

July 15th, 1944.

As this is the first time I have been on the writing end of these newsletters, I realize now why they are not done as often as the Flights might like. However, in the future we are going to try and get one out to you at least every month, and oftener if possible. S/L Gale is on his way to No. 1 I.F.S. at Deseronto to gather some more "gen" as he has explained in a letter to all Flights. I shall endeavour to carry on in the "Front Office" and know I shall have the same loyal support that all the other occupants have had.

GEN

Precis. Please collect copies of all precis used by various stations and send same in here for our perusal - it is our desire to standardize these as much as possible.

Flying Times - Senior Instructors - It has been noted at some schools that the flying time of the senior personnel generally consists of much cross country flying and little instructional time. In order to get a true picture of the work done by these people, a new column is to be added to the V.F.3 showing the total instructional time for the last six months. This need not be broken down into the average per month, but is to include only those flights with instructors or pupils or practice solo flying. What we want to get is how much of the flying done by these people is done in checking or improving training, and how much is done in joy-riding around the country.

REPORTS

There still seems to be some confusion as to the new distribution of reports. This confusion is doubtless partly our fault because conditions have been shifting faster than we could anticipate. However, a request has been made to circulate the Composite Reports among the other Composite Flights. This is considered a very sound idea and as a result, Nos. 1, 2, 3, 4, and 5 Flights are requested to have five copies typed as in the past, but the distribution will be:

- (a) One copy left at the school
- (b) Two copies forwarded to C.H.Q. concerned.
- (c) Two copies to C.F.S.

All Visiting Flight forms continue to be submitted in quadruplicate to C.F.S. and an additional copy of each of V.F.5's and V.F.10's are to be submitted direct to No. 1 I.F.S. Deseronto attached to an extra copy of the Link and S.B.A. section of the School Report.

Necessary amendments to A.F.T.I's and A.F.A.O's are in course of preparation by A.F.H.Q. All Visiting Flight instructions are being reviewed in the light of new requirements and will be re-issued in due course.

INSTRUMENT FLYING

The question of how instructors are to log mutual instrument time has long been a bone of contention. We are now trying to clear the whole question with A.F.H.Q. so that suitable instructions may be incorporated in CAP 100.

Our Recommendations are as follows:-

(a) When two qualified instructors are flying on mutual instrument practice, the instructor under the hood shall log his time as dual, entering it in column 5 of the F.17 and in either column 1 or 5 in his log book along with the usual entry in column 12.

(b) Since the restrictions as laid down in CAP 100, Sec. 7 paras 79a and 79b limit to a very great extent the manoeuvres that may be performed when a pupil is acting as look-out, it is recommended that this type of instrument flying by instructors be abolished.

(c) When the person acting as look-out is a qualified pilot, but not a qualified flying instructor, the person under the hood, if he is a qualified pilot, shall enter his flight as second pilot in the F17 and log his time as first pilot in columns 2 or 6 and in column 13 of the log book.

This seems to be the most logical way of handling the question, and if you recommend this procedure to schools, you will certainly be backed up by this unit.

CATEGORIES ON T.21'S

It is still noted that many schools fail to insert the full and correct category at paras. 2 (d) and 5 (1) (a) of the T.21. Your assistance in bringing home the necessity for completing the information on T.21's will help to clear this up. It might be added on this point that a certain Visiting Flight did one of its own members out of part of his category on a recent T.21 submitted on his behalf, so in future you will have to watch yourselves too!

While on the subject of categories, will all Flights please make a return setting out the present category of each member and the date on which same was attained? This is required for a check of our records.

GENERAL KNOWLEDGE QUESTIONS

Please submit immediately copies of the general knowledge papers which you use for testing at schools. This is urgent.

PERSONNEL

Nos. 4 and 5 Elementary Flights are now at base, having completed a quick tour, examining all Testing Officers. An addition to No. 5 Flight since they left Trenton is F/L R.S. Tait, who joined the Flight at Regina on posting from High River.

S/L A.J. Vincent has left C.F.S. for Camp Borden, where he has been appointed acting C.I. It is very certain that our loss is Camp Borden's gain.

No. 1 Composite Visiting Flight, under the command of W/O K.G. Southam, is well into No. 4 Training Command by now, having gone west instead of east this time. In consequence, S/L J.A.O. Talbot's trusty crew of No. 3 Composite Visiting Flight are settling into No. 1 Training Command

F/L George Graham has shaken the dust of Trenton from his feet on posting to Greenwood and "Mowies". A double event on the day of his departure was the birth of twins in the Graham family - daughters at that!!!

No. 5 Visiting Flight under F/L Forbell managed a couple of "mercy" flights while in No. 2 T.C. An officer at Davidson was taken seriously ill with appendicitis while the Flight was on the Station, so he was rushed to Saskatoon for treatment. On the following day, one of the W.D.'s had the same trouble and was flown in to the same hospital.

The new open-air swimming pool at the Mess has been a great attraction during the recent heat wave, although C.F.S. seems well on its way to transferring its affections from aircraft to sailing dinghies. S/L Barrett insists he is still a novice, but wins too consistently to go long without a handicap.

Another great picnic got under way with the usual rainy weather on the 12th. However, a little persuasion on the part of the Met. Personnel produced some quite presentable weather by the time we reached the beach, and the steaks were consumed greedily. Only one casualty this time, when Miss Stoliker was dropped into the lake, complete with clothes, by a too enthusiastic member of Course 25. However, she took it in true C.F.S. style and appears to have no ill effects, so will still be here to cope with your reports as they come rolling in.

W/C Lipton writes from E.C.F.S. that the Course is going well and is quite enjoyable; he had a visit from W/C Carling-Kelly and W/C Joe Stephenson after their arrival so there was probably quite a pow-wow.

S/L Russ Johnston is at Bayview Convalescent Hospital, still reported to be making progress, so we hope to see him again in the not-too-distant future.

EXTRA!!!!

The first B.25 for C.F.S. arrived day before yesterday. S/L Gale flew her in from Rockcliffe, all bristling with machine guns and making everything else on the Station look pretty puny. Everyone is waiting to be checked out - including the Adj! Another one is in the offing and we expect delivery of another Hurricane any time now.

The experimental conversion of a Hudson to a passenger type is almost completed and will then go on tour with one of the Flights - so it looks as if we are at least started on the way to a solution of our Aircraft problems.

That's the packet for this time - Cheers for now.

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