

There has not been a newsletter for several weeks, owing to the recent "gathering of the clans" at C.F.S. Headquarters. However, now that five flights have been out for some weeks, there is an accumulation of "gen".

Policy

(1) A misunderstanding exists regarding the people qualified for test, as a result of incomplete directions from C.F.S. Headquarters.

Visiting Flights are required to test all personnel recommended for test by the Unit C.I., regardless of whether the test is with a view to a raise in category or not.

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(2) Wherever possible, O.C.'s of Visiting Flights should advise Units one week in advance of their arrival, and inform the unit what information, accommodation, clerical assistance, etc. will be required upon arrival.

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(3) It is desired that O.C.'s of Flights should organize a series of lectures to be delivered by individual members of the Flight at each Unit visited. Subjects and material are left to the discretion of the O.C., but should be based on general failings found as a result of testing. Each member of the Flight should be prepared to deliver at least one lecture at every Unit.

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Some Flights are sending in the duplicate F.17 - this is not necessary as all that is required here is the original.

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Another point which should be watched is the disposition of the Command copies of the School Reports - only two are forwarded here, the remainder going direct to the Command concerned.

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LOCAL

On the night of February 17th last, this unit suffered the loss of an aircraft with three men aboard, F/L R.G. Long, of Instructional Flight was on a night cross country with F/L Tom Schofield of No. 3 S.F.T.S. under instruction and LAC B.H. Dunphy of Maintenance Wing as crewman. When the aircraft failed to return from the exercise, a widespread search was commenced, but despite all efforts, no trace has been found as yet. This is our first major accident for a long time and the sympathy of the entire station goes out to the friends and relatives of those lost.

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Movements

S/L D.J. Cleland has left C.F.S. for No. 2 F.I.S. at Pearce, after a tour with the B. & G. Flight, which is now commanded by S/L D.I. Macklin. They are now touring No. 3 Training Command.

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F/L C.L. Smith departs today for No. 1 F.I.S., where he will instruct pending repatriation - which he hopes is not too far in the future. In the meantime he is giving No. 4 Visiting Flight a hand at St. Eugene, as there have been some casualties due to illness on that Flight.

F/L E.D. Finley is off to No. 14 S.F.T.S. at Aylmer while the rest of the personnel who have completed tours on Visiting Flights are still looking for postings.

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Two additions to staff are F/L's Stockford and James, both late of Arnprior, who are touring 2 and 4 Training Commands respectively in connection with setting up the new system of Elementary Testing Flights.

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F/L A.R. Ross has been added to staff but as he went straight from No. 6 E.F.T.S. at Prince Albert to join No. 5 Visiting Flight at No. 24 E.F.T.S., Abbotsford, Headquarters has not had the pleasure of meeting him yet.

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A very popular member of our Orderly Room has gone to A.F.H.Q., in the person of Sgt. Sullivan. Sully will be missed very much - especially on account of his skilful handling of travelling claims.

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S/L Gale has been skiing in the Laurentians and returned with so much tan and energy that the big whip is cracking incessantly.

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Another break in our ranks is caused by the posting of Buck Glasco to No. 2 S.F.T.S., Uplands. We will miss his cheerful clowning and hope he enjoys the new spot.

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Among the recent awards to be announced were Operational Wings for F/O C.A. King, who is waiting to go out as the armament member of the proposed new No. 3 Visiting Flight, while certificates of Commendation for valuable service in the Air have been awarded to S/L D.J. Brooker of No. 1 Composite Visiting Flight, F/L H.P. Smith of No. 4 Elementary Flight, and F/L E. James, representative-at-large for Elementary Testing Flights. Congratulations on a job well done and well deserved recognition.

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You aren't sending in as many howlers as might be - what's the matter? Has the standard suddenly gone up? S/L Macklin encountered this one down in the Maritimes. "When a staff pilot at a B. & G. School was asked how carburettor heat affected the mixture, he replied "I DON'T KNOW, I ONLY USE IT WHEN MY CYLINDER HEAD TEMPERATURE IS LOW!"

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Recently an S.F.T.S. took offence when a Visiting Flight report referred to a member of their staff as an Armement King. O.C.'s of Visiting Flights are advised that their reports are very much official and non-official - ze vocabulary should be avoided.

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If No. 6 Visiting Flight calls at base on the way to No. 1 T.C., we have a fine bump box for them!

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Having had a big blizzard around here, these parts are now coping with tons of slush and water. It might be spring but on the other hand it might not.

That's all for now, but will have more anon.

(M. Lipton) W/C,
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