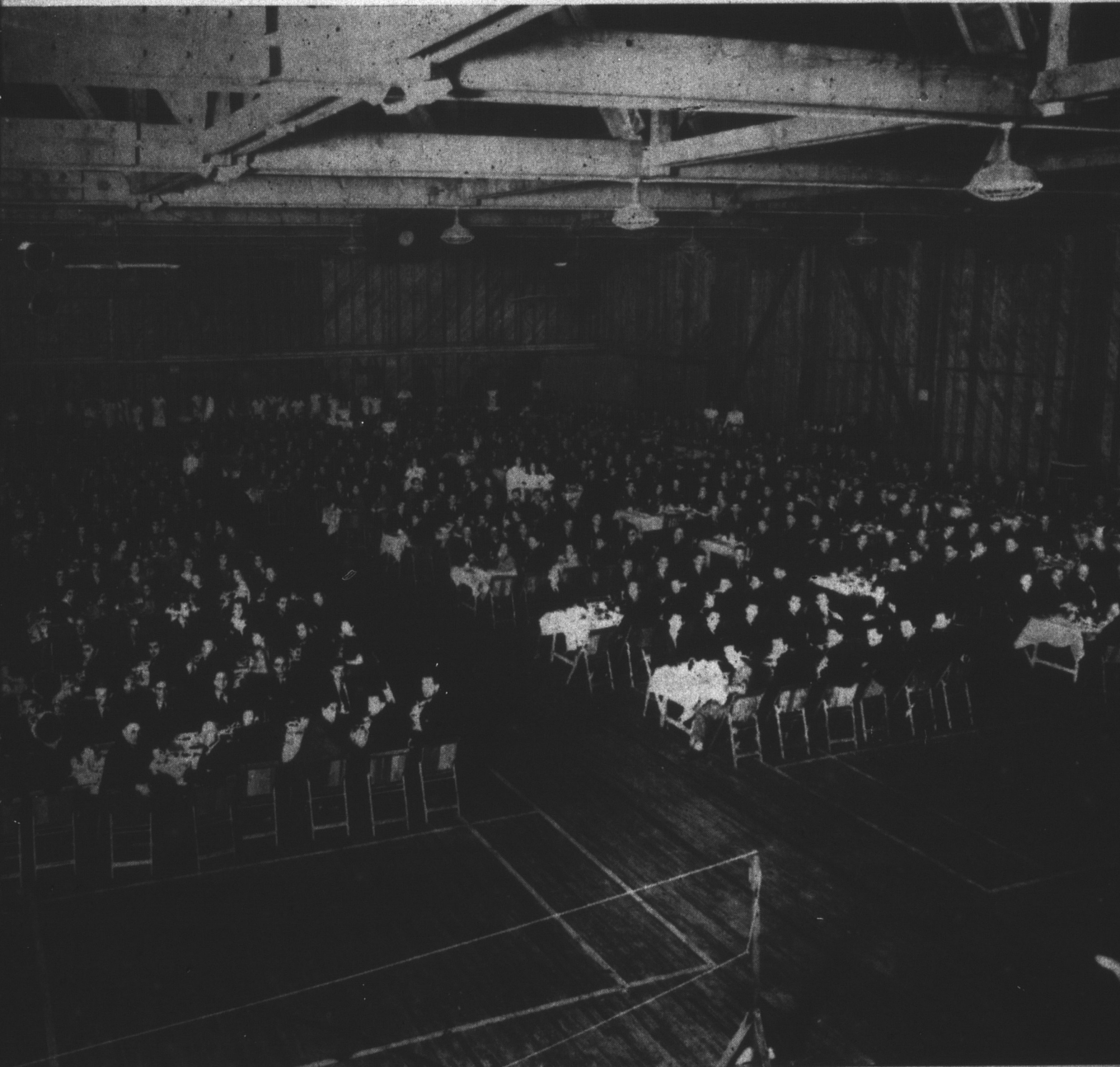


LONDON

# AIR OBSERVER

VOLUME 1, NO. 1

DECEMBER, 1943





## London Air Observer

**PUBLISHED MONTHLY**  
In the Interests of the Personnel of No. 4  
Air Observer School

Editor  
**CHARLIE CARRUTHERS**

Wanted—Everyone on the Station to be a reporter. No experience necessary. Send in happenings in your Department, social, personal and business. Will we hear from you soon?—Thanks!

**LONDON, ONTARIO, DECEMBER, 1943**

### THE TURN IN THE ROAD

*When you feel that you've come to  
the end of the road,*

*And want to lay down and quit,  
Just tighten your belt and force a  
smile,*

*And carry on yet a bit.  
For a chap who has got to the end  
of the road*

*It seems quite plain to me  
Has just about reached the very spot  
Where the turn in the road should  
be.*

*So if you've got to the end of your  
road,  
Your face should be set with a  
grin,*

*And the song of the victor should  
fill your heart*

*As the turn in the road begins.  
It's often when making the last few  
steps!*

*That weaklings have slipped  
their load  
And missed all the joys of the  
conqueror*

*That wait at the turn of the road.*

*So cheer up, old chap, you ought to  
be glad*

*If you've reached the end, you're  
through;*

*For there must be a change at the  
end, you know;*

*Fresh scenes bring something new,  
The clouds may yield to a sunny  
sky*

*And the fires of hope shall burn  
In the heart that's got to the end  
of the road*

*Where the road begins to turn.*

# London Air Observer

## Co-operation Does It

With pardonable pride, a dash of apprehension and a certain amount of humility we offer the first issue of **THE AIR OBSERVER**, your monthly magazine. Pride in the fact that No. 4 Air Observer School is to have a means of expression for the nearly two thousand men and women in its personnel, apprehension that in the hurry of organization we may not have made as good a job as desirable, and humility for any neglect or error on our part.

We hope with your co-operation to improve our efforts and produce a satisfying reflection of the work and workers of the Station. Our principal aim will be to bring to the attention of departments what others are doing, and promote a feeling of know-your-neighbor in this little town of ours.

Co-operation is winning the war. The strategy was laid down by the General Staff. It was agreed that Germany had to be knocked out first. Without concentrating as much as possible on that job, Russia could not hold the Nazi horde and Hitler would soon dominate all Europe.

Germany beaten, the entire British and American effort could be swung into action in the East. Germany is the toughest of the gangsters, and any policeman will tell you from experience that when you start fighting a gang, get the toughest one first.

In the air, we hear more often of the Pilot than the other members of the crew; but the Gunners, Navigators and Air Bombers are as vital to the success of a mission as the Pilot. But the plane and its crew would be useless but for the ground crews who keep it flying. Lack of co-operation and tragedy overtakes the flying crew. Back of the ground crew, and also responsible for the efficiency and effectiveness of the Air Force are many civilian workers whose uniform is only unpraised service.

From the Guards, who check all who enter the Station that sabotage may not rear its ugly head, to the Dishwasher and Grounds Caretaker, all play an inseparable part. Health is most important, guarding against illness and epidemics is vital. Proper food, proper exercise and sanitary conditions all are necessary to victory effort and the more efficient that co-operation the quicker the war will be won, with the consequent reduction in the loss of loved ones.

Some people would have you believe that we are over the hill, that Germany is cracking up. We are over the hill but from its summit the most optimistic of our leaders detect no indications of the much desired crack-up. Army Intelligence reports Germany has three hundred well-trained divisions and 35,000,000 employed in essential war industries.

Our main advantage is the ability to produce weapons. It is a striking testimonial to the efficient producing power of management and labour when they get together to do a vital job. This labour-management accomplishment indicates bright promises for the Nation's future welfare. When labour and management can co-operate and eliminate wartime problems and distrust, they can take and assimilate the problems of peace in their stride.

We were talking the other day to a flier back from Overseas where he flew operational over Hun territory more than a score of times. He said: "I wish I could impress on every chap in training at No. 4 School the importance of learning everything taught him in class. It is not enough just to pass examinations. Oh, I know it is natural in many cases for young, carefree chaps full of pep just to absorb enough information to get by. Over every class room door I would have this sign in big letters, **WHAT YOU FAIL TO LEARN TODAY MAY COST A LIFE TOMORROW**. I pass it on for what it is worth."

# Pioneers of the Air See Dreams Come True After Sixteen Years.



C. R. LEAVENS

Because they stuck to their belief and refused to be thrust aside by privation and discouragement, Leavens Bros. today operate one of the largest and most important air schools in Canada, No. 4 Air Observer School, a unit of the British Air Training Plan.

There are only two Leavens brothers in the firm now, Clare and Walter. Arthur, the brilliant pilot, did not live to know that many thousands of tons of material and men would be moved daily in the year 1943 across the oceans and wide stretches of land. He lost his life several years ago in a plane crash. But Clare and Walter have seen the sky come into its own; their dreams have more than come true. Possibly the most vitally important factor in bringing victory to the Allies has been accomplished.

When the scourge of war spread like a plague around the world, Leavens Bros. operated four civilian flying schools—two at Toronto, one at Barker Airport, the other at the Island Airport, one at Walker Airport in Windsor, and at Larder Lake, Northern Ontario. With the outbreak of hostilities, Leavens Bros. immediately offered their company and facilities to the Government. Their offer was accepted and training of pilots for the Royal Canadian Air Force started at Barker Field. For a year and a half, until the British Commonwealth

## Leavens Bros. Had Faith in Future of Transportation by Airplane.

SIXTEEN years ago, a trio of hardy young Ontario-born men looked at the broad expanses of the sky and were convinced that the future of transportation in a progressive world was in the air rather than on the ground. They predicted that material and people would be quickly moved from place to place over large areas in a few hours. Not a few pounds of goods or a person or two as was the rule in those lean years.

Despite discouraging advice from friends who conveyed the impression that the trio were dreamers, just a trifle touched in the head, they held to their conviction and planned accordingly.

Pioneering is discouraging and tests the strongest. The battle is not for the weak or easily defeated. A hard right to the jaw puts you down but you come back fighting and more determined than ever you are right. But the Leavens brothers—Clare, Walter and Arthur, the dreamers—were made of the old pioneer stuff. They could take it, and did. They could dish it out. With almost flat pocketbooks, they battled adversity and discouragement. There were times when the necessities of life were more than scarce, but they looked at the bright sky, when the going got tough, and visioned myriads of huge bird-like objects sailing majestically in the sky spotlighted by a brilliant sun and their faith was reaffirmed. They forgot privations and the slams of discouragement and kept on shooting at their star.

### CAST YOUR BREAD

*Mighty good people on this Station! Rose Joyes of the Mess Hall dining room staff, was recently a patient in Victoria Hospital for an appendectomy. The Kitchen staff and civilian well-wishers presented Miss Joyes with a purse of nearly \$30.00. She is a grand little girl with plenty of what it takes, only 17 years old. Her parents are both dead.*



W. T. LEAVENS

Air Training Plan was in full operation, training was continued, then the R.C.A.F. took over. Early in 1940, Leavens Bros. were contracted by the Government to operate this airfield then under construction, and on November 21st the School began operation.

The set-up, a civilian company operating for the armed service, was recommended by the Empire Government when the British Commonwealth Air Training Plan was founded, to take advantage of flying experience and organizations of civilian concerns then in existence.

Leavens Bros. operates under a contract with the Department of National Defence for Air on a non-profit basis.

Each School is a complete unit in itself with the management exercising the same control over its employees as in any commercial enterprise, with the Government supplying the grounds, buildings and aircraft. Leavens Bros. supplies all civil personnel, more than 800 in number, to operate the School. Personnel includes all pilots but not ground instructors. This has proved the most economical set-up. The name "Air Observer School" is misleading. Students are not taught to fly at No. 4, that is done at Elementary and Service Flying Schools. It is actually an air navigation school. When No. 4 was first in operation, only civilian pilots with

(Continued on page 11)

# Kittens Purr.

## Stores Girls Have Plenty of Charm.

By SUZANNE ANDERSON

Leavens Bros. have a place  
Where business and beauty are face  
to face;

But they're too smart to let it mix,  
For if they did there would be a fix.  
This place I'm speaking of is Stores  
And the girls in there are never  
bores.

Dot Hewer is a honey bun,  
But look out, boys, she can shoot  
a gun.

The lovely brunette is Marianne  
Nixon.

It goes without saying she is quite  
a vixen.

I hear Marg Cowan is offering a hug  
To the lug who will teach her to  
jitter-bug.

It's a wonder Miss Bearfoot is not  
in a dither,

Keeping her eye on the girls, stamps,  
clock and scissors.

Miss Gladys Burrows is as meek as  
a lamb

To the wolves all around, she  
squeaks: "Listen, Bub, scram!"

To Williams and Warner I throw a  
bouquet

For waiting so bravely while their  
boys are away.

As for Dorothea and Barbara, our  
two bombshells of blonde,

It's not of mice but of men that  
they're fond.

There's a heart in here that seems  
to sing,

It belongs to McGeach because of  
a ring.

And Mrs. Daunt and Gwen are as  
busy as bees,

Balancing books and in-ven-tor-ies.  
In Petawawa there is a melon,

This sweet morsel of man belongs  
to Helen.

I guess that takes in all the girls  
on this staff.

They are really swell kids and en-  
joy lots of laughs.

Excuse me a moment, I forgot one  
more girl,

She sits home at night with her  
"knit one and purl."

She tries to be good just as hard  
as she can—

It's the author of this poem and her  
name is Suzanne.

To the boys, I hope that this talk  
won't scare 'em

About these lovely ladies of Dick-  
son's harem.

## STAFF OF STORES DEPARTMENT



Top Row (left to right): G. C. Gordon, R. O. Edwards, R. B. Dickson, L. Reichardt, Verna Daunt, Gwen Brown.

Second Row: Margaret Cowan, Mildred Bearfoot, Arleen Williams, Helen Popham.

Bottom Row: Marianne Nixon, Barbara Penalagan, Susanne Anderson, Dorothea Rahn, Gladys Burrows.



Top Row (left to right): Cliff Sanborn, Glen Lowe, Verne Armstrong, Steve Heckendorf.

Bottom Row: Alex Johns, A. G. Vining, A. Hayr, Lloyd Blancher, Kay McGeach, Margaret Warner, Bruce Hedrick.

## Cupid is Popular Little Chap in Radio Department.

The Radio Dept. of No. 4 is glad to fill a small corner of our Station magazine. Though our department is not one of the largest, we believe you will find among our numbers as many deserted peacetime vocations as in any other department of the Station. Besides qualified radio technicians and radio operators, we have acquired eighteen female operators who have come from a variety of other fields to play an important part in the war effort. Former stenographers, bookkeepers, telephone operators, saleswomen, and school teachers have combined efforts to make the department a success.

\* \* \* \*

Romance has been very prevalent in the Radio Department since its inauguration. The past few months

have seen four marriages, two engagements and rumours of more. Among our erstwhile benedicts are J. Luskin, E. Kimble and W. Anderson of Radio Maintenance. Radio Control boasts one fair bride in the person of Mrs. Don Nicoll, and Jessie Mackenzie, bride-elect of Sgt. Don Baker, of Pay and Accounts. With cupid so busily on the job, we shudder to think of Spring, when "a young man's fancy—"

\* \* \* \*

Anticipating the holiday season, the Radio Department is planning a Christmas party. More news of this in a future issue. Meanwhile, may we wish all other Station personnel a Very Merry Christmas and the Happiest of New Year's!

# Graduates of Number Four School Blast German Cities.

**Industrial Centres of Enemy Feel Results of Training Here — Crumlin Graduates Will Have Decisive Role in Victory Attack.**

By W. R. KINGSLAND, W.C., C.S.O.

THE whole reason for being of No. 4 A.O.S. is to train Air Navigators and Air Bombers for attack against the enemy. And we have trained and posted to operations Overseas great and effective numbers of them. Navigators and Air Bombers, graduates of this School, have taken part in every smashing attack on Berlin, Hamburg, Kiel, Wilhelmshaven, on the mighty industrial cities of the Ruhr — Cologne, Essen, Dortmund, Duisberg and Dusseldorf, the Italian island of Pantellaria, the cities of Milan, Turin, Messina, Naples, Palermo, Leghorn, and others. All these are the battle honours of the Air Bombers and Navigators — so many of them graduates of No. 4 A.O.S. Our lads, too, took part in the pattern and target bombing which paved the way for the victories at El Alamein, at Tunis and Bizerte, in Sicily, and at Naples. And when the big attack comes in Europe, graduates of the aircrew production line from Crumlin will play a powerful, decisive role.

It is well that the service and civilian staff bear these facts constantly in mind as we perform our respective duties. We should do so with feelings of both pride and humility. Pride to have a part in such a direct and decisive war effort — for here at Crumlin all workers, no matter what their duties, form an indispensable part of the production line — and humility, for no matter how important those duties or great our personal sacrifices, none of us, surely, is worthy of the ultimate sacrifice so many of our lads will make for the folks at home — for us.



Wing Commander W. R. Kingsland, C.S.O., and son, Pilot Officer Robert R. The Wing Commander was with the Royal Canadian Flyers in the First World War, and his son is now serving Overseas.

## Light One Here.

When they march so smartly from the parade square or drill hall every two weeks with their new proud badges on their breasts, our boys are on the way Overseas — where there are no cigarettes except the cigarettes from home. For many of them there will be no private supply and so, at Crumlin, we are forming a Dime-a-Month Cigarette Club to raise funds for cigarettes to be shipped Overseas through the London Airforce Auxiliary, for distribution to R.C.A.F. boys in need, serving Overseas.

One hundred per cent membership among service and civilian personnel on the Station will send a hundred thousand cigarettes to them every month — not enough, but a substantial contribution to their needs. Regular contributions from all of us will do that much. Let us all get behind the Club and not

do less. If you can spare a little extra change, it will help so much, but we cannot reach our minimum goal without the *regular monthly* dimes from every man and woman on the Station.

Let's all "light one here for the lads over there — 10 cents a month from every one of us"!

### Death of Edward Riddler

We regret to announce the death in Victoria Hospital on December 6 of Edward Riddler, a highly thought of employee of the Canteen. Burial at Woodland Cemetery took place on the 10th. Pallbearers were Frank Blake, Harry Thebold, William Lattimore, Lawrence Saucier, Thos. Dignan and Happy Vance. The late Mr. Riddler was a fine fellow and will be greatly missed on the Station.

To his family is extended the deep sympathy of all who have had the privilege of knowing him.

### Things We Would Like to Know

By Don Baker

Who is the Flight Lieutenant that has his eye on wee Jeannie Kipp of the Civilian Accounting Office, and WHY? Take it easy, Harry old boy.

### BLOOD DONORS

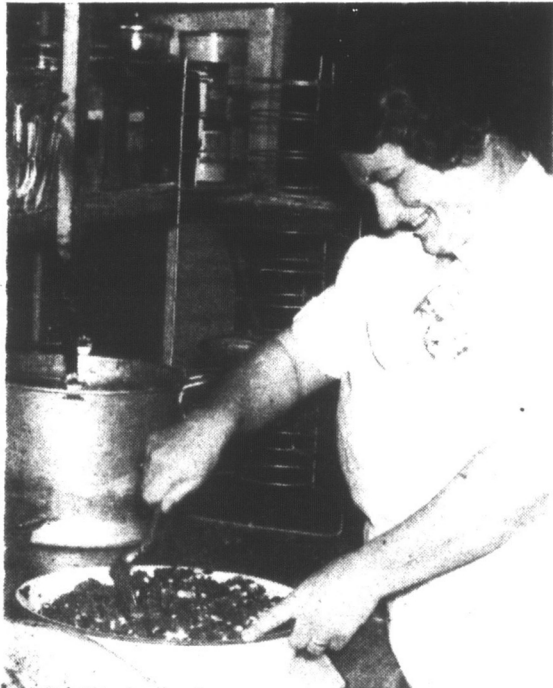
The need for blood donors is greater now than ever. Blood serum of Canadian civilians is being used in the front line in Italy to save the lives of wounded Canadian, British and United States soldiers. Will you spare a little blood to save a life? It is not much to give but it means so much to the wounded. If you are willing to make this little sacrifice, report to the Employment Office and transportation to and from the blood bank will be arranged.



# Table Talk for Christmas Season.



**Champion Cook — Mrs. Eva Parker, of the Cafeteria, bakes hundreds of pies and cakes every week.**



## LIGHT FRUIT CAKE

Recipe for large light Christmas fruit cake by Beulah May Hartford

of Mess Kitchen:

- 1¼ lbs. Butter
- 1½ lbs. White Sugar
- 10 Eggs
- 2½ lbs. Flour
- ¼ cup Baking Powder
- 3 teaspoonfuls Salt
- 2½ lbs. Raisins
- ½ lb. Mixed Peel
- ½ lb. Glaced Cherries

*Method:* Cream butter and sugar. Add eggs slightly beaten. Mix and sift ingredients, flour, baking powder and salt. Add raisins, peel and cherries. Bake in moderate oven several hours.

## PLUM PUDDING

Here is the Christmas Plum Pudding as prepared by Mrs. Eva May Parker:

- 1 lb. Chopped Suet
- 2 lbs. Raisins
- 1 lb. Currants

**T**HERE is no spot in the world that can compare with Mother's kitchen on Christmas morning. It is crowded, gay and bustling. The table is loaded with pies, cranberries in their ruby red sauce, a fruit tray, a nut bowl. There's the fragrance of the turkey roasting brown in the oven.

If this year's Christmas dinner seems less bountiful — you may never notice the difference — it is only because we in Canada are sharing our abundant harvests with relatives, friends and allies.

Since there will be a turkey or some other fowl for many tables this year, we are giving detailed instructions for the preparation of the bird. The dinner is always easier for the cook who plans ahead.

Now for the turkey. Incidentally, you may be offered a live one. If you clean and dress it yourself, you will be helping out with the labor problem. Use the same instructions as are given here for chicken or other fowl.

**SELECTING THE TURKEY:** Choose as young and well fatted a bird as can be secured. For each person allow three-fourths of a pound to a pound in dressed weight (picked but not drawn and including head and feet).

**PREPARING THE BIRD FOR THE OVEN:** If your market is short of help, you may draw the bird in your own kitchen. Cut off head and feet first, remove leg tendons, if possible.

To draw the bird, make an incision down the centre back of the neck skin. Cut off neck short, remove crop and windpipe carefully to leave the skin unbroken over the breast. Save the neck for broth.

Keep the rear opening as small as possible. Remove all excess fat around the openings and save it to render. Cut out oil sac.

Remove pin feathers. Singe.

If a quick frozen turkey is secured, defrost by leaving the bird in the refrigerator for 24 hours or allowing it to stand at room temperature overnight.

Giblets can be simmered to tenderness in seasoned water before adding to the stuffing. Use broth in gravy or bouillon.

**STUFFING, TRUSSING AND ROASTING TURKEY:** Rub the inside cavity with salt, one-eighth teaspoon or less per pound of bird.

Place enough stuffing in the neck to fill it nicely. Fasten skin to the back. Stuff cavity well but do not pack it tightly.

Tie the legs close to the body and fold the wing tips back on the wings or truss and secure the rear opening as desired. Grease skin thoroughly with soft cooking fat.

Lay turkey in a pan on a rack, preferably on one side, back up. Cover with a fat moistened cloth, then roast at 300 to 325 degrees until tender, turning over to opposite side when partially cooked. When half done turn bird, breast side up. Cut trussing string between drumsticks after turkey has cooked one hour.

Sprinkle melted fat over cloth as it becomes dry. If turkey is young and tender, do not cover or add water to the pan.

You can test for doneness by grasping the drumstick end of the leg and moving it up and down. If the joints break or move readily the turkey is cooked.

- 1 lb. Mixed Chopped Peel
  - 2 cups Flour
  - 1 teaspoon Salt
  - 2 cups Bread Crumbs
  - 1 teaspoon Mixed Spices
  - 2 cups Brown Sugar
  - 6 Eggs
- dredge with some of the flour. Mix

together the remaining flour, crumbs,

Mix the suet, fruit and peel and spices, sugar and salt, and add the well-beaten eggs. Stir the fruit and suet into this mixture and mix thoroughly. Put into greased molds and drop into a kettle of boiling water and boil five to six hours.

# He Walks Again By Your Generosity.

**You're Wonderful,  
Says Bernard Mitchell**

To all you fine men and women who, by your generosity, have made it possible for me to walk again after a train cut my legs off, I want to say "You're wonderful." When a boy who had always been on the go, running and jumping, can't even walk any more, he feels pretty bad. It doesn't look as if life is much good for him any more. I felt terrible for a long time. Then you brought me a message that just seemed to push all the blues and black clouds away. The sun started to shine again. To think that you, a stranger, wanted me to walk again and get around like other boys . . . gee, it made me feel good! I made up my mind then that with such grand people caring, it was up to me to be brave and try to live like any other boy. Now I am able, with my new legs, to get around pretty good. You can bet I won't let you down, and some day I hope to make you proud of me. I will do my best to repay your kindness.

Again I want to thank you and I hope you will have a wonderful Christmas and a very Happy New Year. You are grand people.

**Fund of More Than \$2,100  
Raised for 11-Year-Old Lad  
Who Lost Legs by Train.**



**Bernard Mitchell and Don Egener**

LAST April, 11-year-old Bernard Mitchell lost his legs when a C.P.R. train passed over him. Today through the efforts of hundreds of individuals and several organizations, Bernard has been fitted with artificial limbs and is now able to walk fairly well.

A total of \$2,100 was raised, principally through the generous efforts of No. 4 Air Observer School, Leavens Bros. (Training) Limited.

A carnival at the School, where Bernard's father, Alex Mitchell, is a civilian employee, raised \$1,034; a raffle of a model bomber brought \$453.25, Central Aircraft gave generous aid in this event, London Construction Works at Sarnia contributed \$298.56; No. 4 A.O.S. raised \$295.86, and other contributions totalled \$130.00.

A trust fund has been established to control the donations, with Don Egener, legal adviser for Leavens Bros. (Training) Limited, and Mr. Mitchell as trustees.

About \$600 has already been used for the purchase of artificial legs and medical attention. The balance will go toward education rehabilitation and further medical expenses.

For those who gave so generously of their time and money to this most worthy cause Mr. Mitchell expresses everlasting gratitude.

## **NEW AIRMAN'S LOUNGE**

Building No. 23 has been remodelled and furnished as an Airman's Lounge. In addition, there is a Games Room, and a Library will shortly be set up. The expense of remodelling and furnishing of this building has been largely borne by the Station Benefit Fund, to which both service and civilian employees contribute.

The use of this building for civilians of Airman's status has been discussed with W. R. Kingsland, the C.S.C., who is in complete agreement that this building shall be equally available for use by both service and civilian personnel. W. R. Kingsland further points out that civilians have a representative on the committee in charge of this building.

## **New Employees**

Kenneth Cole, Electrical Dept., No. 5 Hangar, Maintenance.

Frank Raven, Carpenter Shop, No. 5 Hangar, Maintenance.

Bill Storey, Carpenter Shop, No. 5 Hangar, Maintenance.

## **Births**

John Thomas would like to announce his arrival on the 27th day of October as baby brother for Andrea, daughter of Mr. and Mrs. "Jim" Cairns, Supt. of Maintenance.

## **Sports**

The girls of Maintenance held a Sports meeting on November 18th, and nominated as their representative Elsie Zavitz. Elsie was also chosen as Captain of the Girls' Basketball team.

## **NO. 5 MAINTENANCE HANGAR News of Former Employees**

Jimmy Wright and "Pat" Gallagher, Instrument Personnel, have remustered for Air Crew and are now at R.C.A.F. Manning Depot, Toronto.

George "Abdul" Webber, of the Instrument Shop, has joined R.C.A.F. Air Crew and is now at Manning Depot, Toronto.

Dave Richardson, one of our first employees (here the first day the School opened), Electrical Shop, is with the R.C.A.F., posted to Bourne-mouth, England.

Pte. Harry Glover, formerly one of the "airframe crew," is now with the R.C.A.S.C., Dundurn, Sask.

"Les" Storey, former Senior Maintenance Engineer, is now with T.C.A., Toronto.

# No. 4 Second Highest of 46 Stations In Victory Loan Drive.

By GRANT MAGINNIS, General Chairman

CONGRATULATIONS, Fellow Employees, on a job well done. The Fifth Victory Loan Campaign is over and each of you may feel proud of the record that was established at Leavens Bros. (Training) Ltd. Of 46 stations in Canada, we were second highest, only being exceeded by No. 1 M. Depot, Toronto.

It was only through the combined efforts of all personnel that we were able to exceed our quota by a very substantial amount. We know that the keen desire to "Speed the Victory" and bring peace to this troubled world prompted you to make this loan the great success that it was.

To those employees who assisted in the Campaign as War Finance workers in the various departments, we say "Thanks for the exceptional work which you did. Many of you have worked on previous Loans, but certainly with no greater spirit and effort than the one just completed. To those of you who assisted for the first time, may we say that it was with the utmost appreciation that we noted your very fine results."

The final civilian subscription amounted to \$90,700, which was in excess of quota by \$23,700, or 35.3%. Of our 767 civilian employees, 95.8% purchased bonds in this campaign. The average sale per employee was \$118.25. All of the individual departments exceeded their quotas substantially.

We must mention the splendid work done by the R.C.A.F. personnel. This campaign was under the supervision of F/Lt. "Dick" Dyer and F/Lt. "Del" Bannerman. The Air Force personnel subscribed \$60,600, which was an outstanding record; they exceeded their quota by \$15,600, and much credit is due to their Sales Committee for their energetic work. This figure, in addition to the civilian figures, brings the total subscription for all personnel at No. 4 A.O.S. to \$151,300.

It is with a great deal of pride we present the following itemized statement of the fine efforts attained in each of the departments:

Departments	Committee Chairman	Quota	Amount Sold
Kitchen, Batman, Cafeteria	Frank McGrath	\$6,000	\$6,350
Stores and Grounds	Ted Edwards, Mary Law	3,750	4,100
Pilots	Walt Hollowell, Bill Straughn, Chris Mehiel	25,500	28,750
Guards, Carpenters, Parachutes, Electricians Control Tender, Flight Clerks	Ted Aiken		
Radio, Pumphouse, Link Trainer	Dureen Warriner Cec. McDonald, Mae Poyner	3,750 3,750	3,950 4,350
Maintenance Hangar	Ed Pickrem, Helen Henshaw	12,000	13,950
Flight Hangars	Pete Buchan, Ed Bolton, Bill Findlay	8,250	11,700
Cleaners	George Walters,		
Fire Department, Motor Transport	Harry Whitcroft Eli Davis, Perc. Bennett	3,000 2,250	3,750 3,600
General Office, Employment Office, W.I.T. Office, Canteen	Frank Blake, Jean Dodsworth	2,250	3,150



Grant Maginnis

## Report from Stores.

During a recent Galluping Poll conducted among Stores employees only, it was agreed that Stores is the best department of this School. This section takes care of the receipt, distribution and despatch of practically everything on the Station, with the exception of food and clothing for the Airmen. The general list of items carried in stock includes airframe and engine parts, cleaning materials, furniture, flying clothing, bedding, building materials and hardware, publications and all the printed forms and stationery used by both the Company and the R.C.A.F. Contrary to the opinion of the wolves on this Station, the many pretty girls seen in and around Stores are not part of the stock but part of the staff. Stores order and requisitions for these people will not be honoured.

The Stores employees are to be congratulated for their splendid co-operation in taking part in Station activities especially the sports and the bi-weekly Station dance. There is usually a larger percentage of girls from Stores at any of the Station entertainments than from the other departments. This is really too bad as it would be to their benefit if all the other girls from the other departments would turn out for the Station dances and the many fine concerts which are thrown open to all employees.

The outstanding news item from Stores this week is the engagement of Kay McGeach to William (Bill) Findlay of the Flight Department. This, of course, is no surprise to their many friends as they have been "that way" about each other for quite some time. Congratulations are definitely in order for this popular couple.

It is still a deep dark mystery why the head of a certain department showered his girls with kisses the other day — and why Barbara Penalgan got two.

Main Office team won shooting against the girls — but — it is rumoured that Mr. Leavens spent a week in the north woods practising. We guess the girls' team had him worried!

# Flying In Unknown Arctic Territory Interesting and Exciting.



By Jack Libby  
No. 4 Hengor

**F**LYING in the Arctic means being everything from wet nurse to husky dogs to feeding prospectors in out-of-the-way places and landing on unsuspected spots. But it's most interesting and exciting. I enjoyed every minute of it, particularly a chartered trip of geodetic survey of the northwest to locate lakes and Arctic coastlines.

I received orders to fly to Yellowknife on June 26, from Edmonton, on a bush operations. These bush operations consisted of weekly scheduled trips from Yellowknife south to Fort Smith, a distance of 225 flying miles. We also made weekly trips to Fort McMurray, also 225 miles away. Flying north we made trips each week to Eldorado (Port Radium), a distance of 300 miles. We also had charter trips consisting of flights which included searching for a barge that had broken loose during a storm on Great Slave Lake. We flew prospectors to their claims and brought supplies to these men, and flew trap-

pers and husky dogs to their trap lines. These dogs seem to know that something is amiss the minute the aircraft leaves the ground; they cower in their compartment and get airsick (which means that I have to clean up the damned mess). We flew several mercy flights and also brought out gold bullion.

While still at Edmonton I was amazed at the amount of different aircraft and airports. Some of the commoner types of planes I saw were Lockheed Hudson 14's, Lodestars, Boeing 247's and their famed flying fortresses, Barkely-Growes, Liberators, P-39, P-38, Stinsons, Twin Beechcraft, Avro-Ansons, Cessna, and Norsemen. These Norsemen are considered the best aircraft for bush operations. Needless to say, I flew on a Norseman, with the registration C.F.-BDD.

The pilot and I were ordered on a chartered trip for the Dominion Government, which consisted of geodetic survey work of the northwest for the United States. The purpose of this survey was to elaborate and definitely locate lakes and Arctic coastline between Coppermine and Aklavik. Dr. Charles Donnelly, was the geologist on this trip. He could and has sustained untold hardship in this north country due to his travels which have not always been made in aircraft.

We left Yellowknife on August 9 on this survey; the pilot, Jerry Buchan, and myself flew to Coppermine via Eldorado where we had our ship serviced. We flew on to Coppermine where we picked up Dr. Donnelly, who had just returned from Banks and Holman Islands where he had been making observations of the islands.

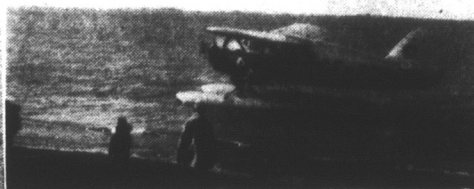
We stayed at the Hudson's Bay

trading post where we met the trader who put us up for the night. While we were there two Eskimo girls were working as housemaids. These girls brought us a breakfast of porridge, grapefruit (canned), bacon and eggs and coffee. Items that are rationed in other parts of Canada we found were not rationed here. After breakfast we flew 90 miles inland and west to a small lake, where, as far as is known, no one had been before. We sat down on the lake, and found it made an ideal place to land. This was due to the flat terrain which is known as the Barren Lands. We stayed on this lake for two nights. The first night was not suitable for shooting the stars. This is to say that enough stars were not observable to determine our exact position. By this it is meant we must determine exactly where we are so that it may be transposed accurately on the maps. This hitherto unknown lake is now known as Libby Lake, named after that intrepid operational engineer. Two days later we took off and flew to Bernard Harbour, a distance of 90 miles due north. We sat down on the Arctic Ocean and taxied ashore. On landing we could not find any fresh drinking water; however, we proceeded to set up camp. Then, leaving Dr. Donnelly to complete setting up camp, the pilot and myself taxied up the river far enough to find fresh drinking water. On finding palatable water we returned to camp. This was about 12 noon. We then completed setting up camp and wandered around looking over the terrain. We found in our travels at this point several graves of white men who had died in 1927 due to the influenza epidemic.

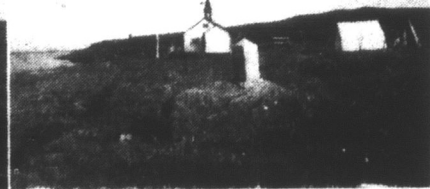
(To be continued)



Eskimo sharpening runners of sled.



Plane in which author flew Arctic.



Monument to first Masonic lodge in N.W.T.

# Every Airman Learns to Swim.

By SGT. EDDIE SOBEL  
Sports Editor

The past year has been beyond doubt the most successful in the history of No. 4 A.O.S. Station in the sports department, thanks to Wing Commander W. R. Kingsland, O.C.



Eddie Sobel

Active in Training  
of R.C.A.F. Cadets  
at No. 4 School.

Looking back, just six months ago clay and mud surrounded one, and now there stands in its place one of the finest drill halls and gymnasiums in any R.C.A.F. Station.

The new drill hall was opened with one of the finest sports exhibitions, boxing and wrestling, ever staged by the R.C.A.F.

We were fortunate to have the personal appearance of the British Empire wrestling champion, John Katan, who, in the feature event of the evening, defeated Bunny Dunlop in an exciting bout that had the 2,000 spectators wildly excited. For this exhibition I thank Frank Tunney, promoter and matchmaker of the Queensbury Wrestling Club, Toronto, for sending us such fine talent. Thanks also to Sammy Sobel, of Hamilton, London and Niagara Falls, who acted as master of ceremonies.

## Softball Notes

Our Station Softball House League started off with a bang early in the year with entries of the Officers', Leavens Bros. Staff, and the Senior N.C.O.'s. Plenty of interest was displayed and lots of heat about the pitching of Sgt. Cocks. In the finals, the Staff and Senior N.C.O.'s fought it out, with the N.C.O.'s defeating the Staff, 6 to 5, in a garrison finish.

## Swimming Notes

Here is something to remember and be proud of: no person on course at this Station leaves here without being able to swim 75 yards.



Transport of the first airmail from Pelee Island this season was the highlight of the opening of Leavens Bros.' new airport at Leamington. Reeve Henry Rahm of Pelee brought the mail over and turned it over to W. R. Robinson of Windsor, manager of the Greyhound bus lines. Left to right in the picture above are Mayor Bruce Clouse of Kingsville; Mayor Phil Fader of Leamington; Mr. W. J. Mav of London, district director of postal services; Reeve Rahm; Mr. Robinson; Mr. W. T. Leavens, president of Leavens Bros. Air Services, and Mr. C. R. Leavens, general manager of the firm.

## New Airport for Leamington.

**Leavens Bros. Expand Interests —  
Mail and Passengers for  
Pelee Island.**

WITH the arrival of a new Waco five-seater plane from Pelee Island at Leamington, carrying Reeve Henry Rahm of Pelee and two sacks of mail, Leavens Bros. Air Services officially opened Leamington's new airport on December 1.

Arrival of the plane followed a display of stunting over the field by six planes from No. 1 E.F.T.S. at Windsor, and in the evening there was a banquet at a local hotel, at which Leavens Bros. Air Services, operators of the Pelee Island air mail service and the new airfield, were hosts and members of the municipal councils of Leamington, Kingsville and Pelee Island and representatives of the chambers of commerce from Leamington, Kingsville and Windsor and others.

Leavens Bros., in placing two planes, the 5-passenger Waco and a two-seater moth, on the run, have

## Basketball

The Station Basketball Team, under the guiding eye of F/L. Fletcher, are proving to be real champs, winning two out of two games, against Y.M.C.A. 41-37, and Army 31-29. Bring home the bacon men, you can do it! If the personnel want action, see these games.

fulfilled a long-felt want of the islanders who have been asking for a better air service.

Following the ceremonies at the airfield, the party journeyed to the Leamington Hotel for the dinner.

With C. D. Aiken, assistant general manager of the Crumlin Airport at London, also operated by Leavens Bros., acting as master of ceremonies, several of the guests gave brief talks. Among them were Walter Leavens, president of the company; Clare Leavens, the general manager; Mayor P. H. Fader of Leamington, Reeve Rahm, Mayor Bruce Clouse of Kingsville, Murray Clark of Harrow, M.P.P. for South Essex; William Murdock, M.P.P., of Harrow; Mr. Mav, William Conklin of Kingsville, N. O. Birchard of the Windsor Chamber of Commerce, and D. W. Forrester, treasurer of Leavens Bros.

W. J. May of London, district director of postal services, represented the Dominion Government, which subsidizes the winter air mail, passenger and freight services to Pelee Island.

Mr. W. D. Forrester, treasurer of Leavens Bros., stated that his company was well pleased with the co-operation that it has received since they started work on the field, and for the valuable assistance that the various municipalities have given in the past.

# 700 Attend Third Anniversary Banquet.

(From London Free Press.)

Close to 1,000 air crew graduates have been produced at No. 4 Air Observer School during the past three years, and about 98,000 flying hours have been chalked up with only four major accidents, Air Vice-Marshal A. T. Cowley, air officer commanding No. 1 Training Command, Toronto, told 700 employees of the school at a banquet marking the third anniversary of No. 4 A.O.S. on Friday, December 10th.

In paying tribute to Leavens Bros. (Training) Limited, civilian operators of the school since its inception, as well as the R.C.A.F. staff, Air Vice-Marshal Cowley said 11 Distinguished Flying Crosses, five Distinguished Flying Medals and one George Medal have been among the honors awarded graduates of the school.

He lauded the "bush pilots," whose services "greatly helped the Air Force" at the beginning of the war, and described them as "the finest crowd in the world." Then he traced the history of Leavens Bros. from their barnstorming days in 1927 in Belleville to their "modest but excellent school" at Barker Field, Toronto, and then to the civilian management of No. 4 A.O.S., one of the largest flying schools of its kind in the British Commonwealth Air Training Plan.

"It is no secret that they have applications with the Dominion Government for the establishment of aerial feeder lines over Ontario after the war," Air Vice-Marshal Cowley said.

The banquet was held in the school's huge, recently completed drill hall. Representatives of the R.C.A.F., the Department of Transport, civic and business organizations were among those at the head table.

J. L. Apedaile, the Dominion Government's financial adviser for civil flying schools, who represented Air Minister Power, said the minister regretted that the pressure of duties prevented him from attending the occasion, "but he asked me to express his appreciation for all you have done as your contribution to the war effort."

Recalling the days when he was flying instructor in London 15 years ago, Col. D. G. Jov, of the civil aviation branch of the Department of Transport, said "it was hard



**C. D. AIKEN**  
Assistant General Manager

scraping enough money together to pay the C.O.D. charges on propellers and other parts in those days," and he said he was impressed with the tremendous strides made in aviation here since that time.

Pinch-hitting for Mayor Heaman, who is ill in hospital with influenza, Ald. Elmo Curtis congratulated the School and Leavens Bros. (Training) Ltd. on the accomplishments attained since the school was opened in 1940.

Clare Leavens, manager of the civilian firm, traced the history of the school and forecast many developments in the field of post-war aviation in his address to the employees.

"The past year has been one of almost continuous expansion for No. 4 Air Observer School, with the natural consequent interruption of routine, and I know that you have all had difficulty in carrying on your normal work," he said. "However, we have now reached our peak for the present, and with the occupation of the new buildings we can establish a normal routine which should increase efficiency of operation considerably. Our staff, during the past

(See photo on front cover.)

year, has increased from 401 to 801 employees. Along with this has come increases in physical assets. Aircraft have increased from 30 to 82. Area of buildings in use has more than doubled in the past year."

Mr. Leavens predicted a post-war expansion of main and feeder transport and passenger service, and pointed out that as proposals were being put forth in the U.S. that all first class mail travel by air, it was

not unreasonable that such a plan would be generally followed.

"Every average-sized town in the country will be served by air lines," he continued. "In our north country the airplane will undoubtedly be about the only form of transportation for passengers, mail and goods. Air express and air freight service will be inaugurated and expanded to an unlimited degree."

Air Vice-Marshal Cowley was introduced by Sqdn. Ldr. John Heard, of No. 4 A.O.S. Mr. Apedaile was introduced by Walt Leavens, of the civilian firm. David Forrester, treasurer, also spoke, and Joe French expressed the thanks of the employees for the evening. A program of dancing, instrumental numbers and singing concluded the evening.

(Continued from page 3)

hundreds of hours of flying were used; with the progress of the war, the supply of civilian pilots was exhausted and the plan abandoned. Now, by arrangement with the Royal Canadian Air Force, Sergeant Pilots, graduates of the British Commonwealth Air Training Plan, are posted to the School on leave of absence from the Air Force. They thus become civilian pilots for a period of from six to twelve months, and wear the civilian pilot's uniform of No. 4 Air Observer School.

Until about twelve months ago, men receiving navigational training got partial instructions in dead reckoning navigation, celestial navigation, photography, reconnaissance, gunning, bombing and wireless. His knowledge of these different subjects gave him the responsibility of carrying on any and all of these jobs with the title of Air Observer. Today all this is changed. Each member of the crew is a specialist for one particular responsibility and is taught to co-operate and function with the other specialists as a crew.

With favourable weather, flying is carried on practically 24 hours of the day, with crews of five—Pilot, Navigator, Second Navigator, Air Bomber, and Wireless Operator.

Since Leavens Bros. started operation of No. 4 Air Observer School three years ago, flying has made tremendous strides and the brothers look forward to an era of continued progress in air travel and commercial transportation after the war.



## Christmas Eve===Father Remembers

I AM SAYING this to you as you lie asleep, one little paw crumpled under your cheek and the blonde curls stickily wet on your damp forehead. I have stolen into your room alone. Just a few minutes ago, as I sat reading my paper in the library, a hot stifling wave of remorse swept over me. I could not resist it, and guiltily I came to your bedside.

"These are the things I was thinking, son: I had been cross to you. I scolded you as you were dressing for school because you gave your face merely a dab with the towel. I took you to task for not cleaning your shoes. I called out angrily when I found you had thrown some of your things on the floor.

"At breakfast I found fault, too. You spilled things. You gulped down your food. You put your elbows on the table. You spread butter too thick on your bread. And as you started off to play and I made for my train, you turned and waved a little hand and called 'Good-bye Daddy!' and I frowned, and said in reply: 'Hold your shoulders back!'"

"Then it began all over again in the late afternoon. As I came up the bill road I spied you, down on your knees playing marbles. There were holes in your stockings. I humiliated you before your boy friends by making you march ahead of me back to the house. Stockings were expensive and if you had to buy them you would be more careful! Imagine that, son, from a father! It was such silly, stupid logic.

"Do you remember later when I was reading in the library, how you came in, softly, timidly, with a sort of hurt, hunched look in your eyes? When I glanced up over my paper, impatient at the interruption, you hesitated at the door. 'What is it you want?' I snapped.

"You said nothing, but ran across in one tempestuous plunge, and threw your arms around my neck and kissed me again and again, and your small arms tightened with an affection that God has set blooming in your heart and which

even neglect could not wither. And then you were gone, pattering up the stairs.

"Well, son, it was shortly afterwards that my paper slipped from my hands and a terrible sickening fear came over me. Suddenly I saw myself as I really was, in all my horrible selfishness, and I felt sick at heart. 'What has habit been doing to me? The habit of complaining, of finding fault or reprimanding—all of these were my rewards to you for being a boy.' It was not that I did not love you; it was that I expected so much of youth. It was measuring you by the yardstick of my own years.

"And here was so much that was good and fine and true in your character. You did not deserve my treatment of you, son. Your little heart was as big as the dawn itself over the wide hills. All this was shown by your spontaneous impulse to rush in and kiss me good-night. Nothing else matters tonight, son, I have come to your bedside in the darkness, and I have knelt here choking with emotion and so ashamed.

"It is a feeble atonement. I know you would not understand these things if I had told them to you during your waking hours, yet I must say what I am saying. I must burn sacrificial fires alone here in your bedroom, and make free confession. And I have prayed God to strengthen me in my new resolve. Tomorrow I will be a real Daddy! I will chum with you, and suffer when you suffer and laugh when you laugh. I will bite my tongue when impatient words come. I will keep saying, as if it were a ritual—'He is nothing but a boy—a little boy!'"

"I am afraid I have visualized you as a man. Yet as I see you now, son, crumpled and weary in your cot, I see that you are still a baby. Yesterday you were in your mother's arms, your head on her shoulder. I have asked too much, too much.

"Dear boy! Dear little son! A penitent kneels at your infant shrine here in the moonlight. I kiss the little fingers and the damp forehead."

