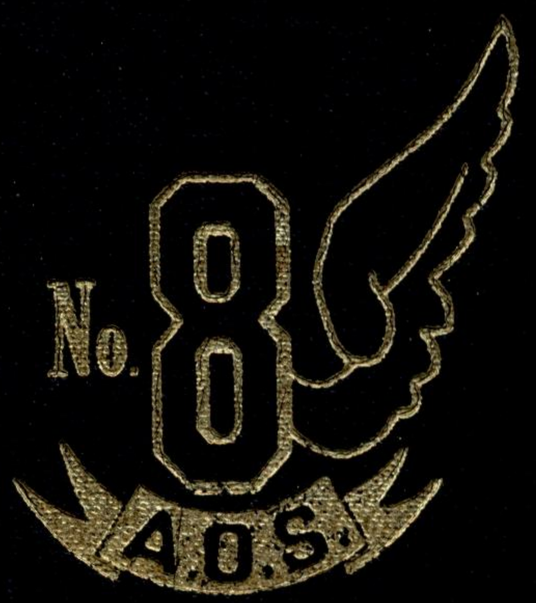
The Last Flight



The Last Flight

No. 8 AIR OBSERVERS SCHOOL

ANCIENNE LORETTE, P.Q.

Proudly Presents

Its Autobiography

FROM THE FIRST TO THE

Last Flight

A Pictorial History of

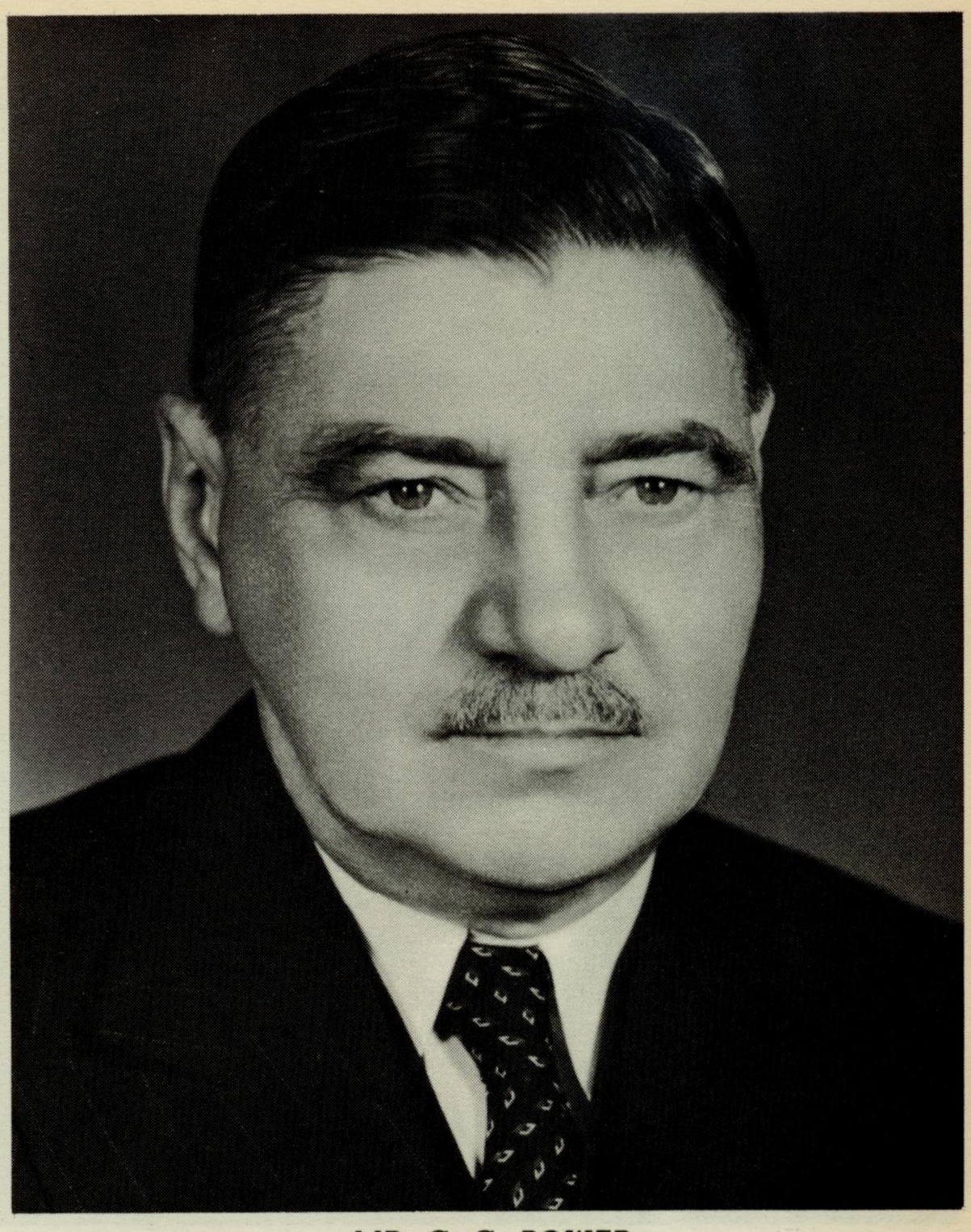
the Operations and Personnel

of the Royal Canadian Air Force

and Quebec Airways (Observers) Ltd.

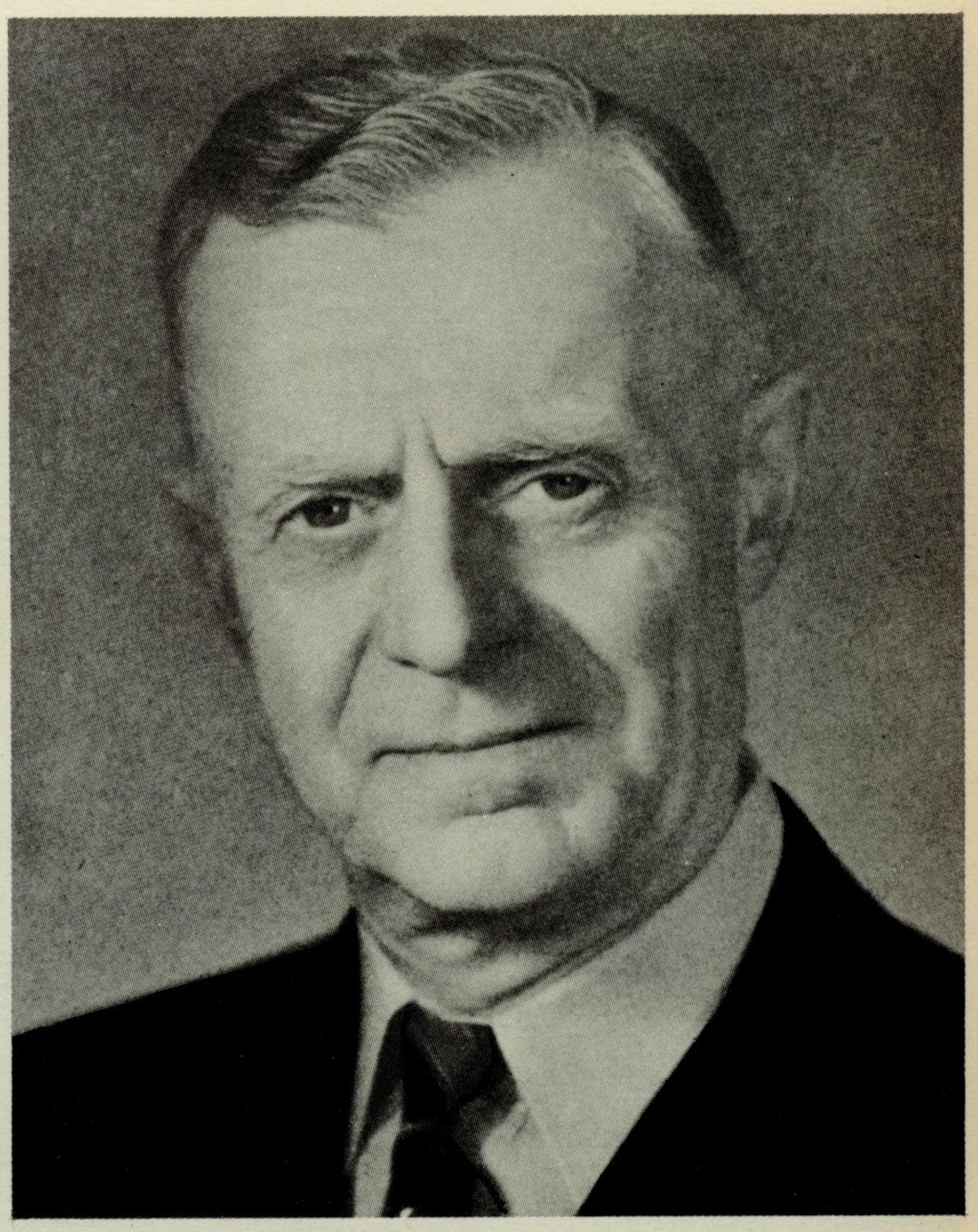
1941-1945

AIR MARSHALL ROBERT LECKIE,
C.B., D.S.O., D.S.C., D.F.C.
Chief of the Air Staff, R.C.A.F.

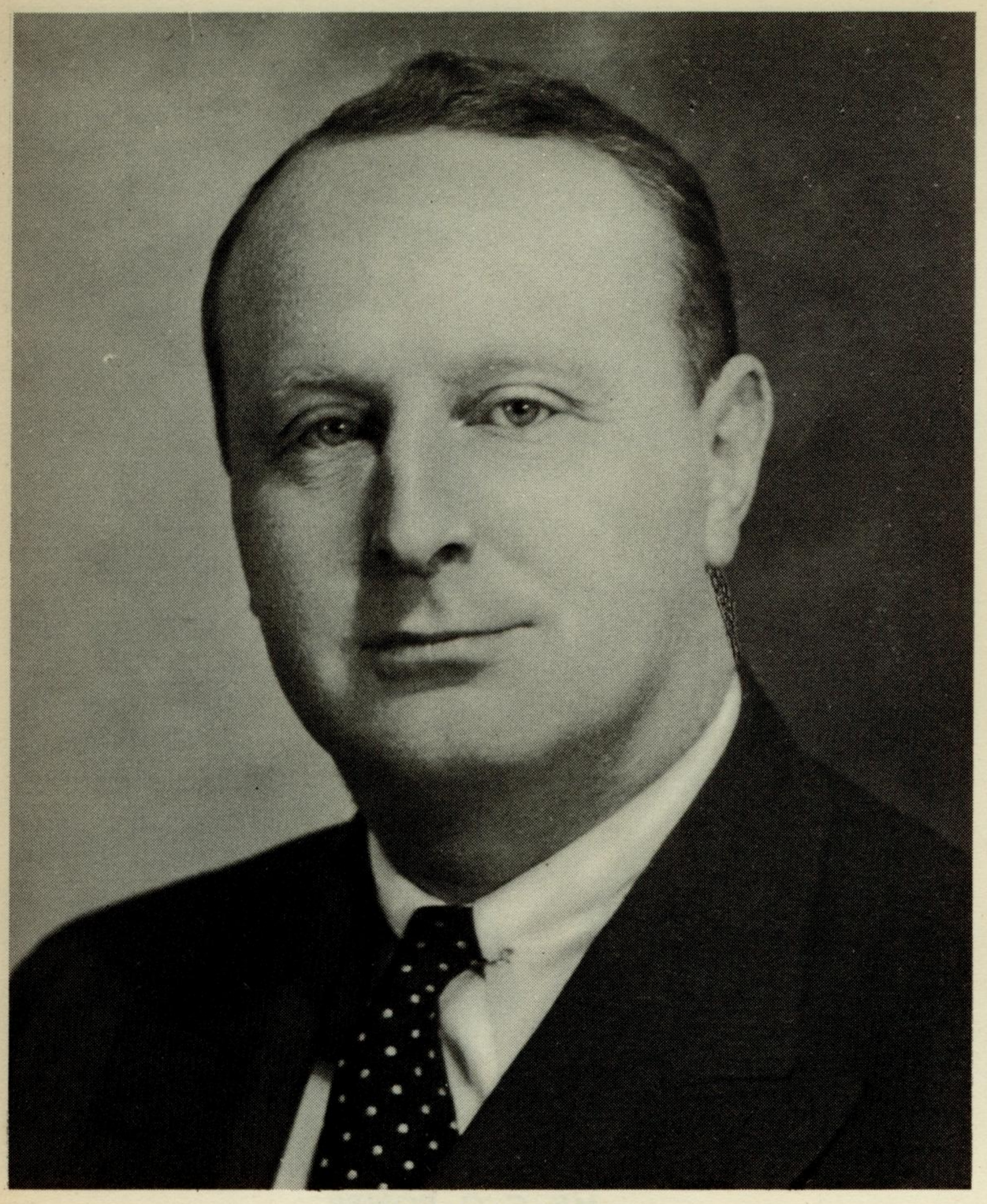


MR. C. G. POWER
Former Minister of National Defence for Air

A/V/M A. RAYMOND
A/O/C No. 1 Air Command



MR. J. L. APEDAILE
Financial Adviser to Chief of Air Staff



MR. C. R. TROUP
General Supervisor of Air Observer Schools

✦ I wish to convey to all of you my sincere congratulations on your achievements during the past four and a half years.

During this period well over 20,000 Navigators and Bomb Aimers have been graduated from the C.P.A.L. Air Observer Schools, and the work these men and the other products of the B.C.A.T.P. have carried out overseas, without decrying the great efforts of the other Armed Canadian Forces or the tremendous contribution of Canadian Industry generally, is recognized throughout the World as Canada's greatest single contribution to eventual Victory.

During the period since your School and the other Canadian Pacific Air Observer Schools opened, the pilots and ground crews have kept the Ansons in the air for a total of over 1,000,000 hours.

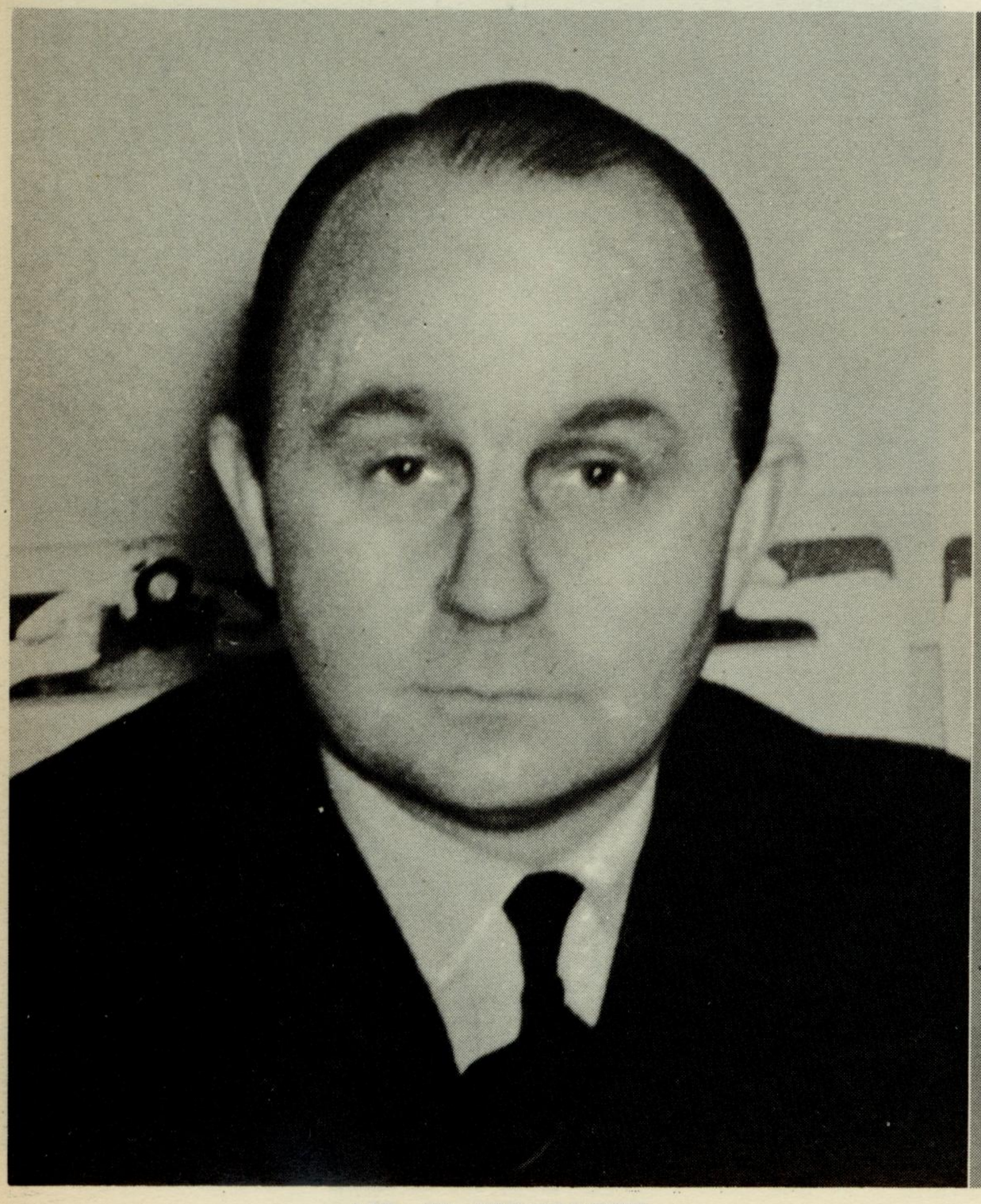
You have prepared well over 10,000,000 meals for the trainees. You have driven the trucks, cars and tractors millions of miles. You have handled thousands of tons of snow. You have made countless repairs and improvements to buildings, and you have kept everyone warm in the winter. Your communications by radio and telephone have been extremely well operated, and the office workers have been untiring in their efforts. You have a great record in fire prevention and safeguarding.

These are all achievements of which not only you, but the whole British Commonwealth and our Allies may well be very proud.

Conditions have at times been very difficult for each of us in turn, but we have always been right up to the minute in meeting all training requirements and providing the unbroken flow of graduates for overseas service.

Again I would congratulate you all for your untiring efforts and thank you for the cooperation which has so greatly assisted your manager and myself in our own small parts in this giant operation.

C. R. Troup



MR. W. WOOLLETT
Eastern Supervisor of Schools

MR. A. MUNRO
Assistant General Supervisor

✦ It is with mixed feelings of regret and pleasure that I have viewed the closing of No. 8 A.O.S. Regret at the realization that pleasant times and associations enjoyed during my two, all too brief sojourns at this station were rapidly drawing to a close, and pleasure at the thought that the closing of this school symbolizes an end to the world-embracing conflict that has engulfed us for the past five years.

To you who preceded me here and are responsible for the growth and success of the school–"congratulations" You can be proud of a war job well done and of a school with an enviable record.

To the many members of the Civilian Company and the Airforce whom I have had the pleasure of working with—"thanks." Your willing co-operation has been appreciated. To one and all may the future bring Health, Wealth and Happiness. I close with a prayer that our efforts have not been in vain.

Au Revoir,

R. M. Christie W/C

Wing Commander R. M. CHRISTIE, D.S.O.

Mr. G. R. BECK

✦/. . . And so our job in World War II is done! The parting of our ways has come: to most of us with sorrow in our hearts. But let us take cheer in retrospect—in looking back with pride on our accomplishments; in thankful gratitude that our lot in life allowed us to play one tiny part in one of the most gigantic contributions to the Victory which now is dawning.

For your ungrudging help in our achievements, to every man and woman, Service and Civilian, we proffer our grateful thanks. Our ambitions and standards at all times peak high were consistently maintained by the splendid efforts of each Department.

Officers, N.C.O.'s and men of the R.C.A.F. past and present—we salute you in appreciation of the joy and fun we have had working with you—we share with you our Station pride. To one and all, my friends, I wish you all you wish yourselves . . . Good Luck! Bonne Chance! Au revoir.

C. L. Dawes

The Last

F/O "Pete" Clitherow, Editor, R.C.A.F.

EDITORIAL

✦ All clear! Taxi clearance! Throttles open, ease back on the column and we're off on the Last Flight at No. 8 A.O.S.

Everyone is a crew member and takes a bow in The Last Flight, as all our jobs were important and necessary. As the Flight progresses, it would be wise if we paused occasionally to look for a good pinpoint. These can be found on the title pages and from there on, you have the controls.

It has been our endeavour to present The Last Flight as an authentic record of your service at Ancienne Lorette, and a memento that will always be kept. We can picture most of you in the future digging in the bookshelves to show your proud off-spring what you did in World War II and whispering to yourself as you mull over the pages, "Thanks for the Memory."

We think that words are sometimes empty without pictures. Our motto is "You may remember a name but you never forget a face", so you will find that the camera was busy throughout The Last Flight.

We are happy to have been able to get to know you all better while ferreting out the history of the station from every last corner, and wish to express our thanks to all the sections represented for their splendid co-operation in helping us compile all the facts.

A great deal of our success has been largely due to the able assistance of F/O Phil Alexander, our Art Editor; F/L Tom Peart, P/O Vernon Drayton, and Cpl. Harry Walker, editorial staff; F/Sgt. Bill Hamilton, Jim Tremblay and J. B. Smith for their fine photographs. An Oscar to each and every one of you.

THE EDITORS.

F/O "Phil" Alexander, Art Editor

Flight

"Eddie" Morris, Editor, Quebec Airways Ltd.

FOREWORD

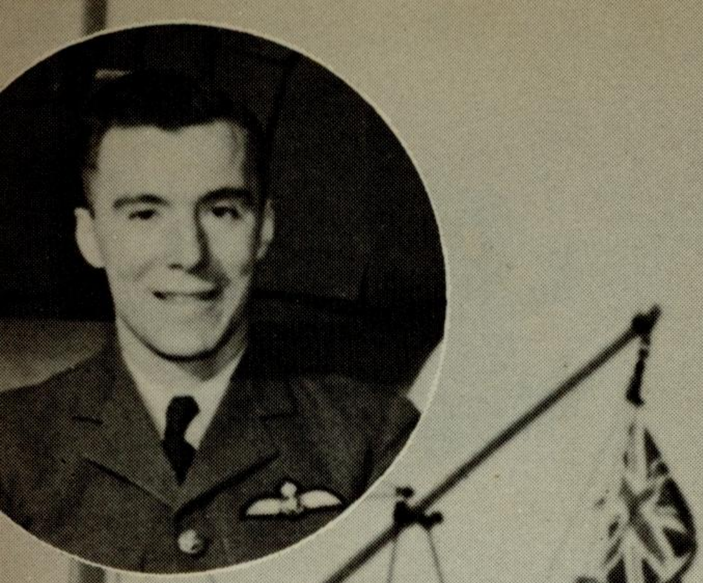
✦ Since the first flight, in July, 1941, all personnel on the station, both R.C.A.F. and civilian, have been working unstintingly to the furtherance of the British Commonwealth Air Training Plan. The number of trainees was progressively increased, which meant in consequence, that all sections and departments were correspondingly enlarged. The type of training was changed to Navigators (Wireless), which meant a decided change in training tactics, and again in station personnel. The training aircraft, Anson I's, were replaced by Anson V's; again a shuffle was necessary. It is the intention of the editorial staff, with the superb cooperation of section leaders and department heads, to portray these developments, growth and achievements in the following pages.

Photographers F/S "Bill" Hamilton and Jimmy Tremblay

Unfortunately, no pictorial record was kept of the activities of the school from the very first, due to the fact that no cameras were allowed on the station for security reasons. Most of the actual history must, therefore, be a written portrayal. However, we have had the files of the station photograpic section from which to extract some of the photographs of instructors and other Air Force personnel. Those of many of our former confreres have been misplaced or destroyed so that it was impossible to publish them. We have endeavoured, therefore, to mention them under the departments in which they worked.

The enormity of the B.C.A.T.P. will go down in history, and those who took part at Ancienne Lorette should be justly proud of the role they played.

"THE LAST FLIGHT" is presented with the kind permission of W/C R. M. CHRISTIE, D.S.O. and Mr. G. R. BECK.



CHIEF SUPERVISORY OFFICERS

✦ The position of Chief Supervisory Officer at an AOS is a very exacting one that involves not only the usual problems of a Commanding Officer, but also those of Liaison Officer between the Air Force and the civilian company. In Quebec City there were added, too, the duties implied in being senior RCAF Officer of the district.

Wing Commander Christie, DSO, brought to the station a distinguished and colourful background and in the four month break between his two terms as C.S.O. added further distinction and colour to that background. Wing Commander Christie is a pilot, veteran of two tours of operations with Coastal Command. On the first tour, flying Hudsons, he was awarded the DSO—an immediate award and the first DSO in the RCAF. In July of 1944 he left the station for four months as a member of the Canadian Air Liaison Mission to South East Asia. His experiences in and impressions of India are a story in themselves.

In the months between Wing Commander Christie's two commands, we had as C.S.O. Wing Commander Holmes. Wing Commander Holmes was here during the period of the popularity of the song "San Fernando Valley"—and appropriate co-incidence since he makes his home there in that valley.

One of the most respected and most popular of Chief Supervisory Officers was Wing Commander Pollock—at present writing, Group Captain. There will be many readers of this volume who will recall with fondness the C.S.O. of late 1943 and the first half of 1944. He was a good fellow in his moments of relaxation, a fair and just Commanding Officer at all times.

Previous to Group Captain Pollock was Wing Commander Jacobi. He came to us from No. 1 AOS, Malton after being on the West Coast with an operational Squadron. He was another popular and well-liked CSO.

The first Chief Supervisory Officer was Squadron Leader Archambeault—now a Wing Commander. After leaving here he completed a tour of operations and returned to become Chief Instructor at Summerside.

We feel that No. 8 has been very fortunate in its Commanding Officers and many of the moments of pleasure that will be recalled by this publication will concern one or more of them. Each will be remembered by many.

W/C Holms taking over from W/C R. M. Christie
Left Inset: W/C Archambeault
Centre Inset—G/C Pollock
Right Inset: W/C Jacobi

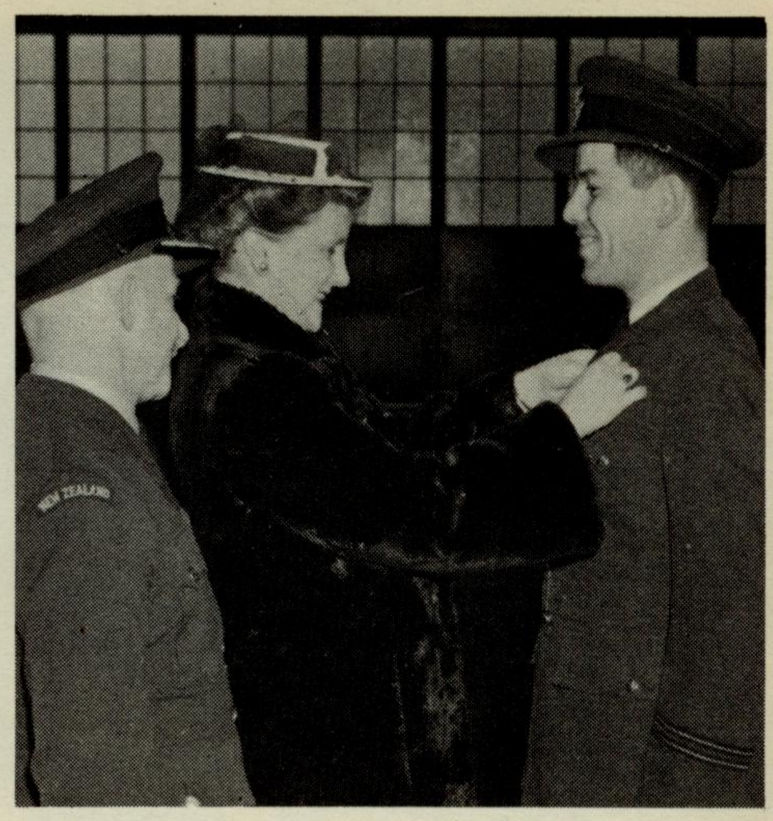
RCAF

NAVIGATION INSTRUCTORS

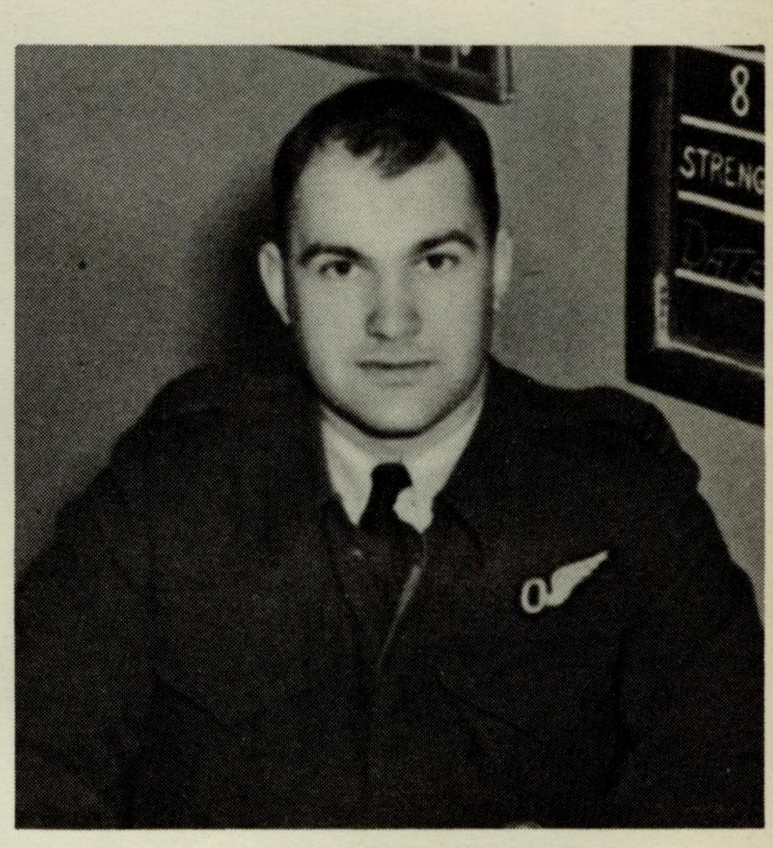
Our Chief Instructor

Squadron Leader M. J. Innes

Some Assistant CI's



Mrs. Jacobi pinning wings on F/L George Leroux. G/C White looks on.



F/L "Bill" Burt

NAVIGATION INSTRUCTION TOPS AT No. 8

✦ Around the land of Anc. Lorette
There's one whose known to all, we bet,
For he's been here right from the start
Taking a very active part—
From early days up to the finish—
Our Chief Instructor, Morris Innes.

"Why, he was here when I took my course," remarked the decorated airman as he paid a return visit to picturesque Lorette. He was absolutely right, too, for S/L M. J. S. Innes came as No. 8's first C.I. way back in 1941.

At that time, Observers were in training as were a few pilots next door at 22 E.F.T.S. That was quite a happy family in the old G.I.S. building during those early days—seven classes, a few more instructors and the tuck shop in the south-east corner where Morris could find his instructors almost any time.

In mid-1942 it was decided to change to Navigators and Bomb Aimers and to double the size of the school. This meant more trainees, more instructors, more personnel, but buildings were slow in coming. The C.I. really had to travel in those days to see all his instructors for the classrooms were spread far and wide over the camp. This was a mighty change of organization, all capably handled by S/L Innes and his staff. This dispersed state lasted until September of 1943 when the school moved into its present spacious quarters in the new G.I.S. Here the C.I. finally had an office of his own with intercom. push buttons galore to summon almost anyone he chose.

There was a new crop of problems to master in connection with the new building and along with this in 1944 a change-over to Nav. "W" training. (Nav. "W" 's were needed for Mosquitos—fast becoming the war's outstanding aircraft). This meant new syllabi, new organization, new departments, new policies; but all were handled in the chief instructor's capable manner—he took them in his stride.

Most of us here in the early days will remember F/L Christie and F/L Leroux as assistants under S/L Innes. The former, after leaving No. 8, was made S/L and C.S.O. of No. 10 A.O.S., Chatham. Some will also remember F/L Riddle. Later, followed F/L "Art" Evans, who eventually went to Chatham as C.I. and now is a S/L, F/L's "Stan" Duffell, "AL" Nicol, Art Bickerstaff and "Bill" Burt.

A great deal of credit is due to S/L Innes. Throughout all these changes in the land of Anc., through the tough sledding and the easy going, our C.I. has kept a watchful eye, pleasant personality, and cheery disposition. To his efforts, in large part is the reputation this school has had since its early days—a reputation for good training, lots of work and happy times.

F/L "Stan" Duffell

F/O W. Muir

F/O V. Lynch

F/O J. B. Glover

F/O R. R. Jackson

F/O A. R. McGregor

F/O D. M. McDonald

F/O Joly

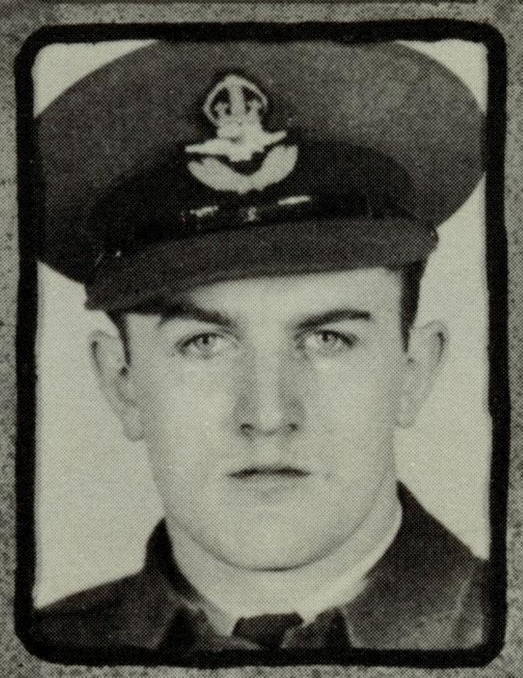
F/O J. Dillon

F/O J. Denham

P/O L. Current

F/O D. Hipkin

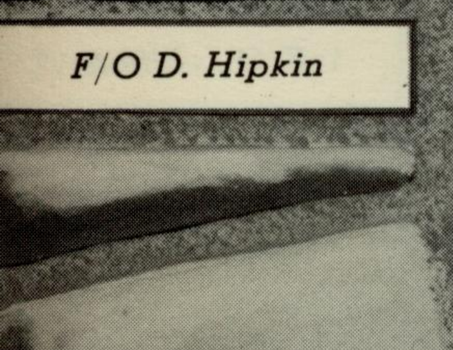
F/O J. Miller



F/O Savard

F/O M. McCluggage

F/L H. M. Adamson



F/L H. A. S. Waggett

THROUGH THESE PORTALS
HAVE PASSED NAVIGATORS AND
AIR BOMBERS BY THE SCORE
THEIR SUCCESS IS DUE IN PART TO
THE TIRELESS EFFORT OF
THEIR INSTRUCTORS WHO FORM
A PART OF THE GREAT ARCH OF
THE BRITISH COMMONWEALTH
AIR TRAINING PLAN

F/O T. J. Peart

F/O E. Whitby

F/O C. R. Mitchell

F/O G. L. Dearborn

F/O D. M. Adams

F/L B. Twamley

F/O T. L. R. Levy

F/L H. Heffernan

F/O D. Gillingham

F/L G. M. Mulholland

F/O L. W. Taylor

F/O Neville

F/O J. Webb

F/O A. Watson

F/O S. Townsend

F/O J. Elliott

F/L S. Duffell

F/L H. L. Foster

F/O D. Parsons

F/O Lucas

P/O "Bus" Handley

F/O A. Cherkas

F/O P. Emery

F/O D. Bainton

F/L R. Wainwright

F/O Frye

F/O J. W. Popkin

F/O G. Barrett

F/O Omer Pouliot

F/O K. Hoyle

F/O I. Bailey

F/O L. C. Rabbitts

F/O L. Brennan

F/O P. J. Alexander

F/O P. G. Clitherow

F/O W. C. McKay

F/O Jack Stingle

F/O Sam Morey

F/O R. Lahaise

F/L Bill Robinson

F/O Donihee

F/O J. D. Estey

F/O Cameron

F/L Humphreys

F/L P. Munn

O K. R. Greenaway

F/O Ross

F/L C. Haugen

F/L A. Jarry

F/O Coveny

F/L A. Bickerstaff

F/L H. J. Kay

F/O R. Rocheleau

P/O J. O. Joyce

F/O V. P. Grant

F/L J. C. Kingston

F/L N. Spall

O C. H. MacDonald

P/O J. Dyck

F/O C. D. Nellis

F/L H. M. Patton

F/O R. M. Vosburgh

F/O W. G. Teeple

F/O C. B. McMillan

F/O F. Ferguson

F/O W. Pridgeon

F/O J. M. Lumby

F/L W. S. Berry

F/L W. F. Burt

AS NAVIGATION GOES

✦ Navigation Instruction was given by many officer instructors during the life of No. 8. Their job was a hard one and they had to be very versatile. The various subjects handled by the instructors were complex and large in scope, so that we feel it best to just mention them here.

They instructed in D.R. Navigation, Instruments, Magnetism and Compasses, Map Reading, Reconnaissance, Geography and many other allied subjects. Often in a day a navigation instructor was called upon to give lectures on four or five totally different subjects. This meant a great deal of preparation the night before and sometimes kept him up till the wee hours of the morning. It was a tough job well handled. At the completion of the five months course the trainees who survived the withering pace were very creditable navigators and well equipped to carry on to O.T.U. and eventual operations.

Some of the graduates that have distinguished themselves at home and overseas are shown below.

Old Timers

L to R, Front—F/O Coveny, F/O "Doug" Frye, F/L "Gord" Nairn, F/L Pinkerton (Padre), F/L Stevens, F/O "Bill" Berrell, F/L "Bill" Birmingham, F/L "Doug" Humphreys.

L to R, Centre—F/L "Haglan" Haggland, F/L "Doc" Berube, Capt. "Doc" Lambert, F/L "George" Leroux, S/L "Morris" Innes, W/C Archambault, CSO, F/L Gourdeau,F/L Jarry, F/L "Roger" Lahaise, F/L "John" Hicks, F/O Beswick.

L to R, Back Row—F/L "Harold" Bolton, F/L "Al" Day, F/L "Whitey"Irvine, F/L Cameron, F/L "Bob" Wallace, F/L Latramouelle, F/L Lindsay, F/L "Bruce" Twamley, F/L Smith, F/L "Bill" Burrows.

HONOUR ROLL

Distinguished Service Order:

F/O G. M. BOWMAN (RAF)

Conspicuous Gallantry Medal:

F/S ALAN W. J. LARDEN

Distinguished Flying Cross and Bar:

F/L COLIN A. S. DREW (RAF)

Distinguished Flying Cross:

F/L THOMAS K. EDWARDS
F/L ARTHUR A. MOYER
F/L JOHN E. GOLDSMITH
F/L JOSEPH G. M. E. REGIMBALD
F/L JACK C. WELLS
F/O EARL T. ALBERT
F/O D. V. APPLETON (RAF)
F/O ALLAN H. BARTLETT
F/O WILLIAM D. C. BECK
F/O HARRY BECKETT
F/O WILLIAM R. BENNETT
F/O RAYMOND V. J. DALY
F/O C. A. S. DREW (RAF)
F/O ADOLPHE A. DUCHESNAY
F/O HECTOR G. S. DUNBAR
F/O OWEN W. FONGER
F/O JOHN W. GALVIN
F/O RONALD McL. GIRVIN
F/O JOSEPH R. GLAZEBROOK
F/O HENRY C. HEANEY
F/O MARSHALL E. HOWARD
F/O REGINALD G. F. HUNT
F/O PAUL C. E. LAFOND
F/O JOSEPH F. LENIHAN
F/O STANLEY H. LETLEY (RAF)
F/O IAN F. MacINTOSH
F/O DAVID H. PROTHERDE
F/O HENRY B. RHUDE
F/O GEORGE D. ROBINSON
F/O JOHN H. SANDERSON
F/O KENNETH L. SCHMITZ
F/O JOSEPH SKOLNIK
F/O DAVID E. SMITH
F/O WILLIAM A. R. STEWART
F/O WILLIAM TYLOR (RAF)
F/O JOHN S. WALLACE
F/O FREDERICK E. WOODLAND
P/O ARTHUR P. CRAIN
P/O JOSEPH J. P. CAMIRE
P/O HENRY C. CARD
P/O FREDERICK C. DAVIES
P/O REGINALD W. FOLKES
P/O ROSS A. FORGRAVE
P/O STANLEY B. McKILLOP
P/O WILLIAM A. PLUMMER
P/O GORDON C. SOOTHCOTT
P/O JOSEPH A. G. TREMBLAY
W/O THOMAS J. McDOWELL(RAF)
W/O DAVID H. KNIGHT
W/O JOHN H. KNOX
W/O JAMES H. PERRIN

Distinguished Flying Medal:

W/O FRANK M. KERBRAT
SGT. JOSEPH M. L. BOUVIER

Mentioned in Dispatches:

F/O EDGAR S. MILES
P/O JOSEPH H. BOUDREAU

Commendation:

F/L BRUCE E. TWAMLEY

AIRCRAFT RECOGNITION

F/S R. S. Robbins and Sgt. J. Shropshire

AIRCRAFT RECOGNITION

✦ Aircraft recognition is the ability to recognize aircraft in the air. It is an exact science, based on ideas proven and developed by the British Air Ministry.

The methods used to impart this subject, in the Commonwealth Air Training Plan are the best in the world.

The organization and development of the aircraft recognition section at this unit was the work of F/S P. Hamilton, who only a short time ago, left for his new position near Halifax. He was one of the most popular N.C.O.'s on the station and served a term as mess president.

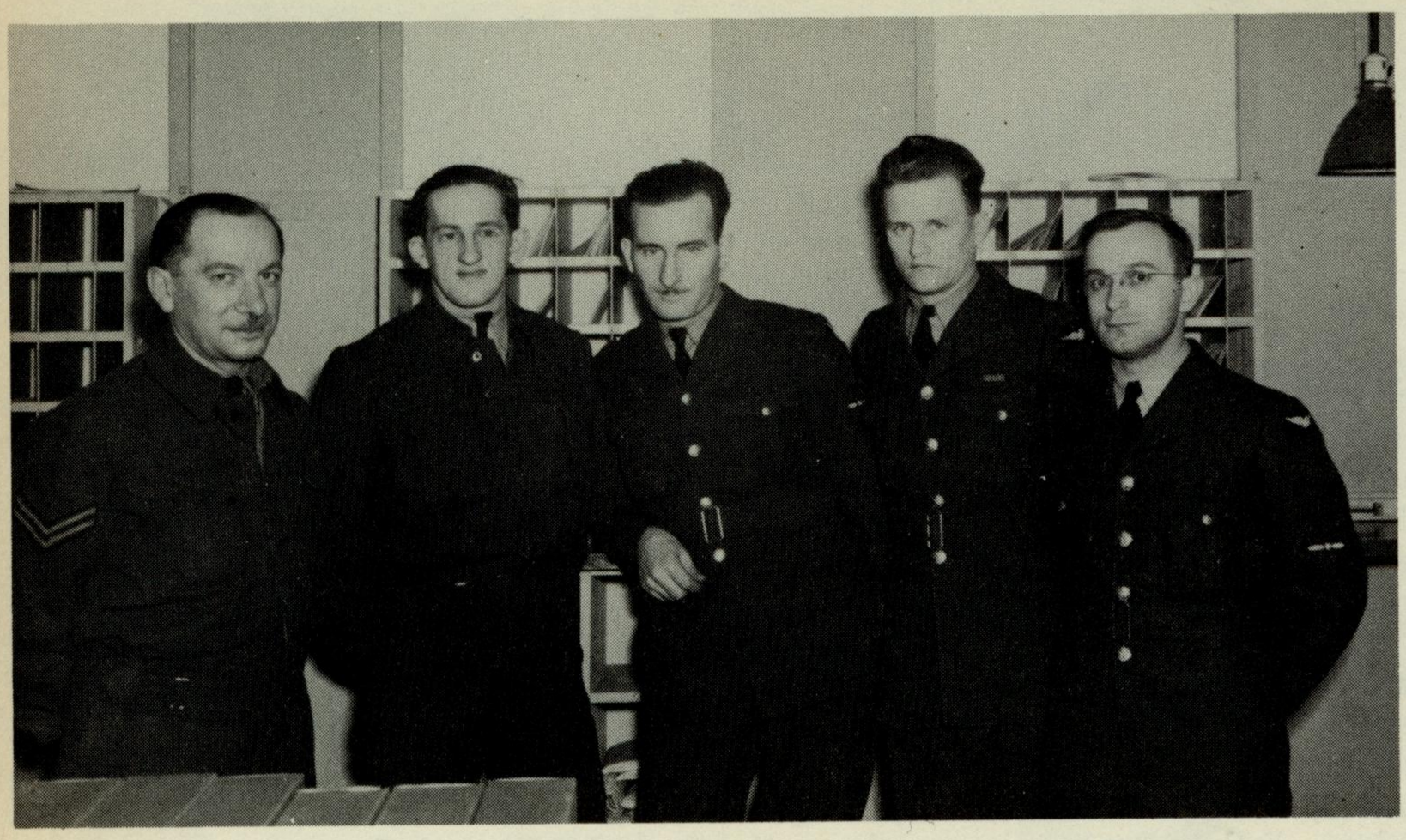
The work was then carried on by F/Sgt. R. S. Robbins and Sgt. J. Shropshire. F/Sgt. Robbins came from No. 1 A.G.T.S. and Sgt. Shropshire from No. 3 A.G.T.S. Both men have had a wealth of experience in the subject and their ability is unquestioned by the trainees.

PASSING OUT

✦ A semi-dark room—silence—except for the heavy breathing of the men and the constant buzz of the small fan cooling the delineascope. The instructor breaks the loaded atmosphere with his steady counting —one—a click is heard—all eyes are strained to watch for the fleeting picture of an aircraft as it is projected onto the screen, for two seconds only—another click—the lights in the projector go out and everyone is heard huriedly writing, then comes the steady "two."

For the count of fifty, this procedure continues while hands sweat and tension is at its height. "Fifty", calls the instructor. Up go the lights. "Papers up" calls the examining officer, and another course has passed through No. 8 A.O.S. as far as aircraft recognition is concerned.

OUR STATION POST OFFICE



Staff, left to right: Cpl. Bill Rash, AC1 Max Dunlop, LAC Larry Caldwell, LAC Con Proulx, and LAC Maurice Coté.

✦ This is to introduce the boys who hand you that letter from home or from the best girl friend—the staff of No. 8 A.O.S.'s post office. Because their work is routine it is sometimes not fully appreciated but we shudder to think what would happen if the "bureau de poste" were to close for even a day.

Staff personnel, especially those veterans of the battle of Ancienne Lorrette, the Wireless Operators (Ground), will remember the days when the post office was situated in the guardhouse. Every time you went for your mail you felt a little guilty as you called your name and number through grilled-wire barriers. and who will forget those wintry days when you had to stand in a long line at noon hour outside the guardhouse-post office? In 1942 there were only two postal clerks—before them the service police used to do the chore.

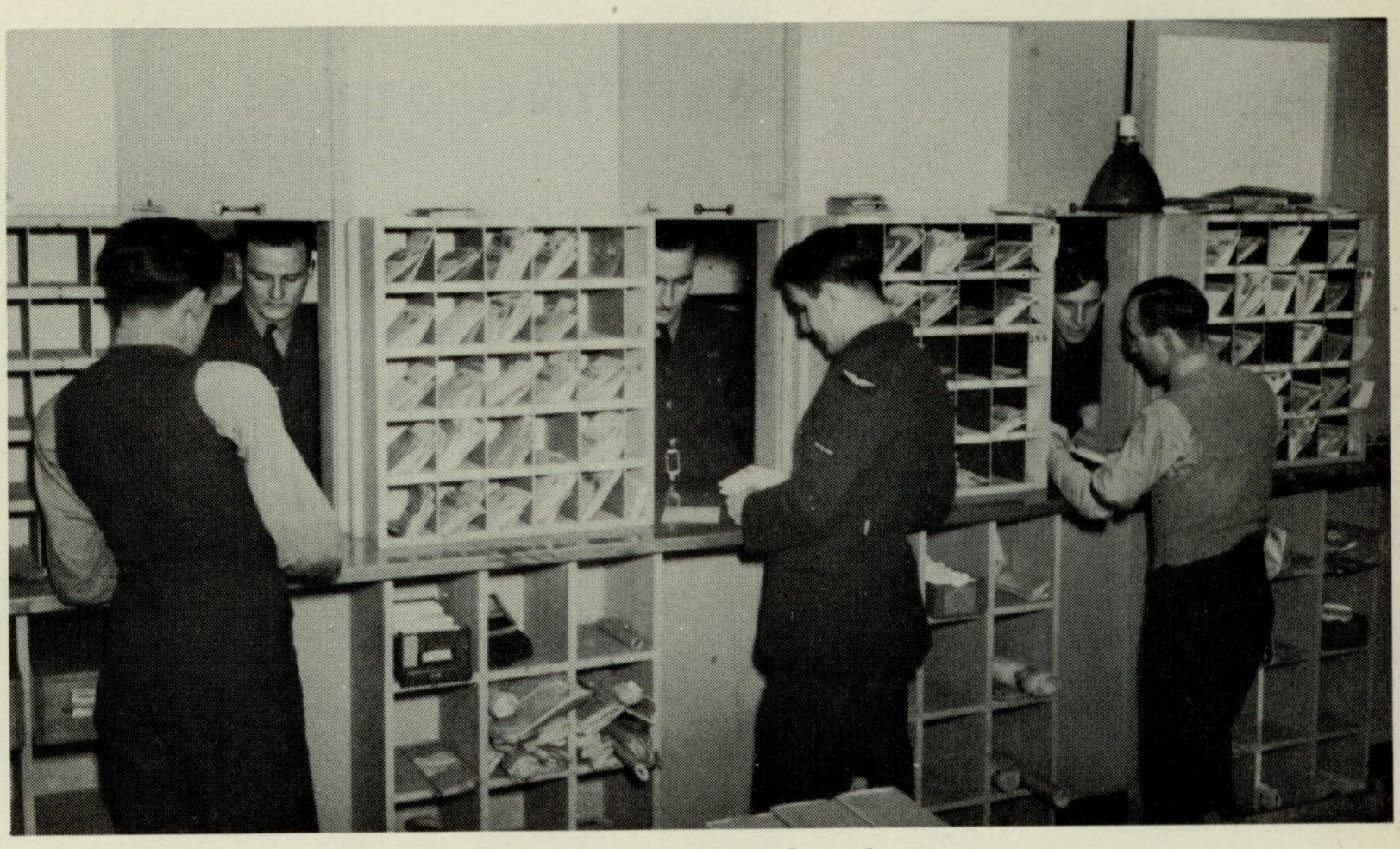
Oldtimer in the post office game is Cpl. Bill Rash, N.C.O. in charge. He was here in January 1943 and worked with LAC Beaumier. Bill can recount to you all the little incidents that occurred from that time till closing—the long lines of impatient airmen waiting their turn at the wicket, the expected letter that didn't come (the post office never writes letters, only delivers them), the rush of mail at Christmas time.

The job of postal clerk is not like it used to be. No, because towards the school's closing a staff of five catered to the letter-writing market. But the staff's duties were more than dishing out letters—8 A.O.S. was made a military post office on December 7, 1944 and so was able to handle registered mail, money orders, and carry on a banking service.

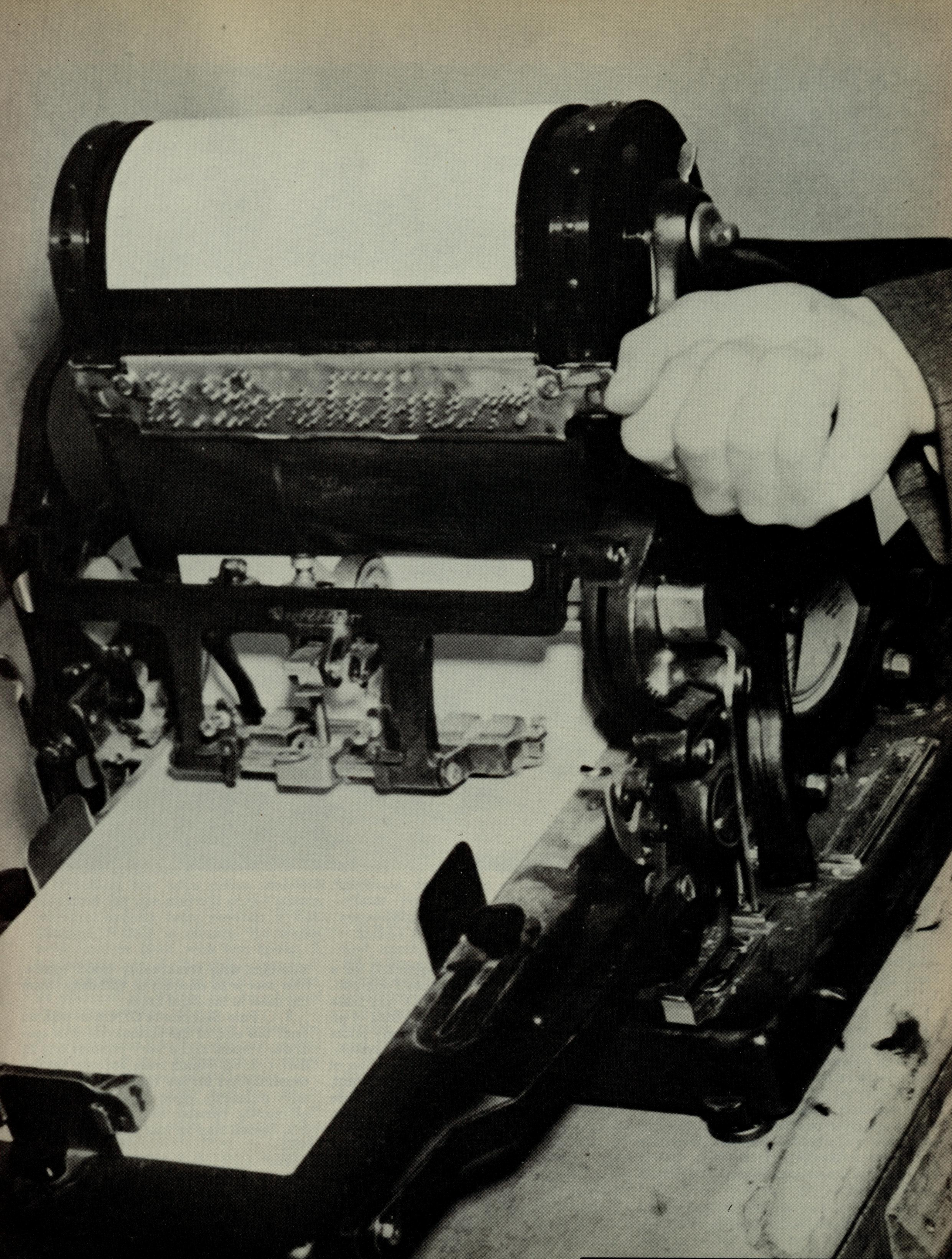
Besides waiting on you guys in blue, the post office handled mail for the civilian company, Quebec Airways (Observers) Limited. The post office's increased services was certainly appreciated by them. The co-operation of the airmen, the civilian company, and Quebec City postal authorities has been responsible for the smooth running of the postal service at No. 8 A.O.S.

To give you an idea of the volume of mail handled, let us take the peak month of December 1944. Approximately 20,000 letters came in and about 15,000 were mailed out from the post office: in addition to 500 parcels, there were also, of course, hundreds of newspapers and magazines. December saw 200 pieces of registered mail going through M.P.O. 506.

Aiding Corporal Rash at the wickets were LAC's Johnny Frechette (since posted overseas), Larry Caldwell, Con Proulx, "Jam" Coté, and Max Dunlop. Cpl Rash and LAC Coté were in the mail business in civvy street and have plans for taking up the work again after the war. The other boys' ambitions for "après la guerre" lie in other fields. "Vive le bureau de poste!"



Giving out the news from home.



ORDERLY ROOMS

ADMINISTRATION

✦ To those of us who knew Bill Dalton, he will always be remembered, as a warm-hearted friend whose serious business demeanour hid a very sincere interest in the welfare of the station and, in particular, of the airmen who made up the station. It was our good fortune on more than one occasion to talk over with S/L Dalton airforce affairs and experiences and every time we came away with a strong impression of his fairness, his discretion, his sincerity, his genuine interest in every AC2 with whom he had the remotest contact. If you were in the wrong, he'd tell you so in no uncertain terms with that quiet effective voice of his—or if you were having wrong done by you, he'd fight to the last ditch for your rights.

But Bill was not all business. He didn't carry it away with him into his moments of relaxation (and if you know adjutants you'll know those moments are few and far between for them). There are some of us who have seen his remarkable sense of humour at play—and there are some who have been the butt of that humor to their own consternation.

Bill will be remembered for a lot of little things, too. His ever present pipe, for example. Some of his remarks are famous—like the time an airman was complaining about food and saying it was worse than any in Canada. "How many stations have you been on?" asked the adjutant. "Three," was the answer. "Get a little time in!" said Bill, "I've been on thirty odd."

Some of us wondered how this quiet man would work out on the station when he came to us, a flight lieutenant in May, 1944, after the irrepressible Barney Senez had held the S.A.O.'s chair for some time. We found out—they say an adjutant can make or break a station—Bill Dalton certainly never broke this one.

S/L "Bill" Dalton

F/L F. V. Hinch

Some Old Timers

S/L Dalton's predecessor was F/L Senez who will be remembered for the big, hearty, good fellow that he was and also for his interest in ambulances.

Two former adjutants should be mentioned—F/L Collie and F/L Saint-Amour. We never knew F/L Collie personally, but we have heard it said that he was as severe in his judgments and criticisms as he was quick in his determination to forgive and forget. F/L Saint-Amour was a P/O adjutant and very popular with everyone. He got married just before he left here for overseas. At present writing, he is adjutant of the famous Alouette squadron in England.

A word or two should be said about F/O Gourdeau, who was the first adjutant of the station—as a matter of fact, he was just about the first everything. He arrived in time to be the first officer on the station, and consequently, for a short period, was a veritable Pooh-bah.

Associated with the S.A.O. has been the Training Wing Adjutant—lord of all he surveyed in the Wing Orderly Room and chief announcer on the P.A. system. Responsible for the smooth operation of the W.O.R. was the first wing adjutant, F/O Red Lindsay. Red was one of those people who are full of drive and initiative. After him came F/O Skelton, also known as "Red." And F/O Ken Hatch, the watchman. F/O Jimmy Rapp perhaps held the position for the longest period. Jimmy is from Montreal and has returned, happy, to his lawyering. One of the brightest holders of the assistant adjutant's chair was S/O Jean Boyle. Jean was the only W.D. we ever had around here and she filled an awkward situation with remarkably good grace. She was wise enough to withdraw from the mess at the right times.

F/O Pete Blanchette DFM was with us until the end of the school. He was one of our re-pats and a very popular one at that. F/L Val Hinch from Toronto will be remembered for his unbounded energy and unfailing good spirits. He very efficiently carried the full load when S/L Dalton was on one of his occasional 48's.

The jobs of S.A.O. and Assistant Adjutant were difficult ones. It seemed to us that it was necessary to know everything about everything. We feel that No. 8 has been very fortunate in having incumbents who were not only well-informed and efficient, but good eggs, too.

L to R—F/S James Gingras, F/S Thomas McCarthy, Cpl. John Honsberger, LAC Joseph Godin, Sgt. Masters, AC1 MacLean, Cpl. Léopold Ouellet, Cpl. Jean Gravel, Cpl. George Carpenter, Cpl. Wayne Davis

STATION ORDERLY ROOM ONE OF THE BUSIEST SECTIONS ON THE STATION

✦ The heart of No. 8 A.O.S. was its station orderly room. It was there that all administrative matters were dealt with. It was there that newcomers checked in by filling in the reporting-in forms and it was there that veterans checked out by picking up their clearance certificates.

Watching the boys come and go, watching the rise and fall of the station was that orderly room veteran, F/Sgt. Gingras, N.C.O. in charge. He began work here in 1942, with two hooks. A few months later he became a sergeant, and with the posting of WOII Douglas, he obtained his crown the kingdom of the station orderly room.

Like other station orderly rooms, No. 8's was divided into five sections: central registry, records, daily routine orders, stenographers, and miscellaneous.

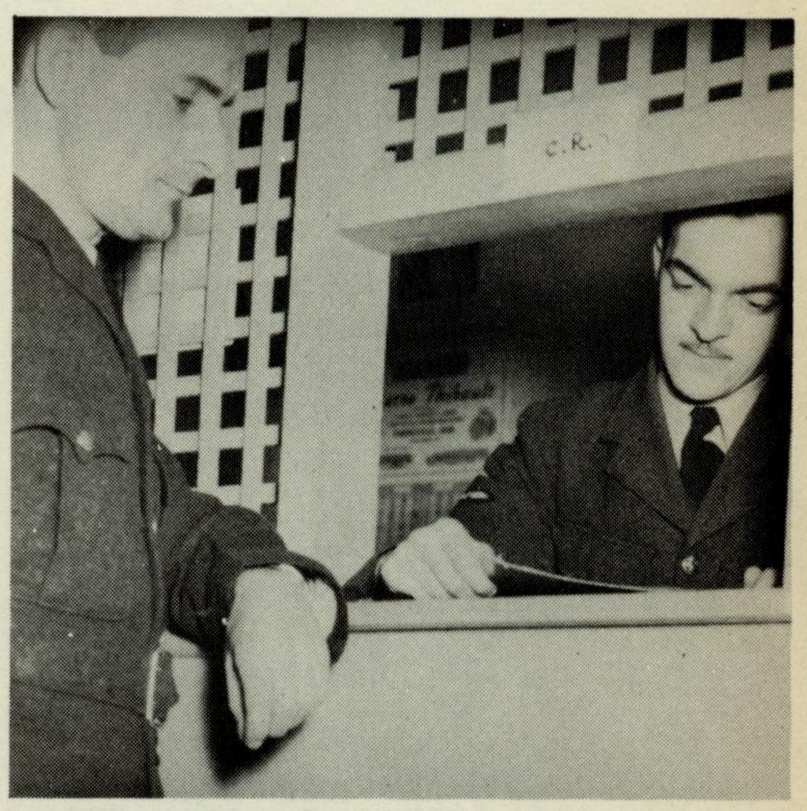
The central registry was the key to the working of all R.C.A.F. sections of the station. All matters dealt with in a service station must bear a subject. Each subject must be written down in letter or memorandum form. Each letter or memorandum must be inserted in a file. All files are kept in central registry. Therefore, all matters dealt with on this station passed through central registry. It was through the hands of Cpl. Ouellet that incoming and outgoing letters flew. He reported to this unit from Dartmouth and Pennfield Ridge in August, 1944.

Each airman and officer in the service has his own documents which are kept in the station orderly room. When an entry is promulgated in daily routine orders, an entry is also made in the personal documents of the airman or officer concerned. Records was the responsibility of several airmen.

D.R.O.'s, the official gazette of the unit, mirrored the events of the station. All matters concerning Air Force personnel had to be entered in D.R.O.'s or no action could have been taken. It was Cpl. Gravel, a real No. 8 old-timer, who turned out D.R.O.'s with the stability and ability of a veteran newspaperman.

The duties of the stenographers, of course, were to take letters from the C.S.O., S.A.O., C.I., and adjutant, and to deal with other clerical work. Cpl. Gravel's duties also lay in this section.

Under "miscellaneous" were all the joe jobs, which nonetheless, were essential, such as duplicating D.R.O.'s, delivering D.R.O.'s, various clerical work, and aid to the other station orderly room sections. Able to do almost any job were LAC's Cote, Godin, and Vincent, and AC1 MacLean.



LAC Paul Coté and LAC André Vincent

Something new was added during the old age of the orderly room. This was the section dealing with discharges. F/L Berry was in charge and F/Sgt. McCarthy was his able assistant. The Flight Sergeant had reported here after three years spent in a recruiting center —he took 'em in and helped 'em out.

The orderly room also acknowledged the help of many graduates, who replaced personnel who had been posted overseas. Wireless operators (ground) also were honorably mentioned for their service in the station orderly room.

R to L —Cpl. Harry Walker, Cpl. Leighton Webber, Cpl. Harry Margolese, LAC Nelson Cyr, AC1 Roger Clavet.

WING ORDERLY ROOM

✦ The clattering of typewriters, the harsh ringing of the telephone, the slamming of file drawers, the sound of voices over the inter-communication system, and the banging of steampipes was the accompaniment to the work of the staff of the wing orderly room.

Though sometimes confused with an information center, the wing orderly room was mainly concerned with matters dealing with training at No. 8 A.O.S. Its big sister upstairs in Ground Instructional School, the station orderly room, dealt with administrative affairs but all work in connection with a course passed through the W.O.R.

Its work was always routine with few diversions to relieve its regularity. A course came in, a course graduated. This was repeated every two weeks. Its second feature was the preparation of regular reports—weekly, bi-monthly, monthly, quarterly—on training of navigators, navigators (bombardier), and navigators (wireless).

Besides being a repository for examinations, plots, forms, stationery, and other training documents, the wing orderly room was the rendez-vous of the navigation instructors.

The inter-communication system which linked up all offices and departments in G.I.S. was situated in the orderly room, so an extra function was traffic control and the relaying of messages throughout G.I.S.

Surveillance of the wing orderly room has been under several officers, including F/Lt. Hinch, Flying Officers Skelton, Rapp, and Blanchette; Pilot Officers Hatch and Maneux; and Section Officer Boyle.

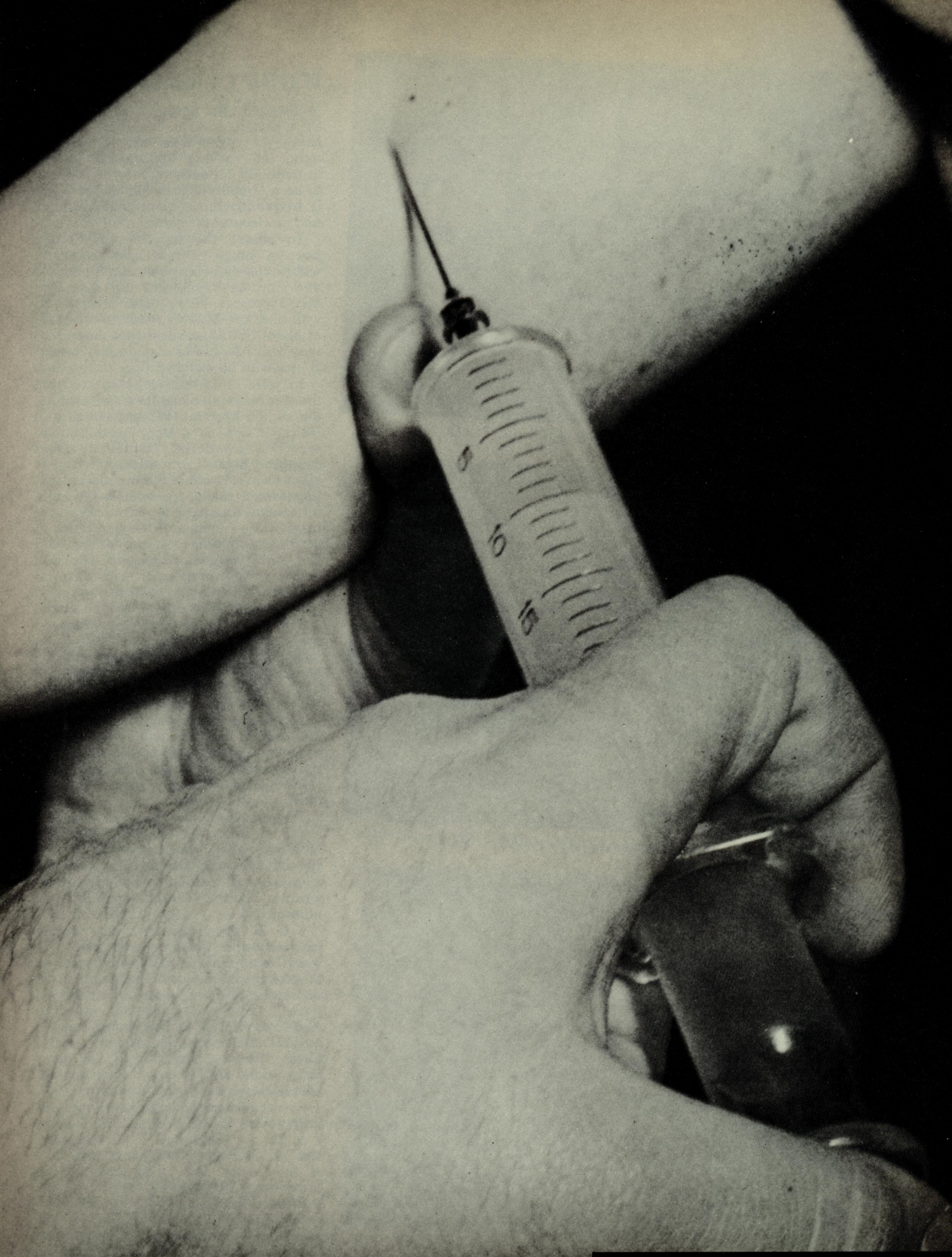
Sgt. Monette and Sgt. Gagnon have been N.C.O.'s in charge of the W.O.R. Both were posted a few months before the last gasps of No. 8 A.O.S. Other workers included Cpl. Rathier, LAC's Reeves, Dumais, Gray, LeBlanc, and DiCola.

Winding up the affairs of the last courses was Cpl. Harry Margolese, a literary type, and jack-of-all administrative trades. Acting as liaison with the past and keeper of all flying records was veteran LAC Nelson Cyr. AC1 Roger Clavet was the latest addition to the clerical staff.

Because of lack of typists and clerks, the wing orderly room borrowed from the signals section Corporals Leighton Webber, Austin Brown and Harry Walker. These versatile WOG's were needed because the work of the wing orderly room did not decrease progressively with the reduction of trainees but continued like the wonderful one-horse shay.

F/S Thomas McCarthy and F/L Bill Berry

F/O Pierre Blanchette (DFM)



HOSPITAL

F/L R. B. Smith

L to R—LAC Ted Leggett, Cpl. Ted Hagmeir, Sgt. Edgar Allarie, Cpl. Frank Letarte.

L to R—F/L R. B. Smith, Cpl. Ted Hagmeir, Sgt. Edgar Allarie, LAC Ted Leggett, F/O R. H. Handfield, LAC J. A. M. Coté, Cpl. Frank Letarte.

HOSPITAL

✦ By some, the hospital is looked upon as a prison, torture chamber, butcher shop, or what-have-you, depending upon the varying experiences of the individuals concerned. It is considered to be a "good place to stay out of," and is frequently the subject of thoughtless and undeserving jokes.

To others, the hospital has always been a place of rest and relaxation where one can escape morning parades and find an excuse for not attending 08.30 lectures. These just sit around and wait until the M.O. is ready to see them at about 09.00 hrs. and then hope that they will be able to wangle an "attend B" so as to be excused P.T. for the day.

In spite of all this, it is agreed that there is only one place for a sick airman, the station hospital. When he is ill and feeling "sick as a dog," the hospital seems a wonderful institution. After dragging himself around and trying at all costs to stay out of the dreaded place, the airman really appreciates the comforts of a luxurious hospital bed with fresh white sheets and the gentle touch of a nursing sister's hand. (If we only had one!) He also enjoys the attention which is showered upon him by sympathetic attendants. (Not to mention the nose sprays, gargles, needles, etc.).

We feel certain that the supposed dread and unjust prejudice have been forgotten by those who have had the good fortune to grace one of our hospital beds. By the friendliness which they have shown following their release from hospital (some just can't stay away), we feel certain that they will agree with us in saying that after all is said and done, the hospital is a pretty good joint and the boys on staff are a good bunch of joes.

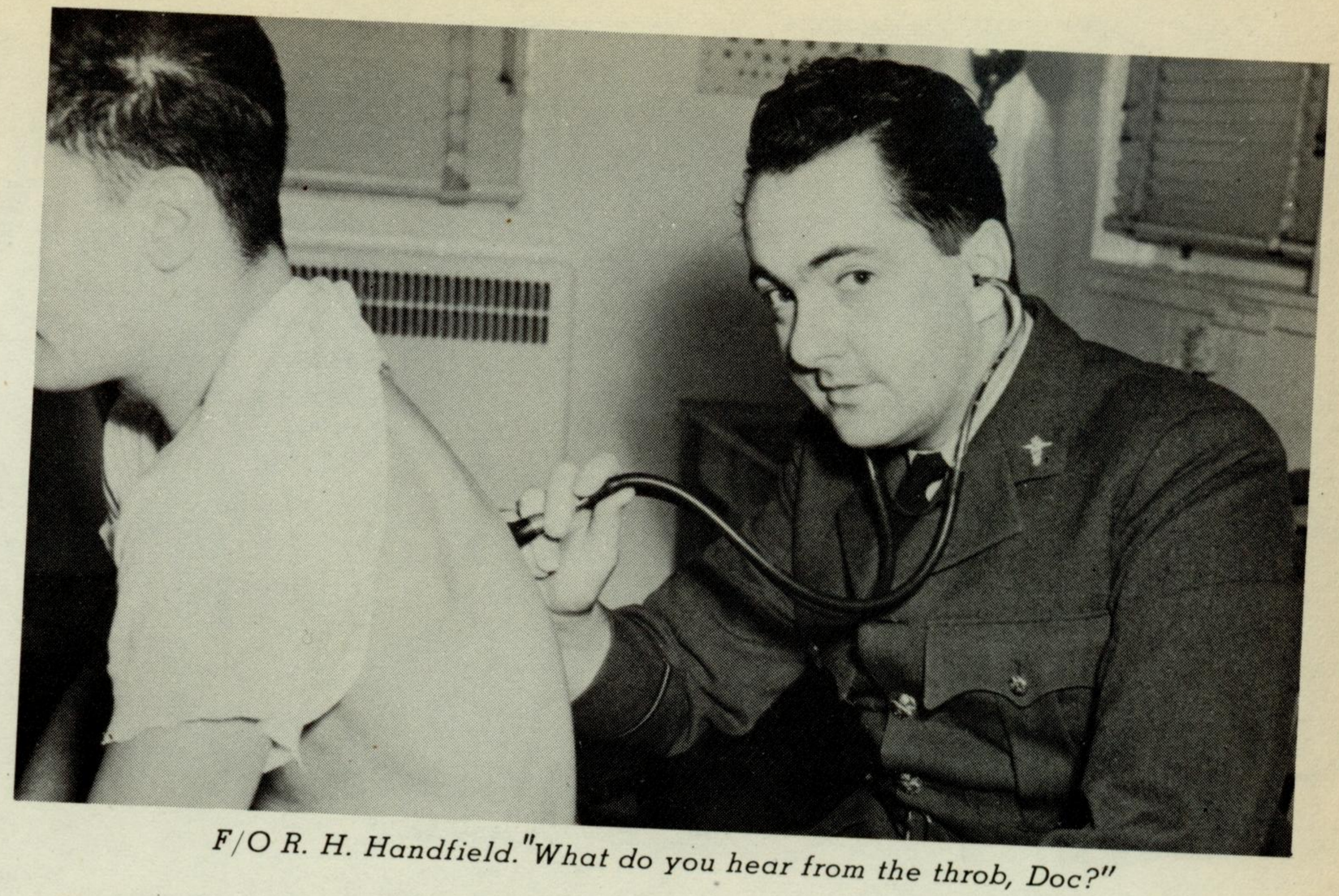
Some personalities deserve mention. F/L R. B. Smith was the last S.M.O.—a Montreal chap who wants to be a specialist in men, women, and children's diseases, but who spent his spare time writing bedtime stories for a special little girl.

F/O R. H. Handfield was happily married with Dionne ambitions. He wants sextuplets. Sgt. Allarie was called the wardmaster whose "strength is as the strength of ten because he drinks it pure." Corporal Hagmeier was the modern prototype of Rip Van Winkle—conscientious, eager and sleepy. LAC Coté, the dispenser, liked his long forty-eights. LAC's Leggett and Lacasse, hospital assistants, completed the staff.

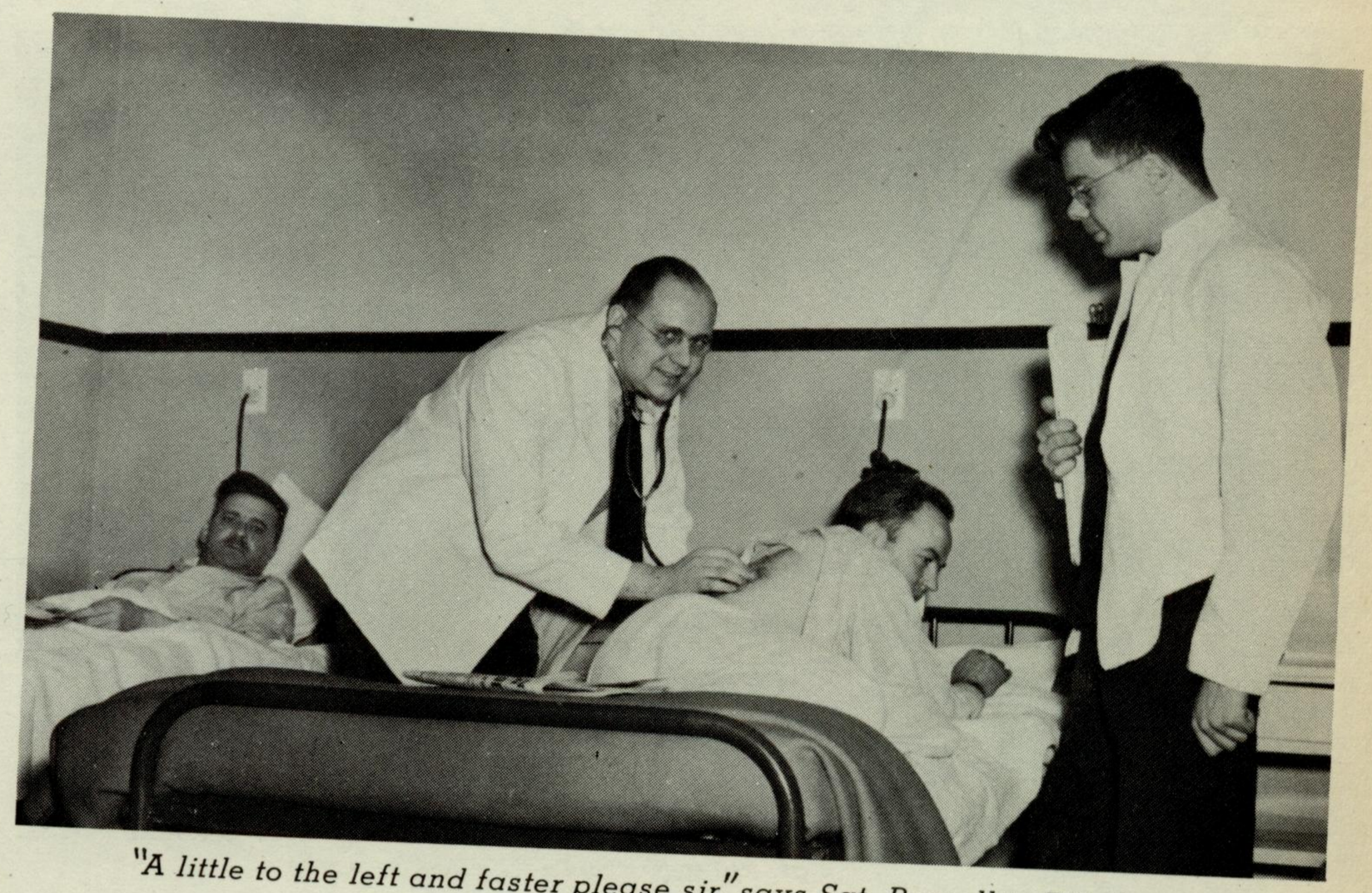
Some past personalities will not be forgotten. F/L J. A. Scott, F/L A. Leduc, F/L. H. A. Gignac, F/L H. G. Kelly and F/L A. Fisher are all former M.O.'s of the better sort. And some of us remember Sgt. Hannaford, Cpl.'s Watson and Maize, and LAC's Runstedler and Bergeron. The last mentioned was here for a long time and oft could be heard the plaintive cry throughout the wards, "Johnny!"

The Lament of a Medical Officer

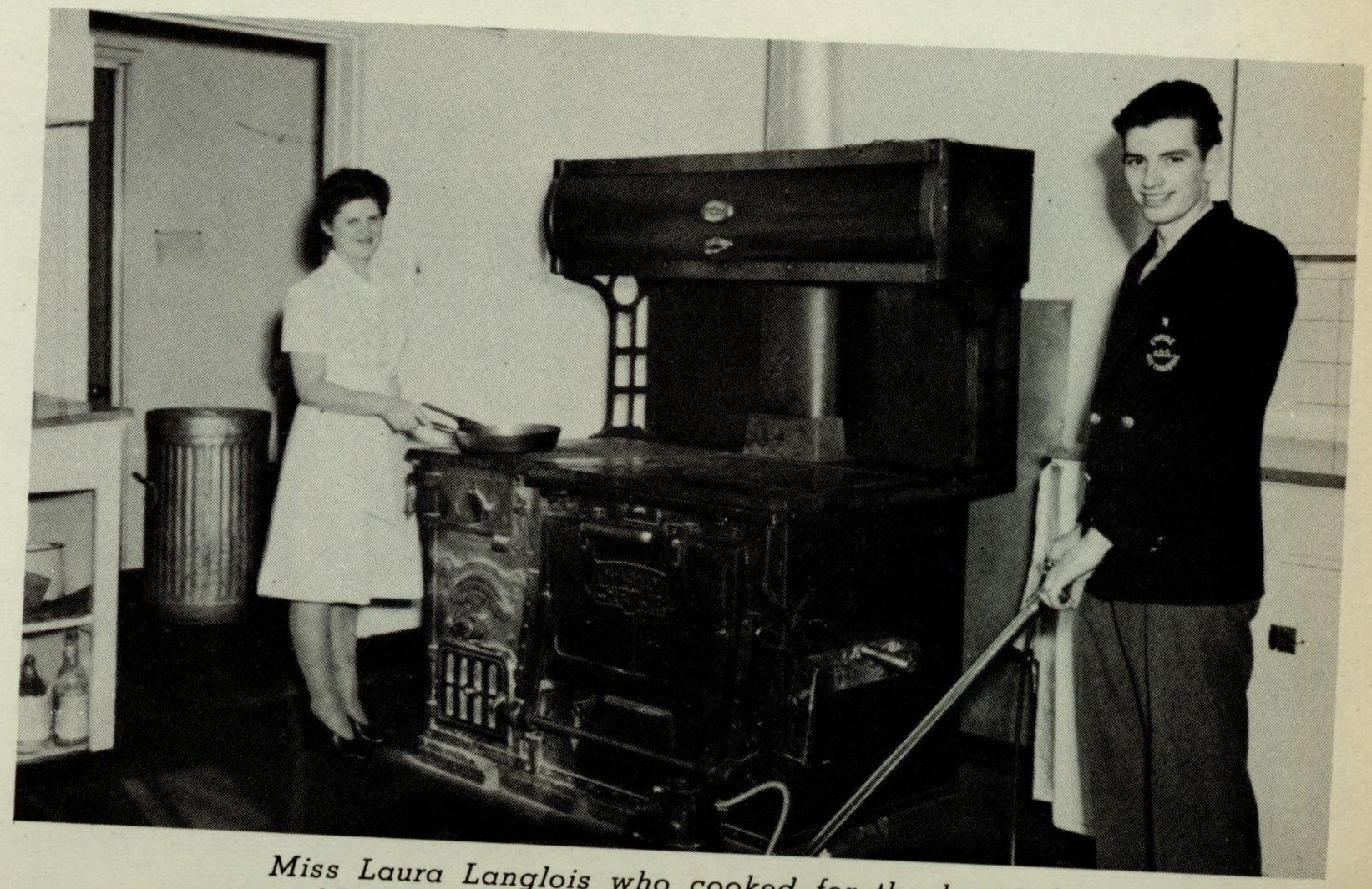
The sick parade comes round each day,
Lining up in the same old way.
Its ailments and complaints the same,
Make an air that's very tame.
The colds and coughs keep rolling in,
The way they pester is a sin.
The M.O.'s wish, you can be sure,
Is that science will provide a cure
Which given once, will cause to flee,
The cold from patient instantly.
The twisted ankle, neck or knee
Are blamed each time upon P.T.
No matter where the fault may lie,
These victims to the M.O. fly,
Laying bare their bruise or strain,
Begging that he relieve the pain,
When all the time as any ass knows:
Only time can heal such blows.
It's not the work or time involved
Round which our protest is evolved.
'Tis just the boredom of unending pleas
To cure when there's no real disease.
God grant that soon the day will be
When wearied M.O.'s once more will see
The type of case for which they trained,
Worked long hours, plugged and strained.
Angina pectoris, coronary thrombosis,
Hydronephrosis and visceroptosis,
Carcinoma, leucemia too,
Are all included in our review.
The case-room again will hold a thrill.
If mothers don't yell the babies will.
The O.R. too, will seem quite odd,
Asking for forceps with merely a nod.
Wielding the scalpel through layers of fat,
Catching the bleeder with a haemostat.
And so you see from day to day
How much the M.O. has to pay,
Forgetting the knowledge he worked to attain,
All he hears is the old refrain:
"I've got sore feet, my boots don't fit,
Can't do P.T., please give a chit."
"My nose is blocked, I've got a cold,"
O'er and o'er the tale is told.
The astounding thing to all M.O.'s,
Is how sick parade varies with D.R.O.'s.
Week-end leave or pay parade,
Always come to the M.O.'s aid.
C.O.'s inspection on the other hand,
Seems to spread sickness throughout the land.
The route march too, has its effect,
If over a mile they all object,
And shunning the thought of the miles ahead,
They all make a try for a hospital bed.
Sooner or later, without a doubt,
Some harrassed M.O. will arise with a shout:
"To hell with the blister or corn on your toe,
I'm after your blood, just watch me go."
And as you stand there quite unnerved,
He'll give you what you have deserved.
Wielding his knife with the greatest of ease,
He'll amputate above the knees.



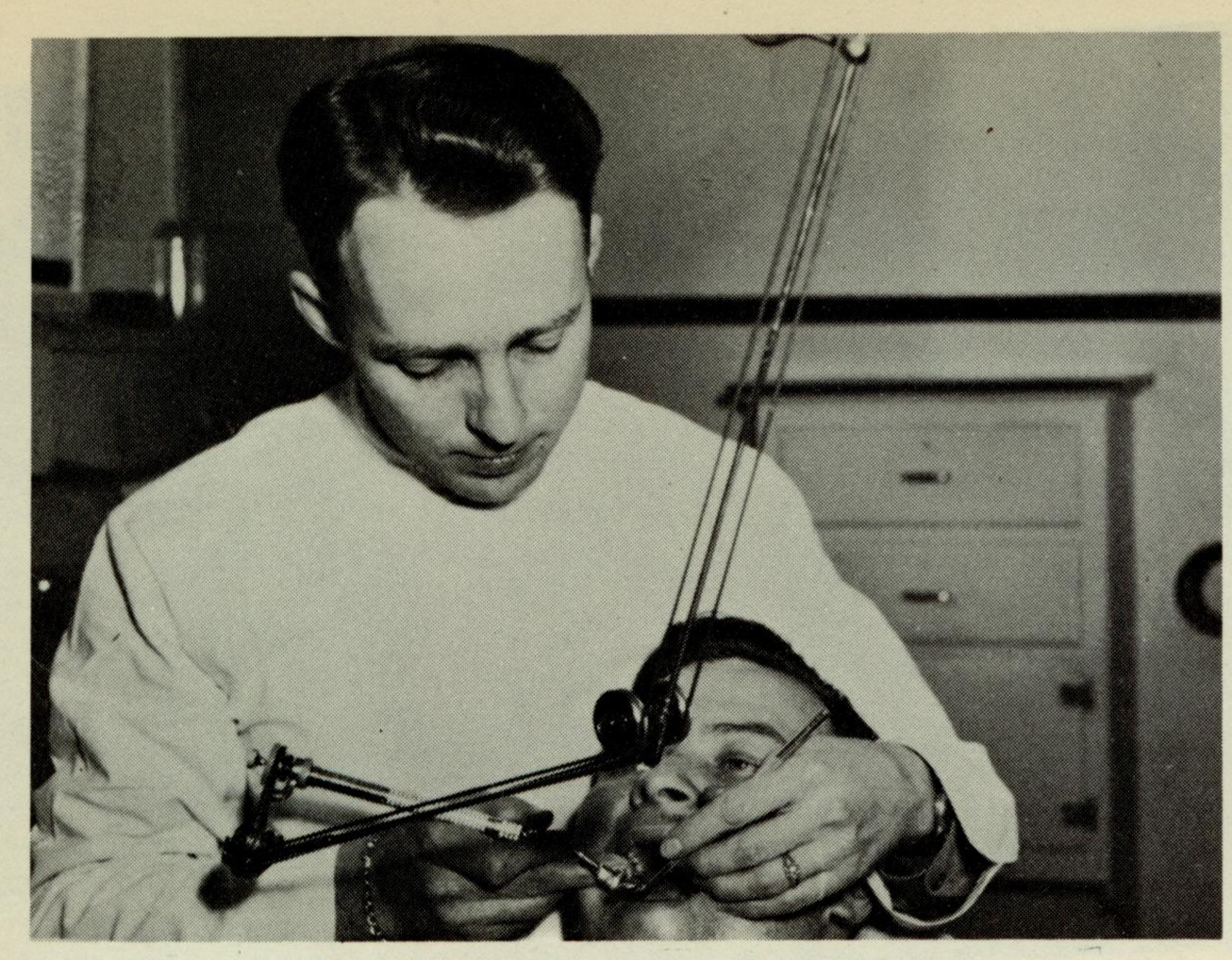
F/O R. H. Handfield. "What do you hear from the throb, Doc?"



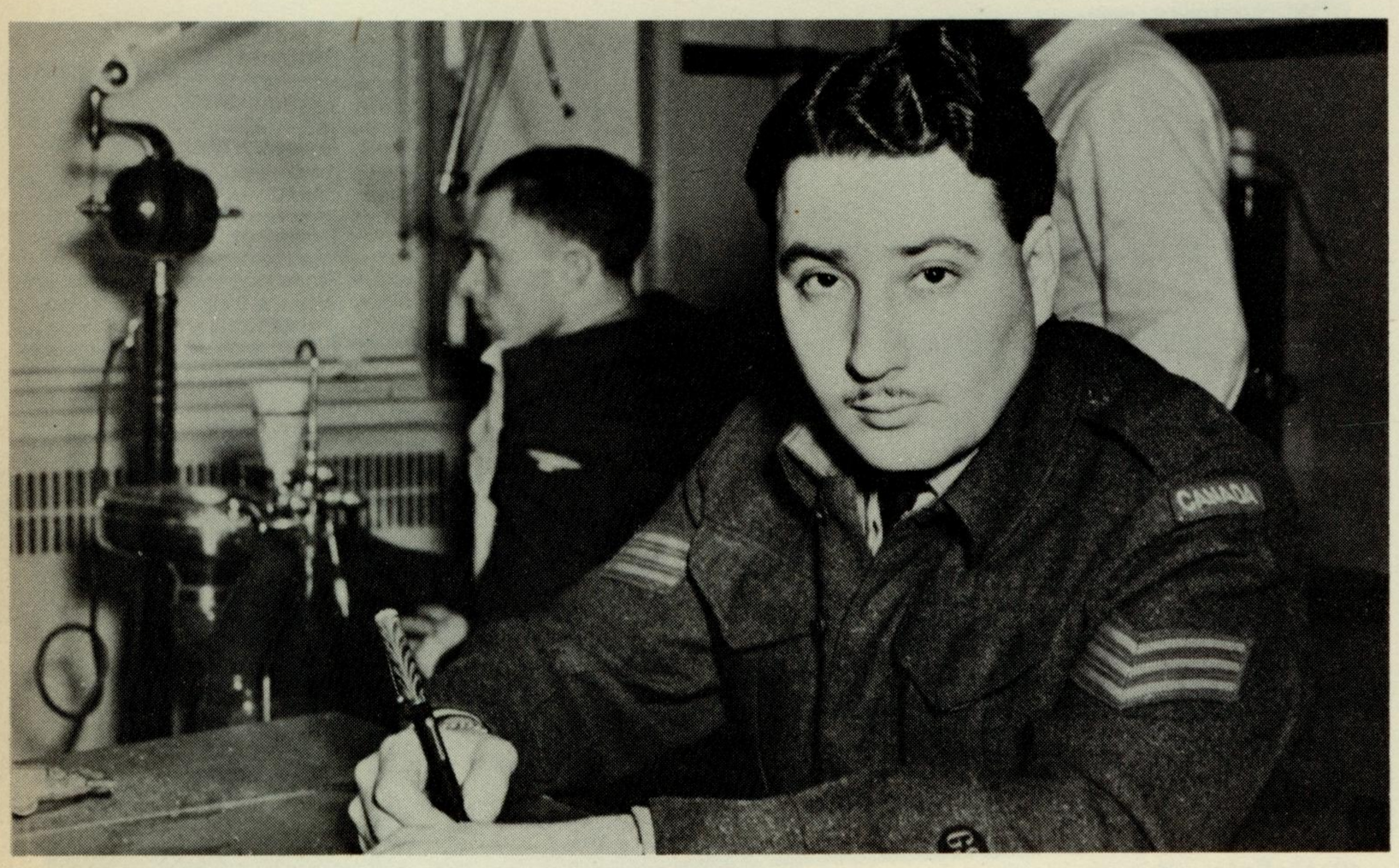
"A little to the left and faster please sir," says Sgt. Russell to F/L Smith.



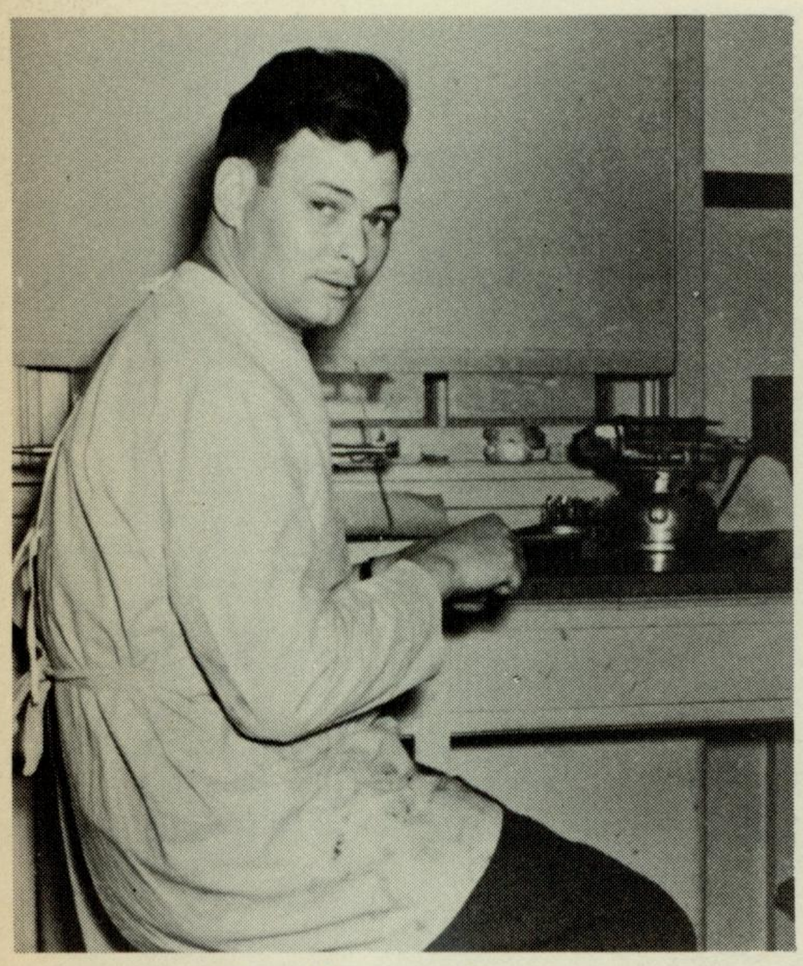
Miss Laura Langlois who cooked for the hospital and Roméo Lépine who kept the rooms spic and span.



Capt. René Auger—gentle isn't he?



Sgt. Peter Hoffman



Sgt. Maurice Renaud

DENTAL CLINIC

✦ When this station opened back in the days when the prospects for democracy were not as bright as they are today, arrangements for meeting every need of the trainees was made. With the advent of the first course, along came the dental officer, forceps in hand. Since its inception, this station always maintained facilities for the dental fitness of all personnel.

The first dental officer to administer to the dental needs on this station was genial Capt. Jacques Jolin. In keeping with the traditions of the Canadian Dental Corps, he was not alone in coming. In tow, was the "Clark Gable" of the Corps, the suave Lucien Marleau, with three stripes to indicate his progress in the army. They did not refer to his progress with the fair sex.

From this auspicious debut, the C.D.C. has endeavored to maintain and improve their standard of service for the R.C.A.F. An electric motor, very practical dental equipment, an efficient administrative system, together with an elaborate laboratory, all combined to enable the Corps to do its best in relieving toothaches, arresting the inroads of decay with various restorations, and making prosthetic appliances for the comfort of all who availed themselves of the facilities.

★ ★ ★

Some of the Staff

The composition of the staff, as the school closed, was not unlike the original group. The dental officer was Capt. René Auger, who by his conscientious devotion to his task and duty, won a number of friends each day. Then there was Sgt. Peter Hoffman, who vied with Sgt. Marleau as a "killer" for the opposite sex. While on duty, he was a very efficient assistant and his contribution to the efficient running of the clinic, was considerable.

The dental technician was Sgt. Maurice Renaud. He was responsible for the good fit and presentable appearance of the false teeth being worn to advantage by so many service men and service women, alike. While the "wolves" on this station may have lost their "bark," it was his business to see that they maintained their "bite."

Another member of No. 36 Company, C.D.C., was Sgt. Roy Campbell, an old friend of No. 8 A.O.S. and a hard worker.

All in all, the dental clinic was a very cheerful place.

Other staff members that will be remembered are Capt. J. Mignalt, Capt. René Desjardins, Capt. R. Barribeau, Lieut. Methuen, Sgt. M. Lépine, Sgt. J. Stewart, Cpl. Mike Brancato, and Pvt. Plante.

Sgt. Campbell was with Capt. Auger and a large detachment serving the R.A.F. in Moncton. Down there, it was felt that a dentist, being obliged to extract offending teeth from time to time, might well have been called a "Yank in the RAF." Here, the picture was quite different, but Capt. Auger lost none of his "pull," which is a prerequisite for admittance into the CDC.

But in a more serious vein, it was a fact that his main desire was to do restorative work to preclude the necessity of extractions.

The dental section wishes the R.C.A.F. in general and No. 8 A.O.S. in particular the best of success for whatever the future may hold and expresses sincere gratitude for the splendid spirit of cooperation which has always characterized the relations between the Air Force and the Dental Corps.

P.T. & DRILL

Back row, L to R—Cpl. Alex Couillard, Sgt. G. Dumesnil, L. M. Lemay (K. of C. Supervisor), WO/1 Jerry Vallée, F/S R. Maire, F/O R. Dufort, F/O C. MacKay, Sgt. P. Naymark, Cpl. Rosenberg. Front row, L to R—Sgt. Bob Drolet, Sgt. Chuck Lavoie, Sgt. R. Voiselle.

✦ Trainees in general considered the P. T. and D. instructors as an evil, not even a necessary one. They were the nemesis of all kindred spirits who unsteadily trod the trail of "wine, women and more wine." It was they who "did sweat and strain" until "your bodies are achin' and wracked with pain." They tried to offset in one hour of each day the harm you had done yourself in eight or nine hours the previous night.

Even since the advent of physical training as an integral part of military training, it has always been regarded as a drudgery, that is, something that had to be done, but no one enjoyed doing it. P.T., as advocated by the R.C.A.F., was definitely not a torture but rather a pleasant method of sharpening your reflexes, promoting a competitive spirit, and most important of all, building up your mind and body. The system of P. T. on this station backed that belief right to the hilt.

Physical training periods consisted of tough calisthenics and body building exercises with an equal period for competitive games. At times the trainees thought the P. T. section was trying to put a permanent kink in their backs, or a chronic cramp in their stomachs. They were surprised however to find that they were all the better for it—not the kinks and cramps. Trainees vindicated the so-called toughness by passing their P. T. tests, at the end of their courses, with flying colors.

There was a definite reason for stressing heavy floor exercises on this particular station; that is, back and stomach exercises. It had been proven in the early stages of the war that aircrew were suffering numerous casualties through air-sickness and blacking-out due to weak stomach muscles. P.T. and Drill section was out to remedy this situation for personnel of this school. It wanted to be certain that graduates of No. 8 A.O.S. were in tip-top physical condition.

These are the P.T. and D. instructors as you knew them, but here they are as they wanted to be known.

The "boss" of the section for the last year was F/O Dufort, of sound mind and body. A hale and hearty fellow who went after everything he got, and got everything he went after; well, almost everything. One of the hardest working P.T. and D. officers, Mr. Dufort was seldom satisfied to take things easy but was forever introducing new and refreshing ideas to improve the standardized systems of P.T.

Although he was not an actual member of the section, WO1 Vallée (The Major), is a P.T. and D.I. The section expresses itself in black and white to the effect that never does it want to meet a better station sergeant major. A firm believer in discipline, the Major had the knack of enforcing it without being tough.

The boy from the west, F/Sgt. Maire, is not tall—he's just long. Serious in his work at all times, Ray was never known to back down on anything. Having been on the station almost two years, Ray was considered one of the fixtures. He minded his own business and was respected by all.

F/Sgt. Bergeron, "Rollie," was the perfect example of a well-dressed P.T. and D.I. Anybody and everybody got along with him. Friendly and good natured, he was the N.C.O. in the Leadership Training Plan on the station. Many a misguided trainee had his opinions changed after a palaver with "Rollie."

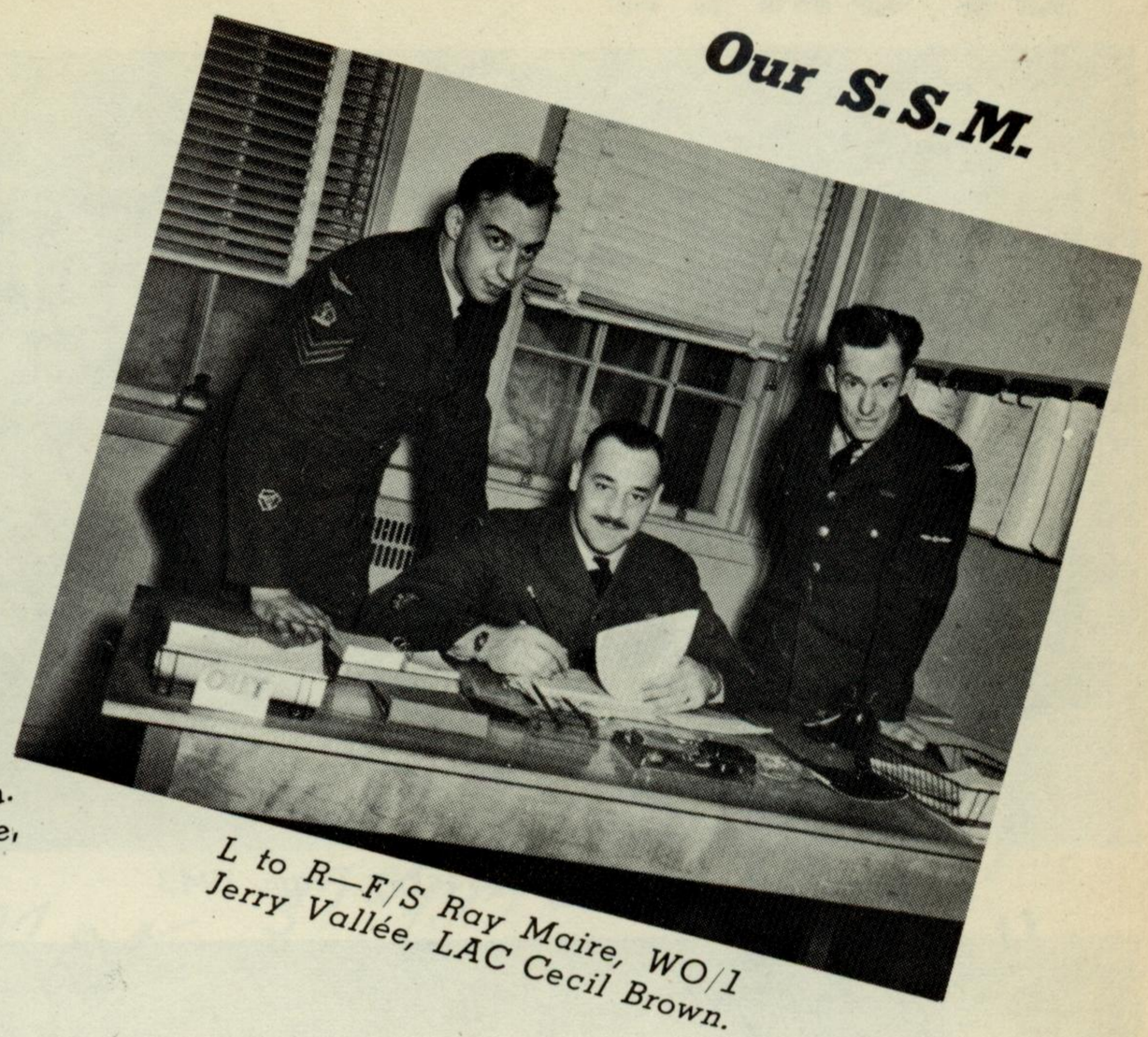
The "poppa" of the section, F/Sgt. Jones, meant well at all times. Although some of his ideas rubbed the wrong way, they had a knack of turning out in favor of the other person. Conscientious to the nth degree, nevertheless, "Jonesy" was easy to get along with.

F/Sgt. Labrecque was new to the station but Art made his presence felt in the short time he was here. Blessed with a healthy set of muscles, he could make his presence felt anywhere. He rapidly

Oops!

Front row, L to R—Sgt. Chuck Lavoie, F/S Rolly Bergeron.
Back row, L to R—Cpl. Alex Couillard, F/S Art Lebrecque, Sgt. Pete Naymark.

Our S.S.M.



L to R—F/S Ray Maire, WO/1 Jerry Vallée, LAC Cecil Brown.

became popular with the station personnel.

Sgt. Lavoie (Chuck) was the fellow who was built like a sturdy oak. A congenial fellow, yet he could really dish out enough torture to collect more than his share of grunts and groans. He left for an overseas post.

Sgt. Drolet (Bob) was on the station close to ten months and he left his mark. A diminutive fellow, Bob had to be above average to be noticed. He worked hard and played hard—and behaved intelligently at all times.

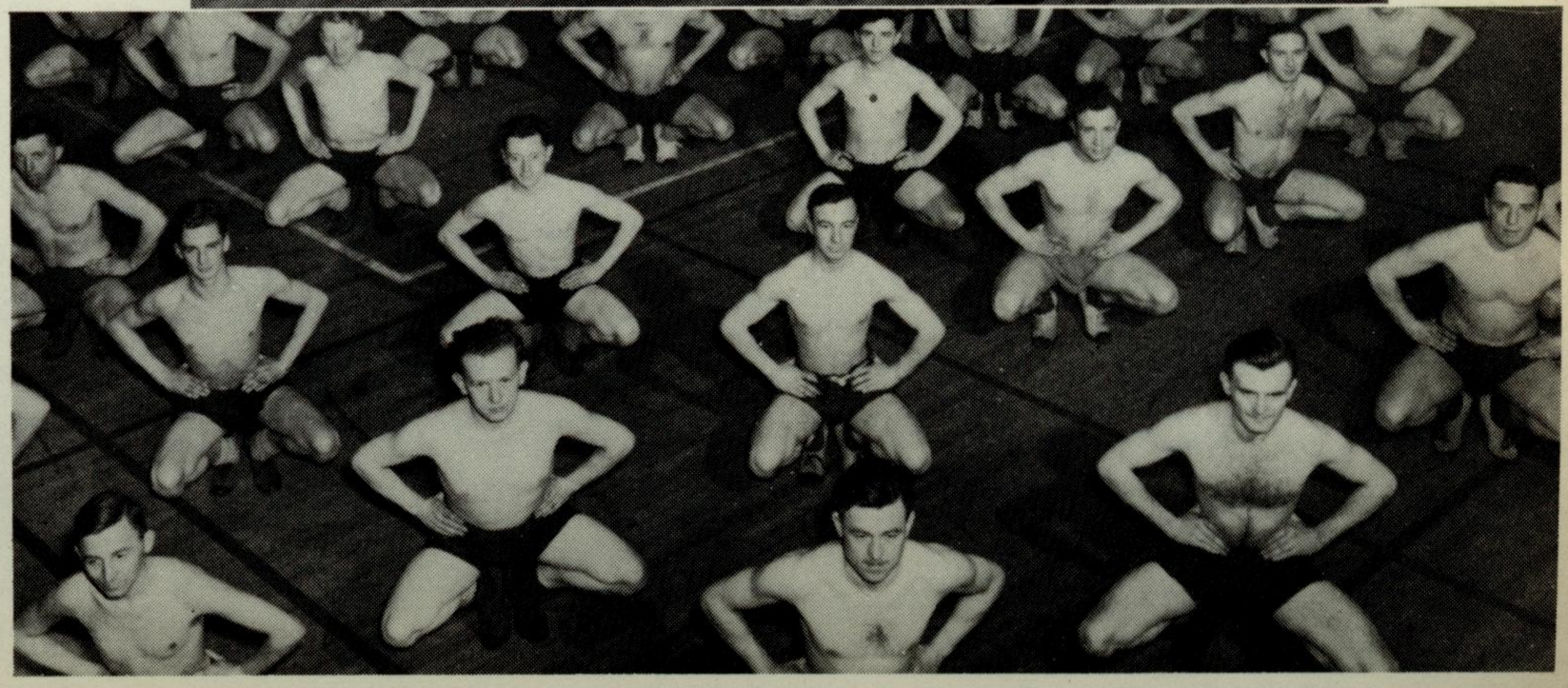
Sgt. Dumesnil, "Gabby," suffered an accident which curtailed his activity as far as P.T. was concerned. However, prior to that, he maganed to distingusih himself as a good P.T.I. He was the oldest member of the section, having been at No. 8 A.O.S. since early 1942.

This report would not be complete without a word about fiery, little Sgt. Voiselle, "Muscles" himself, who left the section near the end of 1944. He weighed not more than 135 lbs. soaking wet, yet could lick his weight in wildcats.

Sgt. Naymark, "Pete," was known as the "Promoter." Less you misconstrue that title, it is added that he "promoted" sports on this station. His task was made easier by the fact that each and every one on the station was a friend of his. "Promoted" to the extent of a Leonard Patrick.

Big, bluff easy-going Cpl. Couillard (Al) was one of the most diligent workers in the section. Being the junior member of the staff, he was often the "joe-boy" but managed to carry off everything with a smile.

Now that you know the P.T. and Drill section better, it is too late to take advantage of its good nature.



SPORTS

Station Hockey Team, 1943

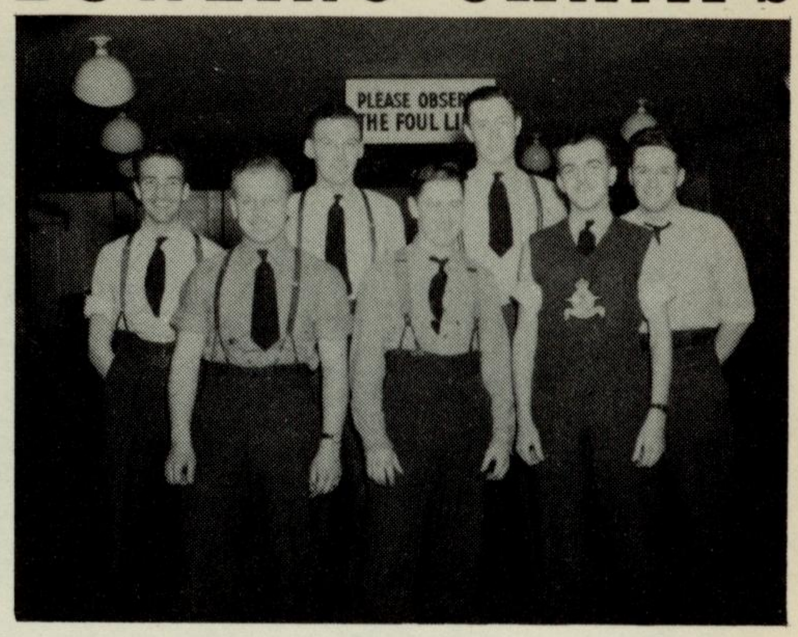
"Get in there and fight," says Pete Naymark.

Games that involved body contact were a much-needed part of the P.T. program at No. 8 A.O.S. Consequently, such sports as floor hockey, borden-ball, touch rugby, basketball, and soccer for the R.A.F. personnel, were an important phase of P.T. periods.

Station sports activity reached a definite peak in the last year.

A station softball team was formed in the early summer of 1944 and was entered in the Garrison League in Quebec City. The League consisted of five Army teams, two Navy teams, and the R.C.A.F. which was represented by our team only. Successfully weathering a stormy season, playing as many as two and three games per week, our team reached the final play-offs. We were beaten in a neck-and-neck two-out-of-three series by a Navy team. This was a fine fighting team. Unfortunately, because we were on a flying station where training could not be interfered with, we had to contend with many difficulties.

BOWLING CHAMPS



A track and field team was formed in the late summer. It took part in a meet at Valcartier camp. This team, too, had its share of success, entering eleven events and garnering 42 points.

The soccer team, although not being in any organized League, played several exhibition games in Quebec City, and did not suffer a defeat. The team was composed mainly of R.A.F. personnel, so they too had a share in our sports triumphs.

Sports activities on the station were in full swing to do justice to King Winter. Skiing and skating became extremely popular with all personnel, and finally took its place in the P.T. program. Regular skiing and skating classes were given every afternoon and were enthusiastically received.

The station hockey team was not what one might call successful. Without endeavoring to alibi, various reasons for their lack of success could be traced. With a diminished number of R.C.A.F. personnel, it was difficult to obtain material. Lack of practice, due to training and duties, did not help the cause, but one thing can be said: for competitive spirit and sportsmanship this team was not equalled.

Station Softball Team, 1943

NADIAN ACTIVE SERVICE FORCE

NMENT OF PAY—ALL RANKS AND RATINGS

I, ... (Surname) (Christian names)

Official number ..... Rank or Rating .....

Unit, Station, Ship or Establishment .....

.....

of the ..... (State whether Military, Naval or Air Service)

authorize the following monthly assignment against my pay commencing with the

.....payable to:

QUITTANCE ROLL

.....

Entered on Pay List for Month of

ME	AMOUNT	

ST. ROCH BRANCH

Quebec, Que. Mar. 31st 1945 № 999

11
410

The Royal Bank of Canada

ST. ROCH, QUEBEC

Pay "The Last Flight" or Order $

Bountiful Success Dollars

W. K. Robb F/L

Accountant Officer

No. 8 A.O.S. Ancienne Lorette, P. Q.

NO STAMP REVENUE REQUIRED

STAMP R. C. A. F.

STOP PAYMENT—ASSIGNED P

Where names are shown they are required in block capitals.

(Surname) (Christian Names)

Official number ..... Rank or Rating .....

Unit, station, ship or establishment .....

.....

Treasury Officer

MARRIED OR SINGLE .....

PPOINTED OR ENLISTED

T .....

Y .....ON.....

RECORD OF PAY

BANKING ARRANGEMENTS .....

NET RATE OF DEFERRED PAY $ ..... NO. .....

NAME IN FULL .....

DEPENDENTS .....

NET DRAW'G RATE OF PAY	CASUALTIES AFFECTING RATE OF PAY

ASSIGNMENTS

ASSIGNEE	EFF. DATE	AMOUNT

PAY & ACCOUNTS

Pay Parade

Look at all that mazuma.

PERSONALITIES

F/O H. G. P. Dymond, now Flight Lieutenant on the Inspection Board at Command, was the original paymaster here. Under his command were such men as Sgt. Donaldson, who left in September of 1943 for Officers Training School, and wound up with a commission; Cpl. Gagne and LAC Paquin, who are yet on strength, and about whom we'll learn more, later.

Cpl. Ricard was next to roll through the section, on his merry way about Air Force accounting. His job while here consisted of dependents allowance and assigned pay, along with travel claims and other odds and ends. His transfer to Yarmouth, N.S., came through the fall of 1944.

LAC Goldstein, "Moss" he was called, came along in January of 1943 and handled non-public funds, NPF, until his posting to Kingston in September of 1944.

NPF can be outlined briefly by stating, that the N.C.O. in charge looked after the records of cash and merchandise for all sales and purchases for the different messes and canteens about the station. He was also responsible for the maintenance of officers' mess accounts and saw that all accounts were balanced periodically. LAC Paul Paquin had charge over the section as we closed the unit, and took it over on the transfer of "Moss" Goldstein. Paul's home was recently here in Quebec but he originally hailed from East Angus, where he hopes to return. He arrived here from No. 1 Manning Depot in Toronto.

He's a hockey player, too.

Alphonse Laferte, LAC in charge of pay, came to this unit in February of 1943. He had the position of ledger keeper on and off since his arrival. He's dabbled a little on equipment accounts as well. His hometown is Three Rivers.

AC2 Dionne rolled along next in March of 1943 to work with "Moss" on NPF and handled a little pay as well until his posting overseas in July of that year. Some guys get all the breaks!

To finish off our overseas posting with a blase of triumph, Sgt. Harris and LAC's Boisvert and Rotenberg went off to do their share in fighting the battle for Britain. Here's luck to all of you.

AC2 Billings came along in July, 1943, but after a stay of only two months, his posting to Goose Bay, Labrador, came through.

Postings seemed to have been dormant for awhile but then around came fate and threw in her glove once more. This time in came Cpl. Bell, returned from overseas duty in the spring of 1944, but after a stay of only a few months, he was on his way to Mont Joli.

In May of 1944, Cpl. Ernie Davies came to the section for equipment accounts and handled it until his discharge came through in November, 1944.

Equipment accounts: a touchy subject to talk on, even for a moment, because you'll get so many different versions of how to act under various circumstances. The N.C.O. in charge had a very definite responsibility—seeing that all vouchers were prepared in accordance with regulations, seeing that everything was held clear and above board, seeing that changes on vouchers were initialled by all parties to the transaction, seeing that the individual was protected as well as the Air Force, from any miscalculation. There were so many little details that to the outsider looked so unimportant, that no amount of explaining would make it the slightest bit interesting. Acting in collaboration with the N.C.O. in charge of equipment section was another delicate situation, but on this unit in the personage of F/Sgt. Bill Halka, all ran along smoothly. Cpl. Morton was the last to handle this branch of the accounts. He arrived here a week before Christmas, 1944, to take over where Cpl. Ernie Davies left off. His home town is Quebec City and he came here from closing out No. 3 I.T.S., Victoriaville. He took an interest in his work and brushed any troubles off with a song.

AC2's Diplock, A. E. and Snowden,

The Staff

Front row, L to R—F/S Roy Hamilton, F/L G. Jackson, F/L W. H. Robb, CPl. Pat Gagné.
Back row, L to R—Sgt. Jim Wells, LAC. Paul Pontbriand, LAC. Paul Paquin, LAC. Alphonse Laferty, Cpl. Neil Morton.

J. G., came in the late summer and early fall of 1944, respectively, for very short stays. The former was given his discharge and the latter was posted to Kingston, Ont.

LAC Joseph Antoine Paul Emile Pontbriand rolled around in September, 1944. His home is in Levis. He was pay ledger clerk, and a good worker, and stayed with us until the end.

LAC Jack Emerson was here for a couple of months, arriving in October, 1944, leaving for Kingston, near his hometown. Jack was the boy who slept on guard each night in the accountant officer's office by the safe.

Prior to taking up its final location in the old G.I.S. orderly room, the accounts was originally in the I. and R. section, where clothing stores was situated. From there it was moved to the new G.I.S. building and situated next to navigation stores. After a short stay there, it was moved once again, this time to the old G.I.S. building.

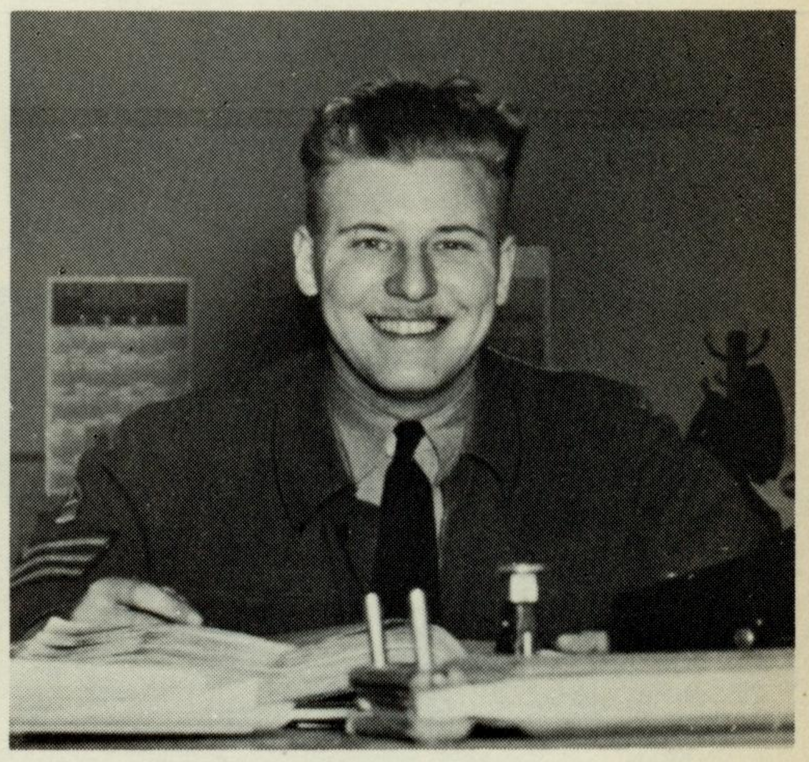
F/S L. A. Muirhead arrived here as N.C.O. in charge of the section in June, 1944, and handled the pay audit and general job of looking after the boys until his appointment to the rank of WO2 came through. He was then transferred to A.F.H.Q. He has the signal honor of being the only WO2 accountant ever on strength at No. 8 A.O.S.

F/Sgt. Roy P. Hamilton came to us in November, 1944, from Maitland and did most of the checking of Daily Routine Orders, better known as "D.R.O.'s." His home town is Ottawa and he has been itching for a posting back there.

F/L W. H. Robb

F/L W. H. Robb was with the unit from September, 1944, until closing and handled all three branches of accounts with tact and skill. His home town is Winnipeg. All the men in the section looked to Mr. Robb with respect. At the time of writing, Mr. Robb was promoted to Flight Lieutenant.

Cpl. Pat Gagne handled pay controls as well as supervising the ledger clerks.

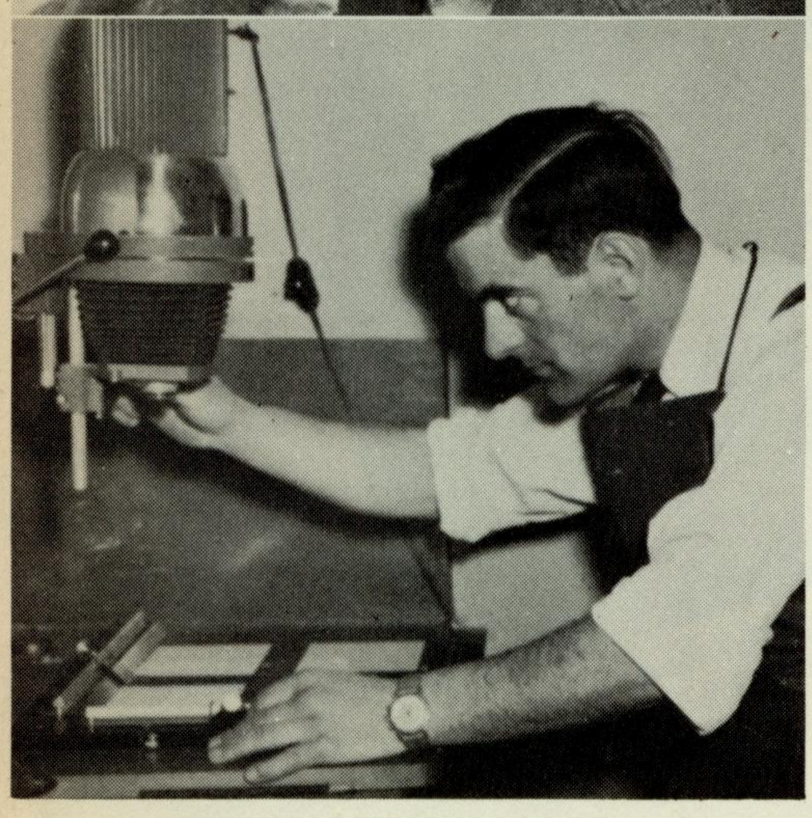


F/S Roy P. Hamilton

His hometown is Quebec. He came to us from No. 5 I.T.S., Belleville, Ont., in early January, 1943. He had worked on both pay and equipment accounting and was partial to neither. Who was?

Sgt. Jim Wells was next to arrive here and came from Three Rivers where he also closed a unit. Jimmy hailed from Montreal and will be remembered for his detrainment at Lachevrotière in error on his return from a 48. Over three years a sergeant, he was a good sport and a friend of all.

Wherever the boys go that are mentioned here, all the best.



Upper—F/S Bill Hamilton

Lower—Jimmy Tremblay

PHOTOGRAPHIC SECTION

✦ The "See The Birdie Section", tucked neatly in a quiet corner of the old G.I.S., was sure a busy place for the last few weeks at No. 8. Cameras clicked, bulbs flashed and it seemed that they never stopped. However after finishing our assignment, which was taking, developing and printing some 500 pictures for The Last Flight, we sat back and cogitated.

It was quite a task. We thought of many things that could have slowed up our production, such as some inevitable character, who always says he "breaks the camera". But of all the photographs taken, that inevitable character didn't appear, thank heaven.

We were besieged daily by the Editors, who were hot on our tail all the time, "how about those shots of the airport and those 85 officers?" Where are they? You promised we'd have them yesterday!" It was all in a days work and it seemed we worked 25 hours every day.

It was no secret that we had a big lock on the door to keep folks away, who were incessently barging in for copies of their latest photos. F/O's Clitherow and Alexander on their daily visits often had to use the telephone in order to get in. It seemed the only way to arouse us out of the "Dark Room," and don't think we were sleeping either.

It was quite a contrast from the days when F/O Bolton was in charge of the section and F/S Varcoe who followed him here. LAC's Bob. Massena and Norm. Barry were here then, too. We wish they had been with us to help out. You may remember Norm. as the fellow who had a no-name posting to No. 3 Repair Depot, Vancouver. He had to draw lots for that one and he won. Good luck to you Norm. wherever this finds you.

Some of the other fellows who will be remembered are, LAC Rolly Charuest at Rockcliffe now and AC1's G. Beattie and G. Hodgson, who will be remembered, particularly by the Orderly Room staff. They went to Charlottetown, P.E.I.

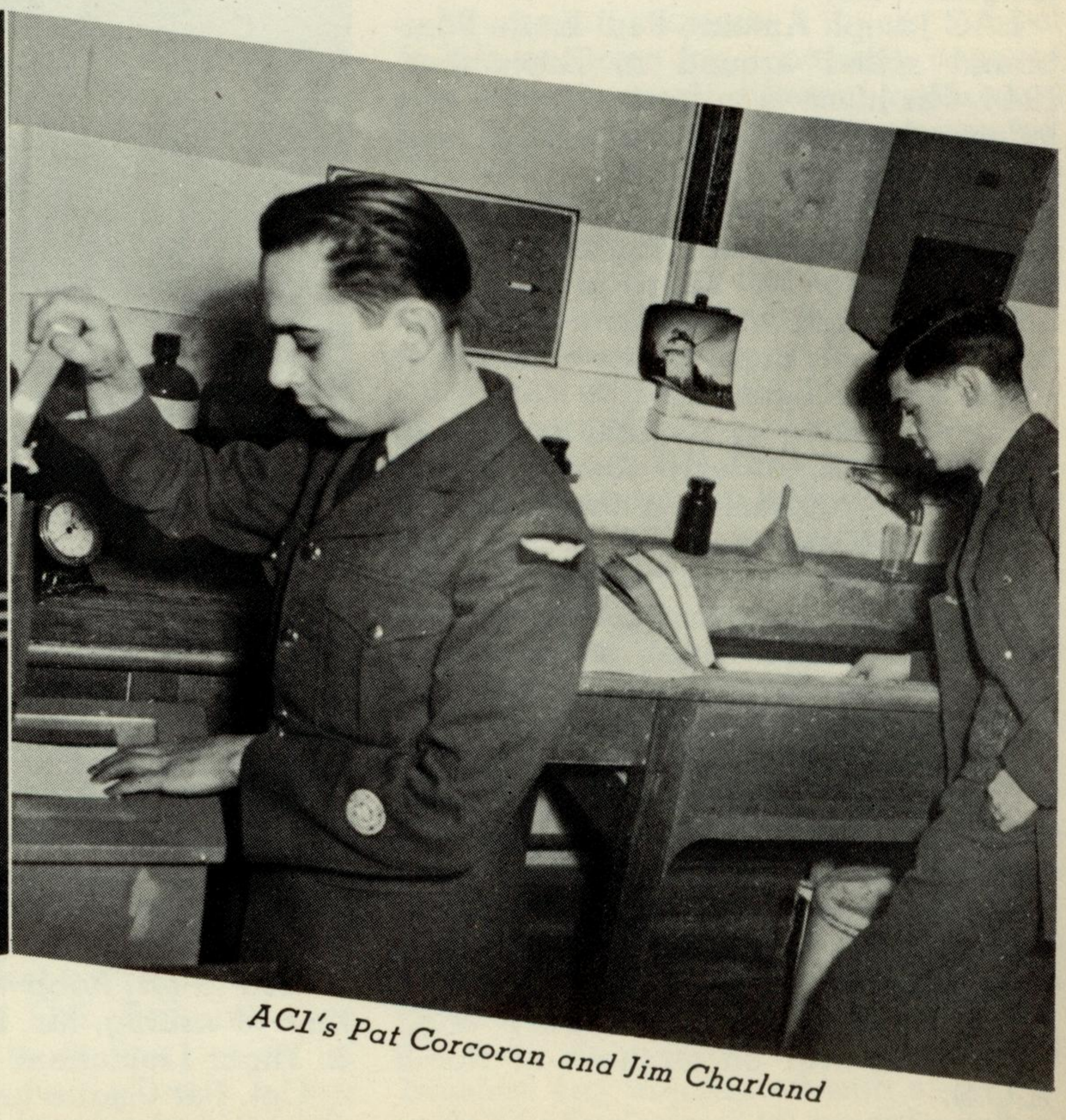
Our closing staff was known as the "Big Four "F/S Bill Hamilton in charge, Sgt. Bill Bager, AC1 Pat. Corcoran and AC1 Jim. Charland. The latter two coming from Rockcliffe. Bill Hamilton wielded the mighty sword and kept the joint a "humming", a likable guy and a prince to work with.

Called in to do yoeman service in the dark room with Bill Badger and the rest, was Sgt. "Buck" Buchanan. He was a trojan of the first order, and could among other accomplishments, fix any kind of clocks or watches from "Grandfather" down to "Little Ben".

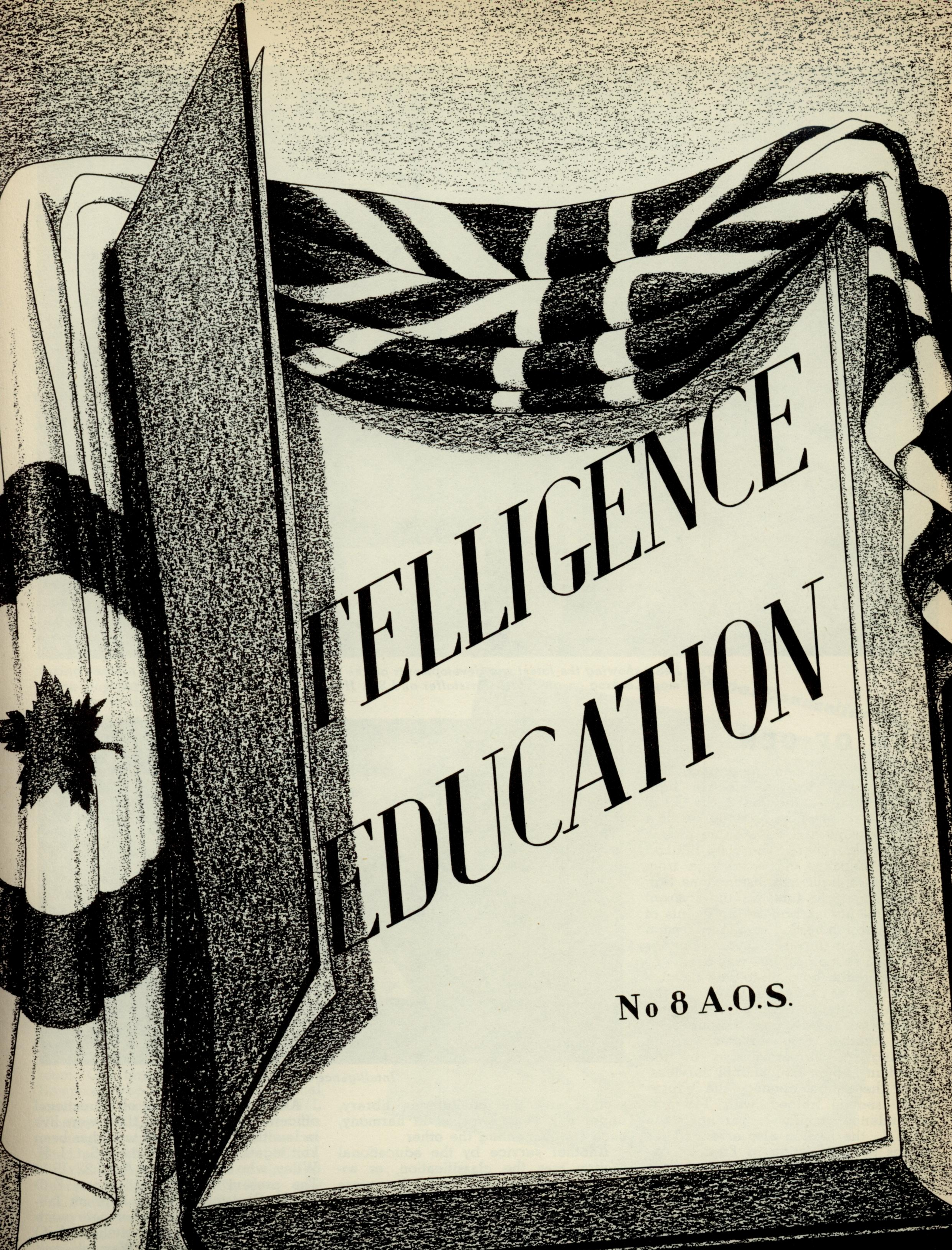
A constant visitor and fellow worker during the last few weeks was Jimmy Tremblay,"photographer extraordinaire" who punched out many a negative for the Quebec Airways' part of this volume.

When photographic training for aircrew terminated last spring our work was comparatively easy, taking official R.C.A.F. photographs, and covering all momentous activities on the station. However we were glad to be busy again and liked the job we had to do for "The Last Flight" and hope that our efforts achieved their purpose. Bon Voyage.

Sgt. Bill Badger getting the "doings" from Sgt. Ivan Buchanan



AC1's Pat Corcoran and Jim Charland



INTELLIGENCE EDUCATION

No 8 A.O.S.

Tom Peart showing the latest war developments on the always up to date map. Looking on are Chris Christoffer and Sgt. Howard Wiley.

MEN OF GEN

✦ The projection machine stopped. Sgt. Wiley rushed to the electric light switch and then to the front of the G.I.S. projection room where he stood beside a map of Europe and Asia, slung over a portable blackboard. The class blinked its eyes because of the change from darkness to light and listened as Sgt. Wiley began to link up the current event film just shown, to the events of the day, which he had monitored from a radio earlier in the morning. And another education section service was over.

Keeping the boys up-to-date on current affairs was only one feature of the section, although current event lectures and films occupied at least 10 hours each week. Another of its services was the handling of courses offered by the Canadian Legion Educational Services. Since the school opened, the educational section helped with 145 correspondence courses. Through the C.L.E.S., the section also arranged for classes on the station in French conversation, radio, and touch-typewriting.

Before the advent of F/L Peart as personnel counsellor, this section acted as advisor to the boys who came to ask questions about what they were going to do at the war's end. Because of their similarity of purpose, the educational section and the intelligence library, under F/L Peart, worked in harmony, each supplementing the other.

Intelligence Library.

Another service by the educational section was the classification, or so-called "intelligence" tests that were written by trainees. Through "Canadian Affairs" and other pamphlets, the section attempted to keep both trainees and staff well informed on national and world affairs.

Although the number of educational officers has been several, there were five in less than a year, their work has been knit together by the efforts of Sgt. J. H. Wiley, who came here on April 22, 1944 The present educational officer, F/O G. A. Christoffer, came here on January 7, 1945. Previous officers were F/O J. E. Brown (now a civilian), F/O L. A. Code, F/O P. C. Warnick, and F/O J. Montambault.

FACTS ABOUT OUR INTELLIGENCE LIBRARY

✦ We were very proud of our Intelligence Library at No. 8 A.O.S. and we received sufficient good comment from outside to feel justified in our pride.

The outstanding feature, most conspicuous of all, was a tremendous wall map of the world, painted by F/O Denham (who made sure he marked his Australian home town in first). It was in full color, lighted by fluorescent lamps and covered one whole wall. On the opposite wall was the sloping news stand and bulletin board on which exhibitions of photographs, operational gen, maps, and current events were placed from time to time. The other walls displayed posters, pictures, maps, and all manner of things of interest. The remainder of the room was taken up by tables of magazines, newspapers, publications (officials or otherwise), by comfortable chairs, bookcases filled with technical and general interest non-fiction books. The whole created a colorful, restful, informative atmosphere.

The library was very popular with trainees and staff. It was kept open in the evenings, except Saturday and during class hours every day. We sometimes wondered if the crowded conditions during certain times of the day were due to the popularity of the room or to its proximity to the morse classrooms. We like to give the credit to the former.

In general, of course, the intelligence library has been one of the most valuable features of the school. We liked to think we could find almost any information necessary for almost any occasion in there, and we could. We are sure that of the hundreds of people who have used the room, many of them will look back with fondness to it and remember of discovering valuable bits of gen, listening to news on the radio, studying, or simply sleeping.

★ ★ ★

INTELLIGENSIA

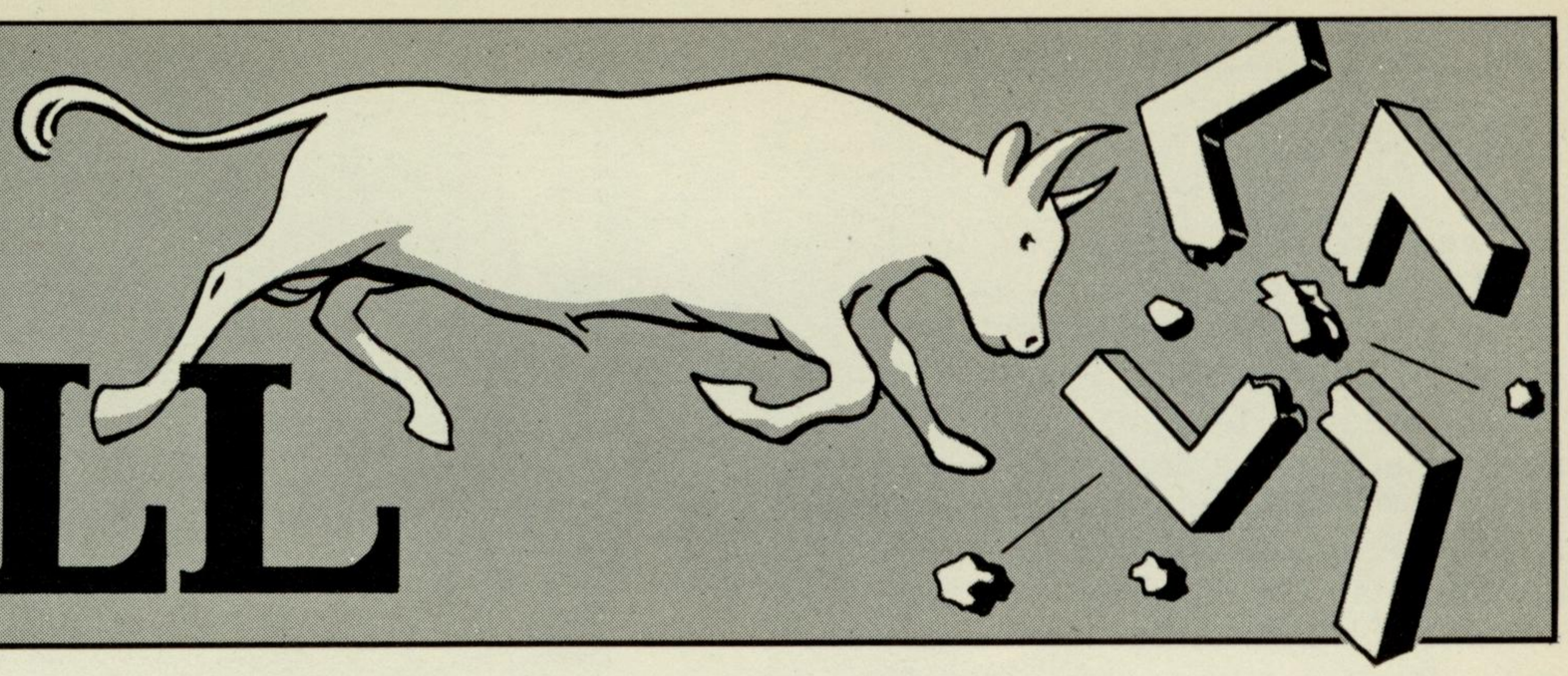
Certain personalities were inseparably associated with the Intelligence room. Old timers will remember F/L Hampson, who was one of the original sources of inspiration. Then came F/L Haunts, DFM, indefatigable in his scrounging abilities, who can be credited with obtaining venetian blinds, the radio, the comfortable chairs and fluorescent lighting. Lastly, there was F/L Peart, responsible for the system of filing the weekly gen, and who, for a year, kept a fatherly eye on all intelligence room developments and activities.

F/O G. A. Christoffer.

Personnel Counsellor Too...

F/L T. J. Peart.

The BULL



F/O Dave Adams

✦ The invasion of Europe on June 6, 1944, was one of two great events that happened about that time—the other was the founding of "The Bull" at No. 8 A.O.S.

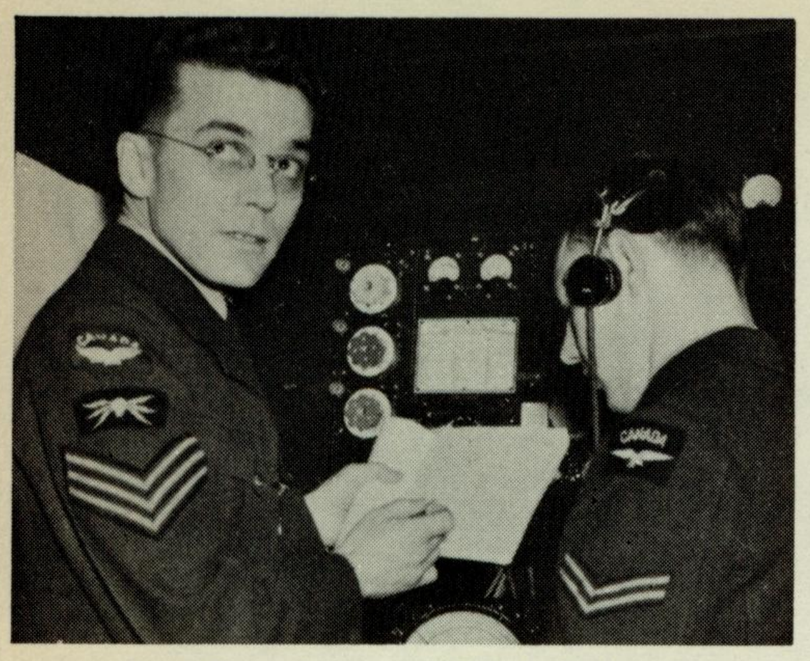
As a direct result of the invasion, F/O Dave Adams, whose trainees were complaining about the lack of news coverage, decided to issue a small, daily bulletin containing the latest war news. It was only intended to last during the first excitement of the changing war, but "The Bull" (the name is short for "bulletin," so don't get any wrong impressions) became so much an institution around the place that it couldn't be stopped. One high ranking officer told us he couldn't start his day's work until he had read "The Bull."

To F/O Adams goes the credit for making "The Bull" what it was. He maintained a consistently high standard of news coverage in six daily issues a week. In the fall of 1944, he conceived the idea of a weekly edition, containing not world news, but news of the doings of the station. A special graduation issue was put out every other week as a souvenir for the class that was leaving. Dave Adams' name will no doubt be remembered in all the odd corners of the globe where, in later years, musty old copies of the weekly will be hauled out and perused to revive nostalgic memories of No. 8 A.O.S.

Special note should be made of others—F/O Denham, that irrepressable Australian, who did the first heading, and F/O Alexander, who created the later ones. Dozens of other names could be mentioned—contributors great and small, writers, cartoonists, typists, mimeographers—but we can only assure them that their efforts were appreciated.

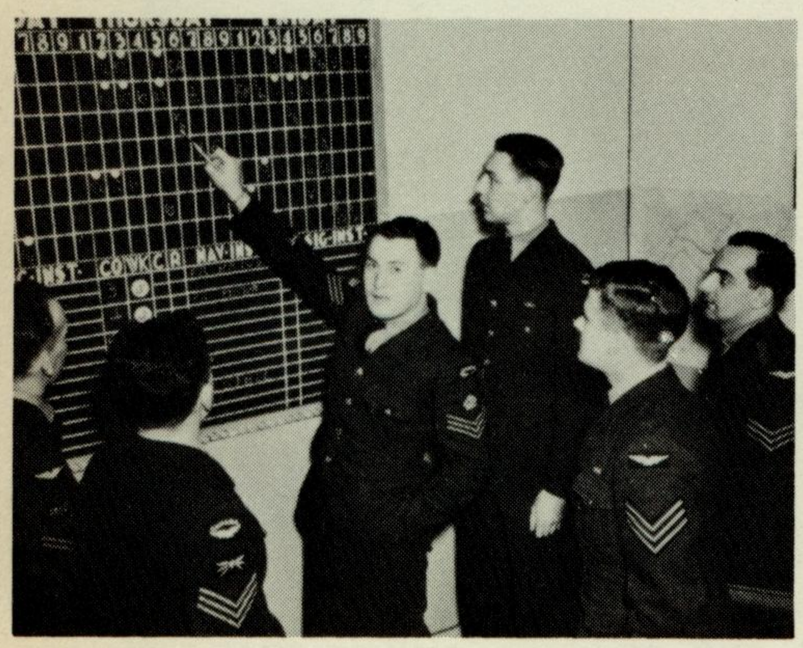
After the special Christmas issue of December 21, 1944 (on this issue the bull in the mast head suddenly appeared), F/O Adams, under stress of other duties, had to leave his growing brain-child to the care of F/L Peart. Under his editorship the paper prospered and grew, Some as large as 20 pages were put out. An institution was well established.

SIGNALS



Sgt. Creighton and Cpl. Roland.

Sgt. A. Desjardins.



"Nick" Gray at his Gen board.

SIGNALS HAD BIG JOB

✦ Something had to be done. No. 8 Air Observers School was converting from training of navigators and navigators (bombardier) to navigators (wireless), and there was no one to instruct radio.

Actually, signals instruction was secondary to the main problem of co-ordinating wireless with navigation. On entering the school, each student was a qualified wireless operator, so signals training had to be of an advanced type. The chief difficulty was to be the interlocking of wireless and navigation instruction because many of the Nav. (W)'s exercises in the air were to be combined trips, in which the navigator was also the wireless operator.

Out went a signal calling for wireless operators (ground), who had experience operating the Canadian "jeep" transmitter and receiver, AT1 and AR2. The call was answered, and by the end of October, 1943, the first navigator (wireless) course was receiving its radio instruction from W.O.(G)'s.

Even to a WOG, always used to strange happenings, this instructing business was a puzzler. First, there had to be ground instructors for G.I.S.; second, air operators to fly with the students and teach the radio equipment installed in the aircraft; and third, operators to work on the ground receiving stations, high-frequency direction-finding station, transmitting station, and log assessment office.

So it came to pass that several of the WOG's, who had anticipated an exciting job as "flying WOG's" with crew pay and 28 days' leave a year, became fledgling instructors in wireless. How they were "joe'd" is not a mystery—it was just a matter of necessity.

It was a tough job for the wireless operators who had been selected as instructors. Many had a background of at least six months' practical operating on the ground and in the air, but few had instructional experience or training. All were called upon to "gen up" on subjects they had never learned in wireless school.

Flight Lieutenant D. J. R. Brown set the wheels in motion with the aid of Warrant Officer "Tony" Hay (R.A.F.), a few WOG's and a parcelful of Wireless Operators (Air Gunners). Ground stations were originally manned by civilian girl "Wogettes," H. F. D/F by civilian male operators. The immediate problem was the organization of signals ground instruction.

Aural morse, visual (aldis lamp) morse, wireless-telegraphy and radio-telephony procedure, signals organization overseas, radio equipment and theory all had to be taught in ground instruction school during the 22-week syllabus to prepare the students for O. T. U.'s, where they would probably fly in Mosquitos during the combined job of navigating and wireless operating.

The Royal Air Force radio syllabus consisted of 133 hours of lectures; the Royal Canadian Air Force syllabus being less at 84 hours. The difference in ground instruction hours was caused by the difference in the wireless training of both types of students. In addition to R.C.A.F. and R.A.F., the school also handled Australians and New Zealanders, who, like the Canadians, took their wireless training in Canada. The boys from No. 1 Wireless School, Cranwell, England, entered No. 8 A.O.S. with a lower signals standard than the Canadian-trained students in many ways. Their morse speed was 18 words per minute. This had to be stepped up to 20, which was the Canadian standard. The British lads had no knowledge of the Canadian general purpose airborne radio equipment with which they were to work at No. 8. The ideal aimed at was to graduate all Nav.(W)'s on an equal basis.

The signals officers in charge of instruction on the ground had to decide whether instruction would be divided into departments according to the signals subjects taught, or whether each WOG instructor would teach all subjects to one class. Both ideas were tried, but finally, under supervision of the present N. C. O. in charge of signals instruction, Flight Sergeant Nick Gray, a department method was developed. Wireless instruction in G.I.S. was divided into three sections: aural and visual morse; W T and R/T procedure and signals organization; and radio theory and equipment. A staff of 11 WOG's has been responsible for the ground wireless instruction of 10 courses, or 20 classes, which was the school's capacity at any time.

Besides lectures in classrooms, G.I.S. signals section contained two morse

Sgt. Bill Booth has their attention.

rooms, a large radio laboratory, a visual signalling cubicle set-up in the drill hall, and a Harwell box, or "signal trainer" system. In the Harwell boxes the students duplicated as nearly as possible the actual air operating exercises which they would have to fly as wireless operators, as well as putting into practice the procedure and operation of equipment they had learned in a theoretical manner in the classroom.

Signals instructional progress was assessed by weekly tests in morse. Entrance, mid-term and final examinations measured their standard in procedure, signals organization, radio equipment and theory.

Spreading out from G.I.S., Wireless Operators (Ground) took on more duties The ground receiving stations were relieved of their civilian operators as were the H. F. D/F station and transmitters. Only the maintenance of the radios remained in the hands of the civilians. Finally, as more WOG's were posted in, they replaced all the WAG's as staff wireless operators and instructors. All radio facilities were organized so as to duplicate as nearly as possible, an operational station of Bomber Command.

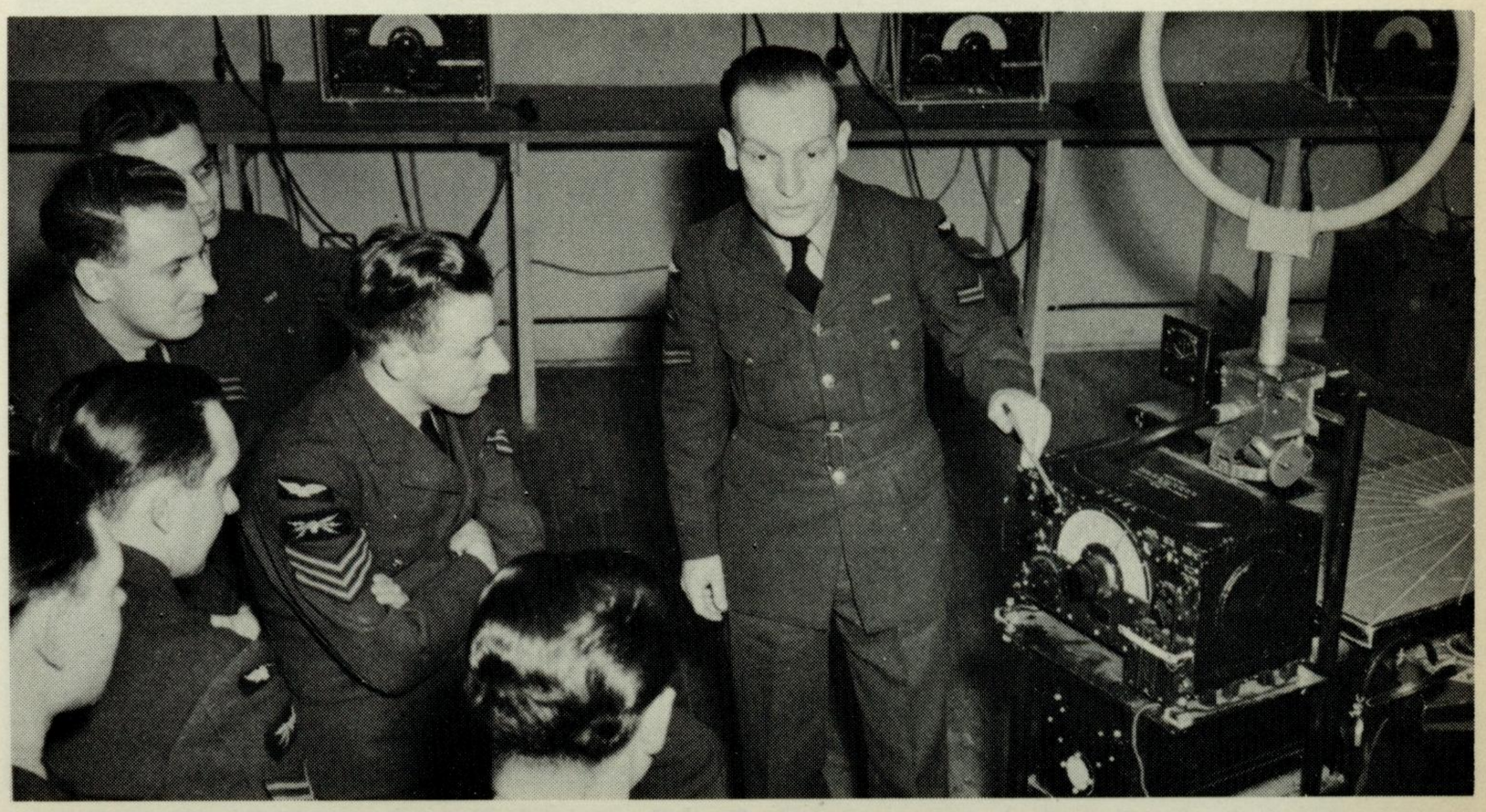
Gradually growing out of this organization was an important section, the assessment staff. Their duties were to mark the W/T logs of the trainees, and thus assess them on their air operating. Much of their work was of the liaison type because of the necessity of checking the trainees' logs with the ground receiving stations and H. F. D/F logs, and with G.I.S. instruction.

In the air, the Nav.(W) under training was not allowed to fly as a solo wireless operator until he had been satisfactorily "checked out" by a WOG. This usually required three dual trips. It was difficult work for the WOG air instructors, for it was usually necessary to stand for three hours beside the student wireless operator showing him the ropes. The WOG could not sit in any crew positions for they were occupied by the pilot, first navigator and second navigator. Each Nav.(W) trainee took turns to act as first navigator, second navigator and wireless operator, so that each air exercise actually had to be repeated three times, except those trips in which the duties of navigator and wireless operator were combined. The WOG's kept flying with the new students as they came in fortnightly, listening-in to their transmissions and receptions and correcting their misapplications of procedure and use of the radio equipment. After the first trip, the staff wireless operator instructor's job was not so difficult as he merely listened-in during the trip, but was prepared to take over the duties of wireless operator in case of emergency.

When the school closes March 31, a total of 56 classes or 28 courses will have had the "W" in their trade name enlarged by the signals section of No. 8 A.O.S.

Front row, L to R—F/Sgt. N. W. Gray, F/O D. G. Marwick, Sgt. W. W. Creighton. Standing, L to R—Cpl. R. L. Scullion, Sgt. D. Durant, Sgt. J. Horsman, Cpl. R. Roland, Cpl. J. R. Thibeault, Cpl. J. R. Hessel, Cpl. R. Mackie, Sgt. Max Wienstein, Cpl. H. W. Walker, Sgt. G. Allan, Sgt. W. G. Booth.

Sgt. Allan, "twenty words a minute on the nose."

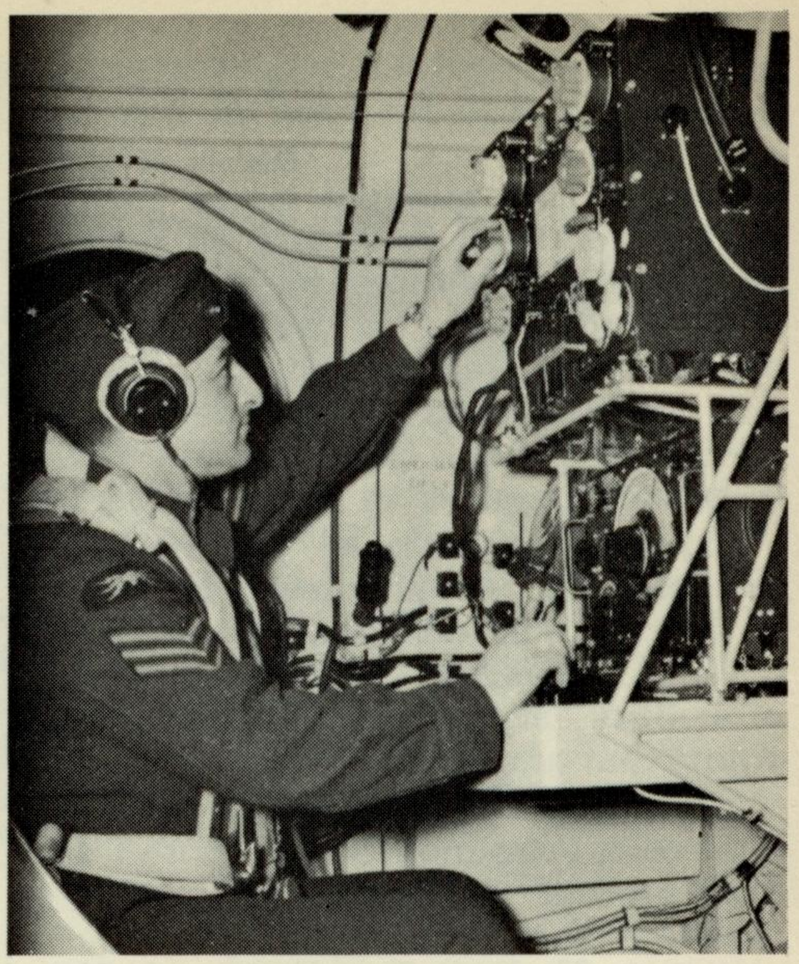


Cpl. Walker explaining the inner secrets of Marconi.

FLYING WOGS—*Front row, L to R—Cpl. R. W. Brown, Cpl. "Johnnie" Lemenchick, Cpl. "Doc" Coleman, Sgt. "Sam" Taylor, F/O M. L. Duke, Cpl. R. J. Dealy, Cpl. O. W. Carey, Cpl. E. F. McCaw. Second row, L to R—Sgt. "Rusty" Rust, Cpl. R. Muir, Cpl. "Dick" Davis, Cpl. "Superskog" Lindskog, Cpl. "Ron" Read, LAC. R. T. Hughes, Cpl. N. Westad, Cpl. "Sam" Smith, Cpl. R. B. Johnston.*

Third row, L to R—Cpl. "Louie" Barre, Cpl. W. Eyre, Cpl. W. Davis, LAC. L. Roste, LAC. "Pete" Cory, LAC. "Woody" Wood, LAC. McCormack, Cpl. J. Honsberger, Cpl. G. Gemmel, Cpl. F. Cronk, Cpl. H. M. Conrod.

Fourth row, L to R—LAC. "Boomer" Hummerston, Cpl. E. F. Gunia, Cpl. "Okie" O'Connor, P/O J. R. Thibodeau, LAC. J. Stephens.



Sgt. Taylor tuning in on his favorite program.

WEMS—*L to R—AC1 Ralph Delovitch, LAC. Lorne Bergin, AC1 Norman Catley, LAC. Max Fransblow, LAC. Orville Long, Cpl. Jerry Thibideau.*

WOGS—*L to R—Sgt. Bob Hoare, LAC. Ben Sochaski, Cpl. Guy Michaud, LAC. Dave Thompson, Cpl. Clif Comeau, Cpl. Ron Hurst, LAC. Ray Munday, Cpl. Cecil Goodheart, LAC. Rolland Thériault, LAC. Jack Stewart.*

Ode to the WEMS

While reading peacefully the other day
Our Cpl. Walker came up to say,
"Old boy, we want your history
Which now is all a mystery."
Now, being a WEM of fair renown,
I'll try to jot a few things down
Of WEMS who come and WEMS who go
Around this section of grief and woe.
The first man here was Cunningham,
He was always in a jam;
Ant then came Beck and Edward
Clarke,
The one was fair, the other dark.
To help our section on its way,
Came Mesley and Bailey one fine day;
Followed soon after by Delovitch,
A bachelor then but now he's hitched.
In the transmitter shack beyond the gate,
Our Radar boys, they watch and wait,
Looking mournfully for their A.S.V.
Which isn't yet but was to be.
For Rennie, Long, and Leighton, hooray!
Who try so hard at work and play.
"Well done, men!" we say to them,
It's a helluva job to work with a WEM.
Lucas and Fransblow arrived soon after,
And then the section rocked with
laughter;
But as Martyn and River used to say,
"A forty-eight is better any day."
The Levis Kid, Bergin, we now present,
For wine and women, he's one hundred
percent.
And Catley too, he's King of Corn,
His jokes are always subject to scorn.
Vincent was here till the end of the year,
When along came Thibideau who likes
his beer.
Last in our line is Sgt. Platt,
He can down a quart in two seconds flat.
And so to our friends we say farewell,
The "Powers that Be" have sounded our
knell;
May we see you soon in Civvy street,
And all the places where good friends
meet.

FLYING WOGS—*L to R, Front Row—Cpl. L. Webber, Cpl. S. Jamison, LAC F. "Rover" Macarthy, Sgt. "Rusty" Rust, Cpl. "Lou" Barre, Cpl. G. Carpenter, Cpl. "Westy" Westad.*

L to R, Second Row—Cpl. R. Seymour, Cpl. "Johnny" Lemenchick Cpl. "Doolittle" Dealy.

L to R, Third Row—Cpl. "Rocket" Higson, LAC. "Pete" Cory, Cpl. "Crooky" Crookshank, Cpl. E. C. Giles, Cpl. A. Mitchell, Cpl. "Bert" Grant, Cpl. "Mike" Spears, Cpl. "Tubby" Johnson, Cpl. "Bones" Honsberger, Cpl. R. Read, Cpl. W. Eyre, Cpl. C. H. Brown.

In Doorway—Sgt. Sammy Taylor.

RADIO OPERATIONS

✦ The present radio operations or W/T station was formed early in February, 1944, when the R.C.A.F. took the job over from the civilian company.

Sgt. Rust and Sgt. Hoare were placed in charge, and were given a staff of men, and a week-end in which to gen them up. Since this was a time when WOG's were being posted in primarily for flying duties from stations all over Canada, the staff here was a very transient one. The result was, that when the end of the posting list was reached, 27 WOG's found themselves employed as ground operators here.

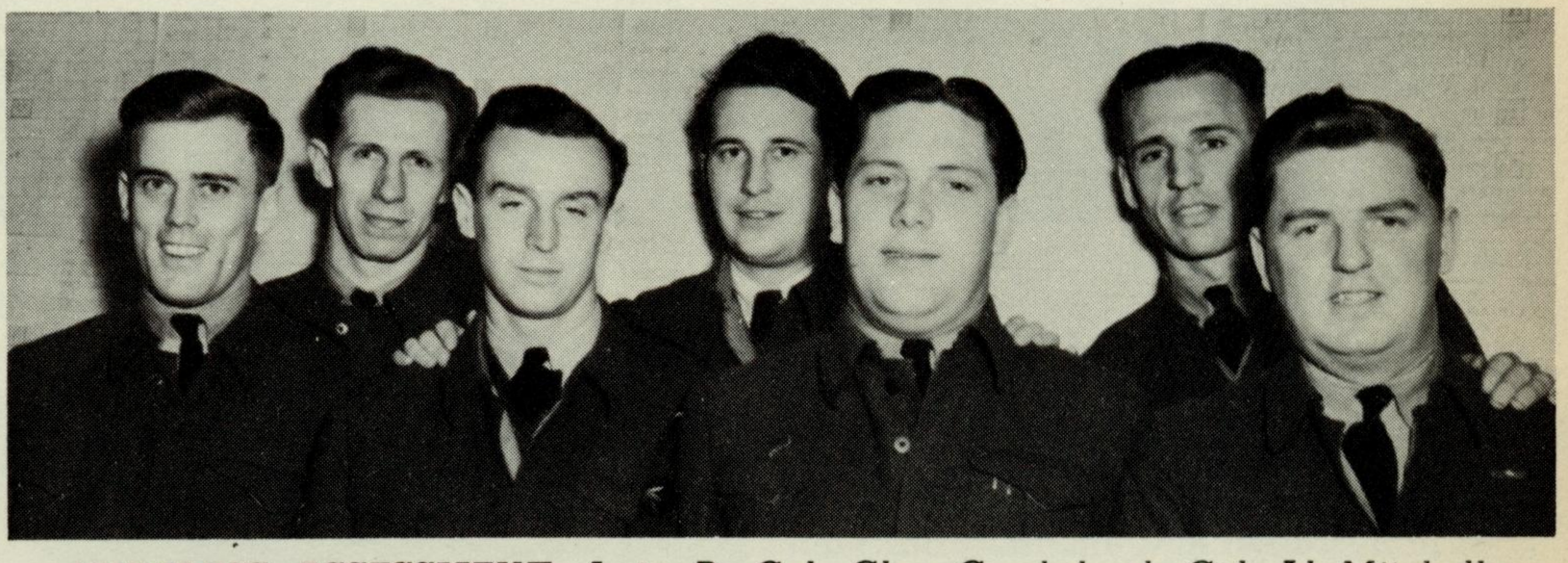
Radio operations' job is to maintain contact with all the aircraft flying on exercise and to deal with emergencies that may arise. A reasonable check is kept of the position of the aircraft at all times.

The staff moved to its present location at the back of the post office building during the latter half of September, 1944. This arrangement was a considerable improvement over the original operations room situated in the hangar.

Another section of the W/T station that was inherited from the civilian company was the high frequency direction finding station, an isolated spot, quite a walk from the main station. This has been ably staffed with Cpl. Comeau, N.C.O. in charge, Cpl. Wilson, Cpl. Conrod, and LAC Magder completing the arrangement. This quartette has produced excellent results from this Marconi D/F station.

There have been few changes in staff since the start. Sgt. Rust returned to flying duties in the WAG room. He was replaced by Sgt. Perrett, who has remained on staff ever since.

The job of this section couldn't have been accomplished without the splendid co-operation and hard work of every one of the WOG's.



WIRELESS ASSESSMENT—*L to R—Cpl. Glen Crookshank, Cpl. Al Mitchell, Cpl. John Higson, Cpl. Bert Grant, Cpl. "Mike" Spears, Cpl. Spence Jamieson, Cpl. Charlie Brown.*

Sgt. Art Perrett and Cpl. John Richardson plotting aircraft.

AUXILIARY SERVICES

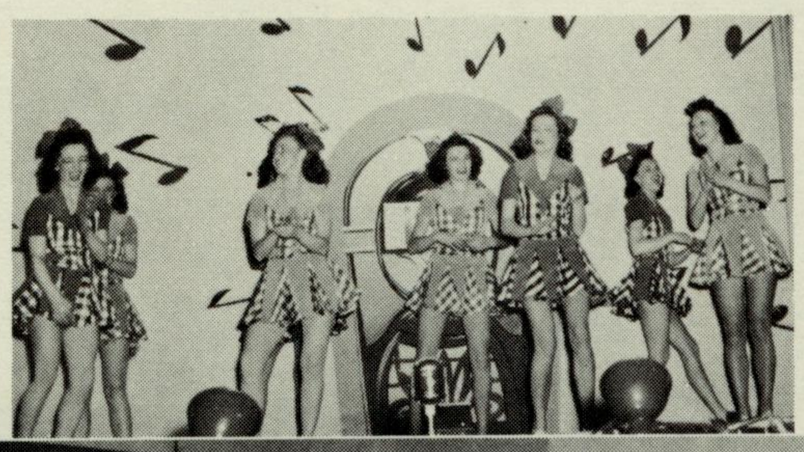
Job well done by K. of C.

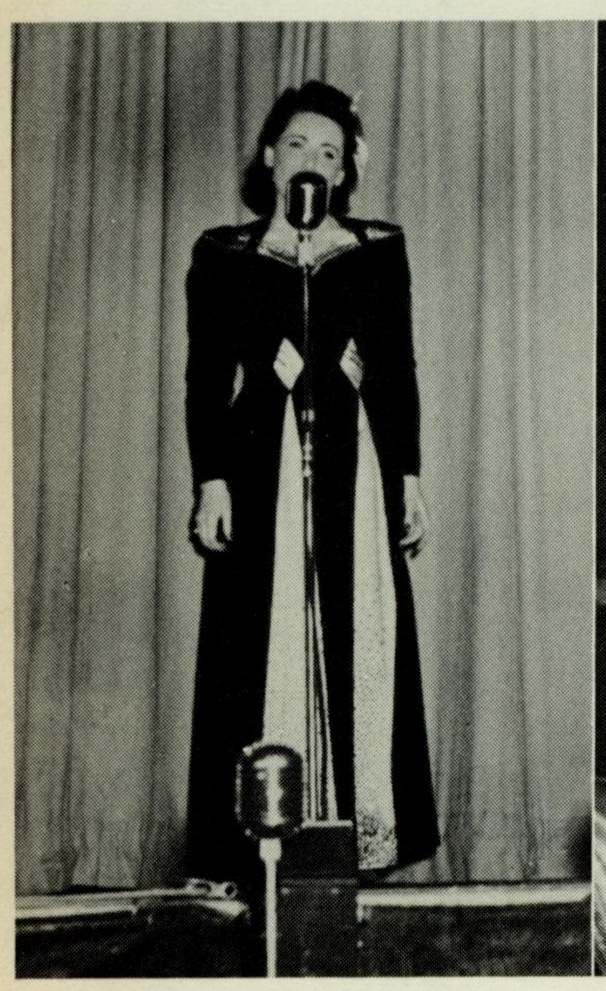
✦ Every service station throughout Canada has a branch of the auxiliary services to aid the personnel in various ways. The Knights of Columbus branch, represented by Louis LeMay, ably carried on this job at No. 8 A.O.S. He started on this station on July 27, 1942, and since has introduced many innovations which have proved of great assistance to all personnel.

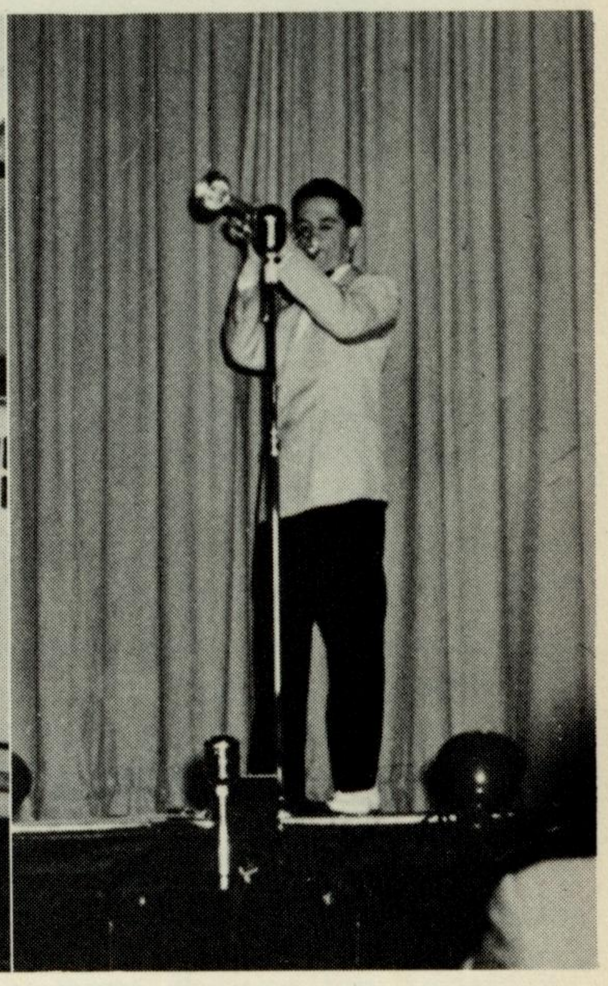
The records of this branch show that it has handled as many as 7,000 telegrams for the men. This in itself contributed greatly to the morale of members of this station. We all know how important receiving and sending telegrams on time really is.

XMAS 1944

Louis throws a party for the kids.







Above—Entertainment by Eaton's Masquers.

Upper centre—Some of the girls in the Eaton show.

Louis LeMay giving the gears to Flight Sgt. Jones of the P.T. and Drill section. It looks like he has the Flight convinced.

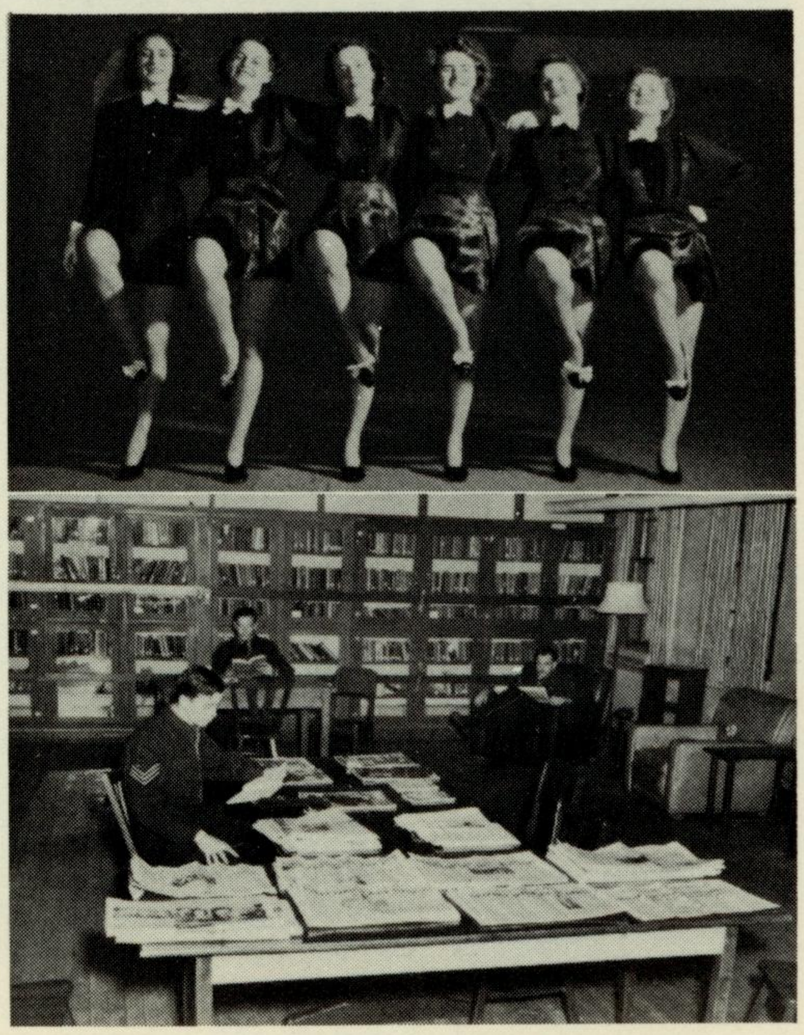
Above—This chap blew a mean horn for the Masquers.

Centre (lower)—Girls from the AOS Follies.

As far as entertainment is concerned, both professional and amateur, our men had their share and more. To list a few of the travelling troupe shows that visited the station: there were Eaton's Masquers, All Clear Revue, Thumbs Up, Jo-Boys, T.N.T. Revue, Show-boat Revue, and numerous stage shows produced by the Knights of Columbus, Canadian Army Huts and other organizations. Several of these revues returned here for more than one engagement.

A very popular attraction was the No. 8 A.O.S. Follies, which was organized, directed and produced at night on this station. The members of this show were all employees of Quebec Airways and R.C.A.F. personnel. It was a huge success as shown by the attendance records. On top of that we were fortunate enough to obtain Mart Kenney and his Western Gentlemen for a night stand. Thanks to F/O Denham, one of the former instructors, the drill hall was decorated with various multicolored cardboard insignias. The orchestra leader, Mart Kenney, was one of the many who complimented Mr. Denham on his fine work. An estimated crowd of 2,500 attended this dance. Other dance orchestras to visit the station were the R.C.A.F. Silver Band and several featured local orchestras.

A popular bi-monthly feature was the station dances on Wednesday nights. The spacious drill hall was the scene of lively jitterbugs, rug-cutters and jivers on these nights. One of the biggest dances ever held was the mammoth station Farewell-Valentine Dance on February 12th, this year. The drill hall was beautifully decorated and George Amyot's popular orchestra was in full strength. A top-notch floorshow rounded out the entertainment.



A part of the station library.

The educational side was not neglected by the auxiliary services by any means. A station library was opened, containing 1,200 books—fiction, historical and classical. Many a quiet and enjoyable hour was spent in the barracks and lounges with these books. Fifteen daily newspapers from practically every large city in Canada were received, thus enabling all airmen to keep up with their hometown news.

In closing, auxiliary services is grateful for the assistance of both service and civilian personnel in helping make its efforts so successful.

METEOROLOGY

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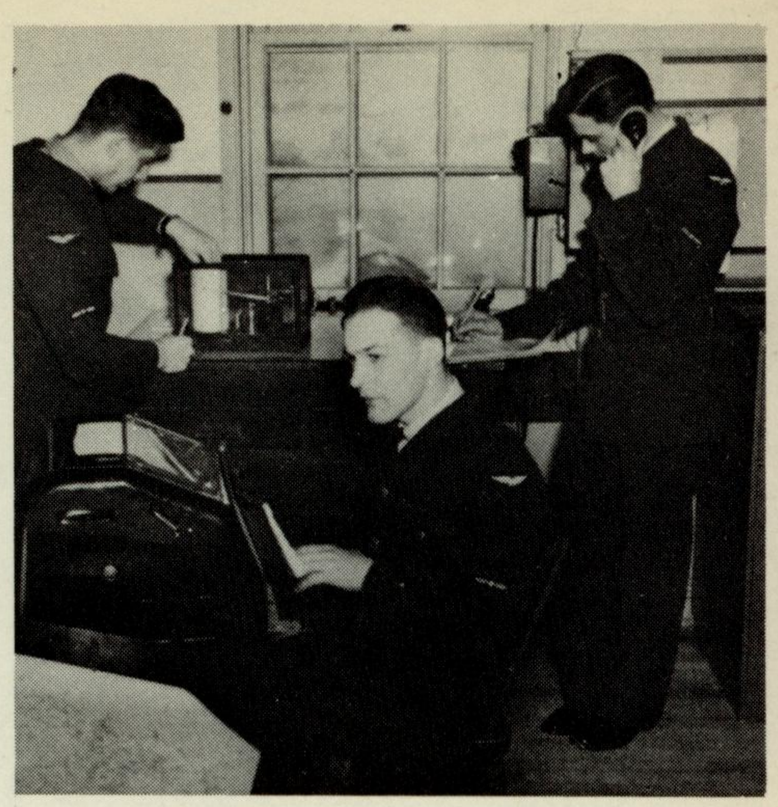

L to R—LAC. C. Strasbourg, LAC. S. Klein, LAC. G. Nasir.

✦ To most people "meteorology" is a vague and mystical study closely associated with astrology and voodoism—the meteorologists being a group of retired teacup readers equipped with an almanac, a small array of instruments and a large imagination. On entering the office, the visitors' eyes would search the corners for the crystal ball, and spying the duty forecaster by following his legs down from the desk-top, they invariably posed that original and unexpected question, "Will there be any flying tonight?" In spite of all claims to the contrary it has been unquestionably established that on several such instances an unqualified "yes" or "no" was the response.

To correct some of the above misunderstandings, we define "meteorology" as a study of elements of the atmosphere and the application thereto of basic physical laws of development and motion, usually in an attempt to predict future weather conditions over some district or route. A "meteorologist" has been defined as a scientist who can explain in terms of mathematical and physical principles the exact reason why his forecast did not turn out to be correct.

The crystal ball of the Met Office was the teletype machine. Over this telegraphic typewriter the forecaster derived, shortly after it was observed, weather information in coded form from hundreds of stations scattered over the continent, from Alaska to Bermuda, from Baffin Land to Mexico. Its pulse-like pounding was so seldom interrupted that when occasionally it did stop, the silence sounded like a deafening noise. As this continual stream of information was received, the data was plotted in tiny symbols on a large map of the continent which was then analysed for air masses and fronts, and drawn up as shown on the title page of this section. Such charts prepared every six hours provided a series of pictures of the existing weather and indicated its motion. These, along with a few subsidiary charts, were the basis for modern forecasting.

When it is considered how quickly weather conditions can deteriorate (in extreme cases changes from unlimited to zero ceilings can occur in less than an hour) and the tremendous forces involved (sufficient to sink two American destroyers recently) the primary purpose of the Met. office is evident: to prevent aircraft and crews being exposed to such hazards. In the main this purpose was fulfilled. In addition, lectures were given to the navigators, chiefly so that they would understand the weather briefings both here and on operations, and would make sensible decisions when unexpected conditions were encountered in the air. By the end of their course most students knew at least enough to come in out of the rain—although it was suspected that exceptions existed.

When the present staff arrived at Ancienne Lorette, the office was already functioning and little is known of its early history. However, the first name to appear on office records (about September, 1941) was that of Ron Glenn, and it is presumed that he started the crystal ball rolling. Gord Munn doubled the met staff on his arrival in December, 1941. During the autumn of 1942 a series of postings changed the

FORECASTERS *L to R—Russ Bailey, Gord. Black, Jack Bocking, Lew Gray, Stan Christie.*

"Zoot Suiter" Russ Bailey makes grand entrance.

staff to Gord Black, Jack Booking and John O'Reilly. Later arrivals in the order in which they appeared on the station are: John Beatty, Lew Gray and Al Hoover (winter of 1942-1943); Stan Christie and Jerry Doyle (autumn of 1943); Les Laking, Russ Bailey and Paul Denison (spring of 1944)—the strength being maintained at five or six by postings in the opposite direction—resulting finally, in the staff as shown in the accompanying picture.

R.C.A.F. Met. Men Were Always Busy

The Air Force personnel were the unsung heroes of the Met. service. Their work, which is highly specialized,

L to R—C. Strasbourg, Cpl. L. Fraser, G. Nasir, S. Klein, Sgt. G. Boiteau.

Russ always had a yen for "zoot suits". Some said his briefing shown above was "solid", "on the beam" and "in the groove". He ended up with a few bars of "Beat Me Daddy with a Two by Four" and "Suzy-Q'd" out of the room.

STUDY OF A CREW LISTENING ATTENTIVELY TO THE MET. BRIEFING

You can see that the route wasn't changed at the last minute here.

demanded accuracy and skill to a degree higher than their rank would indicate. The schedule of taking weather observations, transmitting them by teletype and plotting them on a chart at precise times throughout the day and night made it essential that only the most reliable of men be selected to do this work. Numerous postings have accounted for many changes in the observer staff at Ancienne Lorette. The office opened with Cpl. George Gagnon, Pierre Bertrand and Roland Robitaille. These were followed by Fred Tomka, Norm Bodel, Stan Klein, Cpl. Joe Deslippe, Sgt. Dick Paget, Tim Baker, Sgt. George Boiteau, Conrad Strasbourg, Cpl. Lorne Fraser, Austin Schoenhals and George Nasir.

Statistics show, that of all flights scheduled, approximately 40 per cent were "washed out" due to bad weather and that it rained or snowed about 14 days every month. Do you remember that day in February, 1943, when the temperature dropped to thirty-three below zero and in July, 1944 when it rose to a sweltering ninety-two? It might surprise you to know that a seventy year record showed an average local temperature of only 39° F., the highest monthly average being 67°F. in July and the lowest 10° in January. In the winter of 1943-1944, almost thirteen feet of snow fell, but during the average year the local skiers must be satisfied with a mere ten feet.

The general public seemed to place no limitations on what every forecaster should know. By telephone each day he was asked a series of questions ranging from "How is the skiing at Lake Beauport?" or "Is it safe to send my fur coat to storage now?" to "What is a four-letter work meaning "Adriatic wind?" But the aircraft crews were concerned with more vital matters. Before each flight they were provided with information about upper-air winds and temperatures, visibility, clouds and expected weather hazards, and set out with a greatly increased probability of successfully completing their exercise or mission.

O.C. FLYING

"GET IN YOUR DETAILS"

✦ The G.I.S. buzzes busily like the drone of bees on a warm summer day. Typewriters rattle; chalk screeches on the classroom blackboard; busy navigators pore over their maps. Dignified navigation instructors sit in their offices dreaming up new impossibilities for "their boys" to perform.

Suddenly a sinister warning hum issues from the public address speaker. "Get in your flying details!" comes across, cold and threatening. The voice is that of F/L Lee (Fearless Fosdick) Foster. And woe betide the unfortunate instructor who has failed to get his details into the hands of the officer in charge of flying by the appointed hour. All too many have whispered the dreadful fate of the absent-minded professor who never got his details in on time. No wonder the startled offender leaps to action at sound of the classic phrase "Get in your flying details".

The details were sheets drawn up by each instructor, listing his students as he crewed them up for a navigation flight. Information as to the number of aircraft and equipment required was also contained on the sheet handed into the Flight Office, a room whose walls were covered almost from floor to ceiling with maps of the Dominion. Here the O.I.C. Flying made final arrangements for total number of aircraft needed for each of the day and night flights. He was also responsible for enforcing rules as laid down for operation of service aircraft, such as airspeed, rate of climb and other technical details. Prescribing routes, heights and distances for navigation exercises he endeavoured to have each student obtain a full three hours of airborne time per flight.

This then, was the duty of F/L Lee Foster, officer in charge of flying. He could be found at almost any hour of the day sitting at a desk littered with papers pertaining to the business of flying at No. 8. A.O.S. Lee also was responsible for the successful operation of the S.D.R.T. section.

Others who have been in charge of flying at Ancienne Lorette and whose names should not be forgotten include F/L Leroux. The popular former A.C.I. S/L Art. Evans also filled that capacity at one time. Everyone will also remember jovial F/L "Al" Wheeler.

THAT HORRIBLE SINKING FEELING WHEN YOU'RE LATE FOR A BRIEFING

Cartoon by Sgt. Edwards, R.N.Z.A.F.

Log Marking Flight

"Minus 15, you forgot to underline your MTB's."

F/L H. L. Foster

ARMAMENT

F/S Omer Nadeau and Sgt. Fred Geraghty

A R M A

✦ It is rather difficult to say just what a modern war would be without bombs and guns and yet, for some reason, the armament section on a station is sometimes liable to be neglected.

At No. 8, we can go back to 1941 with F/S MacDonald, who was the first to set-up an armament training program here. We understand his early problems were many and complex, but Mac's patience and ingenuity seemed to overcome most of them and an efficient and well informed section was the result. He was here for almost three years before he was posted to Montjoli. During those three years he continued to improve the section and up an excellent training organization and built Much credit is due to him.

WO1 Topping came and went fairly quickly, but his wealth of experience and capability left their mark. Aside from his armament work, the school has him to thank for the improved screen and acoustics in the projection room. Head of the section at the time of "The Last Flight" was WO1 Rumford, successor to WO1 Topping. Ted Rumford grew up with the Air Training Plan and his knowledge of armament is seemingly unlimited. In a remarkably short time he gained the respect and co-operation of every man in his section. Next in time at No. 8 to the pioneer, F/S MacDonald, comes the Regular Force member, Corporal Ricard. "Ric" has always been popular and there are, no doubt, many former staff members and graduates who will recall him. Sgt. Thib and Sgt Dawe came here from a spell in Quebec City. Sgt. Thib hung on to the end. Ken Dawe was posted overseas in the fall of 1944. Ken will perhaps be remembered for his chess games

WO1 Edward Rumford, N.C.O. in charge

"Flaring up the mighty yellow bomber"

L to R—Cpl. R. Jutras, F/S A. Beavias, ACl J. O'Connell, Sgt. F. Geraghty.

F/S B. Deibert "lecturing".

Sgt. Eli Thib explaining the rifle.

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with the Chief Instructor—we never did find out who was the champion. F/S "Tiny" Deibert, six feet one inch, was another of our competent instructors. Sgt. Kirner is one of the gone-but-not-forgotten types. He got himself back into civilian life right into university. Gus was a good scrounger and a good instructor.

Other members of the more regular staff who must be mentioned and given sort of a blanket word of credit are Sgt. Mumford, who remembers night duty, Cpl. Justras, from the 25-yard range, Cpl. Stewart, a Winnipegger, LAC Roach, an old reliable, and ACl O'Connell, a versatile man to have around.

In the months before closing the school, we were fortunate in having for longer or shorter periods, a number of re-pats. F/S Alex Beauvais was the first to return. He'd been in Africa with Montgomery's Eighth. This operational experience proved invaluable. F/S Nadeau, a veteran of the second front, was attached to a R.A.F. Servicing Commando Squadron in France. He suffered a broken leg and finally, physical exhaustion—his station was directly behind the fighting lines—and he was evacuated to England, and so, home. Sgt. Geraghty is a veteran of four and one half years overseas. He married a Wren from the Royal Navy, and after a little official difficulty, managed to bring her home.

There are others who have passed through the section at various times for short stays. We can not name them all. What they did here was appreciated. We hope that, if they see copies of "The Last Flight" in later years, they and all the others will remember a good Armament Section.

SERVICE POLICE

Sitting—N.C.O. in charge, Cpl. Howard Hight. Standing—Cpl. C. J. Sebastion.

Hoosegow Homelike at No. 8 A.O.S.

✦ Surveyed as to whether they wanted to be policemen in post-war life, every one of the service police staff at No. 8 was emphatic in his negative reply. None had been interested in police work before enlisting (one had worked in a mill and the other had been a photographer).

Despite their distaste for some of the duties they were required to perform, the service police on this station were determined that vocation would not interfere with duty. The manner in which they carried out their tasks was admired by personnel who realized that the trade of service police had no category higher than "C" grouping.

At No. 8, service police duties consisted mainly of checking buses as they arrived and left the camp and the general responsibility for the station's discipline and security.

Very seldom was there any case more serious than drunkenness to deal with. The guardhouse must have been haunted because very few airmen visited it. But unlike haunted houses, it was always kept in a spic and span condition that one did not associate with places "where they kept bad boys." The S.P.'s were non-committal as to whether the spit and polish was due to their diligence or to the lack of inmates.

Tied in with the work of the service police, of course, were the duties of the civilian police who worked in conjunction with them. However, the establishment of service police for this station was only two, which seemed small for No. 8.

The service police at one time had their office in the building taken over by the fire department. In 1943, they were moved to their final location—the gate. For awhile, the service police rubbed shoulders with the staff of the postal department which was located in the same building.

S.P. personalities that will be remembered are Sgt. G. W. Drummond, Cpl. G. R. Marshall, Cpl. Corkum and Cpl. F. Scallon.

Winding up at No. 8 were Cpl. H. R. Height, N.C.O. in charge, Cpl. J. L. J. Beaubien, Cpl. C. J. Sebastien and LAC J. L. A. Saindon. Mention also must be made of the Wireless Operators (Ground) who acted as service police. These included Cpl. C. H. Brown, Cpl. G. Love, LAC W. G. Hummerston, Cpl. G. R. Johnson, Cpl. R. F. Davis, LAC F. A. McCarthy and Cpl. E. N. Westad.

LAC J. L. Saindon and Cpl. J. L. Beaubien.

THE LAST COURSE No. 114

THE FIRST COURSE No. 38

THE LAST COURSE

✦ Course number 114 was much more than The Last Course of Navigators to graduate from No. 8 A.O.S. It was a symbol of the past and a hope for the future. During the years of training here, some eighty courses went through—Observers, Navigators B, Navigators W. More than half of these were mixed classes—that is, classes not entirely R.C.A.F. Therein is the symbol, therein is the hope.

Much has been written about the great British Commonwealth Air Training Plan—many facts, figures, and statistics have been quoted—thousands of men, millions of dollars, acres of land. And it has been great—statistically and in terms of results accomplished. But it has been great in other ways too—ways not yet obvious—ways that will be reflected in the world for years and generations to come.

Course 114 consisted of nine New Zealanders and twenty-three R.A.F. lads—nine from a small island in the South Pacific Ocean and twenty-three from an even smaller island in the North Atlantic brought together for training purposes in various spots of this vast, empty Dominion. And 114 was a comparatively unmixed group! There were classes of Australians, Belgians, Czechs, Free French, Hollanders and Poles. One course—72A—consisted of eight R.A.F., five Belgians, nine Czechs, six Free French, and three Dutchmen. In this meeting of men and countries, surely lies one feature of the greatness of the B.C.A.T.P.

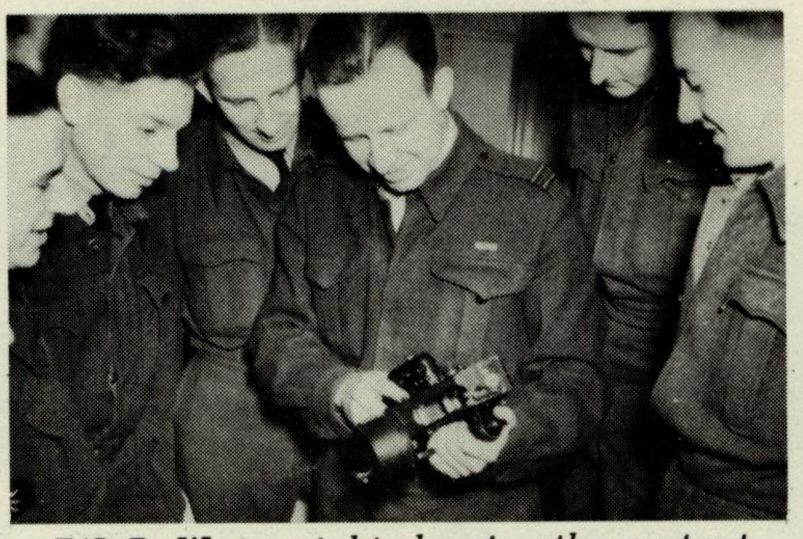
In this volume 114 stands for all that has gone before. It is a symbol of strange newness away from home, of homesick hours, of grinding work and of eventual achievement. It is a symbol of friendship, co-operation, interesting personalities, of unhoped-for dreams come true. It is a symbol of world travel, of places and peoples seen, of friends made, of experiences gained, of memories to be treasured. These lads have gone out, as hundreds have done before them, to lands across the sea. They have taken with them memories of friends in Canada, friends from other countries with whom they have sweated through classes, and friends who have been their instructors. They will feel that all over the world are people they would like to see again.

Canada can be proud of the role of hostess she has played and proud that her name will go to all parts of the world and be remembered fondly. We've not been perfect; we've made mistakes; we've even, at times, been a little inhospitable; but, in general, we can be pleased and proud. We hope our guests have liked us—we think they have. We hope some of them will return—perhaps they will.

The Last Course is a symbol of something else, too. These lads, young, free and happy are what we are fighting for; they are what so many who have gone before have given their lives for; they represent youth and freedom and sacrifice and life—they represent all that is best in the world. Surely, from this can come a hope. Surely in all this mingling of peoples, personalities and ideas, in all this making of friends and realization that others are not much different from ourselves, in all this ready acceptance of sacrifice and death—surely in these things lies a hope for the future—a future of no wars—a bright future of quietness and peace.

They liked to ski.

F/L H. A. S. Waggett explains the bomb sight.



F/L R. Wainwright showing the sextant.

THE LAST COURSE LOOKS AT CANADA

✦ We thought it would be interesting to record for posterity some of the impressions of Canada gathered by members of "The Last Course", so we conducted a sort of mass interview. Actually we had two—one with the R.A.F. lads and one with the New Zealanders—but we found the ideas so similar in each that it is perfectly safe to combine them

Unfortunately the lads from Great Britain were able to see only Eastern Canada. Because of this, their impressions were perhaps a little narrow. The New Zealanders came here by way of Vancouver and took Wireless in Calgary, so they had a fairly broad perspective of the Dominion.

An average opinion of this country summed up in a few words from the two interviews might be something like this: Canada is a vast land full of big things. Railways run on wide rails and have big coaches. Service was considered good, both Pullman and Diner, but some thought we must have extraordinarily bad engineers. Automobiles, even in wartime, seemed to be in profusion, and, to the English lads in particular, very large. Houses, although not exceptional in size, were remarked on because of so much frame construction. Farms, of course, especially to the New Zealanders with Western Canada experience, seemed unlimited in size.

The cold bothered most of them at first, but they had great admiration for our central heating—some considered it a little too much of a good thing, however. We were surprised to learn that the Chinook winds of Alberta are paralleled in a little thing called "The Canterbury Nor'Wester" in New Zealand. Most of the lads would be happy never again to see snow.

Food, of course, was a subject we brought up and the response was very kind. In general, opinion was that the food was excellent, and luxuries, not seen for years at home, were enjoyed to the fullest. But we got the impression, conveyed not unkindly, that we didn't know there was a war on—and we suspected that, in the matter of food, they were right. Of course they all missed their tea—both the meal by that name and the beverage. The Englishmen praised particularly the phenomenon of lemon meringue pie. The New Zealand lads complained of "less beer, smaller glasses, and less time to serve it in." Both were aware of more refrigeration here than in their home lands and of the ubiquity of "coke".

Of the people here the most outstanding impression was that we are really not much different from them. Of course there are differences of dress (we are much less conservative than they), differences of expression, of food and living. But fundamentally we're much the same. They found our standard of living and, we might add, the cost of living, much higher here than in either New Zealand or Great Britain.

We asked them if they were glad they came and the answers were mixed. some said yes without hesitation, some were not so sure, some had'nt really thought about it. But after a bit of discussion we came to the conclusion that they were, for the most part, happy about their stay here, that they cherished their new-found friends, and they would take away with them fond memories and leave something of themselves behind. Perhaps Shakespeare framed it correctly when he used this construction: "Not that they love Canada less, but they love their homes more".

CLOTHING STORES

THAT PERFECT FIT!

✦ As the staff of clothing stores saw it, they were minding their business one busy Thursday afternoon, giving and exchanging clothing to those poor individuals whose story was convincing enough to believe, when all of a sudden, two very smart looking F/O's, followed by an energetic corporal, came barging in. They wanted to speak to the head boss. As he confessed afterwards, the N.C.O. in charge thought, "Here are a couple more officers wanting new battledress or something."

The Flight Sergeant was wrong, for it was neither boots, shoes, nor battledress they wanted. Much worse, they wanted a story, about their own little clothing stores, for a souvenir magazine. At first, the Flight admitted, "I thought they were pulling a fast one and were taking the long way to scrounge an item or two."

It's the Flight Sergeant who's speaking: "After talking for about 20 minutes steady, the tall officer had me convinced that the idea of publishing a magazine called 'The Last Flight' was a splendid one".

Cpl. Johnny David and LAC Johnny Howard assuring the boys of a good fit.

Perhaps what sold the Flight to the idea was the fact that the book was to be distributed free when completed. Anyhow, he knew nothing could stand in the way of the magazine getting a story on clothing stores. (Methinks this is referring to the editorial staff—the Editor).

So the Flight surmised that most of the information given to the magazine would have to be from his assistants, as he was a late arrival on the station. Nevertheless, he called together his staff in order to look them over. He found Cpl. David, his right hand man, hailed from Montreal and prior to enlistment had been a gas station manager. Cpl. David was a very efficient worker. He left us on posting to No. 1 "Y" Depot, Moncton. Next was LAC Howard, always willing, he finished most all assignments given to him. He came from Toronto and stayed with us till closing.

Our clothing section was originally in No. 2 Hangar, where the parachute section later moved. This was not a very convenient place, so it was moved over

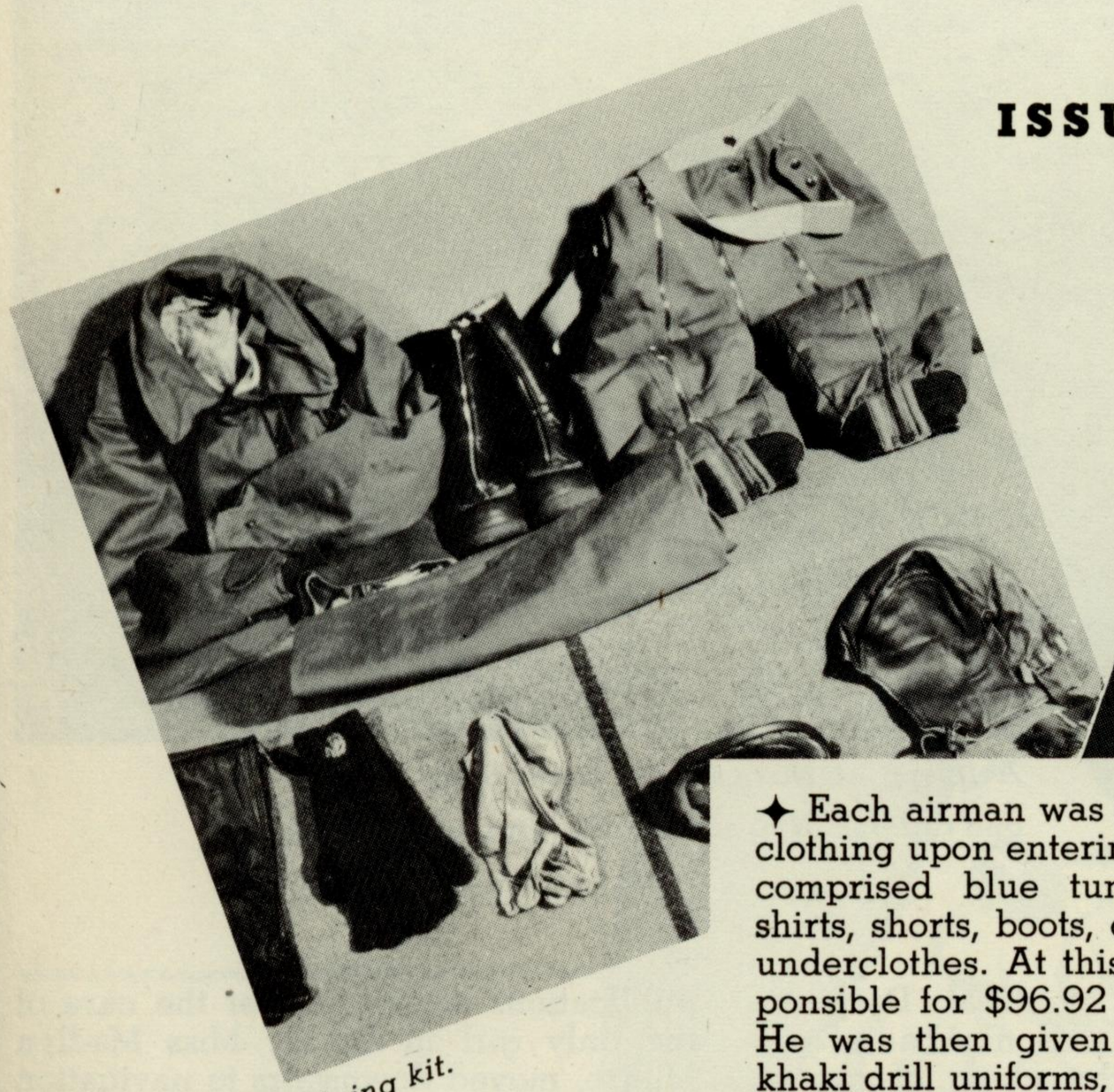
to where the laundry was later located. From there, it again moved to its present site in the old G.I.S. Since October, 1942, when the section became self-accounting for clothing, men have come and gone. To mention some which were employed in the section, Cpl. Sharron was the first. "They tell me he was a fine fellow but as all other equipment personnel, not too generous." After a few months working alone, Cpl. Sharron was given a helper in the name of Sgt. Trembly. He took over all responsibility from the Corporal. Then came Sgt. Wilson, and as he arrived, Sgt. Trembly departed.

The clothing section was then honored by the arrival of short, stocky and a very likeable sergeant, namely, Sergeant Urquhart. "Erky," as he was known, was very popular and amiable. In the eyes of all he was straight and to the point.

Six foot three, weighting two hundred pounds, was about the best way to describe the last N.C.O. in charge, Flight Sergeant Halka. Taking his orders from Acting Equipment Officer, Squadron Leader Dalton, F/Sgt. Halka and his able bodied helper had all they could do to cope with the work given them by the personnel of the station. The Flight came to us from Victoriaville after the New Year 1945 and was in there pitching until the end.

F/S Bill Halka sorting clothes.

ISSUES



Flying kit.

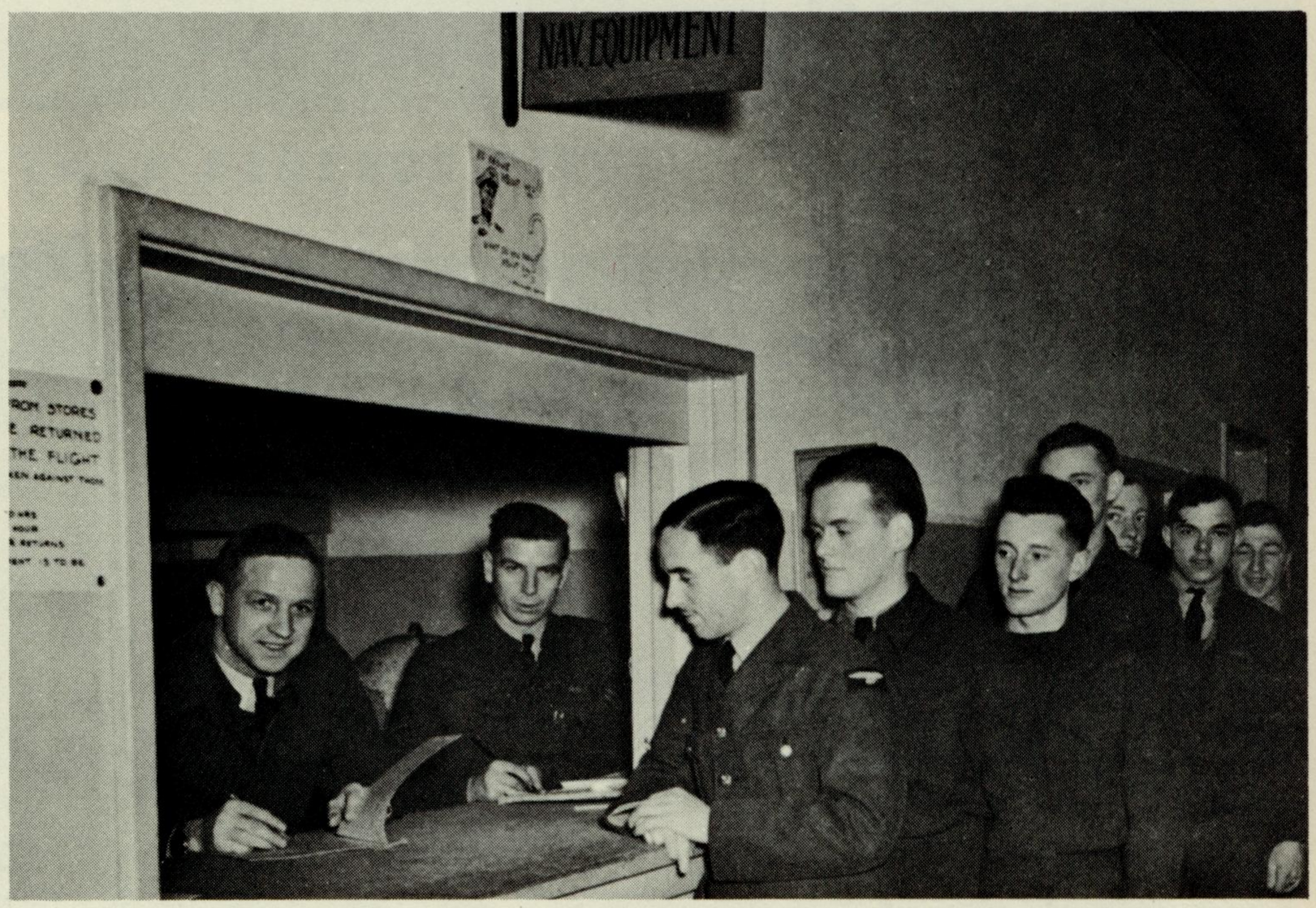
✦ Each airman was issued a part of his clothing upon entering the service. This comprised blue tunics and trousers, shirts, shorts, boots, cap, greatcoat, and underclothes. At this point he was responsible for $96.92 worth of clothing. He was then given summer clothing, khaki drill uniforms, and summer khaki shirts, which was an additional $10.40 to his charge.

Later, if he was aircrew, he received flying clothing, boots, flying suit, goggles, gloves, helmet, etc., which is valued at $71.31. In total, he was responsible for about $199.16, which included all extra issues, quite a responsibility.

Initial Airmen's Issue.

NAVIGATION STORES

F/L Norman Spall



A lineup at Nav. stores. Norm Spall and Cpl. Jim. Neil signing the boys up.

Popular Place

✦ Whether it was the atmosphere created by the neat rows of navigation instruments, or the presence of pert little Miss Madlyn Munro that caused the popularity of navigation stores is something that never was determined. Perhaps it was both, because the stores presented an attractive appearance with its neatly arranged equipment (including Miss Munro, who was almost a constant visitor to the section and finally moved there).

Navigation stores originated with Maurice Sauvé of No. 8 civilian stores. Until the beginning of 1944, it was situated in No. 2 Hangar. It was from navigation stores that navigation instructors and students drew their instruments and publications.

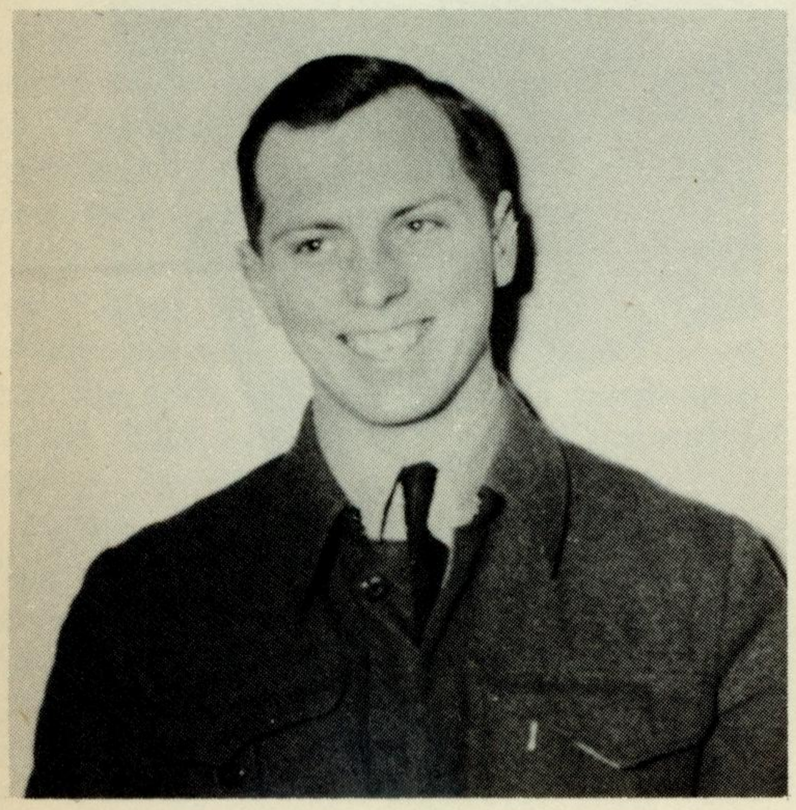
When the section moved to its snug corner in the new ground instruction school, it also incorporated the "map room"—a small closet where mercators, topographical maps, and dead files were kept.

The shelves of Nav. stores were laden with sextants, watches, astrographs, astro compasses, protractors, straight edges, navigators' bags, dividers, rulers, planishperes, globes, A.P. 1234's (the navigator's bible), desks and more navigation instruments.

Keeping a check on the equipment was indeed a hard and important job. LAC Eddie Spencer kept everything in smooth working order. Unserviceable instruments were checked by him and sent out for adjustment or repairs. Forgetful trainees sometimes had Eddie hiking over to the hangars to locate equipment left in the aircraft, he was a veritable Sherlock when it came to finding misplaced protractors, he knew all the angles.

Another navigation stores job was the cleaning-up or arranging of classrooms. The workers in stores were sometimes called the "trainees' nurse-maids."

As the school drew to a close, the N.C.O. in charge of the section was



LAC Eddie Spencer

Cpl. Jim Neil, of Montreal. Despite a large turn-over in the number of personnel, the smoothworking of navigation stores continued under the guidance of Cpl. Neil and his staff.

They recalled the days when the officer-in-charge was F/O Morey. He was succeeded by F/O Armstrong in June, 1944. The following month, F/O Cohen took over. He also remained a month, and then the job fell to F/L Spall.

Toward the closing of the school, the publications section, under the care of the only girl in G.I.S., Miss Madlyn Munro, moved downstairs to navigation stores. Personnel on strength of nav. stores as the school closed were Corporals Jim Neil and R. Gosselin; LAC's Spencer, Archambault and Olivier.

Other workers in the section whose memory was recalled were Cpl. Marcel Poitras and LAC Peter Humenuk, both of whom helped in the organization of this small but important stores.

PUBLICATIONS

PUBLICATIONS MISS

Miss Madlyn Munro

✦ We have often wondered whether the value of the work she performed or the decidedly decorative note she added to G.I.S. was the chief asset of Madlyn Munro at No. 8. Certainly we have no doubt about the latter and we're afraid we have no illusions about the former.

The job of looking after Publications consisted of receiving new books, pamphlets, syllabi, etc., recording their arrival and seeing to their distribution to the proper persons. Forms and bulletins, when required, had to be ordered, vouchers to be made out, worn or obsolete stock returned, loan cards had to be recorded and all clearances checked. It was never a very arduous or exacting task and Madlyn handled it with a minimum of fuss or bother, a minimum of disturbance of her attractive person and a maximum of "laissez faire."

There was always an officer nominally in charge of publications, nominally Madlyn's boss. But, in the words of the sage, "That was a laugh." The poor man never had a chance. Something would go wrong—something that seemed frightfully important at the time —and down to Publications would go this boss, bent on really getting things straightened out this time. But one look at Madlyn, (probably in the middle of putting polish on her nails and annoyed at being disturbed) and one ear bent toward her explanation, and the poor fellow was lost. The thing never would get straightened out and by the time everything was explained he probably left with an apology for taking up so much of her time.

But somehow we seemed always to be able to avoid any major calamities and we did get our Publications, which was the important thing.

The other side of Madlyn's "raison d'être" in the G.I.S., and we suspect, the main one, was, of course, pulchritudinous. There can be no denying that the most depressed instructor or the most harrassed trainee could always find a brighter outlook on life by a chance meeting with Miss Munro or even, under the guise of having business to do, by paying a visit to her office. She was ever cheerful, ever bright, ever beautiful.

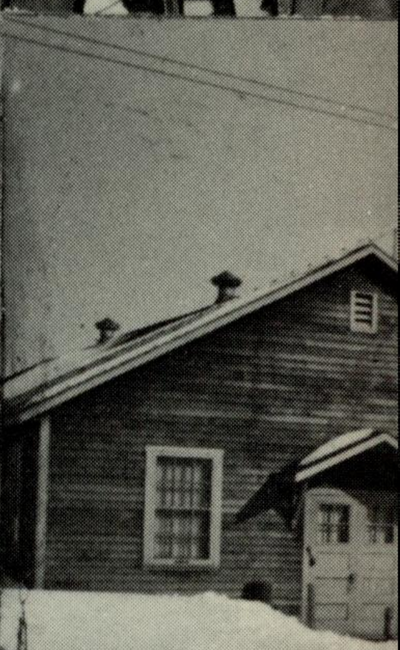
Madlyn is a girl who could never quite make up her mind whether she was French or English. Her name and her perfect command of English seemed to indicate the latter, but she claimed that she was more at home speaking French. When she got excited (particularly under the impudent goading of some of the more prominent Flight Lieutenants) her hands got plenty of exercise with frantic gesturing.

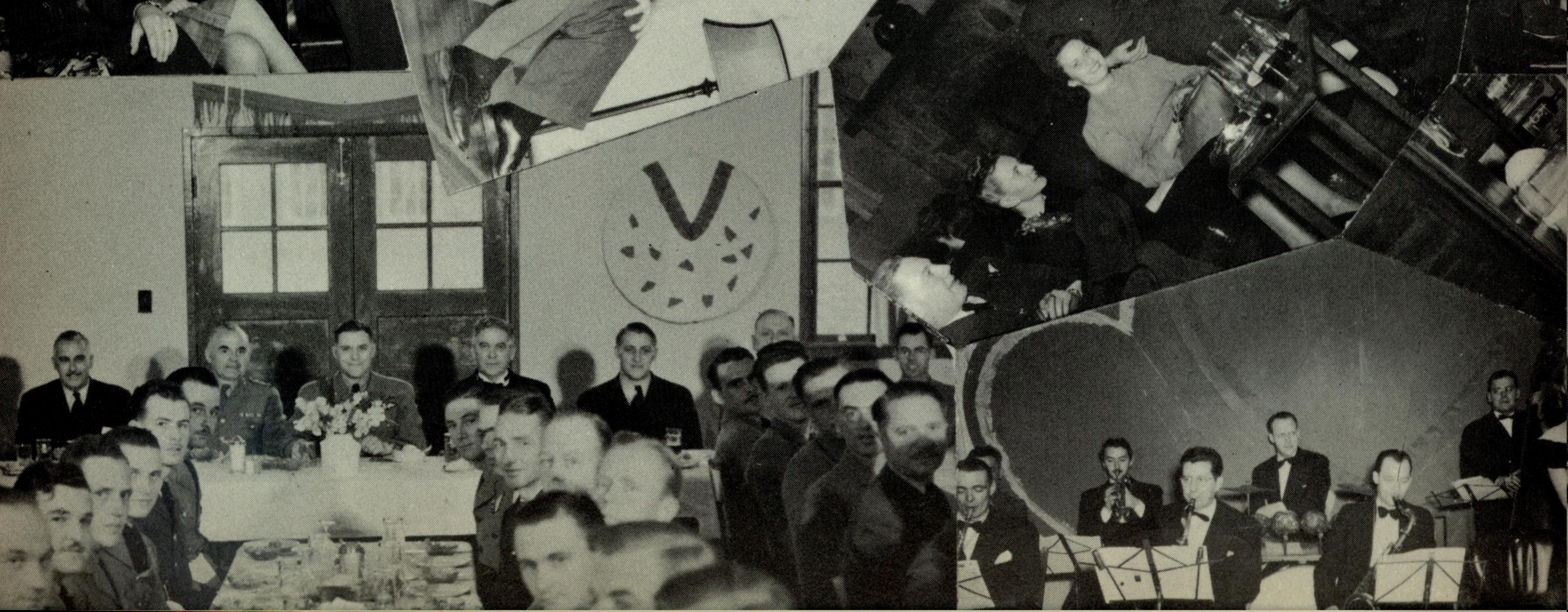
And after all is said and done, the pleasure she brought to all and the rays of sunshine she spread around the G.I.S. were the most important thing. Publications were incidental. We're sure she'll be remembered years hence in many parts of the world for these things and after all, isn't that enough?

OFFICERS' MESS

OFFICERS
MESS

Last Flight

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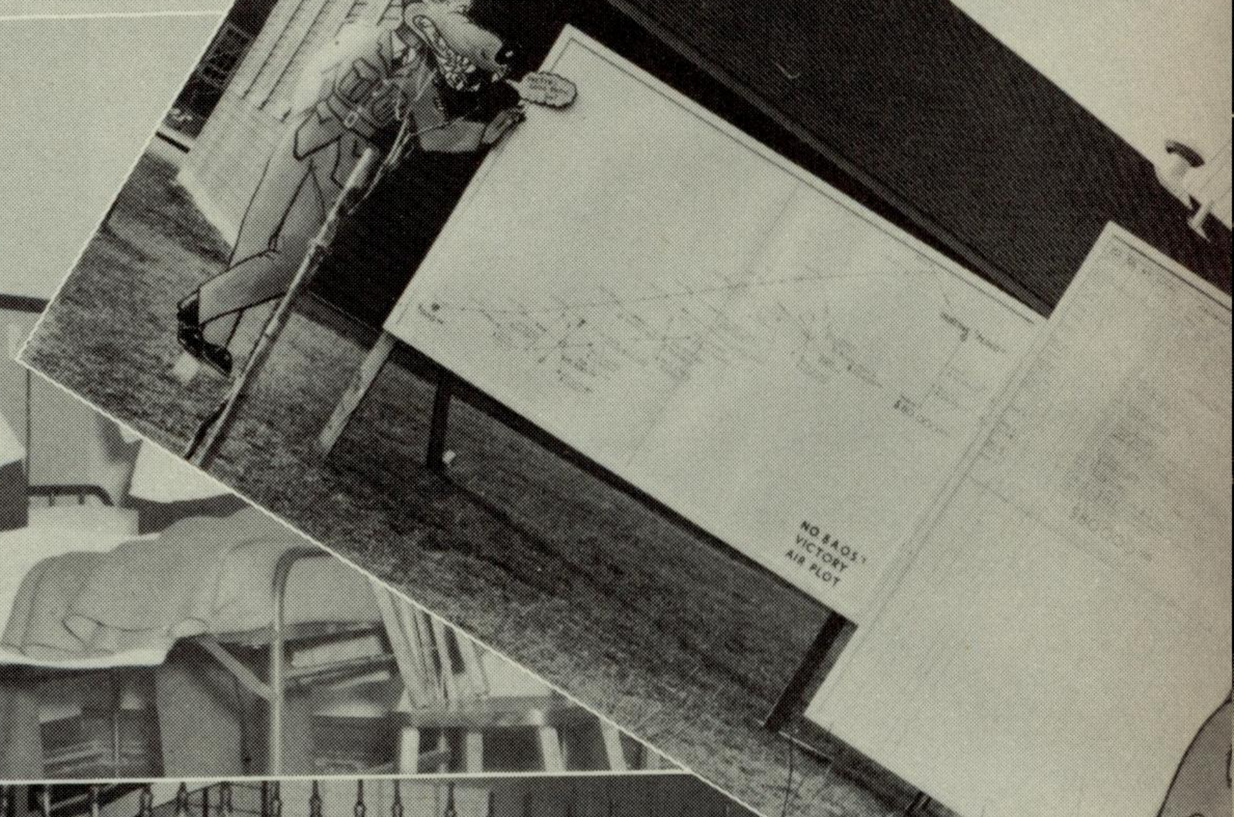
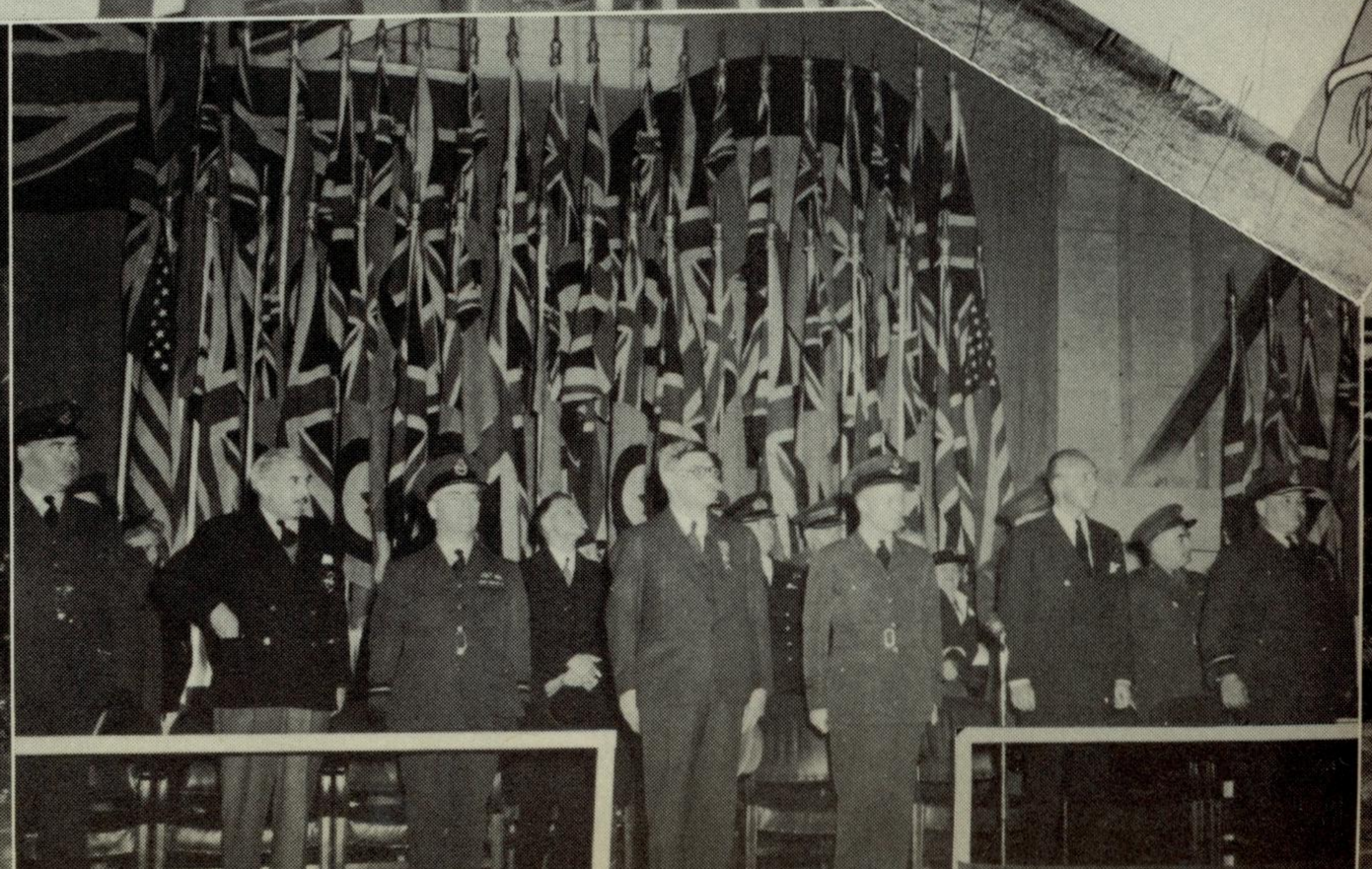
Highlights in the Officer's Mess

Do You Re





member?

The Padres

✦ It is with rather mixed feelings that the Station Padre contemplates the closing of No. 8 A.O.S. On the one hand there is a great satisfaction in knowing that one of the most difficult tasks of aircrew training has been successfully completed here, and in feeling that he has been able to contribute in a small degree to that achievement. On the other hand, there is a certain sense of regret for the fact that the community which has grown up here must now be dispersed.

The Padre thinks of his station in much the same way as he thought of his parish in civilian life. It is essentially a community of men and women who live and work in one place, and whose welfare is his chief concern. But there is one sense in which it is a better community than any he has known in civilian life. All its members are engaged in a common task; they are all conscious to some extent of their dependence on one another and their responsibility for one another; they know, in fact, that they are a community, and not merely a collection of individuals. And that knowledge, even if it is only dimly perceived, can be one of the greatest factors in the shaping of a happier world.

No. 8 A.O.S. has been a good station; and consequently a good job has been done here. But, more than that, it has been a good community; and that means that it has been a good place to live. Now the school is closed, many of us realize that something peculiarly good has been lost—something which we are not likely to find again in any ordinary community. Yet it is to be hoped that this good thing will not be altogether lost. I think my predecessors and my Roman Catholic colleagues will all join me in the hope and prayer that everyone who has belonged to this station may have learned here something more than navigation—something of that responsibility for our fellow human beings which is the foundation of a good community and a good life. For, if we have learned that, there is no better contribution we can make to the other communities we shall belong to in the future.

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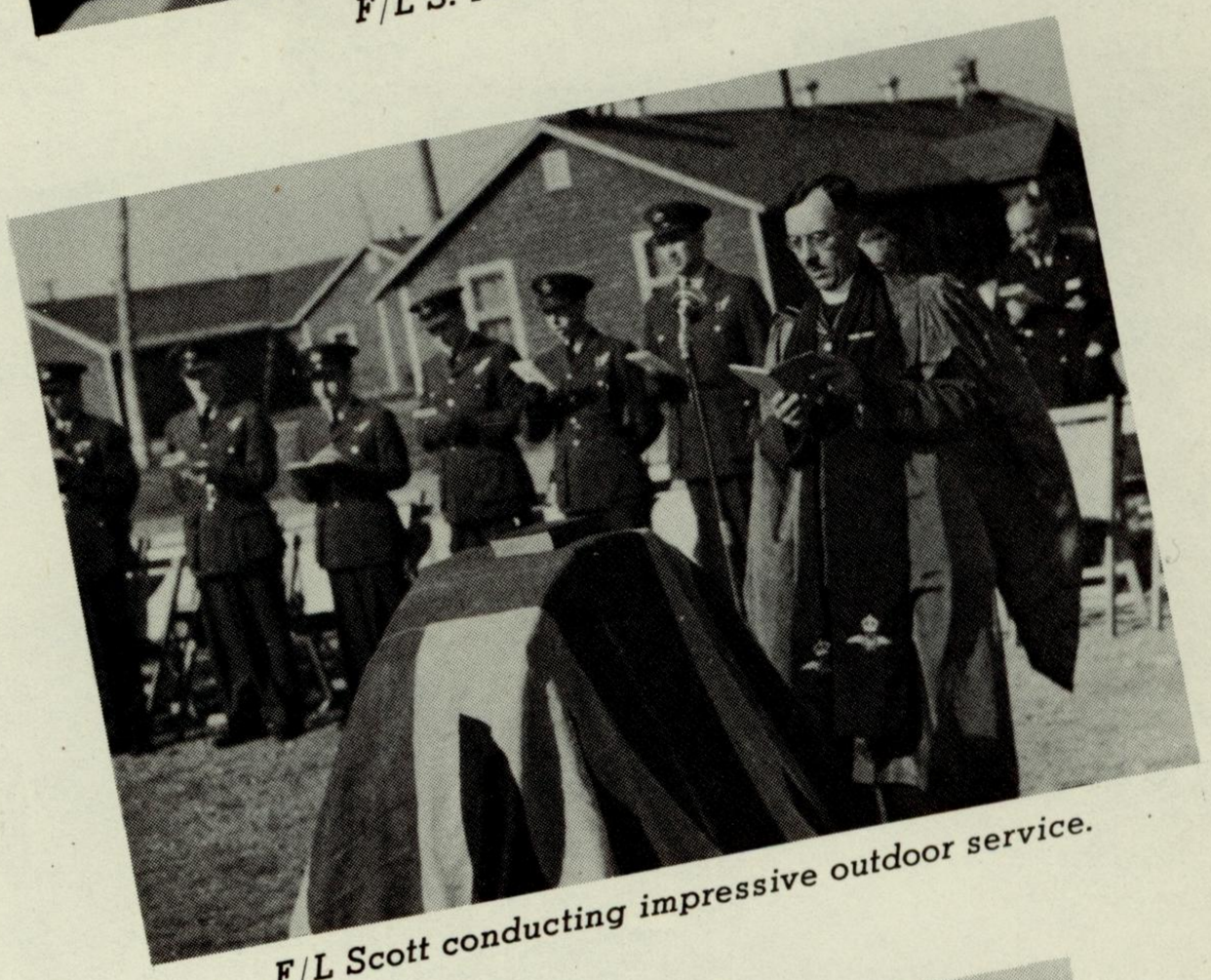
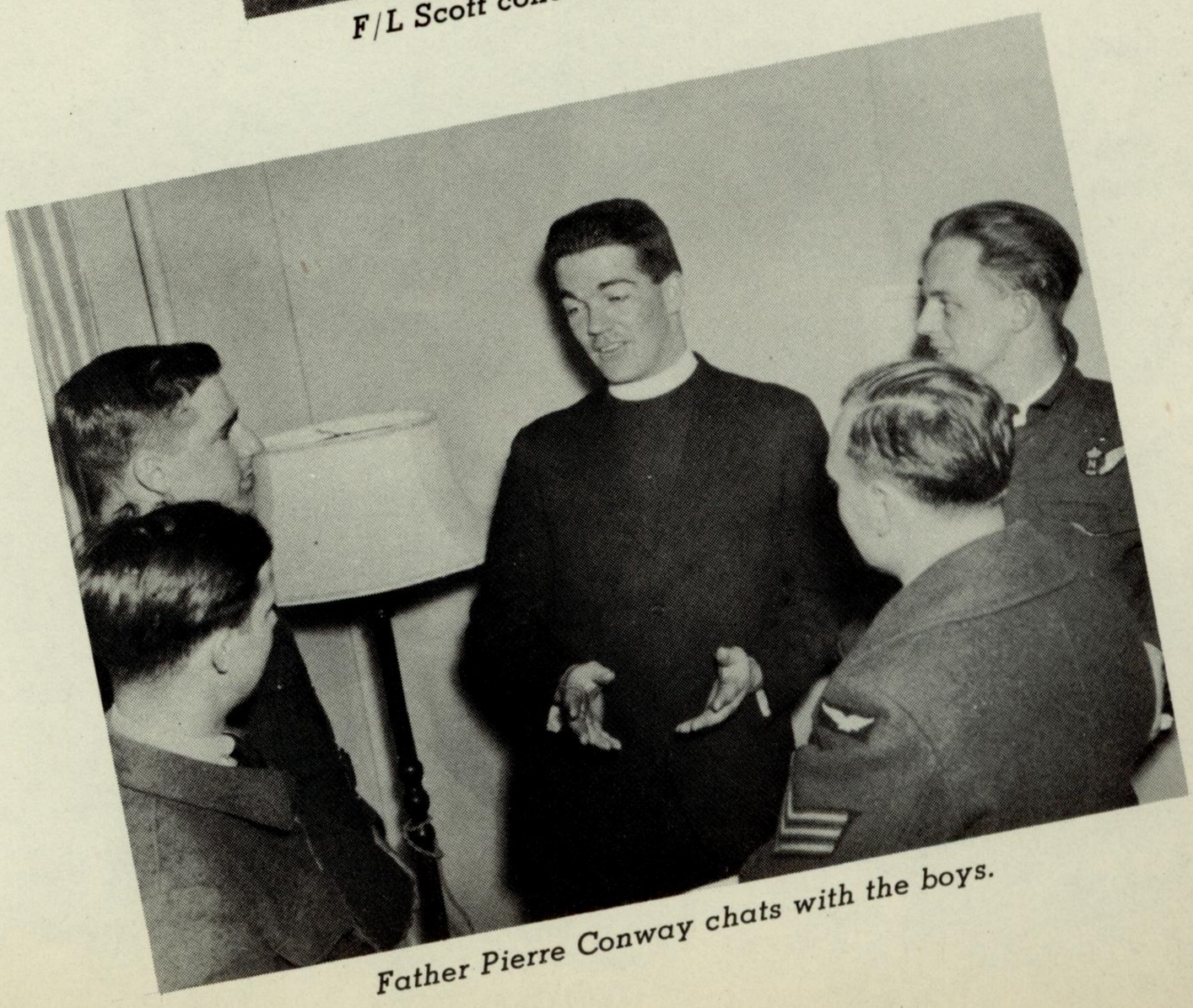
F/L S. MacDonnell, Station Padre.



F/L Scott conducting impressive outdoor service.



Father Pierre Conway chats with the boys.

SERGEANTS' MESS

HOME OF THE SENIOR N.C.O.'S

Throw another log on the fire.

THE SERGEANT'S MESS

✦ It has been rightly said that a station is only as good as its NCO's. Number 8 A.O.S., we feel, bears out that statement to the fullest. It has been a good station—at work or at play—and it has been the home of some excellent NCO's.

The heart and soul of the senior NCO's is the Sergeant's Mess. There, gathered into one building—combination dining room and pool hall, living room and tavern—are the worries, the joys and the sorrows of the essence of the station. It has been the place where the serious business has been carried on after hours, where policies originated, where friends were made and enemies avoided, where promotions were celebrated and newly won wings toasted. It has been the life of the senior NCO's from morning to night. It was their home.

A word or two about some of the more prominent members throughout the years should be said.

Flight Sergeant Gray was the last president. He was in office for two terms and his quiet efficiency (sometimes not so quiet), his almost always present good humour, his teeming imagination and his love of fun have served to mark him in the memories of all who knew him.

Sergeant Major Vallée was another old timer. He will be remembered in connection with a particularly keen battle of billiards that took place in the mess one night when the power failed. It was a tussle between him and Squadron Leader Innes, the honourary president, played beneath the flickering light of a kerosene lamp.

One of the original members of the mess who remained to the end was Flight Sergeant Maire. Ray was a P.T. and D. type who came here in September, 1942. He was always active in mess functions and a good deal of credit is due him.

Sergeant Rust (we never failed to be amazed at such an appropriate name for so red-headed an individual!) was on the station as a junior NCO before he joined the loftier ranks, but even at that, he has left his mark on the material and undefinable aspects of the mess.

Sergeant Thib came from a spell at No. 1 A.G.G.T.S. in Quebec City. His quiet good humour and active co-operation have been greatly appreciated.

There are many others who could be mentioned and there are many occasions that, if recorded, would bring back fond memories in later years. A few odd snatches will have to be sufficient.

Who will forget the famous "Cap Morgan", that amazing R.A.F. Flight Sergeant, who was on course here. His antics during a party were immortal. The crowds of Australian W.A.G.'s cut their swath too. And then there was the genial S. P. "Bulldog" Drummond! W.O. 1 Topping can be recalled for his "real style" oyster party—as authentic as a man from the oyster country could make it.

Yes the Sergeant's Mess was a great place at No. 8. It was a mixture of personalities, of contributions from all sorts of people. Many who have been there will long remember it—few will ever forget it.

FUN IN ABUNDANCE WAS ALWAYS HERE

"15" two, "15" four, and a pair is six.

Quaffing the fine fermented brew!!!

"Will someone move the meeting be adjourned?"

"A bunch of the boys were whooping it up . . ."

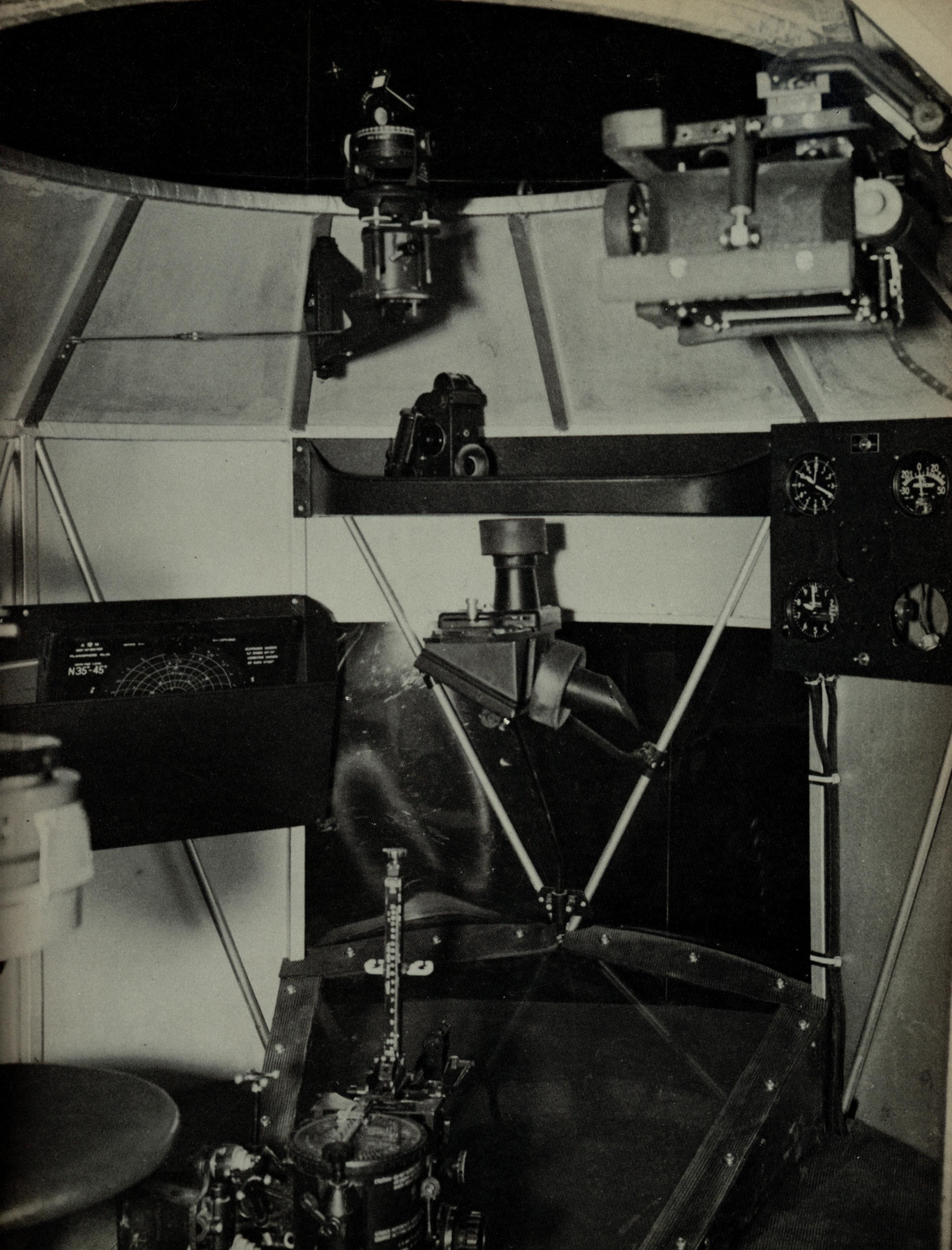
"Fried oeufs, please."

AIRMAN'S MESS

Upper—Pretty Classy Cuisine.

Centre—The old familiar line-up.

Lower—Airmen relaxing in their lounge.



SYNTHETICS

S.D.R.T.

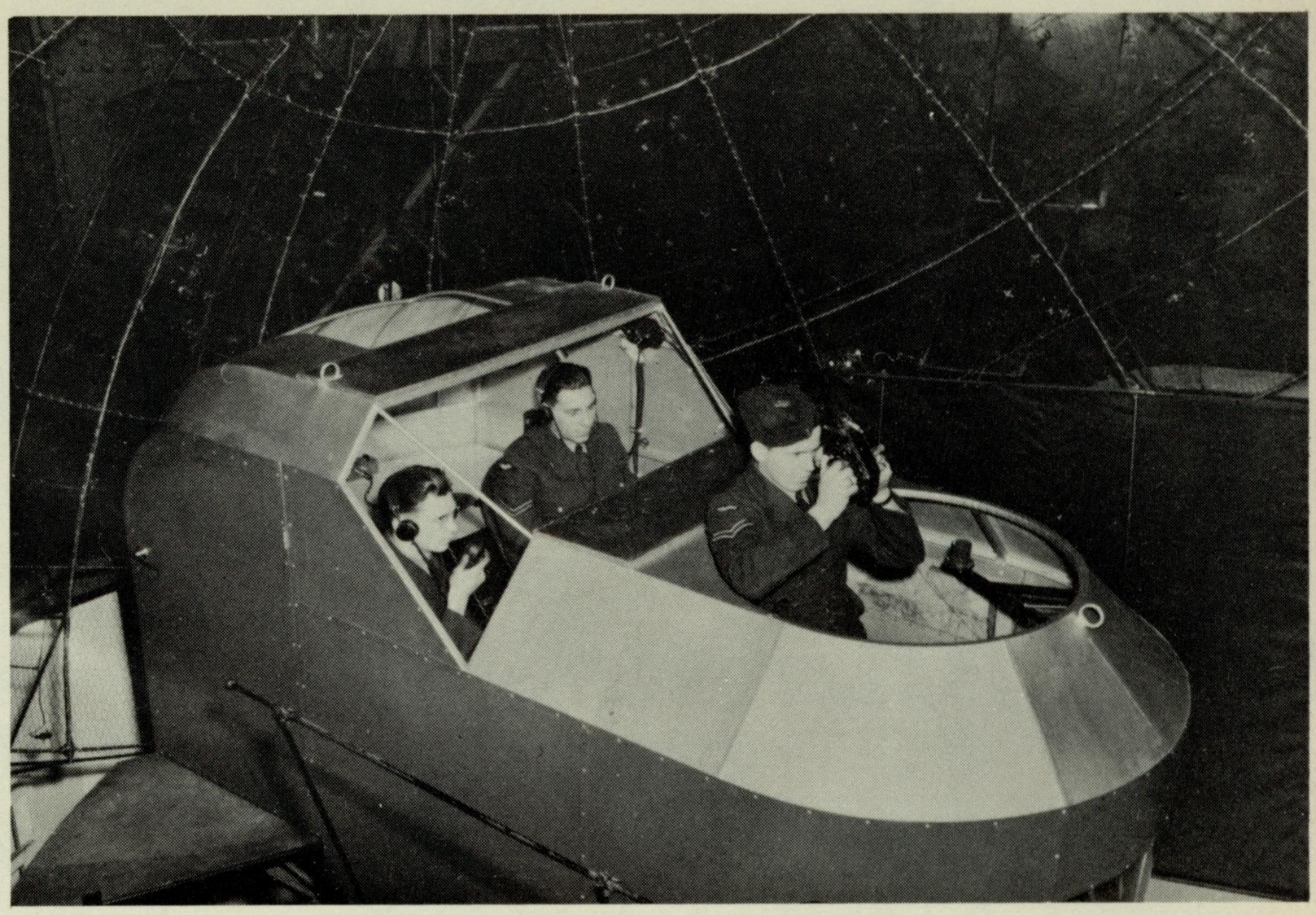
✦ The S.D.R.T., more specifically known as the Synthetic Dead Reckoning Trainer, is one of the most interesting sections in the G.I.S. It certainly presents the most formidable array of technical equipment on the station. If you were to pay it a visit you would find a veritable beehive of activity going on behind mysterious black curtains. But let us raise the veil and take a look. Your eyes soon become accustomed to the semi-darkness but you may be alarmed by the apparent hubbub. A confused jumble of voices is heard through the roar of motors and the glare of "pin-points" flashing past. Here a smug "Right on the nose, bang on ETA'." Then, "Alter course 028 compass." "Give me a bearing on Ste. Agathe." A thin wail of terror comes from the far corner, "Lumme, Bill, where **am** I?" You begin to realise that these are the voices of student navigators in the throes of learning.

The purpose of the S.D.R.T. is to help the trainee understand the difficulties he will encounter when he attempts to navigate in the air. Each airman works in a private cubicle and is surrounded by a maze of navigation equipment. Earphones and "mike" connect each man to his crew and to the operator at the control panel. Students receive instruction ranging from elementary plotting to advanced stages of radio and astro navigation. Actual flight conditions are closely simulated and as every flight in the air is preceded by a corresponding exercise in the S.D.R.T., many valuable air hours are saved. The wealth of equipment made available to the student represents an investment of many thousands of dollars. This money and the foresight of those who originated the scheme of Synthetics has been well repaid by the rising tide of well trained navigators. In all, there are seven cubicled rooms with a capacity for 84 students. The Naviscope Room accommodates 30 trainees for useful exercises in map reading and D.R. navigation.

Much of the success of the S.D.R.T. and C.N.T. on this station may be credited to F/L Foster, who was formerly OIC Synthetics. He is now in charge of Flying and is ably succeeded by F/O Alexander. Phil Alexander not only is OIC Synthetics, but utilizes any spare moments arranging for decorations for holiday dances on the station. Phil's staff consists of 17 operators and six maintenance men. The job of the operator and the maintenance man is a busy one as all the equipment must be kept in first class condition. Orchids to a fine staff which has always worked hard to maintain an efficient section.

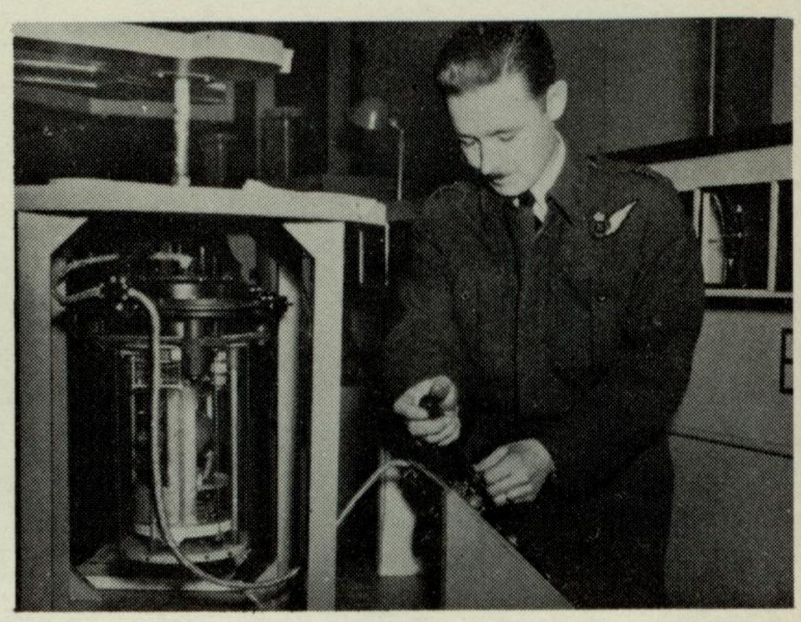
We have enjoyed doing our part in the training of the many navigators that have passed through the school. We wish them all continued success and hope that their last flight will bring them safely back home.

Searching for Polaris

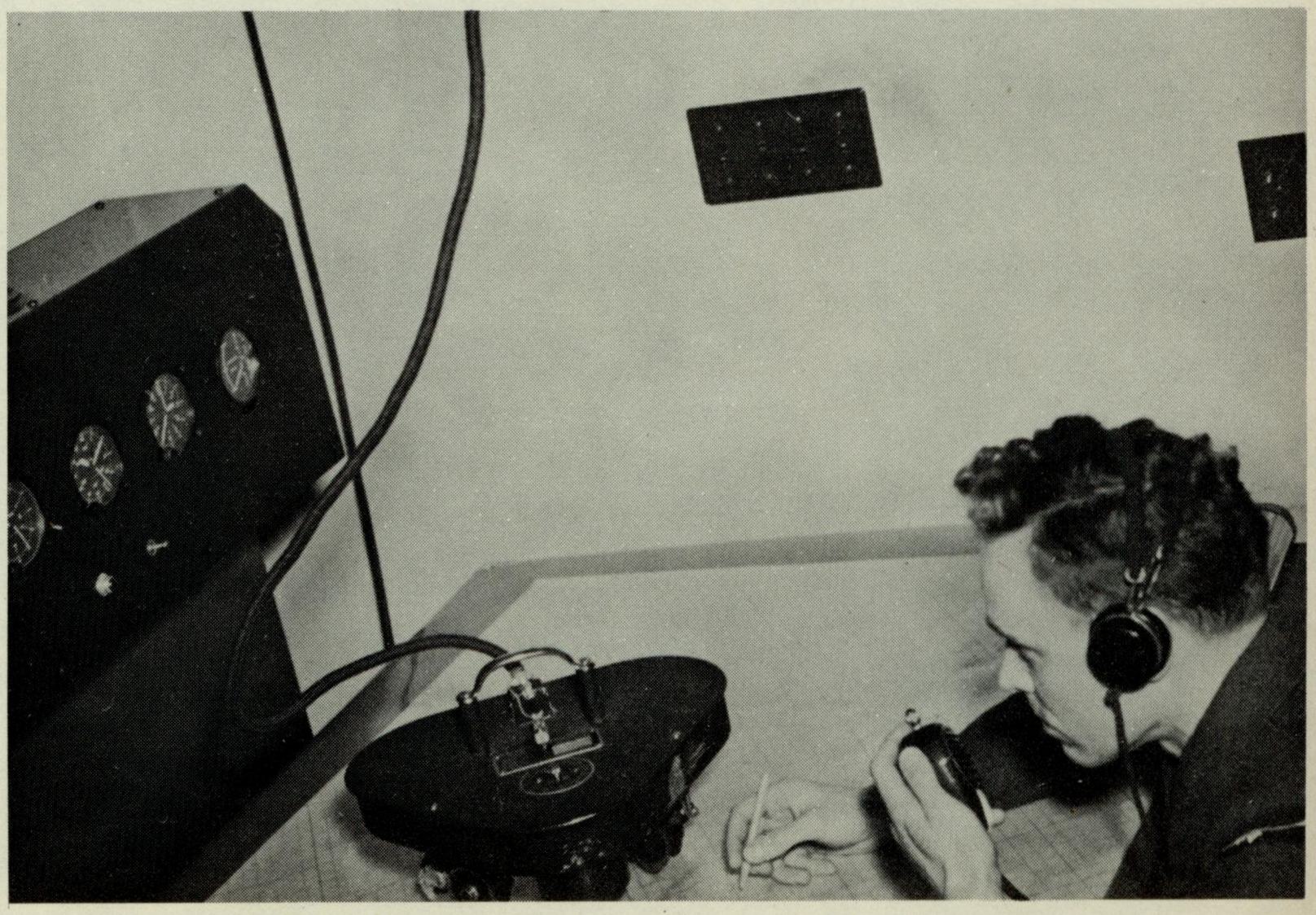


Navigator, Pilot, and Wireless Operator, in action in the C.N.T.

F/O Phil Alexander



F/L "Lee" Foster



WO2 Harry Dean, plotting the track of the Navigator.

Front row, L to R—F/S Ralph. Wint, Sgt. George Dawber, F/S Les. Peters.

Second row, L to R—Sgt. Garnet Wilkinson, WO2 Harry Dean, WO2 Gerard Hebert, F/S Gordon Hagen, Cpl. Doug. Radford.

Back row, L to R—Cpl. Jack Davis, Sgt. Hank. Baeb, Cpl. Floyd Hill.

STARS, DOLLAR A DOZEN!

✦ The Celestial Navigation Trainer, which is of course abbreviated to C.N.T., is a section closely related to S.D.R.T. Two silo-like towers contain some of the world's most highly concentrated training devices. Each tower is complete in itself and is equipped to train a modern bomber crew under conditions closely approximating those of actual flight. As implied by its name, this trainer supplies instruction in astronomical navigation.

To better understand the work performed by C.N.T., let us accompany one of the operators on a tour of inspection. As we enter the tower we are favorably impressed by the quality of the atmosphere. This must be constantly conditioned to maintain proper functioning of the delicate mechanisms. The cement floor acts as foundation for an edifice of steel girders, on top of which rests a large Link Trainer, which carries the bomber crew. The entire assembly is rotatable, and the "flight" of the "aircraft" is controlled by the pilot who receives instructions from his navigator.

When an exercise is in progress, the interior of the tower is completely darkened and we are told that the navigator is up there shooting the "stars." In the ceiling of the tower, a few feet above the aircraft and crew is a marvellous rotatable semi-sphere which carries 12 of the navigator's pet stars and scores of others. These "stars" revolve with passage of time as do the heavens, and it is from these that the navigator obtains his sextant shots to plot his course.

Men may come and classes go, but the Link section works on forever. From the hour before the dawn till two past midnight our boys put the weary navigators through their paces. Altair and Vega must be torn completely to shreds as there has been a total of over 12,000 hours of constant "shooting" in their direction since July, 1943. WO2 Hebert and Sgt. Wilkinson will gladly verify the conditions of these stars.

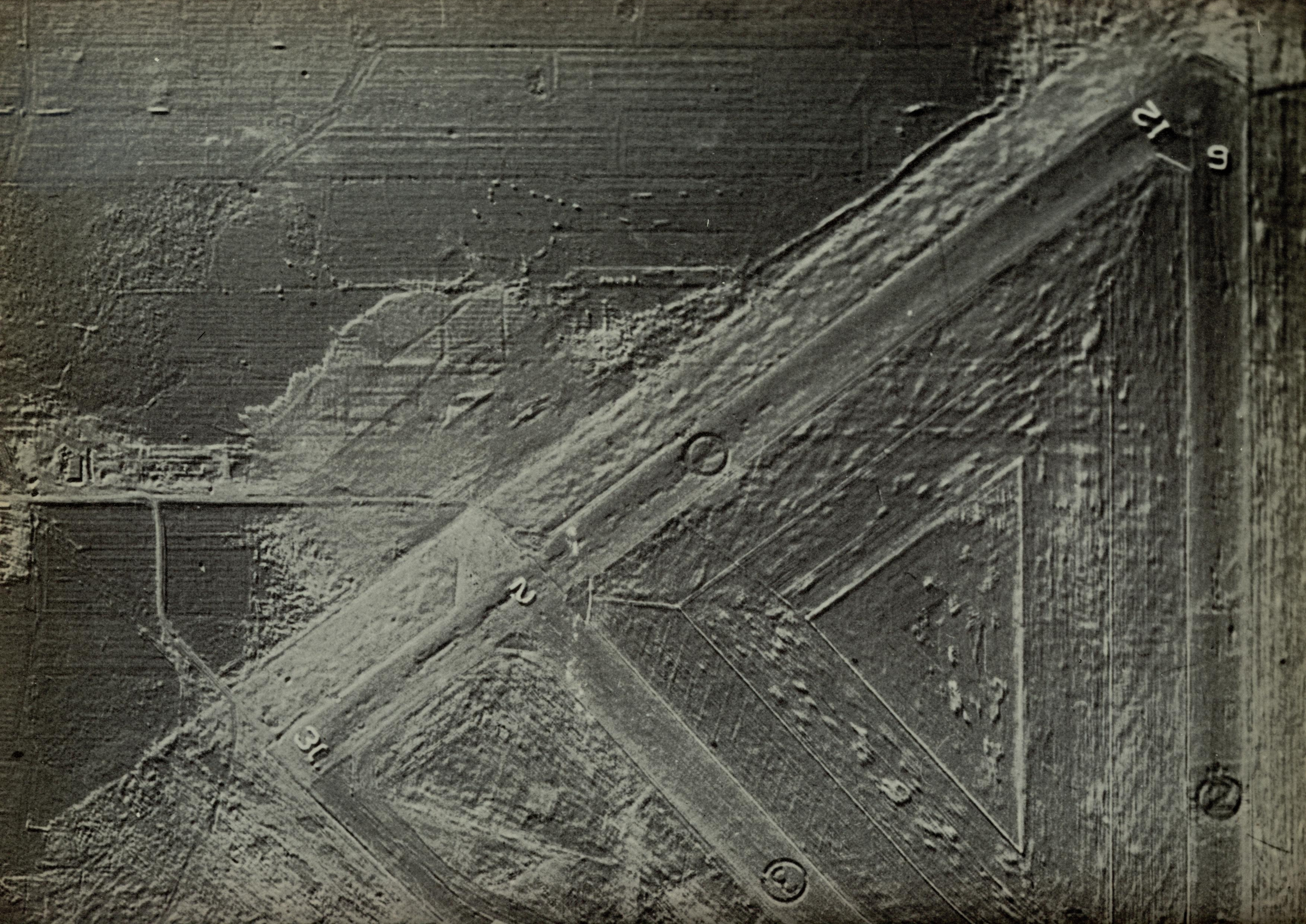
Personnel in the section number 13, i.e. seven instructors, four maintenance men, with F/L Foster and F/O Alexander in charge. We can boast that already eight of our number have entered the blissful state of matrimony. F/Sgt. Peters also informs us that his quest has at last ended.

We must admit that at present there is only one heir to the C.N.T., namely a midget F/L. However, before the moon makes many more of its monthly circuits, we understand that F/Sgt. Hagen and Sgt. Baeb will be presenting us with at least two more "Linkettes."

Due to extra work with refresher courses, F/Sgt. Wint and Cpl. Radford are lamenting the fact that they have less time with their wives in Lorette. WO2 Dean and Cpl. Hill are of the same opinion as they enjoy occasional visits to Quebec. We don't intend to omit Sgt. Dawber and Cpl. Davis from the limelight, but we seldom see them on weekends. Toronto is quite some distance away to have the better half!

Not lacking in importance is the excellent state of co-operation between all members of the CNT section. We join with the S.D.R.T. in wishing all staff and students of No. 8 best of luck, and Happy Landings!

20
24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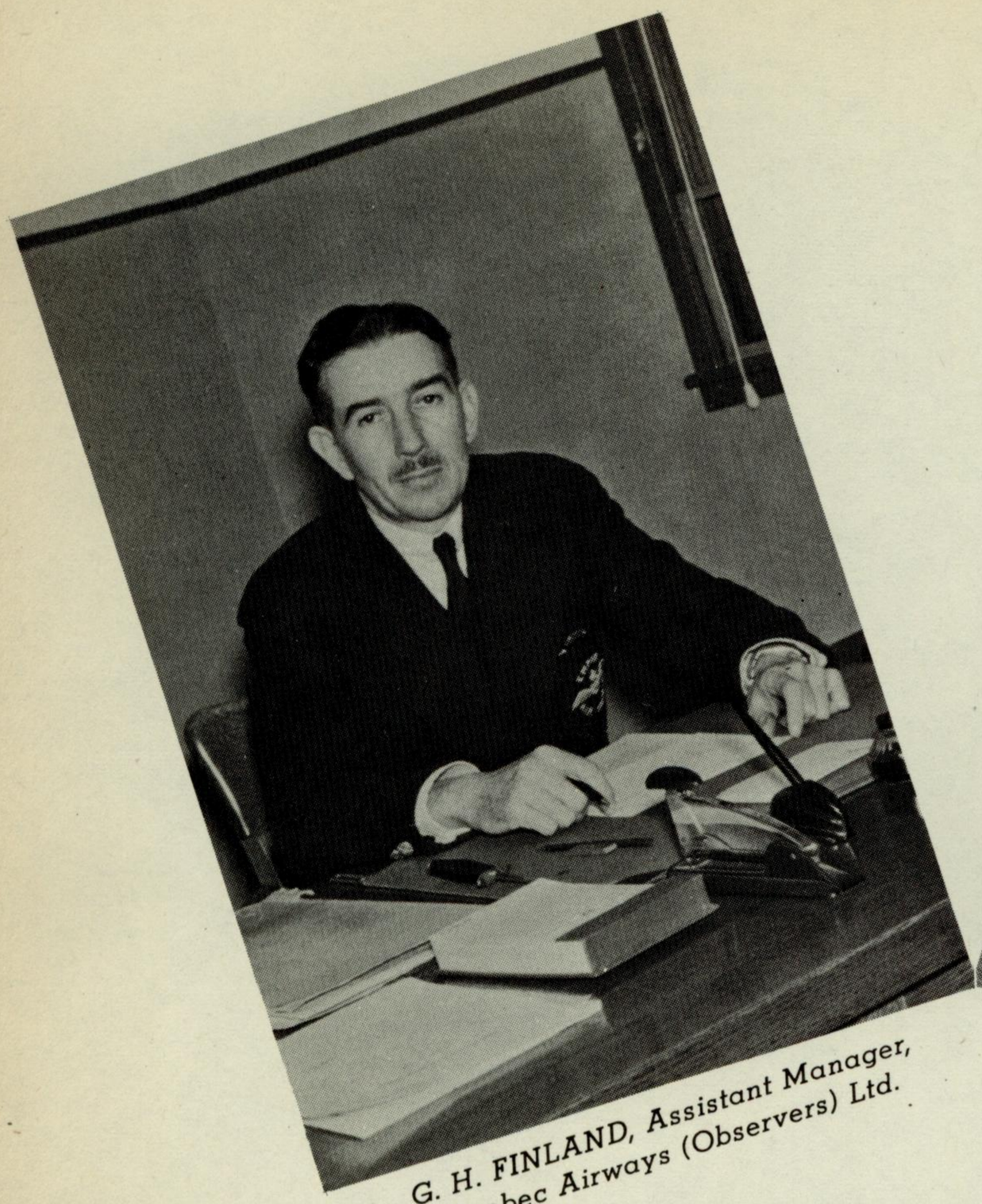


G. H. FINLAND, Assistant Manager,
Quebec Airways (Observers) Ltd.

S. J. BILLINGS, Treasurer,
Quebec Airways (Observers) Ltd.

G. R. BECK, General Manager,
instructing his Department Heads.

GENERAL OFFICE

GENERAL OFFICE

W. R. Stevenson, Personnel Mgr.

C. Jones, Accountant.

Some Charm!

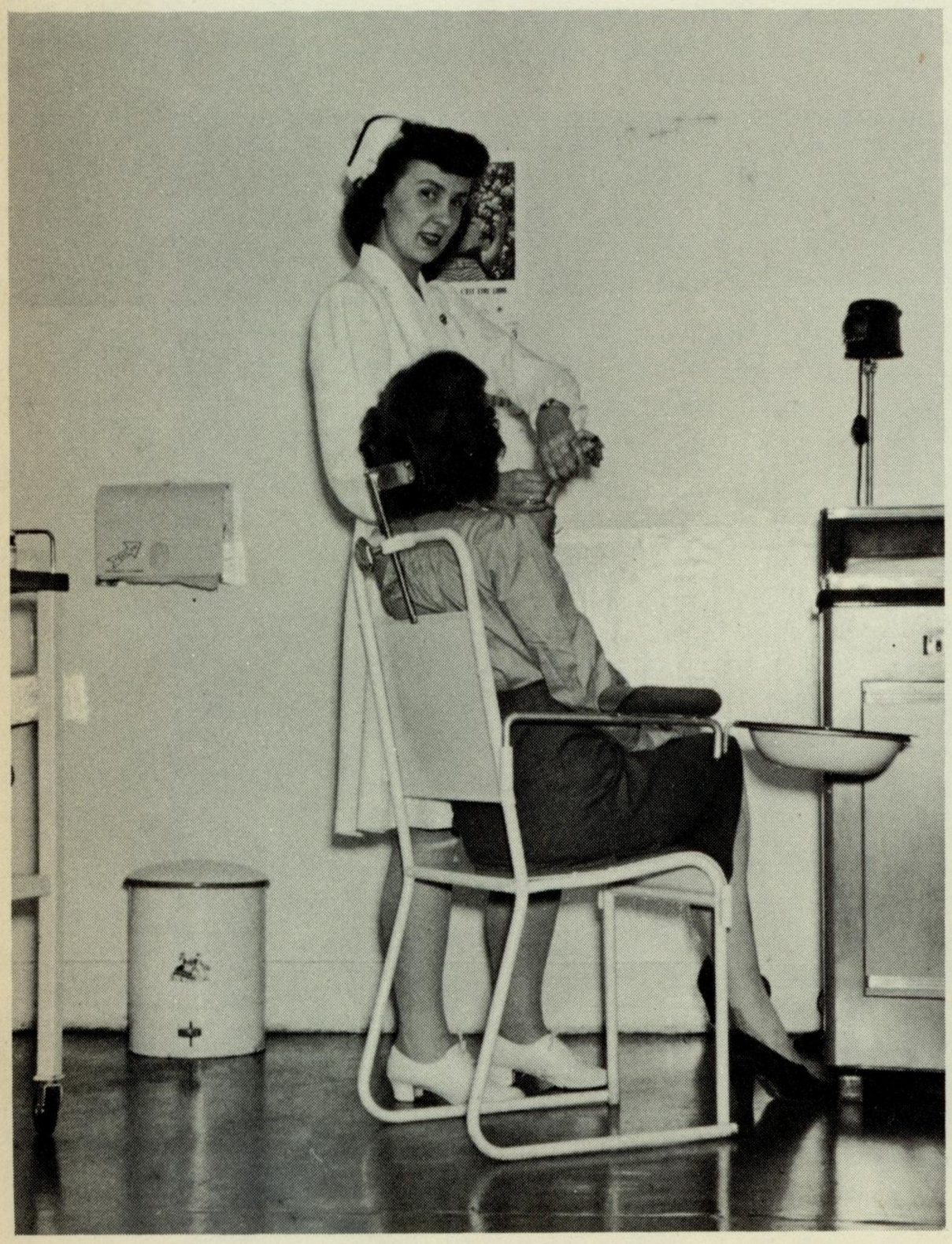
L to R—Kay "The Shape" McNamara, Mrs. N. Aubé, Miss F. Matté.

NUMBER, PLEASE?*—Top, L to R—Fannie Bernier, Helena O'Connor, Mrs. Walsh, Blanche Buchanan and Anne Murphy.*

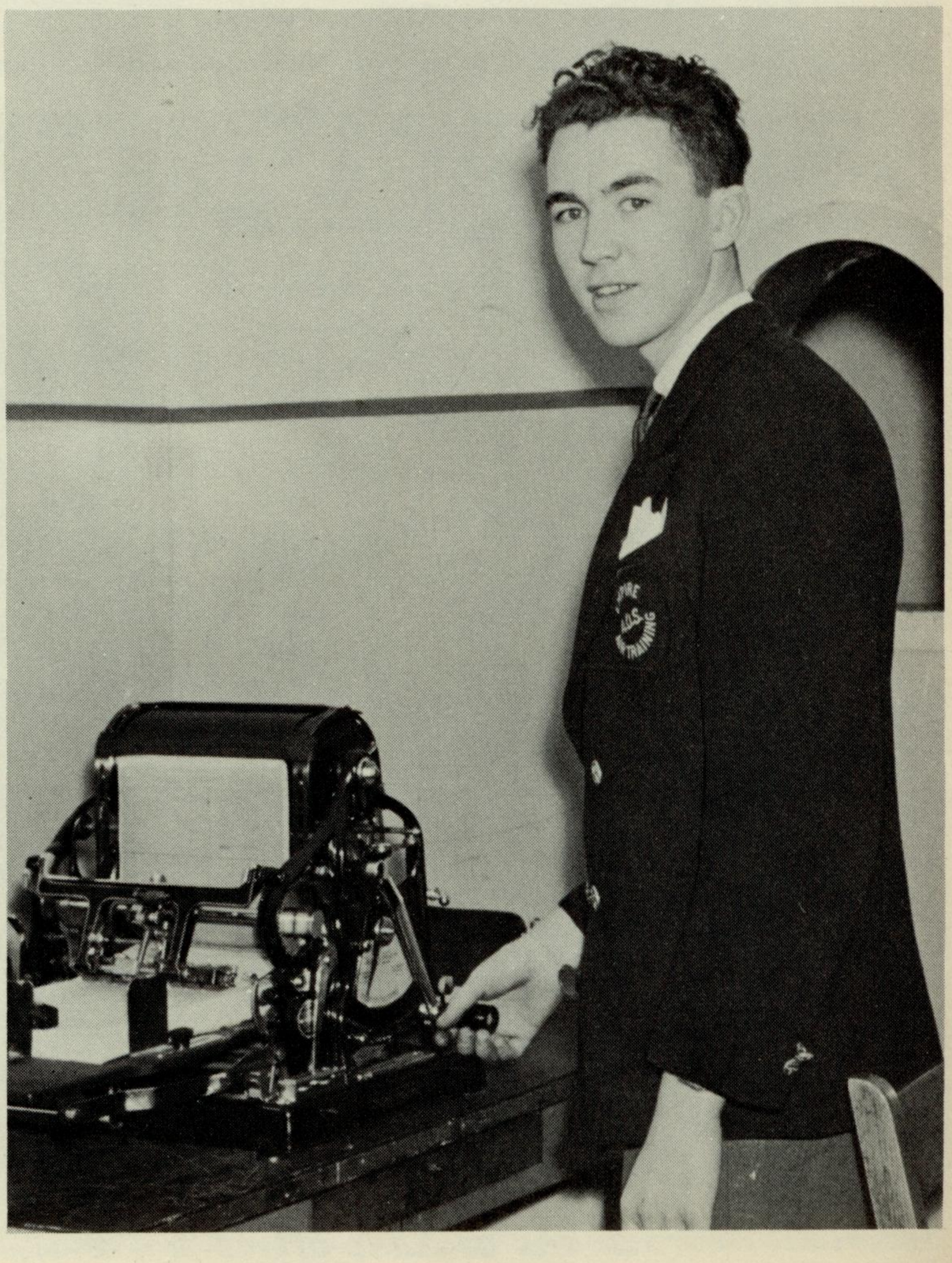
Bottom, L to R—Mrs. McMahon and Mrs. Renaud.

IN THE GENERAL OFFICE*—L to R—Monique Bedard, Mrs. "Bubbles" Fadden, Mrs. "Gerry" Hibbard and "Tillie" Mulligan.*

PAYMASTER AND STAFF—*L to R—M. Morsan, Mrs. Aube, "Terry" Peters, Paul Perrault, Simon Renaud, Claire Laperriere and Doris Duchene.*



THE NURSE—*Miss Savard.*



PRINTING THE FORMS—*J. Verge.*

OPERATIONS

OPERATIONS

✦ Operations to the average person, convey to the mind's eye a surgeon bending over a patient with his scalpel, but to the initiated it has a far more intrinsic and romantic meaning. There is an air of romance about the sequence of events from the time the first aircraft took off from Ancienne Lorette, until the last flight.

The romance spoken of is not the love affair usually thought of in the common meaning of the word, but rather, it is a tale with scenes and incidents remote from ordinary life.

Imagine for instance, a swamp covered with scrub, underbrush and dwarfed trees extending over a considerable area not many miles from the oldest range of hills in the world, the Laurentians. Who would think that from this swamp would spring an airport that will go down in history as being an essential part of the British Commonwealth Air Training Plan, and the air terminal for two conferences between Prime Minister Winston Churchill and President Franklin D. Roosevelt!

The almost insurmountable difficulties that were overcome to build this airport make it all the more remarkable. Pictures have been shown of a bulldozer

Assistant Operations Manager

Edwin W. J. Morris

almost completely vanished from sight in the mud from which sprang the 3000-foot runways. The airport was urgently required however and in a surprisingly short period of time was completed to a point where flying could be commenced.

In order to obtain a nucleus for the new school, a number of people were transferred from Edmonton, Alberta. Among these people, who were destined to start No. 8 Air Observer School functioning were Tony Sunday, Jules Gobeil, Albert Mah, C. R. Moore, Spud Murphy, A. M. McKenzie, Johnny Wilkes, Metro Kirby, Bill Peters, William Vansickle, and G. B. Andrew, all of whom were pilots. They were supervised and led by H. S. Jones, who was the first operations manager. He held this position from September 1941 to January 1942.

The first in the sequence of events, that go to make up the history of operations, was the first take-off on September 11, 1941. The logs show that this flight consisted of two aircraft, each being airborne for two hours. That flight, for those who were on it, would be probably the most interesting they would have on this station. It is then that they saw the surrounding country for the first time. Never would it appear quite the same again, nor would it appear the same in retrospect.

Operations Manager

R. H. B. Grattan

The ground work having been done, the school progressed rapidly so that on November 8, 1941, it was officially opened by the Honorable C. G. Power, then Minister of National Defence for Air. Following the opening ceremony, a banquet was held on the station for the visitors, officials, and members of the school.

Meanwhile the ground training of the observers, undertaken by the R.C.A.F., was well under way, and the classes became more numerous. It became quite evident that the pilot staff was quite inadequate to carry out the flying commitments. Letters of application had been received from pilots all over the Dominion, and from these, eight were picked, bringing the pilot strength to nineteen. These pilots were fully tested by the R.C.A.F., the testing being done by the C.S.O. and later by Testing Officers of the R.C.A.F. attached to this unit.

For the first six months, the grind on the pilots was especially hard, more so if they moved and lived in town, because they were required to fly three exercises a day, seven days a week. Their only rest was on a wash-out day. This was necessitated by lack of trained personnel. This schedule required the pilots to be on the station from eight a.m. to one a.m. on the following day. Air Force medical officers found that pilots could not stand such a strain, and an Air Force Order was published restricting the number of hours a pilot could fly in any one day.

In January 1942, Norman Forester took over as operations manager, and H. S. Jones went to Montreal. Norm retained the position until May 1942, and is at present with Canadian Pacific Air Lines as chief pilot of the survey division.

The instruction flight, under W. T. Wrathall, chief flying instructor, was kept busy with training co-pilots for captaincy. In those days there was no Government order freezing men to their jobs and the turnover rate was fairly high because of the lure of more lucrative jobs in aviation. It became increasingly more difficult to obtain civilian pilots. In April, 1942, five extra pilots were transferred here from other schools. This made it easier for the lads, and enabled them to have a morning, or afternoon, off here and there.

In May, 1942, Ralph B. Leslie reported here from Malton, where he had been senior pilot at No. 1 A.O.S., Malton. Ralph kept the position of Operations Manager until March, 1944, when he

Assistant Operations Manager

W. A. Smith

left for the R.A.F.T.C., Dorval. He inaugurated a flight for the testing of aircraft coming from maintenance. Tommy Wrathall was made test pilot and Hank Smith took over instruction flight.

The inevitable finally came and no more civilian pilots were available. When this became apparent, A.F.H.Q. agreed to post sergeant pilots to the Air Observer Schools, on leave without pay, and this was the source of supply till the end. With these lads fresh from S.F.T.S., and imbued with the fire of their recent instructors, the staff was increased to 128 pilots.

As many of the pilots were living on the station, quarters were built for them. A lounge was provided, where they could relax and write. A Pilots Club Committee was formed for the purpose of maintaining the Club and providing a bar and recreational facilities.

The new R.C.A.F. Officers Mess had just been completed, and their old one vacated, when it was realized that the Club facilities were much too inadequate for the size of the staff. With the management's consent, this building was appropriated. Although it had been assured that the school was to stay single, it wasn't very long before word was received that its size was to be doubled. A double school meant that the pilot staff was augmented considerably, and there was not enough space in the club to squeeze in.

As building No. 5 was vacant, it was decided to modify and redecorate this in modern style, yet in keeping with the old French surroundings. The planning for this was mostly the work of one man, Mr. Beck, but there were a great many who were interested. Many were the informal meetings in building No. 5 in the raw coldness of early spring. The floor had been ripped up in many places, in order for the men to work underneath while placing the cement foundations for the billiard table, etc., and many a muddy trouser leg and galosh were seen around the station as mute evidence of the progress being made. It was hard then to visualize what would result, for nothing is more demoralizing or depressing than a building void of furnishings, heat, (and in lots of

President Civilian Officer's Mess

W. T. Wrathall

places) flooring; especially with a cold wind blowing outside and half-frozen slush underfoot. With this drab beginning, the completed Civilian Officers' Mess seemed like an analogy of the story of Cinderella.

It was decorated in light cream, with furniture of limed oak finish and covering material of simulated homespun. The west wall of the lounge was adorned by a large stone fireplace, while directly across the room was a beautiful bar in old log cabin style. This bar served both the lounge and game room, that contained one billiard table and two ping pong tables. The north end of the lounge was set apart for the ladies, and on weekends was the scene of many parties. The Civilian Officers' Mess was officially opened in March, 1944, by Mr. Beck and W/C P. Rodier, C.O. of No. 1 A.G.T.S., Quebec City.

The story of the Civilian Officers' Mess, however, has taken us past many interesting happenings and we must retrace our steps to the spring of 1943. Hank Smith, who had been acting as C.F.I., felt the call of adventure and accepted a position with the C.N.A.C., flying over "the Hump," from India to China. W. A. (Wally) Smith took over as C.F.I., which gave him many amusing incidents to relate in later years.

In July, R. H. B. (Rod) Grattan was joined by Edwin W. J. (Eddie) Morris, making two Assistant Operations Managers. Shortly after arriving here from St. John's, Que., where he was Senior Pilot, Eddie was put in charge of all ground and air rescue and search work. This particular phase of operations fortunately was not called on often. However, remembering the old axioms "Better safe than sorry," "An ounce of prevention . . .," etc., complete equipment for a search in any type of terrain, winter or summer, was set up and maintained. You should ask Eddie about the time he and F/L Norm Spall trudged 18 miles on foot into the north Maine woods to recover the body of an airman who had been lost from No. 10 B.R. Squadron four years previously.

Conversions of any sort in a school of this sort were very disrupting, but No. 8 certainly hit the jackpot in the late summer of 1943. First came the Anson V to replace the Anson I. The first one to arrive on the station came on a Sunday afternoon. As a matter of interest, Bill Ross and Eddie Morris were the first to take-off in an Anson V from this station. It was quite a feat to change from one type of aircraft to an entirely different type, making sure that every one was checked out for both day and night, and still not lose any time on exercise flying. This was accomplished only by very close co-ordination of the three departments—Maintenance, Operations, and the instructors.

Just after catching their breaths from that (as a matter of fact, there were still some junior pilots who hadn't been checked out) the school started converting to a new type of training, called Navigator (Wireless). This is covered more thoroughly in the Signals section. However, it meant that the pilots must now follow R.C.A.F. pattern with students, in other words, complete crew co-operation by inter-communication was instituted.

In March, 1944, Rod Grattan, a former

(Continued on page 88)

Flight Operation's Staff

I. Leclerc, J. Elliott, D. Stovold

"A" FLIGHT

Back row, L to R—G. G. Brown, H. W. Hunter, K. G. Porter, P. R. Sarcoski, T. F. Fisher, J. L. Oliphant, W. R. Johnson, W. T. Wrathall, W. A. Murray, C. H. Gibson, D. G. Land, R. W. Miles, J. N. Pringle, M. J. Robinson.

Front row, L to R—D. H. B. Vickers, C. E. Fortin, J. O. Tremblay, F. W. Snider, F. C. Phillips, A. Marshall, R. A. Day, W. H. Fletcher, L. G. McClintock, J. E. Wilson, F. Eaves, H. C. Schofield.

"B" FLIGHT

Back row, L to R—C. J. Robertson, C. F. Dawson, R. H. Stead, R. B. Shephard, G. M. Reynolds, R. A. Ferguson, R. A. H. Buxton, H. G. Gibbs, R. M. Wright, R. E. McCullough, J. J. Killin, D. V. Dobbin, S. Boothby.

Front row, L to R—L. Bower, G. H. Field, W. B. Farquharson, G. A. Dion, A. Sunday, W. Ross, R. S. Andrews, F. W. Laughton, J. A. Clements, R. J. Hammond, G. L. Curry.

"C" FLIGHT

Back row, L to R—C. E. L. Thornber, J. V. Thompson, L. J. Riley, J. Pitman, E. H. Mahoney, W. B. Hampton, W. Lee, E. A. Jankoff, J. Balles, J. B. Foord, F. E. Rice.

Front row, L to R—C. U. Forbell, F. Humphreys, M. Pateman, J. G. Masse, M. Taylor, J. C. Collins, J. P. Bonard, G. A. McDermid, L. Kirby, J. F. Black, A. H. Travers.

"D" FLIGHT

Back row, L to R—A. S. Howland, W. D. Munro, W. A. Carnahan, E. F. Bradley, A. Lord, M. G. Niblett, T. E. Applegate, W. T. Rudd, F. C. Phillips, D. Cunningham, G. A. Lawrence, W. Ireson, P. G. Walker, H. M. Lang, T. J. Quigley.

Front row, L to R—R. B. Brouse, R. Fiset, J. B. Smith, R. W. Beatty, W. A. Smith, W. R. Couture, R. H. B. Grattan, E. B. Smythe, J. B. Miller, W. J. Long, G. W. Payne, E. R. T. Park.

Flight Clerks

Standing: Stella Turner, Myrtle Walsh, Alice Quirk; Sitting: Kay Tcharos, Mary Vezina.

bush pilot with Canadian Airways, transferred here in 1941, took over the Operations Managership, which he retained until the closing. This left a vacancy in the Assistant Operations Managers' office, which was filled by Wally Smith, with M. G. (Muggsy) Crawford taking over as C.F.I.

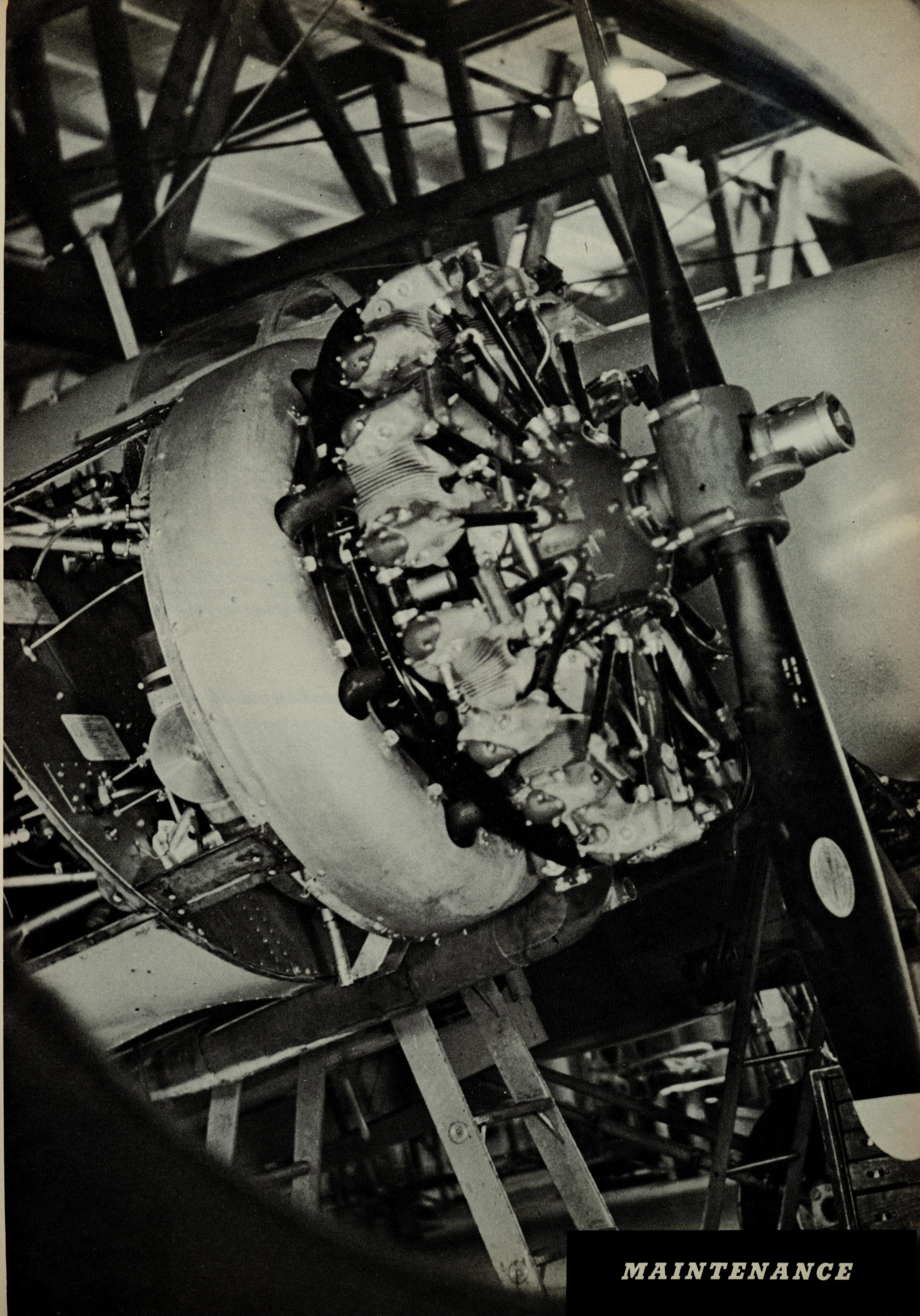
"The visiting flight is coming!" "The visiting flight is coming!"The rumor spread around the station. What did it mean? It meant that every pilot, R.C.A.F.—on-leave, or civilian, was tested by a special R.C.A.F. checking flight, and categorized. Everyone was keyed up to the highest pitch because this flight could either make or break a pilot. On the last visit, only three pilots were grounded and the school was given an above-average rating on instrument flying, no doubt due to the two hours' instrument flying instruction that every pilot receives monthly.

One of the most historic of all wars was swiftly drawing to a close, and as the Allies and the Russians were sweeping across German soil, and the stiff enemy resistance in the air was decreasing, the need for aircrew replacements was greatly lessened. Thus came the end of the British Commonwealth Air Training Plan. We feel that in no small way have we contributed to the inevitable victory of the United Nations, and so it is with pride that we write "30" to the story of the Operations of No. 8 Air Observer School.

Quebec Tower Calling . . . .

L to R—Ray Roy, Carl Werbisky, Norma Lee, Mike Skena.

***HANGAR No. 2**—From a Pilot's viewpoint*



MAINTENANCE

Maintenance Superintendent

F. L. Hartley

THEY KEPT THEM FLYING

✦ One day, when No. 8 A.O.S. was having its first growing pains, a diligent aircraft maintenance crew decided to sweep up the new hangar floors. Wood shavings had covered the floors. After a thorough cleanup, the crew stepped back to admire the improvement. Up charged a furious contractor, yelling that the wet shavings had been placed on the new floor to aid in the curing of the concrete!

However, that did not prevent life from going on in the aircraft maintenance department as it passed through its embryonic stage. Its date of birth was August, 1941.

Vainly searching the grounds, looking for non-existent aircraft in those early days was a group comprised of a number of engineers and mechanics, transferred from No. 2 A.O.S., and Canadian Airways Ltd., at Winnipeg Among them were Frank Hartley, Nat Gray, Fred Weiler, Ed Adams, Don Hendry, George Ayotte, Neal Brown, Doric Bamforth, Alex Broomfield, Ross Weber, Doug Fadden, Stan Huntrods, Doug Smith, Bill Cochlin, Al Hartfeil, Tommy Moore, Siggy Albrecht, Gordon Capling, Jack McKechnie, Herb Yendall, Tom Ripley, Larry McGuinnis, Ken McFarland, Jack Bisset, Bob Howrie and Peter Rutherford.

At that time there was so much mud around the airport, that it was presumed everything would sink out of sight in short order. However, the contractors did not seem to be the least bit worried and kept right on building barracks and hangars—but no roads! It was Frank Hartley, the Superintendent of Maintenance, who finally rounded up his gang and put them to work building wooden sidewalks. These were produced so rapidly that they looked like an assembly line job. With these sidewalks in place, hip boots were discarded and human beings began to walk like human beings once more—instead of like ducks.

Other maintenance jobs included setting up barrack beds and furniture, digging drains and ditches; in fact, everything but aircraft maintenance.

The department was beginning to wonder whether or not there would be any aircraft. But on September 10, the first machine arrived, Anson 6592. This gave renewed hope and something to work on. By September 27, nine aircraft had been received. As the first Ansons arrived, the pilots circled the airport to select the best runway. Unfortunately, they chose Number Three, which at that time consisted of nothing but piles of gravel, ready to be spread. Frantically, a group of maintenance men rushed out and waved the

The keeping of all Maintenance records demanded hours of work

L to R—G. Perreault, P. Renfret, Adrienne Poirier, Mary Sturton.

aircraft away. By joining hands in a line-up, they were able to direct the aircraft to land on Number One runway. This is believed to be the first human windsock to be used in Canada.

Sometime during the first few weeks, the contractor complained bitterly that he would have to default his contract, because every time one of the big yellow bombers flew overhead his complete staff would quit work to gaze in awe at the rare spectacle.

November 8, 1941, was proclaimed the official opening date of the school, and for the occasion everything was in apple-pie order. Until this time, a variety of working costumes was in evidence, but from the opening date when blue was made the regulation color, the appearance of hangar personnel was considerably improved. One thing that was always stressed by Frank Hartley and Mike de Blicquy (at that time the General Manager) was the item of cleanliness. Working on the assumption that clean work is usually good work, much effort was made to keep the hangars and aircraft spic and span. Visitors often commented upon the good house-keeping so apparent in the vicinity of the hangars and lean-to's.

During this initiation period, work also progressed on shop accommodation. Benches and cupboards were built, also test equipment, various jigs and devices to improve or speed up the work. The ingenuity of the various shop foremen was apparent in some of the items constructed for testing or adjusting different components on the aircraft.

At first the few aircraft were used chiefly for familiarization and instruction flights. H. S. Jones spent considerable time teaching new pilots how to taxi and park the Ansons. This was quite a task as many of the new pilots had not been on twin-engine aircraft before. Fair wear and tear necessitates changing parts and soon a shortage of spare parts became apparent. As a counter-measure, one aircraft, 6266, was laid up as a "Hangar Queen" to keep the balance flying.

By the end of November, 1941, there were 27 aircraft. The department was kept extremely busy servicing, checking and repairing. Overtime and Sunday work were quite routine as everyone pitched in to keep the aircraft serviceable.

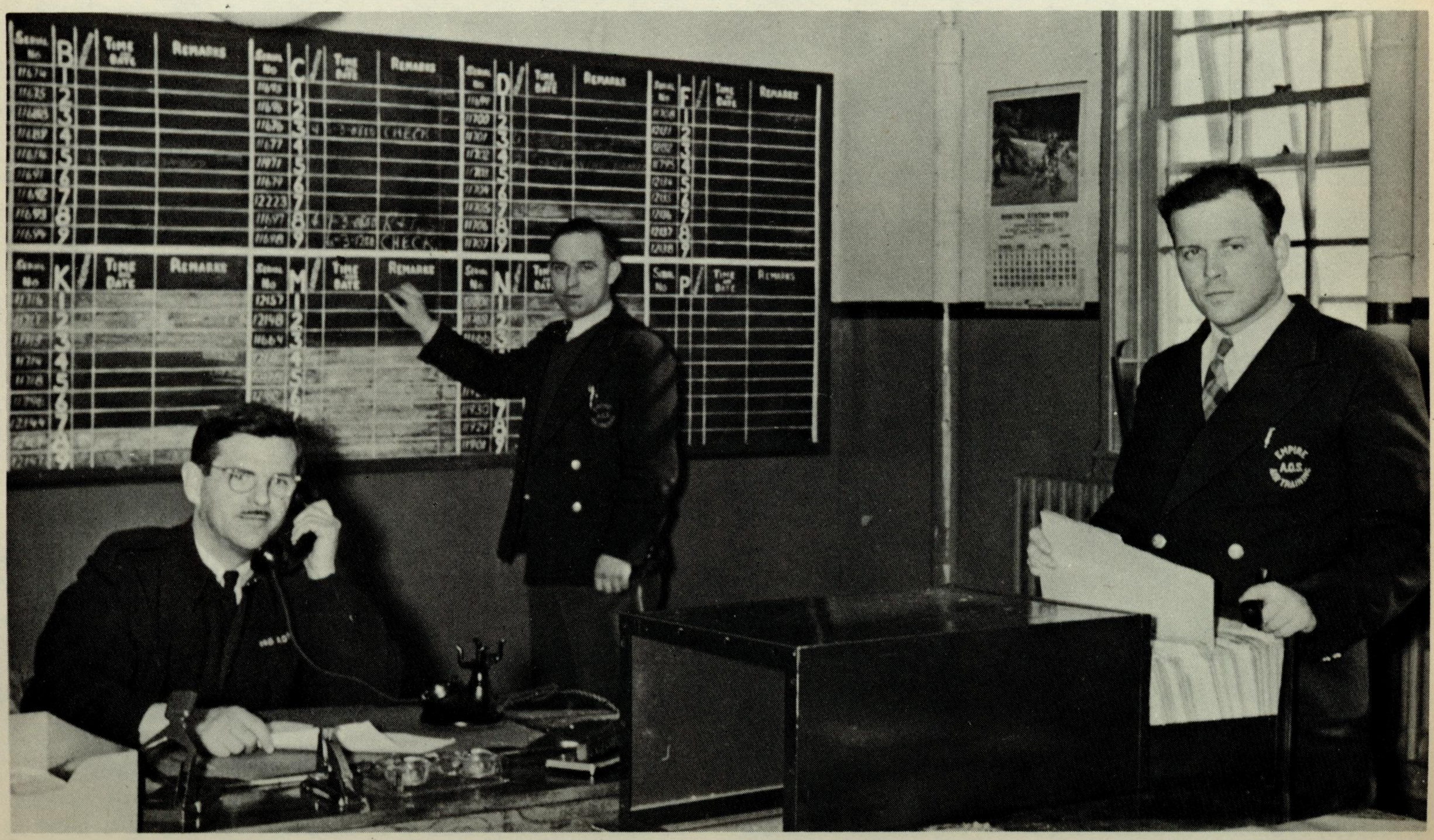
In the meantime, various shops were being equipped with the necessary tools and test equipment. Hangar No. 1, which was now directed by Don Hendry (who had succeeded Tom Houghton as chief engineer), housed the carpenter and rigging shops, electrical and accessory shop, sheet metal and machine shop. Hangar No. 2 housed the flight control room, the instrument department,

(Continued on page 95)

Senior Flight Engineer

Nat. Gray

Control Room: Nerve centre of daily instructions



L to R—Bob. Morency, Bill Cochlin and Nat. Gray

AIRCRAFT MAIN

Sitting in front: H. Carreau, J. Legare, P. Samson, R. Bouchard, J. Meyers, T. Cloutier, L. Gillard, J. Couture, P. Blumhart, J. Chabot, M. Gobeil, P. Rutherford, D. Bamforth, N. Roy, S. Huntrods, P. Prouse, W. Cochlin, Jos. Le Heroux, M. Fournel, H. Patry, Pelletier, R. Blouin, E. Boivin.

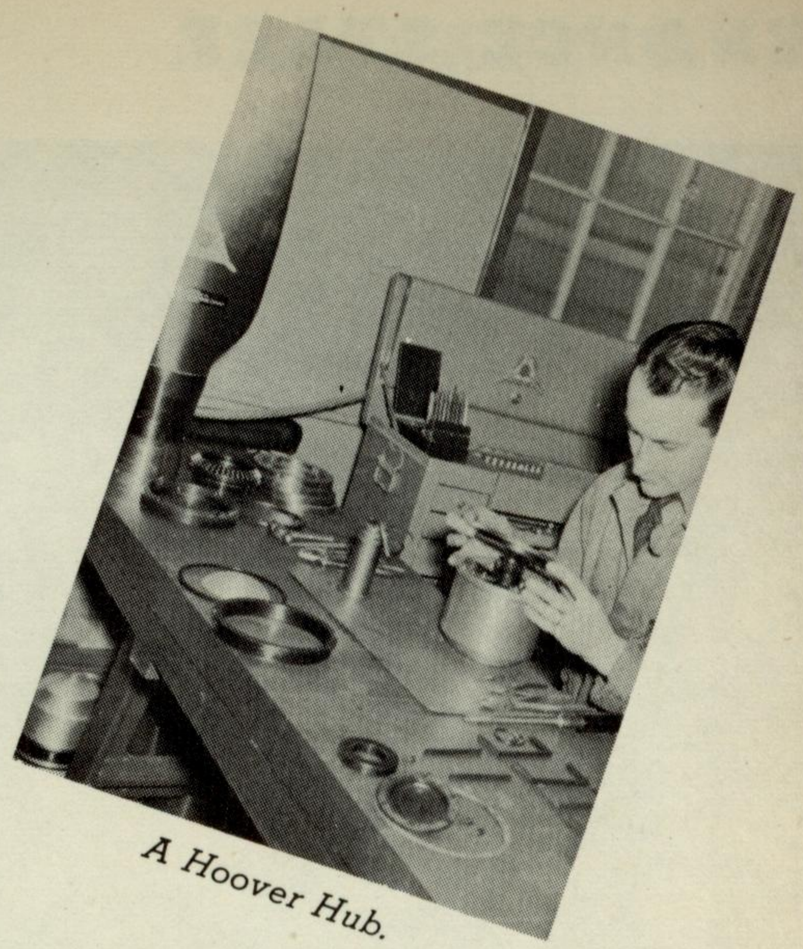
Middle row: E. Buisson, L. Legare, E. Falardeau, G. Asselin, G. Lacasse, E. Vezina, R. Normand, J. Gauvin, L. Frenette, A. Plante, R. Rochon, E. Beriby, J. Laroche, J. McKeachnie, P. Gosselin, R. Weber, R. Boutin, A. Routhier, T. Tremblay, A. Martel, J. Cote, F. Bouchard, M. Bouchard, R. Dionne, L. Savard, G. Letarte, D. Ramsey, S. Bacon, A. Poirier, J. Beauchamp, N. Cantwell, G. Dollard, N. Gray, F. Hartley, D. Hendry, F. Weiler, Mrs. Costello, S. Jones, A. Quirk, M. Burgess, A. Perry, M. Belanger, R. Coulombe, C. Dumont, M. Beauchamp, C. Beaudoin, F. Roussin, M. Legare, V. Hardy, O. Day, E. Hetherington, P. St. Germain, Blondeau, F. Roy, A. Roy, E. Boutet, Dorion, G. Hamel, F. Ouellet, Hardy, M. Gagnon, L. Deverenne, H. Deverenne, J. Soutard, C. Masse, R. Joncas.

TENANCE STAFF

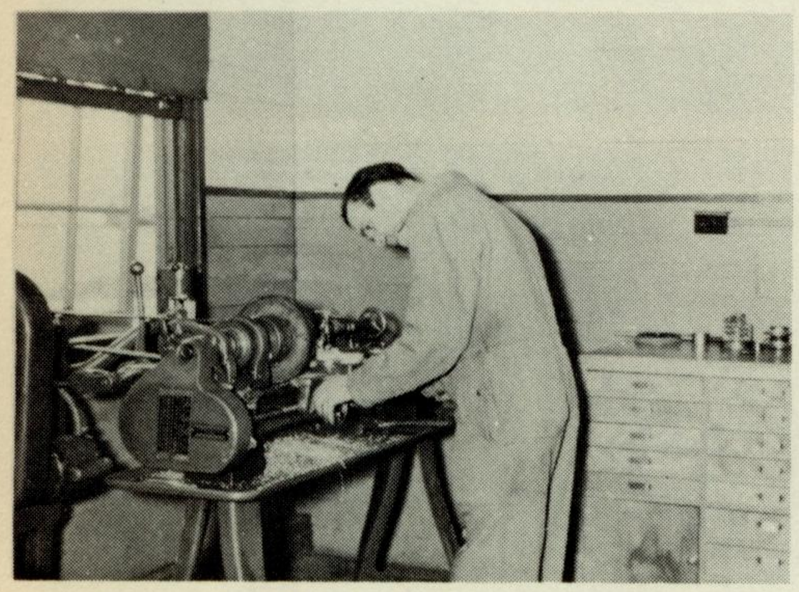
Standing, back row: A. Boulanger, A. Laflamme, L. Paradis, L. Blouin, L. Nadeau, J. Hayden, E. Adams, W. Smith, R. Riley, J. Bissett, D. Fadden, T. Hatchen, G. Normandeau, C. Tanguay, Vezina, M. Bouchard, L. Tanguay, G. Belmore, Kenney, G. Roach, W. Chafe, R. Fiset, L. Fontaine, G. Moreault, G. Capling, A. Samson, R. Baulieu, H. Yendal, O. Leclerc, G. Guay, J. Martineau, R. Bedard, A. Guilbault, R. Picard, E. Fleury, F. Martutiers, C. Drolet, G. Goulet, F. Sylvain, B. Farquarharson, G. Swift, G. Verreault, M. Pouliot, P. Pelletier, K. McCag, R. Huot, B. Belanger, H. Doyle, A. Lacouceur, J. Casse, Martineau, M. Marticotte, J. Lambert, L. Turcotte, L. Grenier, G. Picard, A. Chabot, Giroux, G. Robertson, D. Smith, L. McGinnis, R. Hourie, A. Hartfort, T. Moore, S. Hebrecht, K. McFarland, A. Robitaille, A. Rheaume, J. Couture, A. Robitaille, A. Suzor, G. Lacasse, L. Laroche, A. Simard, L. Middleton, Gauvin, J. Doaks, R. Guyot, W. Lehay, C. Groleau, R. Manguay, R. Morency, P. Guay, J. Fiset.

Filling a Compass.

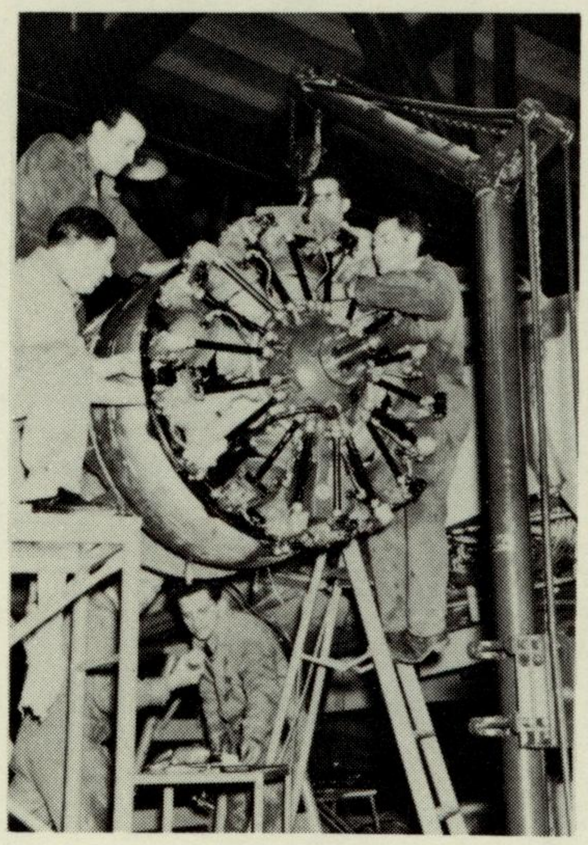
Welding.



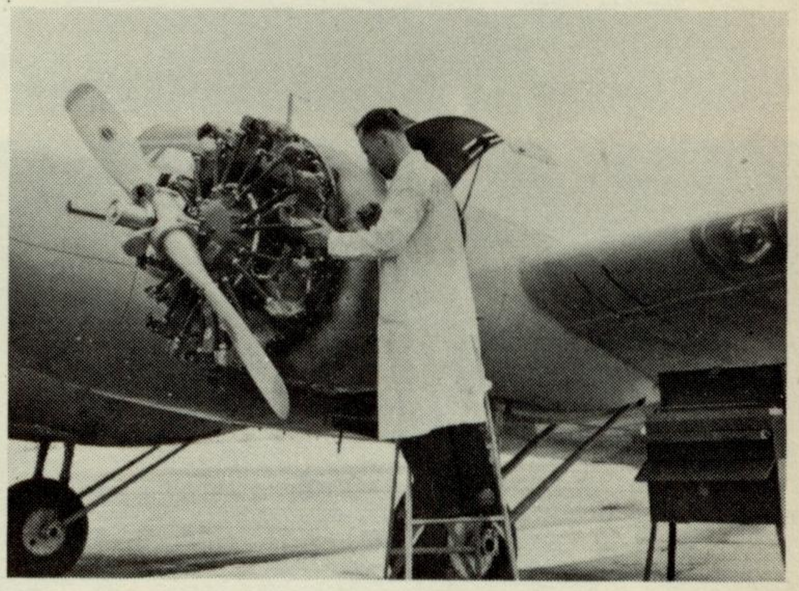
A Hoover Hub.



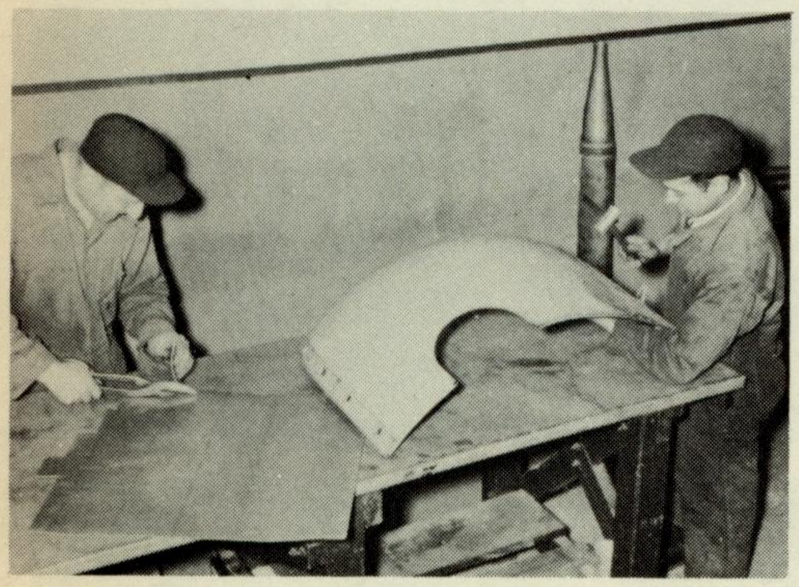
At the Lathe.



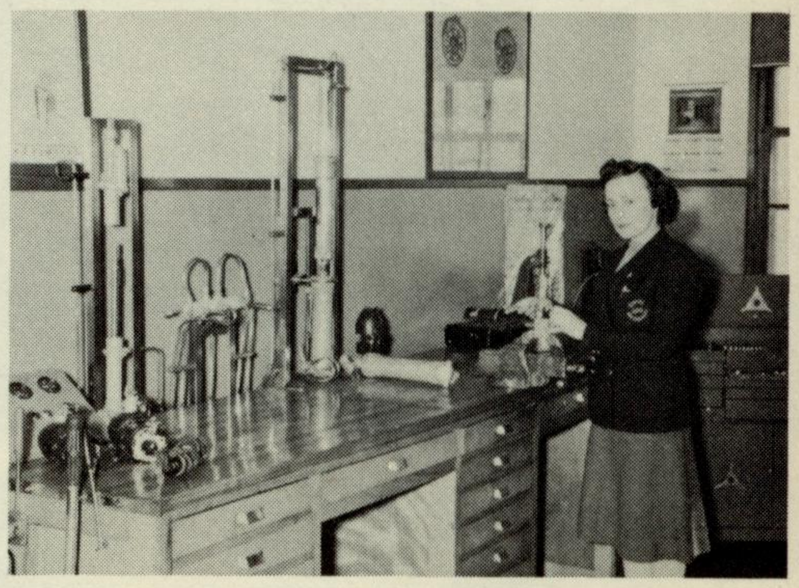
Power Plant.



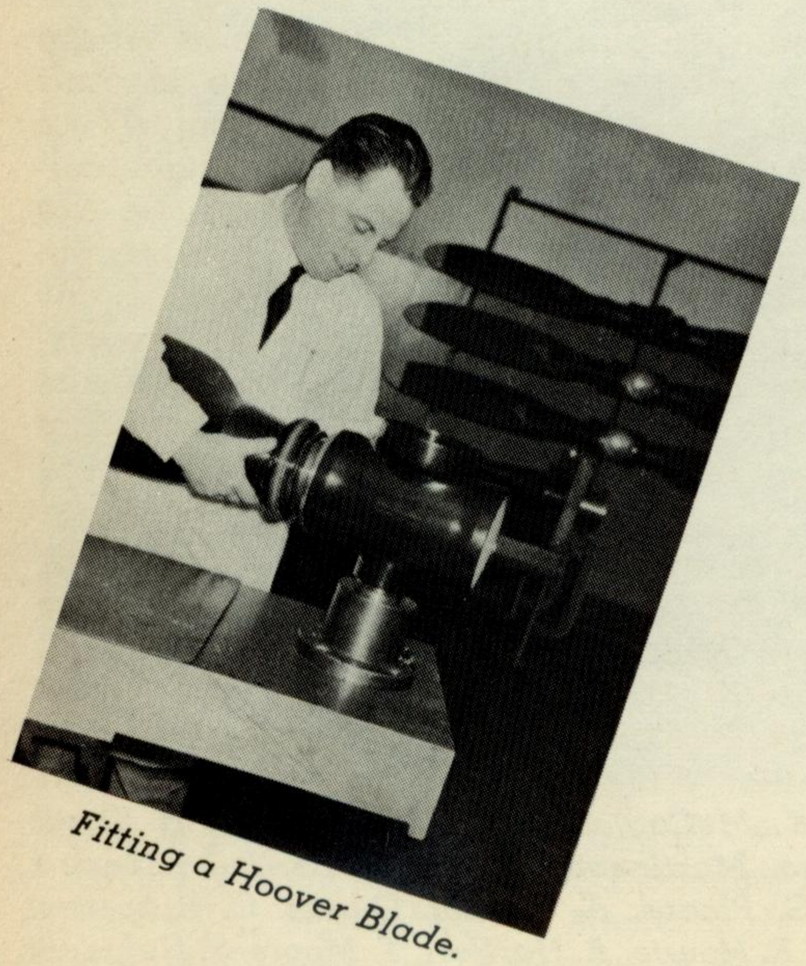
On the Line.



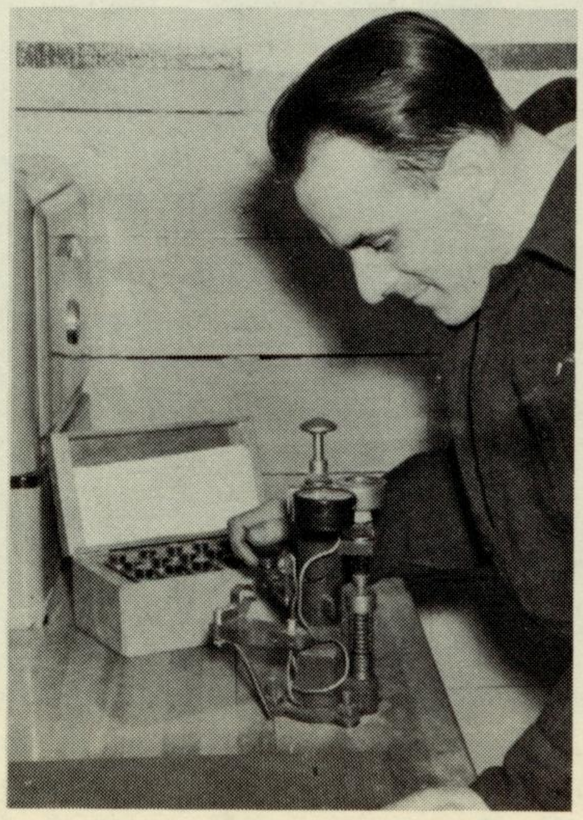
Sheet Metal Shop.



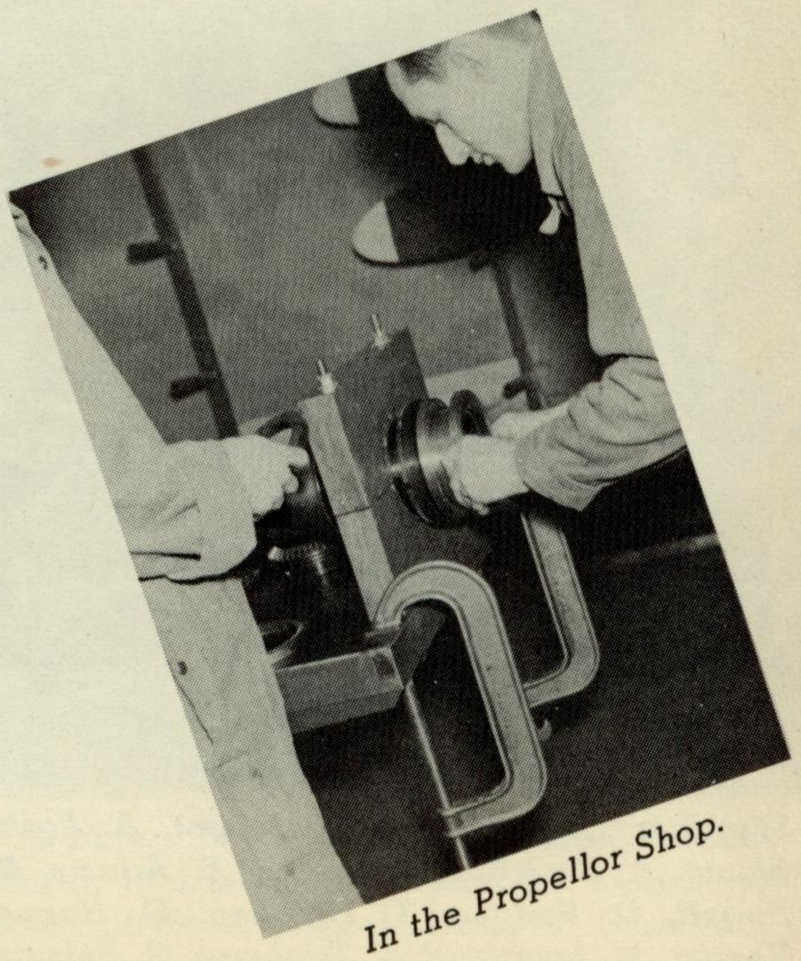
Hydraulic Test Stand.



Fitting a Hoover Blade.



Plug Test.



In the Propellor Shop.

and the oil reclaimer. The flight control room required but one flight engineer, Nat Gray, who was responsible for refuelling, towing, parking, minor repairs, etc. This entailed a great deal of memory work, and was gradually superseded by a complete recording system.

The aircraft maintenance staff was augmented as more and more aircraft were placed on strength. Maximum employment was reached in 1944, when aircraft totalled 82. The maintenance staff, supervised by Frank Hartley, was then comprised of nearly 250 workers.

In 1943, the training schedule was tripled, and to accommodate the extra aircraft involved, it was necessary to enlarge Hangars No. 1 and 3, and to build a fourth. The total capacity of all four hangars was 90 Anson aircraft.

The flight control room was moved to No. 1 Hangar. Where previously there had been some confusion as to serviceabilities, the system was altered so that Lawrence Middleton, the control operator, had complete data on each aircraft —its condition, parking location, nature of equipment installed, work done on the aircraft, and work to be completed. Nat Gray as the senior flight engineer, was assisted by Bob Morency. These men kept track of repairs, pilots' reports, and daily inspections and were responsible for entries in the L.14 log books. With three flights per day of about 50 aircraft, each had to be regulated and serviced.

During the historic Quebec Conferences in 1943 and 1944, special mention was made of the able way in which these men in flight hangar handled, not only the regularly scheduled exercises, but also the many visiting aircraft, of all types, which were present on the station for the use of the conference delegates, etc. During the winter months, when special care had to be taken to keep aircraft free of ice, and when towing was especially difficult, the towing and gassing crews were commended for their tenacity in doing a splendid job.

Hangar No. 4 housed all the shops and offices connected with aircraft maintenance. These included the offices of the Superintendent of Maintenance and his assistant, Don Hendry; also a general office, which handled the logbooks, time cards, and library. This was supervised by L. Plamondon, the senior clerk.

The instrument department, headed by Ed. Adams, occupied a corner room of No. 4 Hangar, selected because of its northern exposure and brightness. Here all aircraft instrument work was carried out. Many items of test equipment had been set up to calibrate all the different types of indicators encountered. These included a device to simulate flight conditions of roll, pitch and yaw, to test gyroscopic instruments; also a tachometer tester, and turn indicator calibrator. All these had been set up with a view to making the aircraft safer and more reliable. A second shop was set up to take care of repairs to sextants, astrographs and other navigation equipment.

The hydraulic and propellor shop, under the direction of Cliff Tanguay, was equipped with a hydraulic test bench, capable of testing flap jacks, hand pumps, valves and other components of the hydraulic system. Engine driven pumps were checked for correct operation on the same stand. In the same shop, propellor checking was carried out. This job was facilitated by use of a balancing stand and assembly table on which to check the pitch of the blades. It was one of the best equipped propellor and hydraulic shops in the schools of the B.C.A.T.P.

The machine shop performed a rather routine, but essential service. It was equipped with two lathes, a tool grinder, and a valve facer, in addition to numerous small hand tools. During the time that Mark I Ansons were used for training, Herb Yendall turned out hundreds of cylinders, after renewing valve guides and seats. The advent of Mark V Ansons, with Wasp Junior engines, made such work unnecessary.

The carpenter shop, directed by Gordon Capling, performed signal services on both Mk. I and Mk V Ansons. These aircraft, being largely of wood construction, kept many carpenters busy repairing wing tips, spars, nacelles, and patching fuselages. At the same time they were able to turn out a great number of fine work benches, test benches and desks which enhanced the shops considerably.

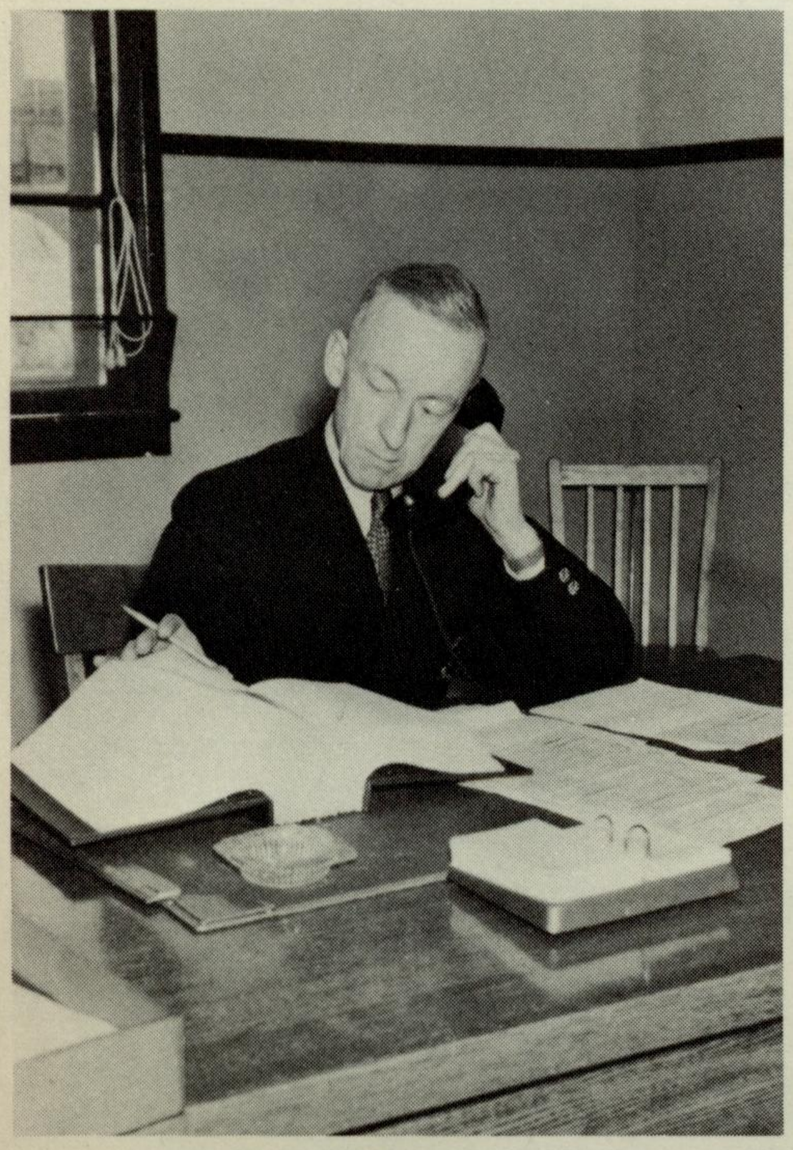
The oil reclaimer has had a varied history. At first it was an orphan, in which no one was very interested. Occasionally, its operation would be forgotten until the oil started running out from under the door into the hangar. However, it was later installed in a special room in Hangar No. 4. To all appearances, it looked more like a milk pasteurizer than an oil reclaimer, as there was not a dirty spot of oil anywhere. It is interesting to note that the oil reclaimer returned to service about 35,000 gallons of oil since it was first set up, thus resulting in a very substantial saving in both money and oil

The sheet metal shop, set up to repair cowling and other metal components, was well equipped with a drill press, two welding outfits, and brake. Both welding benches were surmounted by fume chambers and suction fans, thus ensuring that the workers did not inhale poisonous gasses and fumes. Here, great quantities of brackets, clips and various modifications were fabricated on a mass production basis. No attempt could be made to enumerate the multitude of jobs this shop so ably performed.

A word concerning the checking system is certainly in order here. Checks were supervised by Fred Weiler, who was ably assisted by Ross Weber and Gaston Moreault, in charge of engine crews; Doug Fadden and Stan Huntrods, in charge of aircraft crews. At the completion of the check, the aircraft was turned over to Doric Bamforth of the service crew. It was his responsibility to inspect and ground-test the engine and airframe before turning the aircraft over to Capt. T. Wrathall for flight tests. Capt. Wrathall put the aircraft through a variety of performance tests before it was returned to the flight in serviceable condition.

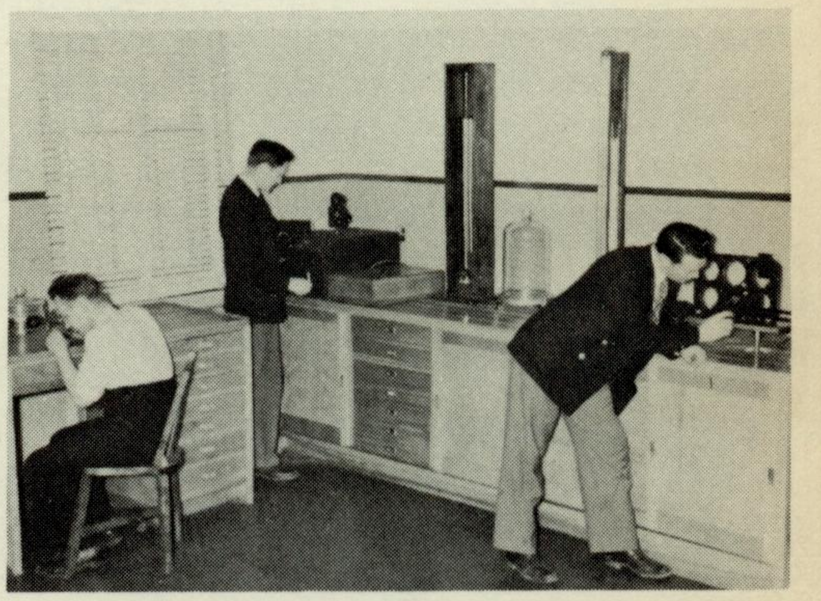
Since the commencement of operation at No. 8, back in 1941, numerous problems were confronted. These were all tackled and surmounted, to the credit of the more than 200 maintenance personnel, who unfortunately, must remain anonymous, due to their numbers. Each has done a really great part in ensuring the success of the B.C.A.T.P. They KEPT them flying!

Senior Maintenance Clerk



Louis Plamondon.

A candid shot



In the Instrument Shop.

THEY DROVE BY DAY AND NIGHT

✦ The Motor Transport section has grown from small beginnings to a substantial department supplying a vital service to the camp.

When first organized in 1941 under the direction of Eddy Sheridan, the equipment was meagre and the demands for service great. There were but two station wagons, a two ton truck, three caterpillar tractors, a Walter snow plow and a couple of aircraft towing tractors. During the first winter of operation, a great deal of snow fell and M.T. men were kept extremely busy trying to use the equipment and repair it at the same time.

There were no regular mechanics employed, but the drivers did repairs to vehicles after completion of the days driving. Larry Doucet and B. Levesque carried out the overhauls, working on double shift 15 to 18 hours per day.

Early in the first winter it became apparent that more snow removal equipment was essential if flying was to proceed on schedule. With this in view an Adams power grader was ordered. This arrived in a partially assembled state with no blueprints or other directions to facilitate the complete assembly. After two or three days of piecing and rejecting the grader was completed and put to work on snow removal.

The original location of the M.T. garage was at one end of the camp workshop and there was room for only one truck or for two station wagons at any one time. This situation was rectified when a new garage was built near the entrance to the camp grounds, this was placed under the charge of A. Mainguy.

The extra space available was soon absorbed by additions to equipment and vehicles. Mr. A. Mainguy left the M.T. section in the spring of 1944 and was succeeded by Jimmy Sproule. Jimmy carried on until midsummer when he too left to take up a new position.

Don Hendry was inducted into the section to completely reorganize it, with Larry Doucet as his assistant. Under their direction the section was whipped into its present good shape. Don left in December 1944 to resume his job with C.P.A. and his job was carried on by L. Doucet.

It is interesting to note that the total mileage driven by M.T. vehicles since the school opened, approximates 750,000 miles.

At work

On a Fender.

Martha Barry and Larry Doucet.

The Staff

Front row, L to R—L. Villeneuve, M. Noel, L. Doucet, M. Taschereau, M. Barry, B. Power, F. Hartley, H. Cook, L. Aubin.

Back row, L to R—P. Moisan, R. Townsley, M. Roy, R. Blanchet, D. Boucher, D. Goulet, R. Tanguay, A. Garneau, C. Pouliot, C. Picard, A. Ouellet, M. Bouchard.

STORES

Chief Storekeeper

Paul Bonin

✦ Following a decision of the authorities to establish No. 8 Air Observer School in Ancienne Lorette, it became necessary, first, to set up Stores to provide the necessary goods and service both for Civilian and Service personnel in order to carry out their appointed tasks.

This occurred on August 26th 1941, under the direction of Mr. De Blicquy, then General Manager, who brought in Mr. Maurice Sauvé, a former employee of the Quebec Airways Ltd., Montreal. Mr. Sauvé was transferred from No. 11 E.F.T.S., where he had had some experience in Stores accounting and especially R.C.A.F. procedures. Mr. Sauvé was shortly followed by Mr. A. Trudeau who was appointed Chief Store-keeper. As carloads of stock started to pour in from everywhere, it was found necessary to increase the Stores Staff, and we therefore welcomed the first steno, Mrs. Houde, then Mr. Paul Bellemare, who came in as a storekeeper, and Miss Inez Neil, another steno.

This small staff had really a big job thrust upon it, and unfortunately did not last very long. Like all young organ-

Stores Staff

Front row, L to R—P. Bellemare, R. Lemyre, Y. Letarte, E. Lapointe, P. Bonin, I. Carbray, J. Sauve, G. Leclerc, R. Bellemare.

Back row, L to R—M. Daigle, P. A. Chantal, A. Chamberland, Miss M. Beaulac, R. Guyot, Miss E. Laroche, J. Samache, Miss I. Niel, H. Plamondon.

Middle row, L to R—A. Belanger, L. Robitaille, E. Boutet Miss M. Munro, J. Savard, Miss I. Fritze, L. Thivierge, Miss Thérèse Tardiff, Miss W. Ruthman.

izations tackling a new field of endeavour and acquiring experience as it went along, new faces and names kept coming up. Presently, we found that Mr. A. Trudeau had been succeeded by a triumvirate composed of Mr. Maurice Sauvé, Mr. Paul Bellemare and Mrs. Houde, each with his or her particular sphere of action. As arranged by the General Manager, at the time, there would be no Chief Storekeeper and the triumvirate would be equally in charge of Stores. Mr. Sauvé was to look after all R.C.A.F. records and transactions, Mr. Paul Bellemare to take care of the local Stores, and finally, Mrs. Houde to act as Purchasing Agent.

Then came expansion: the doubling of the School taking over most of the equipment of No. 22 E.F.T.S. then disbanding, Mr. De Blicquy being succeeded by Mr. G. R. Beck as General Manager, and therefore a complete reorganization of Stores.

First, the Staff was changed. Mr. Gustave Perreault came in to assume complete charge as Chief Storekeeper, then Mr. T. J. Carbray to assist him as Purchasing Agent, releasing Mrs. Houde. This new set-up had more work than ever before. The fact that No. 22 E.F.T.S. was closing down, that we had to take over all of its equipment, bring it on charge, and distribute it, was a real headache. This took approximately a month. It was then found advisable to split the Stores, and it was then that No. 22 Stores known as the Company's Clothing Stores was established.

Then came further changes: Mr. Carbray assuming sole responsibility for the control and management of Stores, releasing Mr. G. Perreault to the Maintenance Office, and bringing in a new face, Mr. Saville, as his assistant. This new set-up prevailed for a little over a year with minor changes here and there. Mr. E. Leclerc, formerly from No. 22 E.F.T.S. was promoted to Senior Storekeeper in charge of No. 8 Technical Stores, shipping and receiving; Mr. Paul Bellemare took over complete charge of No. 22 Stores and Mr. Maurice Sauvé remained solely responsible for R.C.A.F. records and transactions.

Barrack Warden

R. Lemyre

New Chief Storekeeper

In March 1943, Mr. P. P. Bonin, formerly from No. 12 Equipment Depot, Montreal East, joined the staff, coming from No. 13 E.F.T.S. Mr. Bonin assumed immediate charge of all work having to do particularly with the R.C.A.F., doubling up as Barrack Warden. Mr. Bonin was on familiar ground, having been previously connected with No. 22 E.F.T.S. as Chief Storekeeper. He was therefore amongst friends as a good many former employees of that School, particularly Mr. Leclerc and Miss Tardif, were then on Stores Staff.

On August 1st, 1943, we received the first Anson V 11665. Then started the worst headache. The liquidation of all Anson I airframe and engine spare parts, and restocking on Anson V spare parts within a few months. Ours was the first School to change over and we are proud to mention that we did a fair job.

Stores

P. Bellemare

In December, 1943, Mr. Bonin took over complete charge as Chief Storekeeper with Mr. Carbray once more resuming his duties in his former position as Purchasing Agent. Purchasing had developed into a fulltime field of endeavour with the taking-over by the Company of Catering, as it necessitated the establishment of stock control for all commissary and canteen goods. Mr. Saville returned to the R.C.A.F. shortly thereafter.

Mr. René Lemyre then joined the Staff, succeeding Mr. Bonin as Barrack Warden. Mr. Lemyre, like his predecessor, had acquired a great deal of

Purchasing Agent

T. Carbray

experience with No. 12 Equipment Depot and was intimately acquainted with all R C.A.F. procedures and routine. Mr. Lemyre was really a great asset for the new organization, doubling up in close assistance to Mr. Bonin in connection with R.C.A.F. procedure. A few months later we had the pleasure to welcome Mr. Gene Lapointe, formerly Chief Accountant of No. 11 E.F.T.S., in Cap de la Madeleine, who reported for duty following the disbandment of that School. On his arrival, Mr. Lapointe assumed complete charge as Accountant and co-ordinated accounts as recorded on Kardex by that veteran, Mr. Leo Thivierge. Closely assisting Mr. Lapointe, Misses Fritze and Ruthman, in the invoice department, had a great deal to do in keeping those bills going through.

Inventories

Many a night during this period, the lights in Stores kept on shining well beyond the appointed time. Many additional duties and cares had been entrusted to Stores during its period of growth, with the result that a good many projects which had been sketchily attempted had likewise been sketchily completed. Inventories followed inventories. Eventually, satisfactory balances were established in all sections, R.C.A.F. loaned properties, Company owned Stores and Catering Stores—the latter proving to be a particular hard nut to crack.

This organization had really expanded and had at last come of age. From a humble beginning consisting of some two to three persons, the staff had grown to number 27 individuals and the complexity of its duties had increased proportionally.

Purchasing, which originally had been limited to the exigencies of a small station with modest requirements, found

THE KARDEX SYSTEM

Keeps track of every item in Stores

Leo. Thivierge

itself called upon to provide large quantities of materials as well as food stuff. In this, Mr. Carbray was ably supported by Miss Neil and the various Storekeepers who kept a wary eye on their stock balances, particularly on Aircraft parts and components. The cry of "A.O.G." (aircraft on ground), coming from Mr. Frank Hartley was sure to stir a great deal of activity in that section of the department which had to do with securing such materials from the various Equipment Depots. Withal, a creditable contribution was made by the Department towards "keeping them flying."

Volume of Expenditures Comparable to Large Company

With the increase in Purchasing came a corresponding increase in the volume of bills handled by the accounts payable section. Total monthly expenditures attained a figure which would have done credit to a sizable commercial establishment. The co-ordinating and matching of packing notes, receiving reports, invoices and purchase orders required the constant care and attention of two of the staff with many others involved in solving the more difficult problems of over and under shipments, prices, terms, and quality.

All of the papers originating in the accounts payable section had then to be posted in "kardex." Expansion did not mean a thing to Mr. Thivierge, he kept abreast of the job simply by staying on the job longer than any of the others. The end of each period generally found him worried but on time, with all postings done and balances established.

R.C.A.F. procedure, necessarily complicated owing to the vastness of the Empire Training Plan, required the attention of the greater part of the personnel. A few million dollars worth of property on loan from the R.C.A.F. to the Civilian Company required constant checking and rechecking. Mr. Sauvé dutifully reported in Montreal once every three months for an audit with No. 12 Equipment Depot, and Mr. Bonin often followed to help iron out the more pressing problems.

Again the bulk of this loaned equipment had to be vouched out to the various departments and individual departmental records kept. Monthly checks had to be undertaken, in co-operation with the various R.C.A.F. officers in charge, to determine the state of properties so loaned out. Periodical reports were sent out to the General Supervisor of Schools in Montreal, recording shortages and surpluses and eventual action being taken to bring such surpluses or shortages on charge with the R.C.A.F. Accounting Unit. This was done so that on the day of eventual disbandment a minimum amount of trouble would be encountered.

Added to these complex duties were the tasks of providing the personnel on the station, civilian as well as service, with uniforms, flying clothes, bedding multitudinous other goods, all of which had to be recorded on individual loan cards. This loan card proved to be a severe headache to many a member of the organization, service or civilian, on the day he severed his connection with the station and went on to a new posting and new fields of endeavour.

The organization to carry out all of these duties efficiently had finally been whipped into shape only to find that the British Commonwealth Air Training Plan was at an end, and the staff which had so painfully been put together was to be called upon for its last great effort, the liquidation of Stores and eventually of itself.

THE FINAL RECKONING

A corner in Stores

BUILDINGS & GROUNDS

OUR GENIAL C.S. "MAC"

Fred. McDermott

Their Job: The Buildings

The story of the Camp Superintendent's, or Buildings and Ground Department, as it appears in the nomenclature of the all-important proforma, is one of constant change; change, occasioned by the type and number of observers and navigators required for the constantly changing types of aircraft overseas, which they were to serve.

For the first few months of the school's operation, the C. S. department had no identity, the work being carried on by the Manager in addition to his ordinary duties. However, the demands on the General Manager became so heavy by the spring of 1942 that the position of Camp Superintendent was created.

All civilians, at this time, obtained what meals there were in a soup and sandwich bar, which occupied one fair-sized room at the east end of building No. 1, then the G.I.S. This proved inadequate for pilots flying exercises of over three hours' duration, or employees who wished to live on the station. It also was the only lounge where anyone off duty could pass the time of day. The radio used to drive those in adjoining offices to violent assaults on the English language. First then, in the chain of changes, a dining room for the pilots and management was instituted. This was done by closing off one end of the airmen's mess (building No. 5), and rearranging the partitioning of the civilian quarters (building No. 24) to accommodate pilots on one side and engineers on the other.

To accommodate the ladies was a $64 question until the closing of No. 22 E.F.T.S., when one of the barracks (building No. 22) was converted for their use. Hardly had these changes been accomplished and the necessary furnishings been installed than the size of the school was doubled. While waiting for the contractors to recover from the shock of being awarded a contract and getting on with the job, it was immediately necessary to provide nine more class-rooms, 30 feet by 20 feet.

This was done by moving the entire civilian administration across the street to the G.I.S. vacated by No. 22 E.F.T.S., changing most of the partitioning in both buildings and erecting seven temporary class rooms nearby. To house the additional students, a temporary barracks housing 160 was also built—the whole in less than one month. As standard wartime buildings are known as "temporary," these were dubbed "temporary temporary," but are still doing duty as stores and stables.

The departure of No. 22 E.F.T.S. left No. 8 A.O.S. heir to a spare cook house and a cafeteria, which had long been planned, came into being. It immediately proved capable of handling more people, with less staff, than any other system of feeding the multitude. About this time, the civilian company took over

(Continued on page 105)

HIS ABLE ASSISTANT

Percy Smith

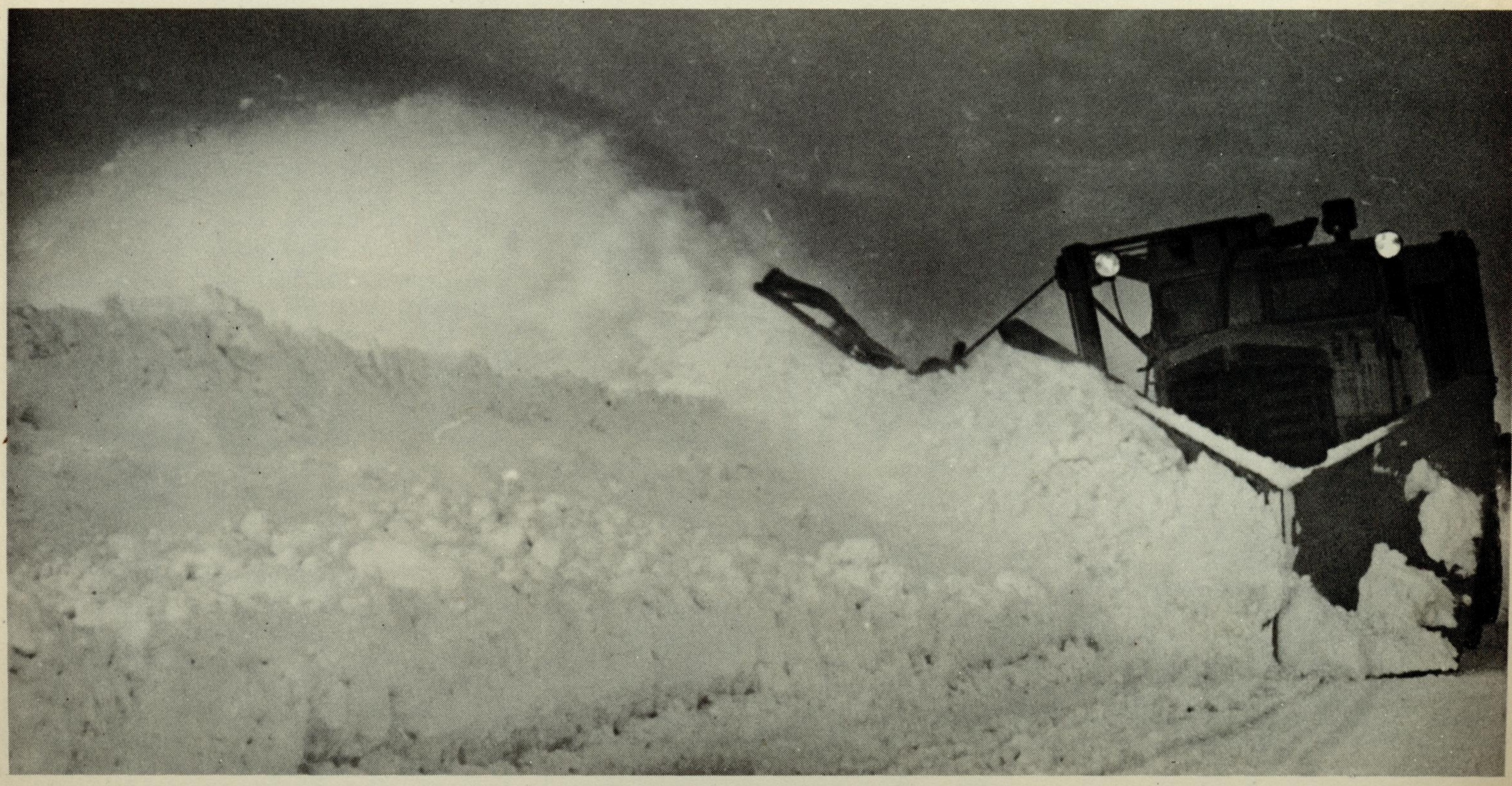
THEY GUARDED OUR REALM

Front row, L to R—E. Lacasse, H. G. Plaine, A. Bergevin, L. P. Trepanier, E. Jobin, F. Santerre, L. Lavigne, A. Simard.

2nd row, L to R—Cpl. H. Gagnon, Sgt. G. Fortier, Sgt. J. M. Pouliot, W. R. Stevenson (Personnel Mgr.), J. E. Blouin (Guard Commander), Sgt. O. Dube, Cpl. R. Lapointe, Cpl. A. Brown, E. Larivie,

3rd row, L to R—D. Blank, P. L. Michaud, J. J. Boudreau, M. Kirouac, J. F. Cloutier, R. Belanger, G. H. Townsley, A. Beaulieu.

Back row, L to R—A. Caron, G. Boulay, Jos. Marcoux, G. H. Boulanger, J. N. Verreault, F. Morin. J. P. St. Hilaire, L. Matte, A. Murray, Thos. Mainville.



The Walter

NARY A DIRTY SPOT

Back row, standing, L to R—A. Perras, R. Morin, G. Braun, R. Drolet, R. Lepine, R. Roach, L. Montmigny, A. Larcher, H. Huot, A. Bedard, M. Gauvin, P. Hamel, Ph. Turcotte, P. Brochu, P. E. Petitclerc, R. Auclair, J. P. Simard, P. Auclair, R. Drouin, J. Landry, A. Cote.

3rd row—P. Dion, A. Paquette, N. Drolet, F. Corrigan, O. Fiset, O. Tardif, L. Gosselin, J. Drolet, A. Vermette, G. Rousseau, L. Berthelet, M. Roy, N. Tessier, Jos. Legare, A. Hamel, L. Turcotte, G. Power, Jos. Savard, L. Tessier, Jos. Apestigny, E. Jobin, O. Gaumond, A. Audry, Jos. Gingras.

2nd row—O. Grenier, O. Dignard, E. Lacombe, G. Descombes, J. E. Dion, A. St. Hilaire, G. Gingras, A. Vallee, R. Rheaume, Jos. Huot, E. Dorion, J. B. Savard, Jos. Robitaille, F. Jobin.

Front row—E. Lassiseraye, Art. Cote, W. Drolet, R. Hamel, A. Sansfaçon, F. Desilets, M. Robitaille, H. Seaborn, Réne Hamel, L. Boivin, A. Gagne, E. Letourneau, O. Dufresne, B. Frenette, R. Lesage.

THE AIRPORT BUS

And was it a long ride

THEY KEPT THE RUNWAYS CLEAR

Back row, L to R—M. Petitclerc, A. Alin, H. Laporte, A. Hamel, T. Lebouthillier.
Front row—A. Lemay, O. Jobin, E. Sheridan, B. Levesque, A. Fortin, G. Gauvin, W. Doucet, L. Dumont, T. Bussiere.

the catering as an additional department. The Catering Manager, feeling that efficiency could be increased if more accommodation could be provided for his staff, so they could live nearer the job, caused another building (No. 21) to be divided. Accommodation was provided for men in the south wing and for girls in the north wing.

From this time on, the changes became faster and more furious as students were gradually moved into new barracks, which were completed in sections, and months behind schedule. The R.C.A.F. Administration and Ground Instruction School also moved piecemeal to the new G.I.S. building. Special installations and painting there and in the officers' and sergeants' messes kept the Camp Superintendent's Department on the jump from daybreak till dark.

Canteens could now be permanently established and the civilian one boasted a barber shop and soda fountain, which also served the students. The bowling alley also had a soda fountain and canteen attached, which served all players. The installations required for these two required further and carefully planned changes.

THE SICARD

A mighty arch of white

THE MEAT WAGON

Betty Power and "Maggie" Taschereau

Following this, the recreation building was converted to a complete theatre, with stage and dressing rooms. A modern, fully equipped projection room was added to the west side. The drill hall had galleries for signals training installed on north and south walls.

It might be mentioned that the original pilots lounge had been moved twice since its inception in the quarters building (No. 25). It was moved to building No. 1 (ex-officers' mess) when the school was reduced to a single A.O.S. Seventy pilots were provided for. The lounge was later shifted to its present location in building No. 5 before most of the members were familiar with the location of building No. 1. This was necessary as the school was changed back to a double A.O.S. in a matter of weeks, requiring space for 140 pilots.

No account of the Camp Superintendent Department would be complete without reference to the road from Ancienne Lorette which was once the only means of entrance and exit. However, memories of it are so painful, that had the present management known of its existence (or non-existence) before coming to No. 8, it is doubtful if they would have ever left home.

HORSES TOO HELPED CLEAR THE SNOW!

Up, around and down

CATERING

Catering Manager

M. A. Pelletier

Chief Steward

J. Berubé

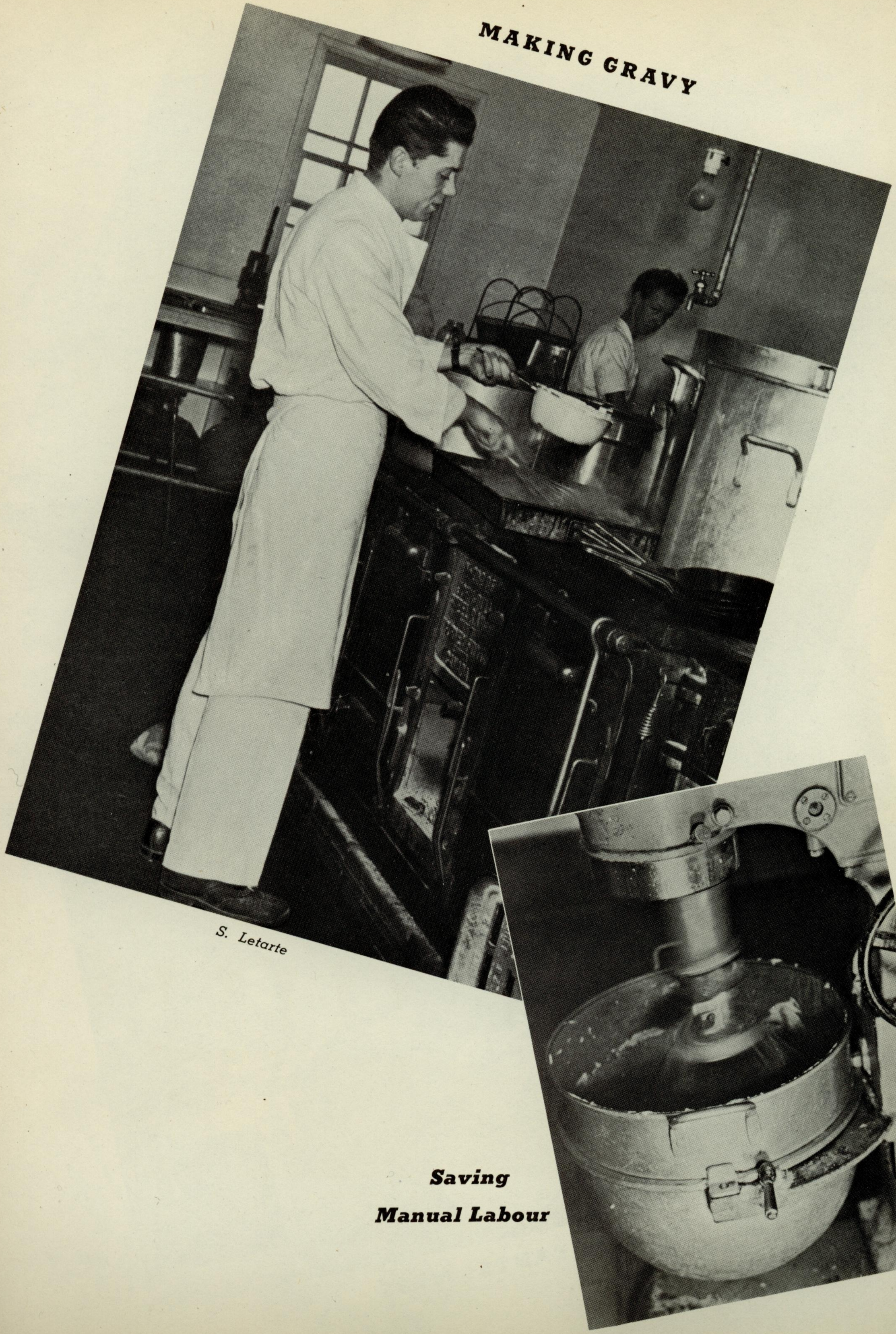
Catering Staff

Front row, L to R—Misses E. Turgeon, G. Charette, M. A. Jobin, E. St. Louis, M. Lemieux, A. Gingras, P. Desilets, J. Desilets, Mrs. W. Paradis, Misses T. Lemieux, A. Ouellet, T. Baril, G. Marcoux, A. Charette, L. Hamel, R. Hamel, M. C. Hamel.

Back row—Messrs. J. Berube, A. Fortier, R. Dionne, N. De Blois, J. M. Gagnon, G. Tanguay, A. Tremblay, V. Berube, J. M. Lepire, G. Michel, A. Denis, H. Robitaille, A. Bellavance, H. Frenette, L. Denis, G. Drolet, F. Guillemette.

Middle row—Misses P. Ouellet, C. Leitch, M. P. Perras, C. Plourde, Messrs. R. Leduc, H. Rooby, G. Thibault, A. Chamberland, Miss F. Matte, M. Adrien Pelletier, Miss A. Turgeon, Messrs. Jos. Berube, R. Drouin, S. Letarte, L. Robitaille, Misses A. Belanger, M. J. Pelletier, B. Marcoux.

MAKING GRAVY



S. Letarte

Saving

Manual Labour

MAKING PIES

V. Berubé S. Letarte

IN THE SERGEANTS' MESS

AVIATION
AVIATION
AVIATION
AVIATION
Chiclets
LIFE SAVERS
LIFE SAVERS
LIFE SAVERS

THEY CATERED TO THE CAPRICES OF THE STATION

Canteen Manager

✦ On October 31, 1942, one bright autumn day, one which seemed appropriate for a good business transaction, the management of Quebec Airways (Observers) Ltd., decided to take over the canteens from a private operator. At that time there were two canteens, one known as No. 8 Canteen and the other as No. 22 Canteen, the names No. 8 Canteen originating from No. 8 A.O.S., and No. 22 Canteen from No. 22 E.F.T.S. However, after a few months operation under the direction of the Quebec Airways (Observers) Ltd., the canteens became known as the R.C.A.F. Canteen and the Civilian Canteen. Time passed, good fortune accompanied the undertaking, both places were so popular and so numerous were the clients that it was necessary to install each canteen in a separate building. This proved to be an excellent idea and the service thereby rendered was highly appreciated by all.

Then came the summer of 1943, and as all good things must prosper and improve, so did the canteens. The general manager, Mr. G. R. Beck, thought it would be nice if the boys had a place to relax after hard, long hours of study—a rendez-vous where refreshments could be had, and a few happy hours passed with their buddies.

J. A. Poudrier

After a few days spent securing licences, equipment, etc., the soda bar became a reality on July 8, 1943. Any time of the day or evening there were light hearted boys enjoying a double ice cream soda, never forgetting to tease Miss Y. Girard, the soda fountain attendant, with the ever popular request "a little more, Yvonne, no charge."

Fall again, 1943. The station by this time had become still more united, and to add to the attractiveness of the station, bowling alleys were innovated. Orders had been given for four alleys which opened on February 18, 1944. The grand opening was officiated by Mr. G. R. Beck and W/C Pollock. It must be remembered that the score was: Mr. Beck 115, W/C Pollock 121. From that time on this place of amusement enjoyed extraordinary popularity. Two girls who contributed generously to the success of the bowling alleys were Miss Germaine Caron, of Three Rivers, who was the bowling alley canteen clerk, and Miss Fernande Doyon, bowling alley attendant.

The old recreation hall was transformed into a picture show, which was officially opened on February 29, 1944. The first film to be shown was "As Thousands Cheer."

The souvenir of souvenirs could be none other than the Pilots' Club (Civilian Officers Mess), where everyone

THE SODA FOUNTAIN

It looks empty here, but you should have seen it when . . . . .

had his own memoirs, his own special little souvenir. One, above all, J. A. Poudrier, will always cherish those little telephone calls, when a voice softly said: "One 40 . . . for the week-end," the answer always being??? Happy days, all of them, days which we enjoyed and shall never forget.

THE THEATRE

A lovely from "The Masquers".

AND BOWLING TOO . . . . THE TEAM

Back row, L to R—K. Morin, R. Lemyre, R. Lachance.
Front row—A. Tremblay, F. L. Hartley, P. P. Bonin, M. Roy.

Back row, L to R—Yvonne Girard, Germaine Caron, Mrs. Aube, Evelyn Laroche, Fernande Dayon, Mimi Blanchette.

Front row, L to R—M. Gagne, F. Laflamme, C. Paquin, P. H. Laflamme.

Middle row, L to R—G. Savard, R. Lachance, L. N. Matte, J. A. Poudrier, R. Bourque, R. Robitaille.

ON TUESDAY NIGHT THE RENDEZ-VOUS OF PILOTS & OFFICERS

✦ "Women's quarters—building No. 22."

To the uninitiated this may sound cold and a little unfriendly, but not to those who made it their home. "A home away from home" is a title suggested and to its occupants it was just that. Oh! In many respects it may not have been just like home, but what it lacked in privacy (shall we say), it well compensated in companionship.

Fun and good humor abounded—none of those who have shared the cosy atmosphere of the women's quarters will ever quite forget it. So many things to grow nostalgic over—the scurry and bustle of the girls preparing for a dance—the amazing apparition of girls in dressing gowns and curlers emerging later, becurled and glamorized; the excitement and anticipation prior to one of their own parties; the sheer terror of the girl who discovered a mouse in her room; the weird melee of noises to be heard during the night; snoring, talking and grinding of teeth; the attempts made by English girls to speak French (and vice versa), and the hilarious results; the never-ending lines of laundry when everyone decided to wash at the same time; the fun of building a fire and then sitting around it, chatting.

Garbled and confused though this may sound, to those who have known it, the experience will be an unforgettable one. No matter where they go, those who were employed at No. 8 A.O.S. and made the women's quarters their home will always remember it with found recollection.

THE CHAPERONE

Mrs. A. McGovern

A NIGHT AT HOME

L to R—A. Turgeon, B. Marcoux, T. Marcoux, A. St. Louis, B. Power, E. Turgion, S. Turner, A. Savard, T. Peters, M. Lemieux, C. Denis, P. Furlong, G. McGovern, M. Blanchette, F. Dayon.

PARACHUTE DEPT.

CHECKING THE 'CHUTES

Front—Romuald Mainguy, "Gertie" Dollard.
Rear—Charlie Groleau, Jean-Marc Parent.

20,000 'CHUTES PACKED

✦ There is an old story told of the Parachute Department that their motto is "If it doesn't work bring it back and we will give you a new one." Corny as this may sound it is indicative of the faith that the packers put in their skill. Parachute packing is a highly skilled vocation in which there can be no mistakes. That is one reason that they are taken out, aired and repacked once every month.

The parachute section was opened in Mid-September, 1941, with Mel Taylor directing its destiny. As Mel had been a pilot before, he was hankering to get on the staff as pilot. In October 1942 this was accomplished and Romault Mainguy took over as head of the Department.

There have been four young ladies in the Department: Misses Mona Lee, Gertie Dollard, Helen Janitsch and Mrs. Hurdle. The male members were Jean-Marc Parent, Charles-Henri Groleau, Bill Healy and Bill Marsh.

The personnel was kept busy inspecting and packing more than 5,000 parachutes a year (about 20 parachutes a day) taking care of a thousand harnesses, daily checking 5 parachutes in each of 75 aircraft and also distributing "Mae Wests" for certain exercises.

That their work was not in vain is realized by the three trainees who saved their lives by jumping.

IN THE PROCESS OF PACKING

LINK DEPT.

FOR 5000 HOURS THEY SAT AT THIS DESK

Byron Farquharson, P. T. Legaré, Cecil Greaves, D. Grosfils.

THE ONLY QUALIFIED LINK INSTRUCTRESS IN CANADA ... AND HERE SHE IS

✦ On November 20, 1941, a "crab" started crawling across a range chart. For those not in the know, the "crab" is the gadget that plots the course taken by a pilot when in the Link, and a range chart is a plan view of the radio range that the pilot would use in the air.

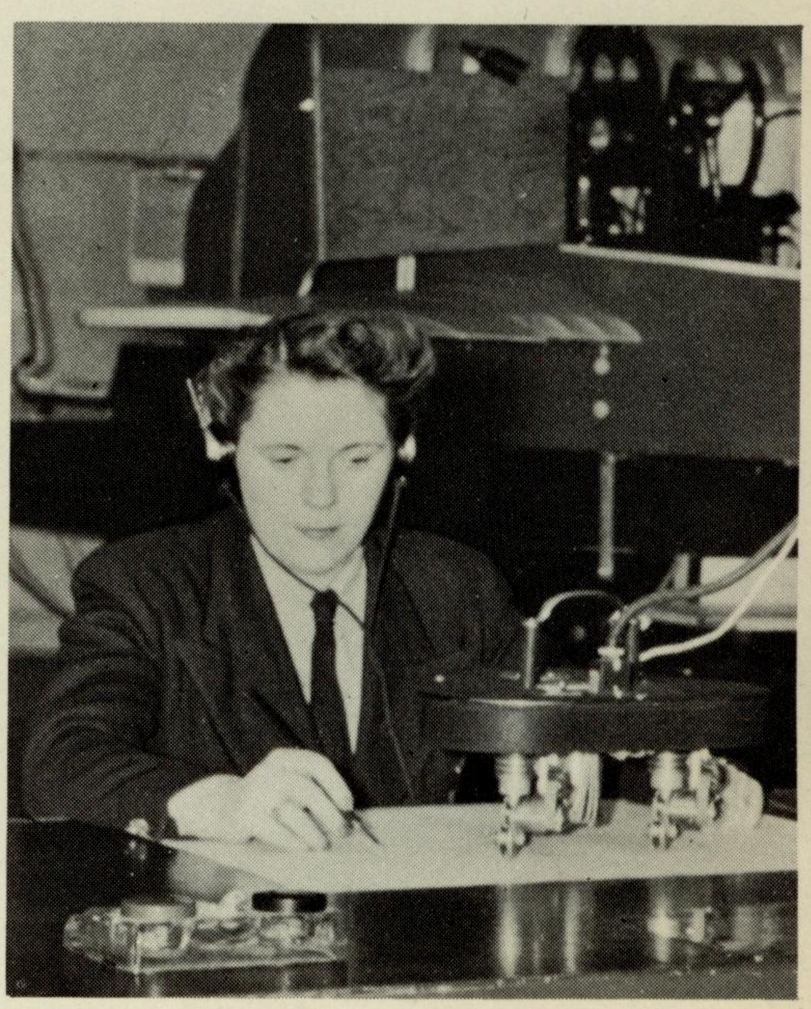
Giving the instruction through the microphone was Byron Farquharson, who had returned from a Link instructors' course in Cap de la Madeleine. As Byron was new to the intricacies of the Link, Romuald Mainguy acted as maintenance engineer.

As Byron was a pilot and desired to return to flying, the services of P. T. Légaré were obtained. Peter had a fair amount of flying which gave him a good background for Link instructing. He was sent first to No. 1 Link School, Toronto, for a course on instructing, but for maintenance he went to R.C.A.F. Engineering School, St. Thomas.

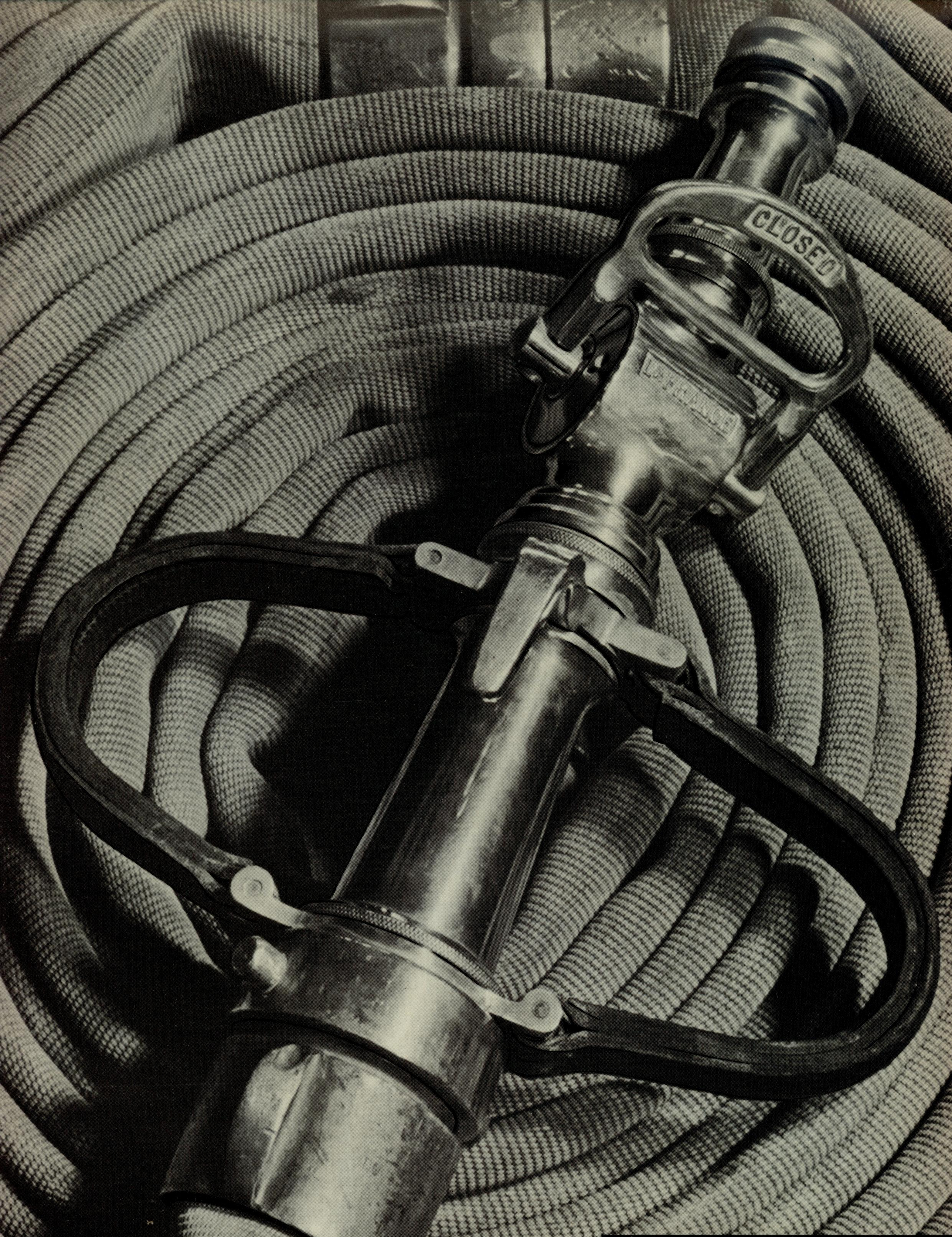
It was soon found that one instructor was not enough, so Mrs. Grosfils was transferred to the Link Department. She attained as much knowledge as Peter could teach her, and then attended No. 1 Instrument Flying School, Deseronto, Ont., where she had the honour of being the first, and at the time of writing, only woman to have attended and passed the course.

In July, 1943, Cecil Greaves, a pilot from No. 1 A.O.S., Malton, was taken on as instructor, and a day and night schedule was arranged. This was necessary because every pilot had to receive two hours Link instruction per month and there was only one Link. However, in February, 1944, a second Link, with wind drift mechanism, was installed.

In May, Cecil returned to flying duties, leaving only two in the Link Department. Evidence of the hard work done by this small but vital department can be given by the statement that there were 5,000 hours instruction given since the vacuum motors started whirring, bringing the first Link to life.

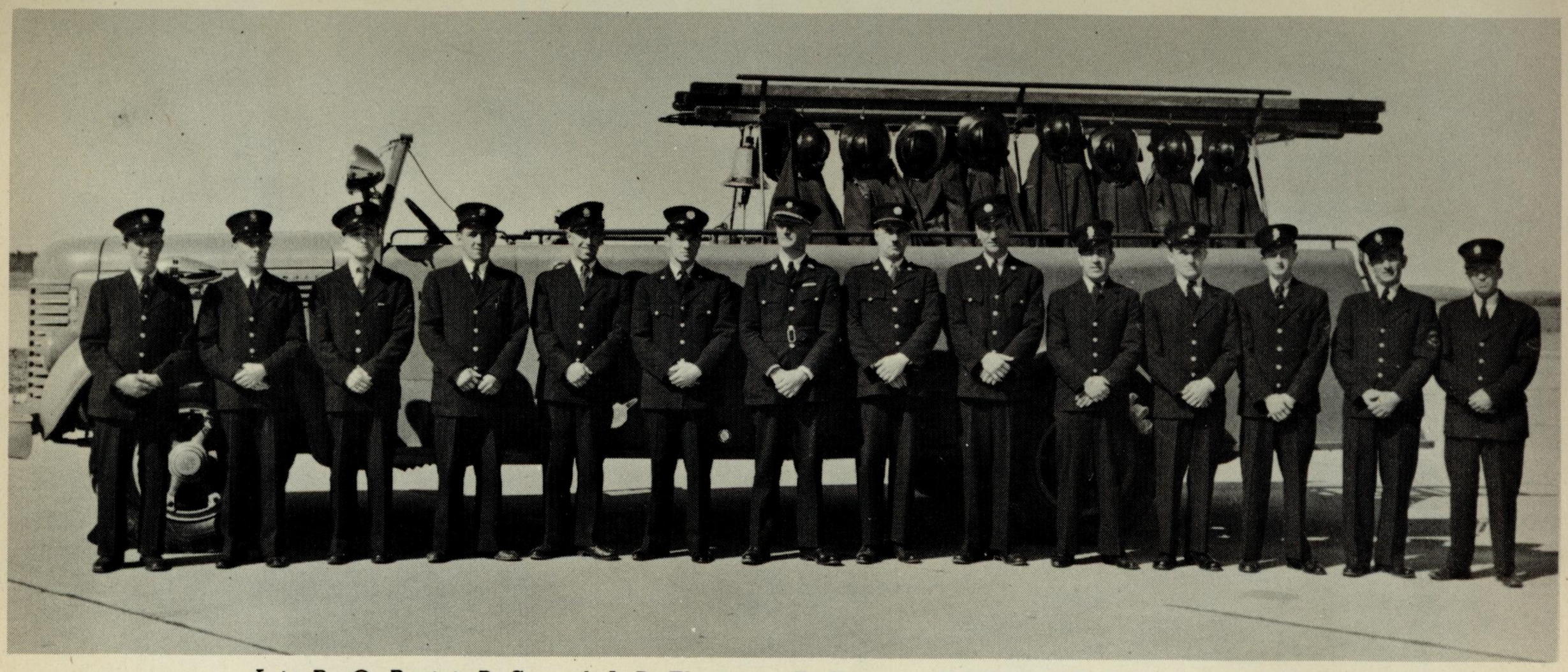


Mrs. D. Grosfils



FIRE DEPT.

THE MEN BEHIND THE HOSE



L to R—O. Boutet, P. Savard, J. P. Thivierge, E. Garneau, P. Methot, G. Bedard, E. Salmon, Fire Chief, T. Ouelette, A. Giroux, H. Gingras, A. Leclerc, P. Marticotte, A. Cote, R. Lepere.

AN EXCEPTIONALLY FINE FIRE PREVENTION RECORD

✦ There's one person who is bound to take no pleasure out of this page, and that is the ambulance driver who rushed to eleven out of twelve calls, to find they were only false alarms. She has been heard to quote Queen Victoria—"We are not amused."

Fire chief Edgar S. Salmon, however, will no doubt open it with pride in the years to come and feel justly proud of the job he and his men did at No. 8. The Chief, as he is known to all, did not start the whole business at this unit. It began way back in E.F.T.S. days with a chief, three assistants and a number of auxiliaries. But as the British Commonwealth Air Training Scheme expanded, No. 8 expanded and more adequate protection was needed. In the summer of 1943 a full fire department was established: truck, quarters, J. B. Dalphond as chief, three deputies and twelve assistants. Two months later, with the appointment of Mr. Salmon, further re-organization resulted in the final set-up. Fire marshal (Mr. Salmon), deputy F. M. (Joseph Ouellet), two platoons of one officer and six men, one maintenance officer, 15 auxiliaries, plus crash tender and crew, ambulance and drivers.

The work of this organization, unsung and often annoying, must not go without credit in a final review of No. 8. A very complete system of protection against fire was inaugurated, necessary equipment was installed (including what we consider a very large number of extinguishers, 800 in all) and frequent drills were put into effect. It was these last that caused the ambulance driver to be "not amused."

Mr. Salmon wishes to make it clear that the life of a fireman is not all dominoes and darts—even when there are no fires. He says "people don't see all the work that gets done"—we guess they don't. He also says that even fire fighting has its humourous side, and recalls a bitterly cold shower in number four hangar one morning around two; the time when full equipment was rushed to box 23 (drill hall) ready to escape with the worst, only to find a misplaced football had rung the gong; the fireman who slowly but surely climbed up one side of the peak of No. 8 stores and quickly, without dignity, slid down the other side into a snowbank; and the time the fire marshal was demonstrating the use of the fog nozzle on a Hudson and the hose burst.

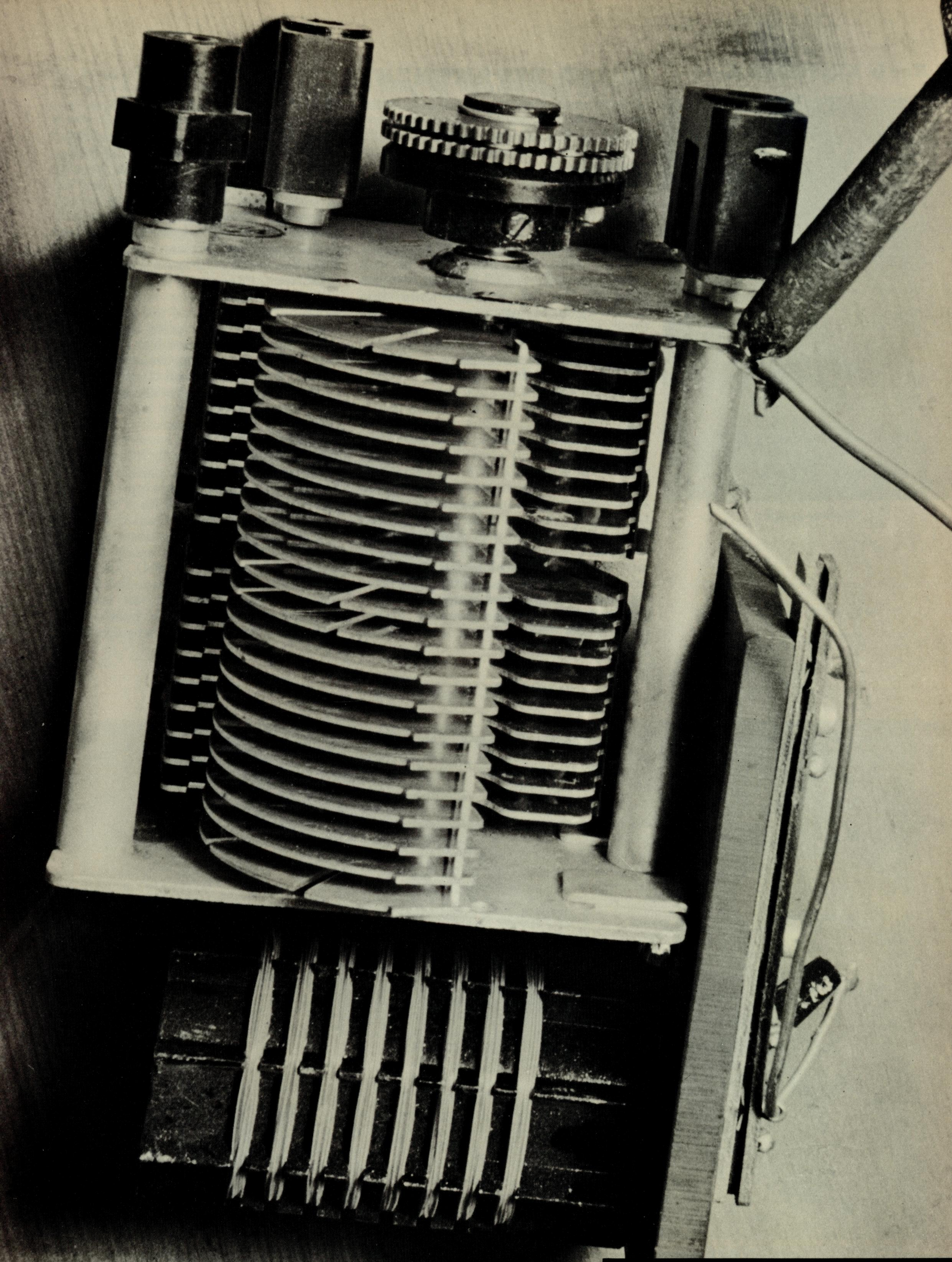
No. 8's fire department can rightly feel proud of its work and the part it has played in the British Commonwealth Air Training Plan, if it can rightly be said "well done, good and faithful."

"The Chief"

Edgar A. Salmon

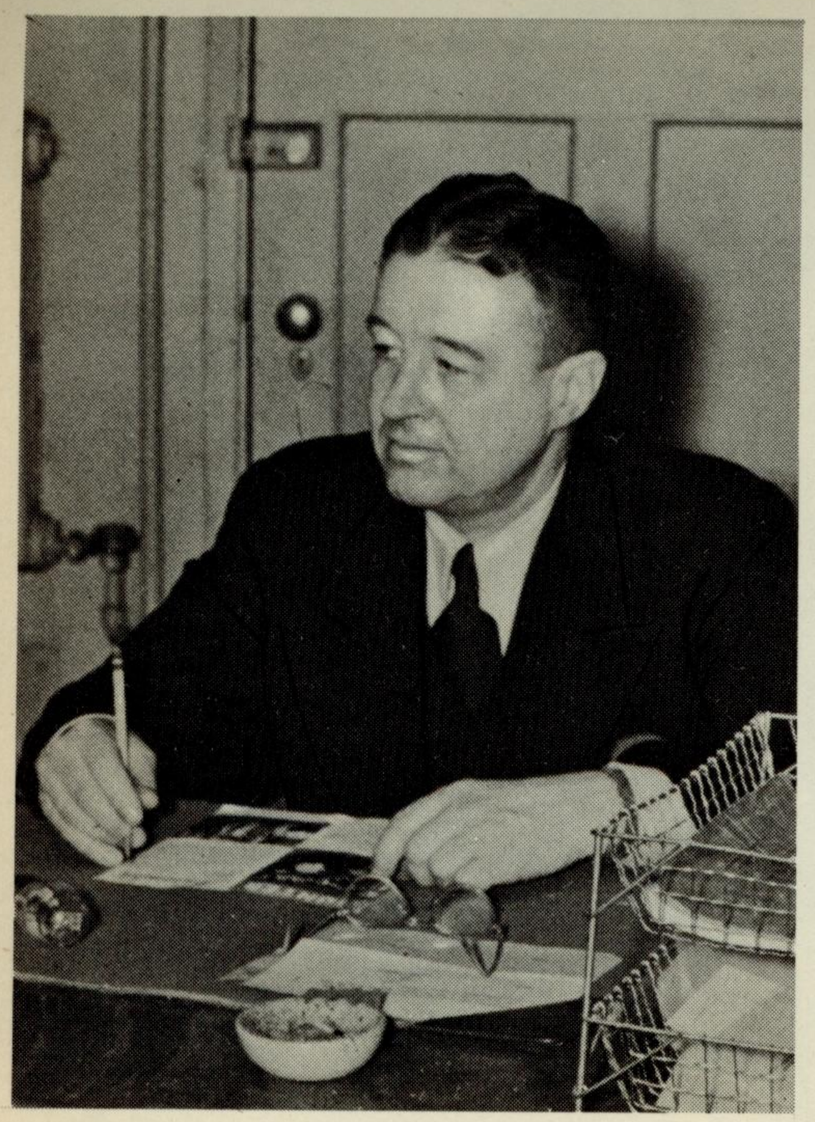
Deputy F.M.

Joseph Ouellet



RADIO DEPT.

Radio Superintendent



H. Ramsperger

RADIO DEPARTMENT

✦ Like an unwanted, misunderstood child, radio was accepted and became a department in the organization of No. 8 A.O.S. The care and growth of this problem child was entrusted to Chief Technician "Ken" McCoig from Edmonton, with the assistance of two radio technicians and Ernest Donovan, Chief Radio Operator, to supervise the radio operators who numbered five females.

The Radio Department, as it was drawn up at the A.O.S.'s, combined the functions of two distinct units, one known as the Maintenance, the other as Operations; and although the growth of both units was more or less parallel, there was a difference, so in describing the growth of the Radio Department, each unit will be treated separately.

In the beginning, the function of the unit known as Radio Maintenance covered the installation, servicing, and maintenance of all aircraft and ground station equipment. The first ground transmitter was set up in the Radio Maintenance shop in the back lean-to of No. 2 Hangar, and was remotely controlled from what was known as the Control Tower. As in the beginning of most things, nothing was labelled "Permanent," with the result that no attempt was made to hide the numerous wires that radiated from the equipment. To the uninformed citizen, this added greatly to his already confused picture of the wonder of radio.

As weeks passed, a building was constructed and labelled the W/T Building, into which were put four AT-3 ground transmitters, three of which were placed in operation; the fourth, according to legend, acquired a very bad fall in transit from Stores. During this time, a feverish attempt was being made to get all aircraft equipped with two-way radio, a bit of a problem when you consider that an aircraft was never left to the radio technicians long enough to complete the installation; however, the work did proceed, and the installations were made. At this point it might be mentioned that it was whispered about the School that pilots were using the radios to listen in on their favorite programs, but records show that no official action was ever taken against them, so it can be assumed that such whispers were untrue.

On March 15th, 1942, "Gil" Wamboldt was appointed Superintendent of Radio, and arrived to take up his duties at the School on March 27th. The following months were not without their trials and tribulations, for besides the usual delays in the transit of much needed equipment from No. 12 E.D., the technicians ran themselves ragged changing radios from one aircraft to another, repairing microphone and head-sets at last-minute notices, and arguing with

THE STAFF IN 1943

L to R—G. Wamboldt, P. Pelletier, E. Duchesneau, R. Bélanger, E. Shield, R. Huot, M. Pouliot, C. Aubry, G. Boucher, L. Savard, A. Ladouceur, A. Bélanger, H. Doyle.

the pilots that before the transmitter will work the switch must be in the "On" position. These things and many others made up the nightmare of a technician's existence.

The problem of satisfactorily taking care of the maintenance needs of 27 aircraft, which was the size of the School at this time, was no sooner met than it was announced that an expansion was expected. To the technicians this meant only one thing—more transmitters, more receivers, more head-sets and more trailing antennaes. In addition, with the increase in aircraft came the increase in ground transmitters necessary to cope with the greater volume of aircraft to ground communications.

There was, however, one glow of light in the gloom in that the establishment of technicians was increased to 12. With the increase in the establishment of technicians it became very clear that the maintenance shop was going to be too small to accommodate the amount of spare equipment needed for maintenance, and too small for the technicians to work in. Eventually space was granted in the front lean-to of No. 2 Hangar, and on the appointed day the little shingle reading "RADIO MAINTENANCE" was repainted and nailed over the door of the new shop.

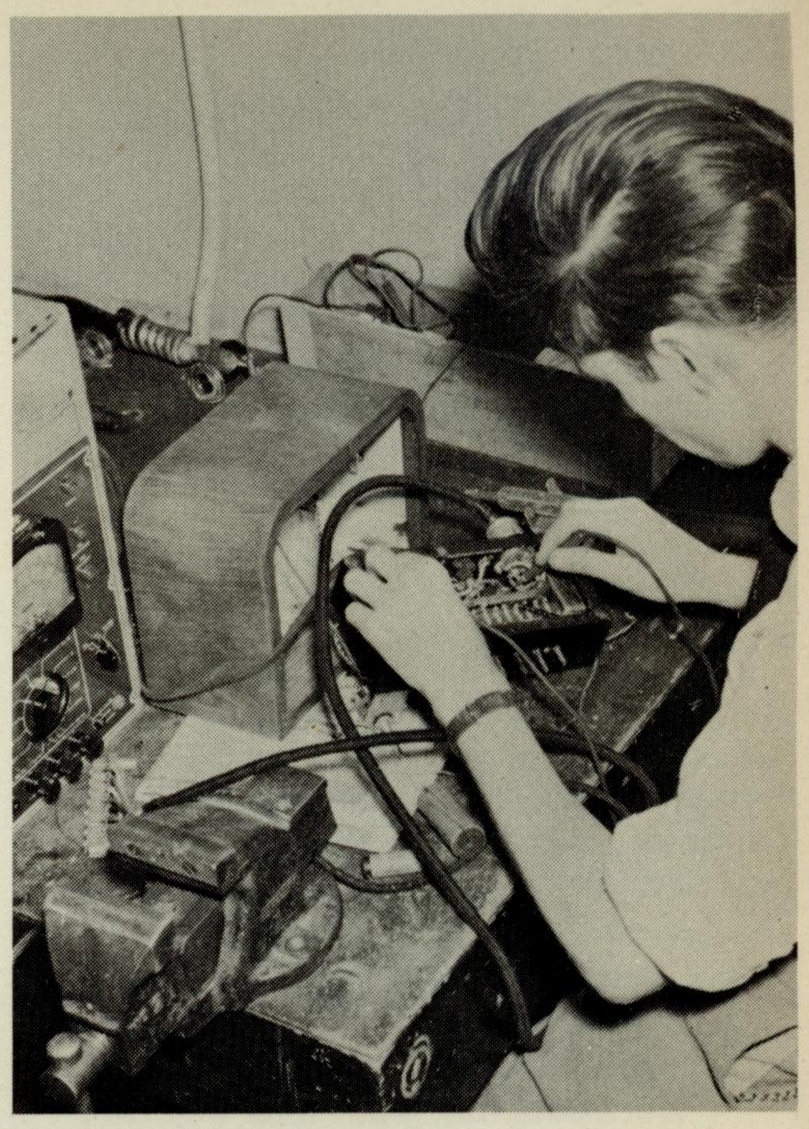
About this time there entered into the already long list of technician troubles a new species known as W.A.G. trouble. This gentleman specialized in burning out dynamotors in the transmitters, and records will show that at one time there was more than 50% of the transmitters unserviceable due to burned-out dynamotors, a truly remarkable state of affairs. Eventually, however, the source of the trouble was located, and a modification carried out on the transmitter which wholly eliminated this difficulty.

The conversion of the School from straight Navigator to Navigator-Wireless brought to the Radio Department a certain prestige it did not formerly enjoy, in that radio had a big part in the student's training, and radio maintenance had to be of the highest standard. Thus it was of the utmost importance, when an aircraft out on an exercice did not contact, to ascertain on its return whether the fault was the student's or poor maintenance. The interest thus aroused was always truly keen.

On March 6th, 1944, "Gil" Wamboldt was transferred to Canadian Pacific Air Lines, as Supervisor of Communications, and was replaced by Rolland Huot as Superintendent of Radio.

"Rolly" didn't stay with us very long and his position was taken over by H. P. Ramsperger. Just after "Ramsay" arrived it was announced that the radio equipment was to be changed to Mar-

NO CURRENT



E. Duchesneau

IN THE SHOP

Jack Luskin, Aime Malouin, Albert Belanger, Maurice Paquet, Guy Verreault, Phil. Pelletier, E. Duchesneau, Bob Belanger, Marcel Pouliot, Georges Boucher, Maqilla Duchesneau.

coni T1154 Transmitter and 1155 Receiver. The conversion was started in May 1944. The first aircraft A4 was used as a prototype and was flown to the RCAF Test and Development Department at Rockcliffe, Ont., for acceptance, due to the fact that no drawings of wiring circuits were available. When all the aircraft were fitted with Marconi equipment a range receiver for pilots' use was installed. This enabled the pilot to receive radio range signals independent of the 1155 receiver.

Radio Operations

The other unit of the Radio Department, called Radio Operations, covered the operation of all ground station, tower control and H/F D/F equipment. To point out clearly to the reader the function or purpose of each type of equipment, the following explanations are given:

(a) The ground station equipment was used to carry on communications between the base and aircraft.

(b) Tower control equipment was used to control aircraft by radio or lights within the airport area.

(c) H/F D/F equipment was used as a means of assisting the pilot in navigation.

The Radio Operations, during its growth, was moved more often than any other department; for some reason or other, its equipment and personnel seemed always to be in someone's way—it was truly the unwanted child. During the winter 1941-42, it was more or less allowed to operate in the control tower, the personnel sometimes doing the job of control officer and operator. In May of 1942, after much wrangling, a room on the second floor of the control tower was made available for the operators and remote control equipment, a third of which was partitioned off for the office of the Radio Superintendent. The personnel consisted of the Chief Operator, who was later transferred to C.P.A., and six female operators, two of whom had to take turns standing a watch at the H/F D/F station. It might be of interest to note that the H/F D/F station could only be reached in winter by snow shoe, in the spring by hip-length rubber boots, and in the summer the flies and mosquitoes were so bad as to make the job almost unbearable.

Control of aircraft within the airport area at this time was accomplished by lights under the supervision of Airforce personnel; a small truck was also used on the field, and acted on instructions from the control officer in the Control Tower. Instructions were given over the radio, when it worked.

Communication between the aircraft and base was all radiotelephony, and consisted mostly of singing songs, inter-aircraft discussions, and making dates with the female operators. During the fall of '42, all female operators at the H/F D/F station were replaced by male operators, with "Gordie" Freeman as Chief Operator in charge, and the station was put on record as being open from 07:30 hrs. until 24:00 hrs., or until all aircraft had returned to the base.

In the spring of '43, when it became evident that a large expansion was anticipated, and that all communications would be done by CW, Radio Operations was faced with a serious personnel problem, and the only solution seemed to lie in the training of female operators; consequently, a program was set up, and ten young female hopefuls were sent to the Radio College of Canada for a three months' course. About this same time, a battle was raging between the Airforce and civilians as to the best method for controlling aircraft within the airport control area; the former wanted light control and the latter radio control. After many months, radio control was accepted, and the tower was put entirely under the control of Radio Operations, with "Jim" Miller as Chief Control Operator, later replaced by "Ray" Roy. It might be mentioned here that the personnel of the Control Tower won much praise for the manner in which they handled traffic during the Roosevelt-Churchill conferences in 1943 and 1944.

It soon became evident that with the conversion of the School from straight Navigator to Navigator-Wireless, more operators would be needed and more space would have to be made available; consequently, one third of the back lean-to of No. 2 Hangar was renovated to meet the needs of the Radio Operations, and to provide an office for the Superintendent of Radio. Five operating positions were installed, together with a plotting map that was the envy of all who saw it. After the return of the female operators from the Radio College of Canada, eleven more were sent for training; in the meantime, five operators were loaned from No. 1. A.O.S. to cope with the expansion. about this time, Radio Operations boasted of a staff of 35 operators, all females with the exception of five. The second class of trainees returned from the Radio College towards the last of November, and for several months Operations worked smoothly. The Radio Superintendent, however, was not without his troubles, for having to cope with the whims and wishes of so large a number of the fair sex was, in itself, a tremendous job.

Due to the nature of training required for the students taking the Navigator-Wireless course, it was decided by the Airforce that they would replace the civilian radio operators with service personnel. It, therefore, followed that in February of 1944, Mr. Beck, our genial General Manager, announced to the radio operators that their job at No. 8 A.O.S. was finished, and they were being found positions at other schools. Needless to say, there were many damp eyes. Two weeks later, the Radio Operations were taken over by the R.C.A.F.

THE "WOGETTES"

Louise Goodwin, Marcelle Bender, Irene LeBlanc, Dawn Digby, Margorie Delaney, Yvonne McMaster.

ANCIENNE LORETTE

VILLAGE FOUNDED IN 1667

FONDÉE EN 1667

✦ In November, 1939, two months after war broke out, the military authorities of the Royal Canadian Air Force decided upon the parish of Notre-Dame de l'Annonciation de l'Ancienne Lorette, in the county of Quebec as the site for an Air Force base.

Ancienne Lorette is an important farming village, six miles from the city of Quebec, on the National Quebec-Montreal highway.

The parish is ten miles long, five miles wide and its regular terrain was an ideal location for an airport. The church with its two high steeples is an excellent guide for flyers in distress. This parish is one of the oldest of the Quebec diocese, and was founded by Father Chaumonot, S.J., to establish a Huron tribe from the Great Lakes. The people of Sault Ste. Marie, Ont., erected a monument which bears his name, to commemorate his visit when passing through, on his way to the Province of Quebec.

In 1667, he established the Hurons on the "fief St. Gabriel," today known as Ancienne Lorette. He gave the name of Notre-Dame de Lorette to the mission to fulfil a vow he had made in Lorette, Italy, situated near Ancome, where is kept the holy house of Nazareth.

In 1697, Monseigneur de St. Valier made a French parish of Lorette. The Hurons left Ancienne Lorette and established themselves eight miles farther north, forming another Lorette parish. The first one is now known as Ancienne Lorette. The second village was named Young Lorette, which the English called Indian Lorette or Loretteville. The parish of Ancienne Lorette preciously kept the archives since 1676. The actual church was built in 1907 by Canon O. Faucher. Visitors may admire the vault made of beautifully carved wood. The actual population is 4,500. There is but one industry, La Ganterie Canadienne. The present priest is the 26th, Father Emile Turmel, military chaplain attached to the Chaudiere Regiment, in Canada and in England. There are two curates, Fathers Georges Giguere and Rosaire Lahaye.

The choice of the parish of Notre-Dame de Lorette as an Observer School for our airmen seems providential since Notre-Dame de Lorette was recognized as the patron saint of flyers by a decree of the Pope Benoit XV, on March 24th, 1920: "Beatissimam Mariam Virginem, Laureta nam nuncupatant, omnium acronautarum praecipuam apud Deum Patronam suprema auctoritate sua declaravit et constituit." (Sacr. Cong. des Rites). "The Holy Father declares and establishes by his Supreme Authority the Blessed Virgin Mary called Notre-Dame de Lorette, the patron saint of all flyers."

The Air Observer School ceased to operate on March 31st, 1945. The people of Ancienne Lorette had received the airmen with pleasure. For five years our population had become accustomed to see, talk with and accommodate these flyers from all over the world. They will be remembered as congenial and courteous young men. We do not doubt that all these young men will keep an undying memory of Lorette, especially of the illuminated steeples and Madonna which guided them in their night flying. Many of these flyers have already given their lives for their country. May the Madonna of Lorette welcome them in Heaven.

NOTRE-DAME DE LORETTE PATRONNE DES AVIATEURS

✦ En novembre 1939, deux mois après la déclaration de la guerre, les autorités militaires de l'aviation jettent les yeux sur la paroisse de N.-D. de l'Annonciation de l'Ancienne-Lorette, dans le comté de Québec pour établir une base aérienne.

L'Ancienne-Lorette est une paroisse agricole importante, à six milles de la ville de Québec, sur la route nationale Québec-Montréal. Elle mesure 10 milles de long, cinq milles de large, et son terrain régulier est tout désigné pour un champ d'aviation.

L'Eglise avec deux flèches orgueilleusement élancée vers le Ciel, est un bon point de reconnaissance pour les aviateurs en détresse.

Cette paroisse est une des plus anciennes du diocèse de Québec, et a été fondée par le R.P. Chaumont, S.J., pour établir la tribu huronne venue des Grands Lacs. Les paroissiens du Sault Ste-Marie en Ontario ont signalé le passage de ce Père à Sault Ste-Marie en y élevant un monument commémoratif qui porte son nom.

En 1667 il établit les Hurons sur le fief St-Gabriel, aujourd'hui l'Ancienne Lorette. Il donne à cette mission le nom de N.-D. de Lorette pour réaliser un voeu qu'il avait fait à Lorette (Lorette) en Italie, ville située près d'Ancone. C'est dans cette ville que l'on retrouve aujourd'hui la sainte maison de Nazareth.

En 1697, Mgr de St-Valier fait de Lorette une paroisse française. Les Hurons quittent l'Ancienne Lorette et s'établissent huit milles plus haut et forment une autre paroisse de Lorette. La première paroisse porte aujourd'hui le nom de Ancienne-Lorette, la nouvelle: Jeune-Lorette, que les Anglais appellent: "Indian Lorette." La paroisse de l'Ancienne-Lorette conserve précieusement les archives paroissiales depuis 1676. L'église actuelle a été bâtie en 1907 par M. le Chan. O. Faucher. La voûte en bois sculpé fait l'admiration des visiteurs.

La population actuelle est de 4,500 âmes, il n'y a qu'une industrie la Ganterie Canadienne. Le curé actuel est le vingt-sixième curé, c'est M. l'abbé Emile Turmel, aumonier militaire attaché au Régiment de la Chaudière au Canada et en Angleterre. Il y a deux vicaires, les abbés Georges Giguère, et Rosaire Lahaye.

Le choix de la paroisse de N.-D. de Lorette, comme école d'observation pour nos aviateurs semble providentiel puisque N.-D. de Lorette a été reconnue comme la patronne des aviateurs par un décret du Pape Benoit XV, le 24 mars 1920:

"Beatissimam Mariam Virginem, Laureta nam nuncupatant, omnium acronautarum praccipuam apud Deum Patronam suprema auctoritate sua declaravit et constituit." (Sacr. Cong. des Rites).

"Le St-Père déclare et établit de son autorité suprême la Très Sainte Vierge Marie, surnommée N.-D. de Lorette, la principale patronne de tous les aviateurs auprès de Dieu."

L'école d'aviation ferme ses portes le 31 mars 1945. Les citoyens de l'Ancienne Lorette avaient accueilli avec joie les aviateurs. Pendant cinq ans, notre population s'était habituée à voir, à causer, à recevoir de ces aviateurs de toutes les races et de tous les pays. Ils ont laissé dans la localité un excellent souvenir de jeunes gens courtois et aimables.

Nous ne doutons pas que tous ces jeunes gens conservent de Lorette un souvenir impérissable, surtout les clochers illuminés et de la Madone radieuse qui les a toujours guidés dans leurs envolées de nuit.

Plusieurs de ces aviateurs ont déjà payé de leur vie leur dévouement à la patrie. Puisse la Madone de Lorette les accueillir au Ciel.

Mr. Beck cuts cake in the Women's Quarters.

FOR SPECULATION

✦ So gigantic have been all the operations, connected with World War II, that the mind has trouble grasping some of the figures that have been presented. If, in the next five years, progress is maintained at the level on which it has been for the last five years, a new basic for tabulation will have to be produced.

From September, 1941, to January, 1945, our pilots flew a total of 180,000 hours (64,151 hours at night), which, at a ground speed of 120 miles, represents a coverage of 21,780,000 miles, or 875 times around the equator. If one Anson was able to fly continuously, without stopping to refuel, it would take 20 years and eight months to put in this number of hours.

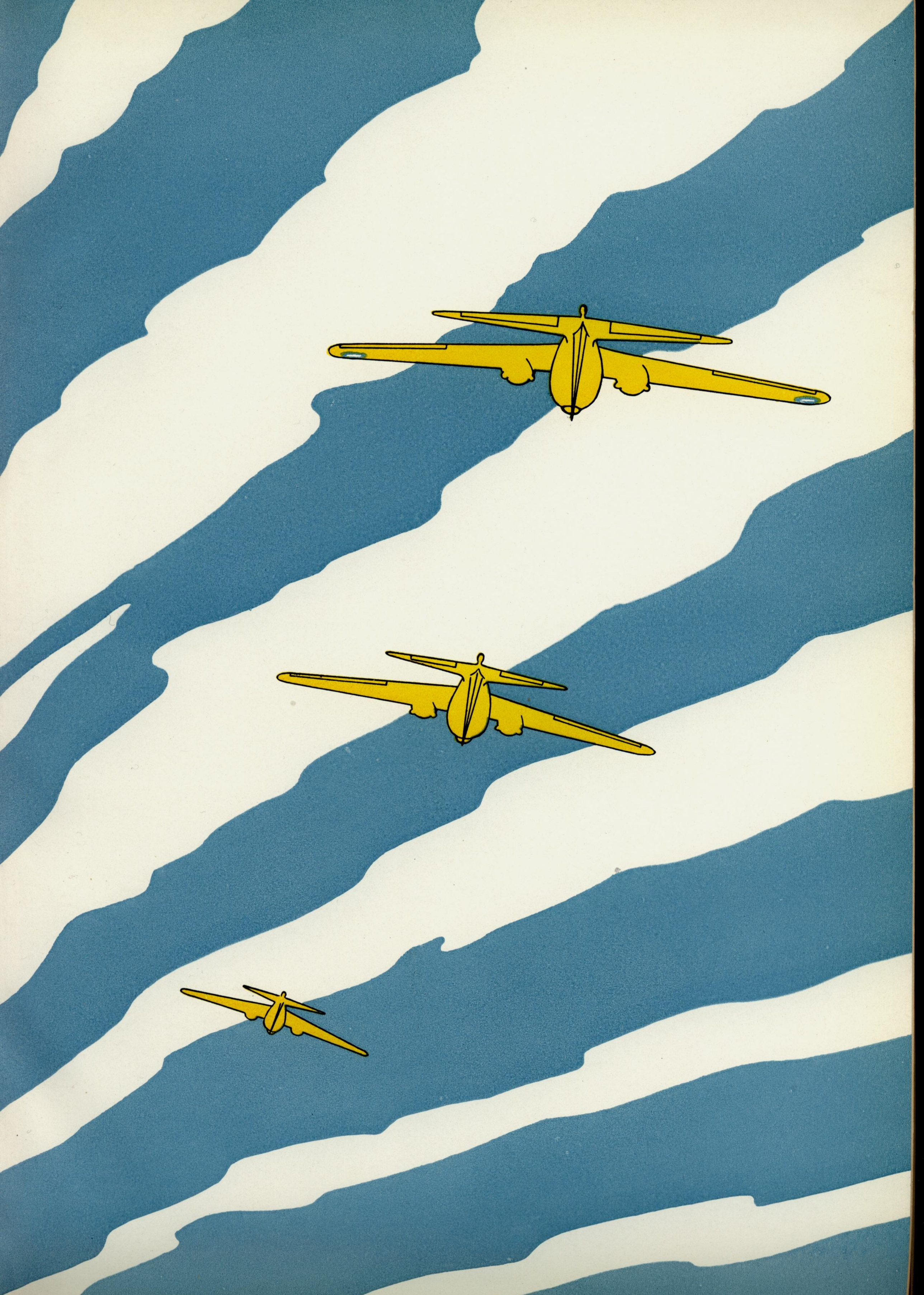
Enough gas for all of Canada's cars

5,040,000 gallons of gasoline and 81,000 gallons of oil is a lot of petroleum, in fact, it is 630 tank cars full. If all the tank cars were coupled together, it would make a train six and a half miles long. As the school has no railroad siding, all gas and oil was transported in trucks. With each truck holding 1,000 gallons, 5,121 single trips were made to this field for gasoline alone.

The ever popular five Turgeon sisters.

The first Victory Loan: F/O Bolton and S/L Archambault.

Pat Beck

"Should auld acquaintance be forgot"

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