

Policy

Visiting Flight reports reveal that a large number of Instructors fail to pass the A.2 test. O.C.'s of Visiting Flights are advised to consult the C.I. and test only those who are recommended by him

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A Visiting Flight Instruction is being issued on the following lines:-

The policy on A1 Category Tests by Visiting Flights is as follows:

- (1) The test must be carried out by the O.C. of the Flight, who must be A1 himself.
- (2) The candidate must have completed E.C.F.S. Course or the C.F.S. Senior Instructors' Course.
- (3) He must be recommended by the Unit and by the Command.
- (4) He must be tested on Elementary, S.E. and T.E. Advanced types.
- (5) He must have completed a minimum of 300 hours as a flying instructor, regardless of types.
- (6) He must be an exceptional instructor, qualified to instruct on all types.

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It is noticed that some Visiting Flights are referring to "Control Tower Staff" in their reports. This is somewhat confusing and it is requested that in future you refer to "Training Headquarters", as this is the proper description.

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A recent Visiting Flight report criticized instructors in an S.F.T.S. for not checking the flares in the aircraft before flight. A.F.H.Q. advises that it is not necessary to carry flares on night circuits.

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Please note that Navigation instructors who are doing Staff Pilot duty at an S.F.T.S. come under the same category as Staff Pilots so far as Staff Pilot categories are concerned.

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General

Owing to an overload of work in the Officers' Mess Accts Section, there has been a flurry of outstanding Mess Bills lately. It is repeated, that all members of Visiting Flight are expected to settle their Mess bills here before starting out on a tour. Some of you have slipped up on this, so please watch it in future.

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Another point which has caused considerable confusion is failure to sign the Warning-Out Book. The Adjutant received December Mess bills for five members of various Visiting Flights who left the station in October and November. In every case, failure to warn-out had resulted in a bill. These have been washed out now, but it is your personal responsibility to clear this point before leaving.

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## "HOWLERS"

We are keeping a scrapbook of "Howlers" gathered by Visiting Flight members during the course of their duties. Do send in anything you hear along this line.

The following is a lovely one sent in by S/L Barrett of No. 3 Visiting Flight.

"(i) Best range is achieved by flying downwind and lowering flaps. The sailplane effect of the wind on the flaps greatly increases the range. It was suggested by this flight that hydraulic jacks be fitted on the doors and out-opening windows so that they may be opened in flight. These, in addition to lowering flaps, would give even better sailplane effect and consequently better range.

(ii) Greater range and endurance can be achieved high up because you can then use the mixture control."

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## POSTINGS

Posting activity has been brisk around these parts lately. F/L H.E. Smith leaves C.F.S. after a long and valued service on Visiting Flight. He goes to No. 9 S.F.T.S., Centralia with our best wishes for the future.

F/O A.C. Dunkelberger has gone out to join No. 2 Flight for the remainder of their tour.

The new No. 1 Composite Visiting Flight commences operations on January 17th at No. 14 S.F.T.S., Aylmer, under the command of S/L V.M. Terry AFC who has recently come to C.F.S. after a tour as C.I. at 23 E.F.T.S., Davidson, Sask. The 2 I.C. is S/L D.J. Brooker. S/L G.E. Wilson OBE, another newcomer to C.F.S. has charge of the supervision of Ground Instruction, while Armament will be looked after by F/L B.D. Murchie DFC, recently returned from overseas, and Navigation will be the care of F/L A.A. Chote, who came to C.F.S. from Hagersville, via F.I.S.

Other arrivals at this unit include F/L D.E. McLeod, a navigation specialist who will join the second Composite Flight, when it is formed, and F/O C.A. King, who will do Armament work with the second Flight.

F/L G.K. Graham and F/L R.G. Long are now attached to Training Flight.

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W/C E.R. Johnston is showing slow but steady improvement. We hope this will continue.

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All the Instructional Flight personnel had a Field Day on Saturday last, getting a spot of dual on a Lancaster which came in to 6 R.D.

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We had a visit from three U.S. Navy Curtiss "Hell Divers" during the week - everyone gave them the once-over but nobody had a chance to try them out.

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## Marriages

Since the last newsletter, F/L D.G. Laidler has joined the ranks of the Benedicts - having been married at Hamilton on New Year's Eve. Our heartiest wishes for a long and happy married life go out to him.

M. Lipton  
(M. Lipton) w/c, w/c  
OC, No. 1 C.F.S.