

Life at Edenvale

A class of student pilots prepares to move along to the final leg of a lengthy and arduous course, which each member of the class hopes will lead to his presentation with a set of Air Force wings, the coveted insignia of a graduate pilot. The particular class concerned in this article is Course 58 at No. 1 S.F.T.S., Camp Borden, but is typical of any class of student pilots at a Service Flying Training School in Canada. These young men are making preparations to be transferred for the final month's training at Edenvale, Camp Borden's Advanced Training Unit. All are feeling greatly relieved, since Ground School examinations have been completed and, in most cases, flying tests are also behind them. In these circumstances, one can expect a keen anticipation of the new and more complete training provided at Edenvale. This is decidedly the case as one will note from the conversations carried on by these lads.

The reader may wonder where Edenvale is situated as it is probably not marked on the ordinary map. It is almost directly north of Camp Borden, a distance of twelve miles by air and quite close to the southern shore of Georgian Bay.

The student's first impression of Edenvale is of its isolation from the more popular areas to which he has been accustomed. However, he resigns himself to his lot, realizing that in actual operations against the enemy he can hardly expect to be stationed in the immediate vicinity of the gay city life. He also assures himself that while foregoing outside pleasures throughout the week he will make the most of his weekends off.

On his arrival at Edenvale the student finds that part of the class will be living in tents. Here again, is a similarity to conditions which he may encounter on operations where the comforts and luxuries to which he may have been accustomed in civilian life are more or less non-existent. The tents, however, are only in use temporarily and, during the winter months, the students will be billeted in barracks.

Now let us endeavour to ascertain what type of training is undergone at Edenvale. The student has, of course, been taught all the fundamentals of flying in both elementary and advanced aircraft before he is considered ready for advanced training. With this knowledge, it can be correctly assumed that the Advanced Training Unit provides the necessary link between termination of the students' instruction in the proper handling of an aircraft, both in the air and on the ground and actual participation by him, as a graduate pilot in aerial warfare.

The class, having arrived and more or less settled, is marched to the hangar and is addressed in the Operations Room by the O.C. of the Unit or his representative. Here is a significant term, Operations Room, or Ops Room, as it is referred to normally. The class is given a clear and concise explanation of duties and responsibilities and particular stress is laid upon the greater opportunity for the individual to use his initiative at this station. The student now feels he is to assume greater responsibilities.

The similarity of the work undertaken at A.T.U. to that at an operational aerodrome overseas can best be illustrated by a brief description of the flying exercises. On arrival at the hangar before both morning and afternoon flying, each student must look at the operations board to see whether he is listed for operational work. If so, he prepares for his flight at the time stated regardless of any previous assignment he may

have had. Operations take precedence over all other work at A.T.U.

The list of daytime operations carried out contains the following: Bombing Run, Reconnaissance, Formation Cross Country and Sealed Orders. In the first two, the student flies with an instructor and in the last two with a fellow student. In each case, however, the student plots all courses and does all the piloting or navigating, as the case may be.

The Bombing Run usually consists of setting course at a certain height over the aerodrome, climbing on track to the height at which the flight is to be made and commencing a let-down so that a definite height will be reached over the target. This is all carried out as blind or instrument flying, and invariably the student finds himself at or very near the target at his estimated time of arrival. Now, flying by contact, he pinpoints his way to the target. Then comes the interesting part, the feigned bombing. The instructor demonstrates the manner in which the bombing should be carried out. On completion of the bombing, the student flies by instrument back to Edenvale. Probably on return he will tell his fellow students that there is no need for any of them to bomb the bridge at Freeport as he has just destroyed it completely.

The Reconnaissance also consists of flying by instruments from Edenvale to the recco point, as it is called. Then, having identified the place, the pilot patrols a track over the ground, flying by contact. After so many minutes of patrol, he is to pinpoint himself and estimate as closely as possible, the course and distance to Edenvale and the time of arrival. The estimated course is then flown entirely by means of instruments.

Now we come to the operations which are carried out by students only, of which the most interesting seem to be the formation cross-country flights. Three aircraft take part in this operation, each containing a pilot and a navigator. The pilot is captain of the aircraft and is responsible for its safe return to base, but is dependent upon the navigator for a great deal of assistance. The three aircraft take off separately and meet at a specified point possibly ten miles from the aerodrome. Here they form up, one having previously been designated leader. Formation flying is carried out to another point approximately fifty miles from the first. On arrival at the latter place, the formation breaks up on signal from the leader, and each aircraft flies to a different recco point, where within ten minutes, the navigator must draw a map of the town in detail, especially noting all points which would prove valuable to operational headquarters. This done, each pilot sets course for a rendezvous which is usually at least eighty or ninety miles distant, and having met there the three aircraft fly formation back to base. The surprising part to all students concerned is that, as a general rule, all arrive at the rendezvous within one minute or less of one another.

Lastly, the sealed order flight entails the flying by pilot and navigator to a town and, on their arrival, the pilot hands the navigator sealed orders which have been prepared by the Operations Officer. These orders are to be followed to the letter, and, usually include reconnaissance of a town, flying a track by means of a course which the navigator plots in the air. At the end of a certain number of minutes' flight along

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The Primate's Visit to the Fleet

The Archbishop of Canterbury, Dr. William Temple, recently paid a formal visit to the Home Fleet. This is believed to be the first time that the Primate of All England has visited the Fleet in wartime.

Dr. Temple made the visit at the invitation of Admiral Sir John C. Tovey, Commander-in-Chief of the Home Fleet. He was accompanied by the Chaplain of the Fleet, the Ven. Archdeacon Thomas Crick, and by his own chaplain. A destroyer was sent to a Northern port to take the Archbishop to the Fleet anchorage, and he was met at the quay by the Captain of the Fleet, Captain E. D. B. McCarthy.

The sun was shining through broken clouds as the destroyer left the harbour, and outside a high wind had raised a heavy swell. During the trip the Archbishop walked around the deck and talked and joked with the sailors.

When the Commander-in-Chief's barge took the Archbishop from the destroyer to the Flagship, the Commander-in-Chief and the Commanding Officer of the Flagship, Captain P. J. Mack, were waiting at the head of the battleship's gangway to greet him.

On Saturday evening the Archbishop was entertained to dinner by the Com-

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the track, the pilot sets a course given him by the navigator for base. The navigator has also estimated a time of arrival and both he and the pilot pinpoint and mapread, besides keeping a log enroute.

The ultimate result of these operations is a definite understanding by the student of what is to be expected of him Overseas. They also give the student confidence in himself and his fellow-student. Much of inestimable value is learned in map-reading and pinpointing and best of all, the student learns to rely on his instruments. Flying by the seat of one's pants, as the saying goes, has become obsolete in this war.

Another benefit derived from A.T.U. is the manner in which all operations are carried out to schedule. The Operations Officer is in and about the Operations Room at all times, urging students to complete their plotting, so that the aircraft may be off the ground at the time stated on the board. He also has his "rumble book" which contains the list of fines for neglect, that may cause a delay in the schedules.

Thus far, nothing has been said of advanced formation flying, night cross-country lights, mutual instrument instruction (one student acting as safety pilot for another), the use of radio telephony, air to air and air-to-ground firing and actual bombing. All these form part of the training syllabus at A.T.U.

On the less interesting side, the student has certain fatigues to perform. These often seem very undesirable at the time, but are helpful and essential at a small station and are not entirely lacking in benefit to the student himself.

Now enough of the activities at Edenvale aerodrome. The course is drawing to a close, and the student can think of but one thing, the Wings Parade, with the subsequent leave. Of course, he is interested in his posting, but of paramount importance is the set of wings for which he has been striving for a year. Wish him success for he has worked hard to attain the position in which he can perform duties of great value for his country.

mander-in-Chief. His programme for Sunday began with a service on board the Flagship immediately after breakfast. Awnings had been rigged on the catapult deck, turning it into a huge marquee.

Inside it was draped with flags. With more than 1,000 of the ship's company present it was packed to capacity. The service, which was conducted by the ship's Chaplain, the Rev. J. C. Waters, began with hymns to the accompaniment of the Royal Marines band, and prayers. Then the Archbishop preached a sermon. In a quiet conversational tone, which instantly got the attention of every man, he explained the meaning and value of prayer.

During the service the ship's black and white cat found its way into the marquee. It jumped on the seat next to the Archbishop, who stroked it, and for the rest of the service the cat sat quietly at his feet.

Immediately after this service, the Archbishop was taken ashore by boat, where he preached a second sermon at another service held in a canteen building, which was attended by officers and men of other ships in the Home Fleet and the local command.

After lunch, Captain Mack showed the Archbishop round the ship. They climbed in and out of the gun turrets and visited the bridge and fighting top. After his tour Dr. Temple said: "I am not at all mechanically minded. It was all black magic to me, but very wonderful black magic."

During the afternoon, 15 Chaplains from ships of the Fleet visited the Flagship for a conference with the Archbishop, and for more than two hours they discussed the problems of their work.

In the evening the Archbishop attended



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a service on board a destroyer depot ship and delivered his third sermon of the day.

Next morning he left the Home Fleet in a destroyer, having stayed with them from Saturday to Monday. Just before he left he said that he was very impressed with the sincerity of the ships' companies at Divine Service. "Their sincerity was fresh and real," he said.

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