

The following is an extract from a former trainee at No.5, and who was posted as a Navigator.

"As you may know, my course (#67) is the first to spend 20 weeks at A.O.S., against the old 16 weeks. I don't think anything has been added to the course except we have to put in a lot of hours in a synthetic trainer. (I don't know the number of hours but I suppose it represents four weeks work.) The trainer is very good practice - the sessions last about three hours, and attempt to correspond with actual flights. The navigators work like hell and turn in a log at the end of the trip. This is marked in the same way as the logs on the air trips. There isn't space here to describe how it works but your navigation officers have most likely heard all about it.

We get lots of class room stuff of course and plunged into Astro Navigation right away. This is the only part of the course that presents any difficulty yet. Magnetism maps, instruments, photography, reconnaissance, signals, air/rec., have all to be passed but the subject of course is D. R. Navigation. We get exams in the 4th, 10th, and 14th week and then the finals and they can wash out anyone on any of the exams. The last week exams, I think are the deciders.

Flying is the most important part of the course - I've got almost 90 hours in now so should get 110 before I've finished, but you can graduate with a minimum of 95 I think. When I started on the course I was second navigator for the first 8 weeks. In other words I worked out various exercises but had no responsibility for getting the ship there and back. After 8 weeks I became 1st navigator. I had the job of setting all the courses for the pilot to fly. It's the period as second navigator that the fellows get discouraged. You sit on the tip at the back of the aircraft and don't know what is going on - the planes are unheated and a breeze from the back window nearly blows you away, so you can imagine it was not very pleasant in January. At first though you have a comfy table and are somebody, and it makes all the difference. I really like it now but for a time back in Feb. I thought it was terrible. We get a lot of night flying too and have to practice Astro which I think is the hardest part of the course.

I don't know whether I've put it over as I wanted - it's a hard job but when achieved there is a lot of satisfaction from the thought that you know how to get from one place to another and without a doubt are a person of importance. Anyone can get through the course if they are not excitable and can work hard and steady. It doesn't call for a lot of brains but does require steadiness and coolness and a desire to work.

I hope to graduate on May 28th and am looking forward to the day - don't know where we will take O.T.U. - hope it is in England.

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MOTIVATION (Concl'd)

What can be done to remedy the poor motivation found in some students? It is fortunate that his motivation can be strengthened, and one of the chief factors in building up this motivation may be found in the church, which has evolved elaborate ways of strengthening the motives of its adherents. Each member of aircrew must feel that he is part of a powerful organization which has been built up to fight against the frightful evils of tyrannous nations. Unless the airman upholds his position in the team, it cannot win.

It is therefore imperative that each man who has volunteered to become a member of aircrew should look to himself to see whether he is prepared to give the maximum to complete successfully the job which we have set out to do. If he is not prepared to uphold his place in the team, it would be better that he quit at the start, so that there is no danger of the team being let down. The answer as to whether a trainee will fill his place in the team can only be found in his own conscience, so, give yourself an honest answer.

W/C. A.J. Snetsinger E.D.



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DRILL COMPETITION

The Station Band is in need of new recruits. Trumpeters are especially desired. A Band Instructor from Command will be here to give special tuition to all new men, commencing June 1st. Men from Headquarters are urged to turn out. Get in touch with Cpl. Hart, P.T.I., in the Drill Hall, or F/O. Skoog of #2 Sq. to find out about the special privileges granted to all volunteer bandmen. Here is an opportunity in the service to blow your own horn. Experience is not necessary. Remember expert instruction will be provided. How about you coming out?

Well done 10 flight! Less than two weeks on the station, trained by Sgt. Nicco, and led by Cpl. Chatterton of South Africa 10 flight put on a grand show to cop the laurels in the drill competition last night. F/O. Benner's, despite a steady drizzle, put on a good performance, but not quite good enough to win.

Next week it is Flight 11 vs Flight 24. Following contests must be played before June 5. Softball 10vs22;23vs24;11vs12. Volleyball:21-23;11-26;24-25;10-12. Floor Hockey:10-12;23-21;25-24;11-26. Basketball:11-24;12-26;25-10.

Lets go Complete the schedule.