these days about the subject of Rehabilitation. This is as it should be. There is no topic worthy of more serious consideration than that dealing with the future well-being of men now in the armed forces. The adjustments that will be necessary at the close of the present hostilities will present problems just as intricate and difficult as those of war.

The unfortunate thing about the whole problem as far as this writer is concerned, is that the majority of the men in the service seem only to be interested in ascertaining what the government is planning to do for them, or is preparing to give them after the war. What we need to realize is that there is a great deal we can now do to prepare ourselves for the post war era. Are we taking advantage of every opportunity afforded to improve ourselves in our chosen trades? Are we learning some new trade that will increase our usefulness? Why not get in touch with the Educational Officer now, and with his aid institute your own Rehabilitation program. More doors open to push than to pull!



"Now as we came up to the 18th hole." The face of the narrator beamed with unconcealed delight as he described the event. With a beautiful young lady waving them on from the middle of the fairway, the first two officers in the threesome had driven wildly into the woods. Unto the green teed stepped the handsome erect embodiment of a squadron leader, long accustomed to meeting such occasions with an air of assurance. His golf had been erratic all afternoon. The young lady watched wistfully. "Fore", he cried as his tremendous drive swished by the dazzled densesl, headed straight for the green. He was on in two, about one foot from the pin. Yes he made it. A par 3 on the 18th hole of the Bay of Quinte club. Now just walk into the office of the O.C. of #1 Squadron, S/L.O.S. Dunn any day of the week, and hear him say "Now as we came up to the 18th hole..." Just a Grandstand Golfer, but how he rises to the occasion!

A native of Hamilton Ontario, S/L Dunn enlisted for active service in the last war in 1914, with the 36th battalion. He went to France in March with the 19th battalion, and was awarded the coveted Military Cross in July of that year for brave action during a night raid on the Salient. Transferring to the Royal Flying Corps in 1917, S/L Dunn became a member of the famous Camel Fighter Squadron.

Returning to active service for his country at the outbreak of this war, S/L Dunn has served in recruiting activity for the R.C.A.F. across Canada, has been S.A.O. at Mountain View, and is now the popular O.C. of our NO.1 Squadron. Apart from being a grand(stand) golfer, an expert at five ball combination shets in billiards, and a fine officer and gentleman, S/L Dunn's one weakness, according to #2 Sq., is that he is always willing to wager that #1 Sq. is the best in the whole air Force. He really means it too!



"Can't those fellows get to understand that we are rationed just the same as civilians? That's why we have to cut the butter into small pieces, so each man will be sure to get some." It

was the melodious voice of our Welsh born Sgt. Hughes, N.C.O. in charge of the Mess. He comes from the land of beautiful voices, but some of the men under him are sure he sang bass, even in the cradle. Affectionately known as "The Bull of the Woods", Sgt. Hughes speaks with a voice matured by many years of life spent among two-fisted sailors and soldiers.

A voyage from Liverpool to the South African coast began a career in the Merchant

Marine. Serving aboard Minnowcups in the last War until 1919, Sgt. Hughes then joined the Armored Cars and headed to Mesopotamia to keep the rebellious natives in their place. The United Provinces and the North West Frontiers of India felt his impact until on returning to England in 1927, he decided to sail for Canada and settle down. Arriving here in 1928 Sgt. Hughes settled down to the quiet life of farming until the present hostilities commenced. This veteran soldier felt a strange rattling in his bones, a peculiar tugging at his heart, and before he had time to rosin his throat to bark a command, he found himself in uniform once again.

The father of four fine boys and one girl, the sergeant finds his chief delight in his home and his garden, next to the airmen's mess. His one desire is to give the airmen all they want to eat at any time... "But if those fellows could only understand... there is a war on, and we are trying to do the very best we can. We can't give two desserts even if we wanted too."

That's O.K. by us Sarge but don't lose the recipe for those jam tarts.

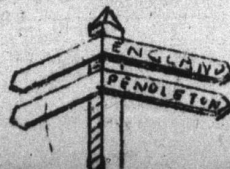
.....



L.A.C. Robert George Walker of the R.A.F. is typical of the young men throughout the British Commonwealth who come to Canada to take their instruction in the Commonwealth Air Training Plan. Bob. hails from the pleasant English town of Northampton. Prior to joining the R.A.F. in Feb. of '39 he was employed as a clerk by the J. Sears Co., an English shoe firm.

Training as a Wireless Operator Ground, L.A.C. Walker was stationed in the metropolis of London during the height of the blitz. Early in Jamaica he, along with several other English lads, were posted to the Ferry Command in Jamaica. Early this year he was transferred to Dorval, where his re-muster to aircrew came through. Along with three other R.A.F. lads from Dorval, Cpl. Brayne, Cpl. Boyd, and L.A.C. Maudsley he entered Course 75 here at NO.5 I.T.S.

Having successfully completed his course, Bob. leaves us to go to Pendleton to continue on for his pilot's wings. His one ambition is to get home as soon as possible and help to finish the job. We are glad to have the comradeship of these fellows who are but representative of countless others from many lands who have received their training here and have gone to their several shores of service to make their contributions to our common cause. At present we have students from South Africa, South America, the West Indies, as well as from many places throughout the United States and Canada.



CHAIRCREW



THINGS WE WOULD LIKE TO KNOW DEPARTMENT.

Why are so many Corporals displaying their talent as bandsmen, trumpet and drum?

What kind of a lucky charm does Cy Creasy, the Kentcon Kid wear? Or should we say who does he know?

Where does Sgt. Geddes go on those 2 a.m. excursions? What endurance with reveille at 0630 hours!

Speaking of Reveille, will someone volunteer to dispose of Sgt. Allbridge's cowbell?

Has Cpl. Radcliffe a half interest in the Palais Royale?

Who is Mabel?

When are the W.D's coming?

Where does Sgt. Geddes have his hair trimmed?

Were the airmen who were so enthusiastic over "The Wolf Man" reverting to type?

Why did it have to rain AFTER the route march?

OVERHEARD IN THE MESS

I hope your sleeves are flavored. Why?

Because they're in my soup.

Look at that meat! Why I leave more than that.

HURE AND THERE

Cpl. Roberts sure gets around with his new bike. Twenty miles to the Gallon (Labatts).

With so many Clerks General being posted overseas, L.A.C. Levert is taking no chances. An article entitled "Survive at Sea by Drinking Fish" seems to be quite engrossing to him at the moment.

Radcliffe has just mastered "Don't Get Around Much Anymore" on the trumpet, well whedysknow? You'll soon be another Harry James, Rad! Just stay in nights and keep on trying!

That's all for now chums. Will try to keep you posted on matters of interest to typewriter pilots, and pen pushers - THE CHAIRCREW - Watch for this column - YOU may be in it!

Firefighters

If any one on this station belongs to the PERMANENT force, the fire fighters should claim squatters rights. Their work keeps them on the job 24 hours a day and 7 days a week, according to F/Sgt. Gould. Although actual fire fighting operations are at a minimum, these fellows are ready at any time of day or night to take care of such emergencies. Inspection of all fire hazards is made daily, and a similar check is made of all fire-fighting equipment. Fire patrols at night guard the lives of the airmen, and assistance is given as need arises by the airmen assigned to the

Fire Piquet. F/Sgt. Gould a former member of the Brantford city fire Department, is one of the senior men in this branch of the service. Serving under his direction are 3 Cpls. and 3 L.A.C.s

Cpl. Sproll, from Cooksville Ontario, a fireman in civilian life, was the proud recipient of a Certificate of Merit from Air Marshall Breadner for the good part he played during a fire at Mountain View station some time ago.

Cpl. Cull, before entering the R.C.A.F. was, among other things, a gold prospector in the North West Territories. Between fire fighting duties he finds time to write regularly to a certain young lady in the employ of the Trans Canada Airways who is stationed in Western Canada.

Cpl. Mulcahy has only been on the staff here for a short time, and despite all efforts to the contrary, he is still convinced that the West has it all over the East.

One of the oldest hands at No.5 is L.A.C. Braun. Hailing from Vancouver B.C. where he was a member of the local fire department, Braun is a staunch ally of Cpl. Mulcahy in the East - West debates.

The M.D. of this section is L.A.C. Benton. A native of Avonmore, Ontario, he cannot understand why anyone could entertain the idea that there is any finer place in this fair Dominion.

With six brothers already in the service, three of them overseas, the family of L.A.C. Stearn is certainly doing its part to bring about the downfall of the Axis triumvirate.

Stearn comes from Yorkton, Sask. He has been at 5 I.T.S. for some considerable time, and is anxiously awaiting the day when he and his five brothers can all get together for a grand re-union.

Recently one of the best known of the Fire-fighters, L.A.C. Scott was sent to No.1 M.D. awaiting posting for training as a member of aircrew. The fellows all wish him the best of luck in his new venture.

Little publicized, but highly important, is this efficient aggregation of Fire-fighters, who are like the famous Minute Men of old, "Always Ready."

POSTINGS and PROMOTIONS

Belated congrats to F/L. McGuire... F/O. Henderson transferred to the Intelligence section has left for E.A.C. Hqtrs. at Halifax. .. F/O. Benner is the new Educational Officer... F/O. Coughlor has assumed command of the Air Cadets in Belleville.. WO Lightfoot has been posted to No 5 M.D. Lachine... Sgt. McFall takes over in 2Sqr. ... S/L. Stogdill, O.C. of the M.S.B. leaves to take a new position at Winnipeg... S/L. Minnes also reports to Toronto in the near future, thus closing down the M. S.B. activities at this I.T.S... Sgt. Geddes will soon be doing his best to find "joe jobs" for the airmen at Rockliffe. ..best wishes of the whole school accompany those who have left us for new fields of service.

The following is an extract from a former trainee at No.5, and who was posted as a Navigator.

"As you may know, my course (#67) is the first to spend 20 weeks at A.O.S., against the old 16 weeks. I don't think anything has been added to the course except we have to put in a lot of hours in a synthetic trainer. (I don't know the number of hours but I suppose it represents four weeks work.) The trainer is very good practice - the sessions last about three hours, and attempt to correspond with actual flights. The navigators work like hell and turn in a log at the end of the trip. This is marked in the same way as the logs on the air trips. There isn't space here to describe how it works but your navigation officers have most likely heard all about it.

We get lots of class room stuff of course and plunged into Astro Navigation right away. This is the only part of the course that presents any difficulty yet. Magnetism maps, instruments, photography, reconnaissance, signals, air/rec., have all to be passed but the subject of course is D. R. Navigation. We get exams in the 4th, 10th, and 14th week and then the finals and they can wash out anyone on any of the exams. The last week exams, I think are the deciders.

Flying is the most important part of the course - I've got almost 90 hours in now so should get 110 before I've finished, but you can graduate with a minimum of 95 I think. When I started on the course I was second navigator for the first 8 weeks. In other words I worked out various exercises but had no responsibility for getting the ship there and back. After 8 weeks I became 1st navigator. I had the job of setting all the courses for the pilot to fly. It's the period as second navigator that the fellows get discouraged. You sit on the tip at the back of the aircraft and don't know what is going on - the planes are unheated and a breeze from the back window nearly blows you away, so you can imagine it was not very pleasant in January. At first though you have a comfy table and are somebody, and it makes all the difference. I really like it now but for a time back in Feb. I thought it was terrible. We get a lot of night flying too and have to practice Astro which I think is the hardest part of the course.

I don't know whether I've put it over as I wanted - its a hard job but when achieved there is a lot of satisfaction from the thought that you know how to get from one place to another and without a doubt are a person of importance. Anyone can get through the course if they are not excitable and can work hard and steady. It doesn't call for a lot of brains but does require steadiness and coolness and a desire to work.

I hope to graduate on May 28th and am looking forward to the day - don't know where we will take O.T.U. - hope it is in England.

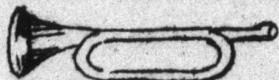
.....

MOTIVATION (Concl'd)

What can be done to remedy the poor motivation found in some students? It is fortunate that his motivation can be strengthened, and one of the chief factors in building up this motivation may be found in the church, which has evolved elaborate ways of strengthening the motives of its adherents. Each member of aircrew must feel that he is part of a powerful organization which has been built up to fight against the frightful evils of tyrannous nations. Unless the airman upholds his position in the team, it cannot win.

It is therefore imperative that each man who has volunteered to become a member of aircrew should look to himself to see whether he is prepared to give the maximum to complete successfully the job which we have set out to do. If he is not prepared to uphold his place in the team, it would be better that he quit at the start, so that there is no danger of the team being let down. The answer as to whether a trainee will fill his place in the team can only be found in his own conscience, so, give yourself an honest answer.

W/C. A.J. Snetsinger E.D.



.....

DRILL COMPETITION

The Station Band is in need of new recruits. Trumpeters are especially desired. A Band Instructor from Command will be here to give special tuition to all new men, commencing June 1st. Men from Headquarters are urged to turn out. Get in touch with Cpl. Hart, P.T.I., in the Drill Hall, or F/O. Skoog of #2 Sq. to find out about the special privileges granted to all volunteer bandmen. Here is an opportunity in the service to blow your own horn. Experience is not necessary. Remember expert instruction will be provided. How about you coming out?

Well done 10 flight! Less than two weeks on the station, trained by Sgt. Niece, and led by Cpl. Chatterton of South Africa. 10 flight put on a grand show to cop the laurels in the drill competition last night. F/O. Benner's, despite a steady drizzle, put on a good performance, but not quite good enough to win.

Next week it is Flight 11 vs Flight 24. Following contests must be played before June 5. Softball 10vs22;23vs24;11vs12. Volleyball:21-23;11-26;24-25;10-12. Floor Hockey:10-12;23-21;25-24;11-26. Basketball:11-24;12-26;25-10.

Lets go Complete the schedule.



EDITORIAL

Motivation

One of the chief requirements in a member of aircrew is strong motivation. This is necessary successfully to complete the difficult phases of training, whether it be for Air Gunner, Air Bomber, Navigator, or Pilot. The courses are difficult, long, tedious, but interesting to those who are motivated with the desire to be the best in their particular portion of aircrew. There is no place in the air force to-day for those with an indifferent knowledge of their subject.

Motivation is important in all military activities, but especially so in the air force. In a Bomber crew each member is not only responsible for his own life but for all those in his small group. The Pilot is responsible for the safety of his crew while flying. The Air Gunner is responsible for their safety in protecting them from attacking aircraft. The Navigator's responsibility is to take his aircraft to and from the target with the greatest accuracy. The Bomber is responsible that the dangerous flight has not been in vain. To complete their mission successfully, each member of the crew must be motivated with the idea that their mission will assist in the successful termination of the war, and consequently must be at their best.

It is noted that the majority of aircrew failures can be traced to faulty motivation. They lack the toughness of spirit which is built up by good motivation. It is true that the pilot who is unable to land his machine in the manner prescribed may be traced to the failure of the airman to see it through, come what may. It has been proven that the answer to the simple question "Why did you join aircrew?" will usually show the underlying reasons for the airman's failure successfully to complete his aircrew instruction.

(Continued on Page Four, P.T.O.)