

VISITING FLIGHT NEWSLETTER NO. 7 - C.F.S.

May 4th, 1944.

This is the first Newsletter I have had a chance to write to you. I had intended to write it long before this, but you have kept me so continually swamped with Visiting Flight reports, that it is not until now that I have had the unusual and relieving experience of getting down to the bottom of the "IN" basket. This job is somewhat new to me, as you know, but I should be able to be of more help to you as time goes on, and I learn more of the "wrinkles" in this game. Please don't hesitate to send in any problems that you think I may be able to help you with, and I shall do my best. I regret that I don't know everyone of you personally, and the sooner I can get to know you, the better I shall like it. I am very grateful that you are the type of people who staff the Visiting Flights, because you are all carefully chosen for your Service knowledge and trade proficiency, for your initiative and loyalty, and I know that with such people I can count upon the same unstinted and able co-operation which W/C Lipton received.

I would also like you to appreciate that it is not easy for the uninitiated to step into the shoes of a very capable man, who is experienced in his work. In addition to this new work, I have had to carry on with the lectures to the Senior Instructors' Course, which shortens my working day in this office considerably. On the new Senior Instructors' Course, most of my lectures have been taken over by other members of the staff who listened and took notes last time, but I still have a few which have not been taken over yet.

All I ask is that you remember that at present we all have the same goal - up-grading the standard of the graduate pilot, and we must all work together to that end. I shall do my best here, and I expect every man of each Visiting Flight to continue his good work, and do the same, wherever he may be.

"

Promotions: - Congratulations are in order for S/L Hasenpflug, whose temporary S/L came through, effective May 1st, 1943. I am also very pleased to announce that F/L Garka, No. 6 V.F., F/L King, No. 3 V.F., and F/L Collinge, of the Instructional Flight, were promoted to F/L's as of April 1st, 1944.

"

Postings: - It is with real regret that I have learned that S/L Wilson OBE and F/L Garka are being taken from me. S/L Wilson, rumour has it, is slated for No. 1 F.I.S. or A.F.H.Q. F/L Garka is to be re-patriated, and I am trying to keep him here. It will be most difficult to replace two such capable and experienced members of the Visiting Flights, but if S/L Wilson is posted to No. 1 F.I.S., he will at least still be in close contact with C.F.S. Headquarters. Good men are appreciated wherever they may be. It is very hard to get them in the first place, practically impossible to keep them very long once you have them, and rather heart-breaking when they leave.

"

Instructional Flight is carrying on much the same as usual, under the able leadership of S/L George Barrett. It is rather amusing to see everyone step out of their cars in the morning with great folders under their arms, having been "genning themselves up" the night before on the lectures they are to give the Course. We have had a switch in the offices lately, too. S/O Phillips' Orderly Room has overflowed into my former office, and the O.C. Instructional Flight now holds forth in the old Visiting Flight Room. The Sergeant's quarters have

been taken over by the staff instructors, and the office between these two is reserved for the Visiting Flights.

"

Victory Loans:- We have been running last in the local Victory Loan race here, due mainly to the length of time required for the forms to arrive from you people in the far West. Contributions have been very generous, however, and there is no doubt of exceeding our quota of \$15,000. Instructional Flight ranks first, with over \$8,000, due mainly to the generous effort of F/L Collinge. S/L Macklin's Flight is the highest of the Visiting Flights with \$4,500. S/L Terry's is next, with \$4,150. S/L Hasenpflug's Flight contributed \$2,200, and S/L Patton's, \$2,800. This Flight, by the way, is the only one from whom the forms have yet been received. Haven't heard from Nos. 3 and 4 Flights yet, so please hurry it up.

"

We have had the "Hurry-bird" re-painted, and it looks pretty nice. We expect to get a spinner for it one of these days, too. We are also expecting the Hudson to arrive one of these days, for W/C King to convert to a Lockheed 14.

"

The E.C.F.S. visitors have come and gone. They consisted of W/C (Professor) Kermode, the inimitable S/L George Lillywhite, who hasn't changed a bit, S/L Joe Wheeler, S/L Johnson, and S/L Stevenson. They stayed here for two days. It was really a pleasure to see them again, and we had a very enjoyable visit. I believe it was George Lillywhite who introduced a new game into the Mess, which consists of hurdling over chairs, etc., and since its inauguration, we have three people walking around the station wearing slings, and one on crutches. F/L Lamb is one of the sling wearers, the result of a sprained shoulder. However, he expects to be back in harness again in about a week. It looks as though you have to be pretty good at that game right from the beginning. I couldn't take part, fortunately, being still on the invalid list from a twisted ankle.

"

I have sent a request (the old, old story) through the C.O. of the station, for the establishment of a Research Flight here - where there's life, there's hope.

"

Here are a few comments and constructive criticisms on Visiting Flight reports:-

Visiting Flight Reports:-

The new green binders used by Nos. 1 and 3 Visiting Flights for the school reports seem like a very good idea, and makes a very neat job. The reports are very well organised, and thought out, but like the S.F.T.S. syllabus, which became longer and longer with the development of specialised training, so the Visiting Flight reports of the Composite Visiting Flights seem to be growing longer and longer. This, of course, must be, if a thorough job is to be done, and is to be expected, but an effort should be made to keep them as concise as practical limits allow. For instance, in many cases, headings of subjects upon which any Visiting Flight is expected to comment, are entered, and some type of comment made, even if only to say that there was nothing particularly good or bad about such and such a sequence or subject. If possible, in the case of sequences, for example, write comments on only those sequences which are not satisfactory, or perhaps

outstandingly good, if you desired to give the station a pat on the back. Here's a suggestion in commenting on sequences. It means very little to say "in some cases", or "in a few cases, pilots -----". 'Twas ever thus. No matter how good a station may be in doing some particular sequence, you can always find a few who will mess it up. It would be better to say "in most cases" or "in the majority of cases, pilots -----".

Visiting Flight Authority:-

The remarks on some section<sup>E</sup> of the Visiting Flight report, make me wonder whether we are not supervising and going into detail in matters a little beyond our own scope, and treading on the toes of some other branch. We must confine ourselves to flying matters, or matters directly related to flying. We have no authority to remark on things such as barracks, the establishment of, or number of qualified engineers on a station, the number and type of modifications which have not yet been received, such as the number of adaptors required, etc., and things of this nature. You must also remember that we have no policing powers, therefore cannot command or instruct a school to do anything. We can only supervise, assess, and recommend, or suggest.

Recategorizations:-

Referring to A.F.A.O. A.51/1, para. 4, part D, regarding a categorization test being taken only once in a six-month period, unless specially recommended, verbal and written inquiries have been made to A.F.H. to find exactly what "unless specially recommended" means, and our present understanding is that an instructor should be recommended by his C.I., through the Commanding Officer of the station, to the Training Command concerned, where it will be approved. Therefore, it would be necessary to advise the C.I. of a unit a sufficient time prior to your visit, telling him of the recommendations where necessary, that he might have time to obtain them prior to your arrival. However, much is left to the discretion of the O.C. Visiting Flight, to weigh the circumstances, and make a just decision. If an instructor would have completed his six months at the time the Flight visited the school, but is going to be away on leave at the time of the visit, it would be quite o.k. for him to make arrangements with the Visiting Flight to have a test prior to going on leave, without being specially recommended by Training Command.

Report Errors:-

I must point out the absolute necessity of re-reading your reports after the stenographer has finished typing them, because, due no doubt to typographical errors, some rather queer things do sometimes get into the report. Here are a few examples.

One school report showed an establishment of only 66 Tiger Moths, and yet one of the school's examining officers was tested on a Cornell.

At another school, the remarks on the V. F.2 stated that the instructor was to be re-tested prior to the Flight's departure from the Station, and unless there was a marked improvement, his category was to be removed, and yet there is no record of him having been re-tested.

In the remarks on another V.F.2 in which the comments were so unfavourable that the instructor's category was removed, it started off by saying, "This instructor's voice is so interesting that -----".

*This has  
now been  
changed.  
S.B.  
D.C. C.F.  
1-6-44*

Some stenographer unwittingly provided us with the day's best howler by leaving out a line in a report, which resulted in this:-  
"In order that instructors' instrument flying be brought to a higher standard, it is recommended that advantage be taken of the available Link Trainers. The C.F.I. and O.C., Link have agreed to draw up a schedule for Link training of instructors in the latter's "off" periods. A suitable forced landing area is provided for the practice of this sequence."

#### T.21's.

Making out T.21's a little more carefully would save a lot of trouble here. When filling in the instructor's final category in para. 5, part (i), be sure and state his full category. For instance, this type of error has occurred over and over again. An instructor held a "B" (T.E.) category. He took a test on a Cornell, which was satisfactory. His final category read "A.2" (El.) His category in his Log Book and at the bottom of the T.21 should have read "A.2" (El.) "B" (T.E.) Another instructor held a "B" all types, and after a successful test on a Harvard, his category read "A.2" (S.E.), indicating that his "B" (El.) and (T.E.) categories had been removed. In this type of error, it is easy for me to see what has happened, and I know that it's just an error in recording, but there is no saying what some book-keeper at A.F.H.?. is going to think, and it would have been much better had the report read "A.2" (S.E.) "B" (T.E.) (El.). This is the worst case. In para. 2, part (d) "Previous category", it simply states "B". The instructor has a successful test on a T.E. aircraft. His category at the bottom of the T.21 then reads "A.2" (T.E.) I have no way of knowing whether he has been robbed of his previous categories, or not. If I assume that his "B" was a "B" all types, he has. Therefore, in para. 2, part (d) "Previous category", insert whether his "B" or "A.2" is restricted or all types, and fill it in accordingly. If the instructor received his "B" or "A.2" prior to the inauguration of the specialised F.I.S.'s, he must be credited with a "B" or "A.2" all types. In filling out para. 5, part (i), his final category, it is seldom necessary to put "C" (El.). If an instructor holds a category on Service types, it is assumed that he has a "C" (El.) If he has a higher elementary category, of course it should be entered.

In filling out para. 5, make sure all parts are filled in. In part (f) "Ability to impart knowledge" - if an instructor has been granted an "A.2" category, this part must read "Above Average", or something which means the same. The word "good" is not enough. The average standard of instructor in Canada is supposed to be "good". Anyone who is above average has to be very good. One T.21 reads this way. "Ability to impart knowledge:- Good. Ability as a pilot:- Only satisfactory." And yet this instructor received an "A.2"! Here are the remarks on another T.21. "Voice:- Too low and dull at times. Manner:- Lacks drive". Now this may have been just a case of improper wording on the T.21, but if I ever ride with an instructor whose voice is too low and dull at times, and whose manner lacks drive, he is apt to be reduced to a "C", rather than raised to an "A.2". "A.2" means "Above average". They are not to be awarded automatically for long and faithful service. They are to be given to an instructor who has something on the ball that the average instructor hasn't. In this respect it is pointed out that although an instructor must be a good pilot in every respect, you all know that the best pilot in the world can be useless as an instructor, and it is the pilot's ability to impart knowledge, and the manner in which he does it, which is the criterion in assessing him as an instructor. An average pilot with an above average ability to impart knowledge may qualify for an "A.2", but an above average pilot, with an average ability to impart knowledge, may not qualify. If an instructor is to be an above average instructor, he should also possess a very good general knowledge of flying and of his aircraft.

Para. 5, part (h) - "Remarks" are sometimes filled in in such a manner that they are ambiguous, for instance - Ability as a pilot:- "Average instrument and aerobatics High Average." (Was his instrument flying average or high average?)

This type of error happens rather frequently too. In this case, under "Types of aircraft flown", were filled in many S.E. types, plus these:- Anson, Lockheed, Bolingbroke. Yet this instructor's total T.E. dual was 1:40, and he had no T.E. solo!

On V.F.2's, please fill in instructors' category.

---

Other Forms:-

On R.C.A.F. Navigation Instructors' Report, there is no need to always fill in "disposition or future employment". This section will be filled in when an instructor's work is unsatisfactory, and he is recommended for other duties, or perhaps when he is especially qualified and is recommended for another course, C.F.S. Visiting Flight, etc.

In the remarks section of the V.F.2, I suggest that whenever possible, they be written in the second or third person, instead of in the first person singular.

---

I think I have notified most of you individually about this, but just in case I haven't - here it is again. In visiting F.I.S.'s, if an instructor tries for a raise in category on two or more aircraft, and obtains a raise on any one type, there is no need to fill in a V.F.2 to cover the types on which he did not receive a raise in category. Simply fill in the T.21, and in the remarks section, cover why he did not receive a raise on the type or types on which he was not successful.

---

General Knowledge Questions:-

Members of the Senior Instructors' Course sometimes criticise Visiting Flights for the type of general knowledge questions which are asked. General knowledge questions must be practical, and not designed specifically to stump the instructor, or show him that you know more than he does. That should be taken for granted. Such questions only result in arousing discontent and justified resentment on the station. Visiting Flights are sent out to help the stations through considerate understanding and teaching - not to show them how little they know, and how much the Visiting Flight know. I don't doubt but that the reports are extremely exaggerated by the time they reach me, but this is a very important point, and must be watched.

---

Grading of Schools:-

If Managers or C.I.'s ever try to talk you into grading their school as very good or outstanding, remind them that the Visiting Flight has no authority to grade schools in any Command, and that Training Command Headquarters do the grading. It is quite all right to report a school as being very poor or very good, but you cannot say, "This is the best, or the second best, or the worst school in the Command". Any such report of your personal opinion will have to be done verbally at Command.

---

Course No. 7 are back from E.C.F.S. and are at present on leave. Rumour has it that we are getting three C.G.I.'s and two flying instructors posted to this unit.

"

Here are a few of the howlers which S/L Vincent sent in.

Question: What is risk of collision?

Answer: About ten to one.

Question: What is position error?

Answer: Magnetic variation.

Question: Define radius of action.

Answer: The radius around a Service aerodrome outside of which general flying should not take place.

Question: What is pre-ignition?

Answer: It is when the mixture is ignited before the piston is in the ignition stroke. It is caused by a sudden opening of the throttle, which in turn causes induction too quickly, or by an incorrect timing of the crankshaft with the connecting rod! (Quick Watson - the needle!)

Question: What danger arises as a result of idling too slowly?

Answer: The strokes of the engine will become too short, and so cause damage. The engine will soon stop from insufficient mixture.

Question: List the types of flaps.

Answer: Bad weather flaps.

Question: Outline the procedure for abandoning an aircraft in a spin.

Answer: Head toward open country, open the coupe top, release the harness, stand up on the cockpit, and walk off toward the tail.

Question: How often should a compass be swung?

Answer: At every opportunity.

Here is another, sent in by one of the other Flights.

A pupil, on being asked what the Venturi tubes on the engine cowlings were for, replied, "Oh those are the warning horns which blow when the undercarriage is not fully down."

The same pupil thought the brakes were operated by air, and the gyros by hydraulic pressure.

"

Well, I think that does it. Any criticisms are intended to be purely constructive and I hope that they may help you. If there is anything which I slipped on, please write and let me know.

*E. B. Gale S/L*  
(E. B. Gale) S/L  
C.O., No. 1 C.F.S.,  
RCAF Station, Trenton, Ont.