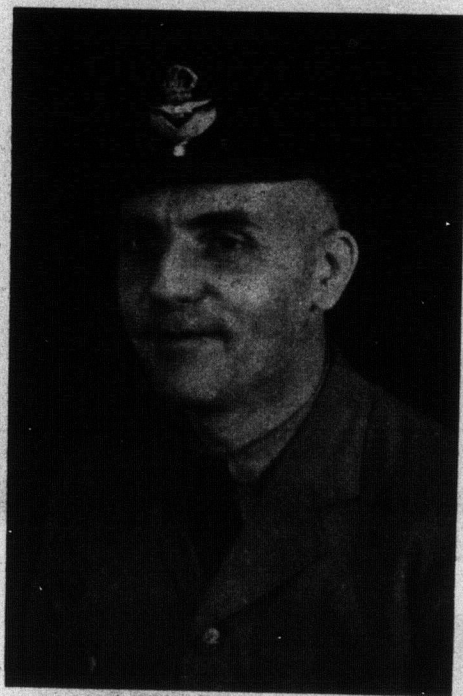


Education Officer



F/O R. G. KENDALL

Flying Officer R. G. Kendall. Born Toronto, Ontario, April 9, 1904. Attended Toronto Public Schools, Parkdale Collegiate Institute, Toronto Normal School, and the University of Toronto. Has taught school since 1924, the last thirteen years being spent as a critic teacher at the Normal Model School in Toronto, which was recently taken over by the R.C.A.F. to be the No. 6 I.T.S.

In his younger days played on championship baseball and rugby teams and is still a keen sports enthusiast. Also interested in literary work, having recently completed a text-book which has been published by the Canadian Legion War Services Inc. Committee on Education and has been adopted as a text book by the R.C.A.F.

By direct entry from civil life, entered the R.C.A.F. on Aug. 22, 1941, at No. 1 Manning Depot, Toronto. After completing the course for Link Trainer Instructor at No. 1 I.T.S., Eglinton, he was posted to Borden in that capacity on Oct. 6, 1941.

After six months as a Link Instructor, he was selected for his present post of Unit Education Officer, whose duties are to provide as many and as varied educational facilities as are required by the personnel on the station.

For airmen anxious to re-muster to aircrew, there are courses to bring them up to the academic level of matriculation in Mathematics, English and Science; for potential pilots there are Refresher Courses in Mathematics and Progress of the War; for airwomen there are night classes in typewriting and shorthand, and for the service man looking forward to the days after the war, or anxious to improve his technical knowledge of his job, there are over fifty correspondence courses in such useful and varied subjects as Music, Poultry Raising, Mechanical Drawing, Diesel Engineering, Practical Trigonometry, all distributed free by the Canadian Legion War Services Committee on Education, through the Unit Education Officer.

BITS FROM TRAINING WING

METEOROLOGY SECTION

The Camp Borden Meteorological office under two civilians, W. J. Green, M.Sc., and R. B. Munro, B.A., (Hon.) of the Department of Transport and Meteorological Service of Canada, is only one of the many offices opened under the J.A.T.P. The function of this office is to issue forecasts and weather information in this area to service personnel as well as giving instruction in Meteorology to student pilots in training. The office is technically responsible to Dr. Patterson, controller of Meteorological Services in Canada. The establishment also calls for four airmen, who, under Cpl. Paget, maintain a series of shifts covering a 24-hour day.

Regardless of whether there is actual flying at the station, observations are reported hourly to other stations. A teletype is hooked up with the Department of Transport teletype system, which collects weather reports across Canada as well as throughout the United States. Weather maps of the North American continent are drawn up and displayed every six hours and in this way the pressure systems are watched very closely, especially those in this immediate area.

A constant check is made by senior service personnel to ensure that aircraft are not sent upstairs in inclement weather conditions. Twice daily recordings are made of upper wind direction and velocity, by the use of balloons filled with hydrogen. These findings are used by pilots to plot their course on various cross country flights. The teletype is also used to gather daily reports on field conditions at other airports, to give notices to airmen concerning radio range, etc., as well as the filing of individual flight plans covering aircraft movements.

The importance of meteorology as applied to modern warfare is somewhat underestimated. In planning operations, weather conditions are often an overriding factor, dictating what can or cannot be undertaken with a reasonable chance of success. In the planning of bombing raids some of the following points must be considered: moon phase, cloud heights and amounts, weather expected, visibility, sea level pressure at the target (to correct altimeter readings), upper winds and icing conditions. All the foregoing facts must be duly considered to plan each and every operational flight.

In a recent press item with reference to the success of mass bombing attacks over Germany the following statement is made: quote, "The big man in the whole sector is oddly enough not H—, the Commander, but an unidentified, unhonoured weather man, known to the R.A.F. as the Chief Meteorological Officer, for none of H—'s commands can be flashed to the bomber group until "Met" has decided that the weather conditions both in England and Germany are suitable."

Bearing the above in mind, the proper authorities have seen to it that a most comprehensive study of meteorology has been inaugurated in conjunction with the Air Training Plan.

TIME OFFICE CHEESE BITS

With Training Wing being the feature for this month, we feel it is only right we should write a column, introducing the time office and its staff. First of all we will give in detail a little about the personnel.

Cpl. V. J. Bennett, N.C.O. i/c. He claims Montreal for his home town. Employed at timekeeping in Borden for the past 23 months. In civil life an employee of the Canadian National Telegraphs. (Better known to all as Benny).

LAC J. Shea. Born and educated in To-

ronto, where he spent the greater part of his life. At the time of enlistment he was with Powell Rouyn Mines, Noranda, Que. ("Short Pants Shea," so short the seat of his pants seems to be always dragging).

LAC J. Frith. Also from Toronto. Previous to enlisting was employed with Colgate Palmolive Peet Co. Ltd. (Frequently referred to as Donald Duck the Office Quack—does a very good imitation).

LAC S. I. MacPherson. Home town, Smiths Falls, Ont. (Known as Drug Store Cowboy, because of his weight and drawl).

AWI Robinson, L. Montreal, Que. Before enlisting was employed with Northern Electric as telephone inspector. Slap Happy Lil. (Finds it so hard to catch trains back to camp after a 48. Could the burlesque show have something to do with it, Lil?)

AWI Dewsbury. Born in Humber Bay, but raised in Niagara Falls, Ont. At the time of enlistment was working with Canadian Cellucotton. (Frequently referred to as Granny). Quite a ball player in her own right. Granny, have all the aches and pains disappeared yet after that big practice the other night? We hope so.

AWI Quesnelle, G. A. Born in Midland, later moving to Toronto. At the time of enlistment was with White & Sons, Ltd. (Always has swimming on her mind lately—wonder why?)

AWI Silmsier, R. Cornwall, Ont. At the time of enlistment employed with Canada Cottons, Ltd. (Known as "rooster" because of her early rising in the a.m.).

If I survive after what I have written about the staff between the time this issue reaches you and the next one, you'll be hearing from me again.

In the next issue we hope to tell you a little about our work. So, for now, I say Cheerio to you all. BENNY.

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F/O Bill Holmes . . . Our congenial newlied . . . also our night fog-flying expert. . . . One of the old school general list boys at Camp Borden . . . Famous quotation . . . "You can see your pilot head . . . why isn't the solo flag up?"

F/O Johnny "Sea Level" Armstrong (alias the Butcher) V.C. (Victim of Circumstance) . . . The lad with the cowed look. Famous quotation . . . "I don't see how I can be so wrong . . . so often" . . .

F/O George Vipond . . . Our "Browned Off" Instructor . . . Ask him about his wrestling experiences . . . Famous quotation . . . "Je suis Francais, le nom est pronounce Vipone???"

F/O Julian Cyril VanHuyse . . . Dawn Flight's Casanova . . . who "ultimately" gets down to the flight each day . . . Side-panel VanHuyse . . . Famous quotation . . . "I thought you had control" . . .

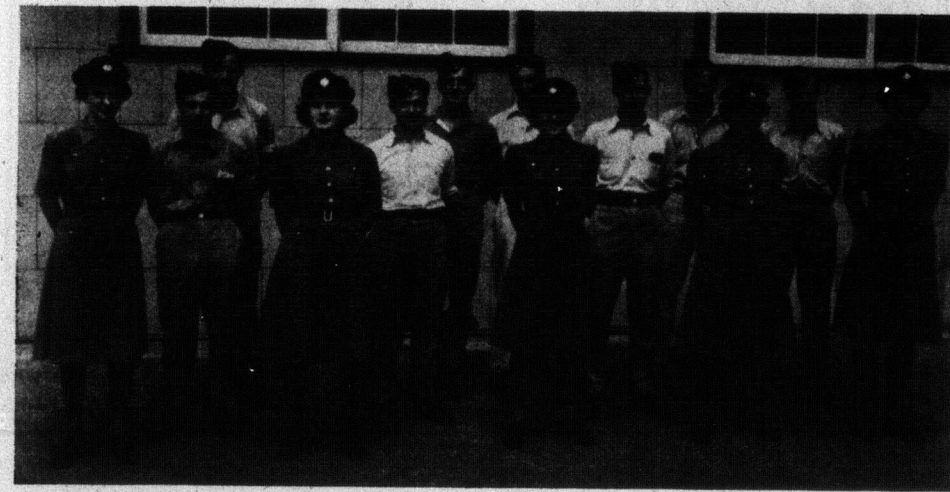
F/O Edward Theodore Gardner . . . The only known instructor to fly in his sleep . . . more than once . . . Hasn't been in hot water yet . . . but then he's married and thusly subdued???. . . Famous quote . . . "I'm beat" . . .

F/O Jim Forrester . . . Our Protege . . . Jim's pretty quiet, but he hasn't been at Borden long and time alone will tell . . . Famous quote . . . "Chee, I can't land these B . . . Yales???" (Who can?)

WO2 Murray Rice . . . Dawn Flight's veteran . . . Blames his constant companion (a rabbit foot) for his 1000 hours accidentless record . . . Famous quote . . . "I won't bounce on the next one."

WO2 Hal Davison . . . Our big blond mass of muscle???. . . Calling Umbra, Calling Umbra . . . Where in blazes is Borden . . . Over (ditch) . . . Famous quote . . . "Well, my mother always told me to fly low and slow and not to forget to throttle back on the turns" . . .

TRAINING WING CLERICAL STAFF



FRONT ROW—AWI Dewsbury, AWI Silmsier, Cpl. Hadfield, AWI Quesnelle, AWI Lucas.
CENTRE ROW—LAC Baker, F/Sgt. White, Cpl. Bennett, Sgt. Helliker.
LAST ROW—Cpl. Paget, LAC Frith, LAC Moreland, AC1 Shantz.

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