

recruiting officials of his ability to do a man's job and they sanctioned his enlistment in the 164th Battalion. He became Company Sergeant Major at the ripe age of 16. In 1917 he celebrated his 19th birthday while enroute overseas and in the fall of that same year he transferred to what was then the Royal Flying Corps and served with No. 201 Camel Squadron in France.

In the years following the war Wing Commander Macpherson maintained his interest in aviation and held Canada's No. 12 Commercial Pilot's license. In the fall of 1936 he became interested in No. 120 (BB) Auxiliary Squadron then being formed at Regina where he was vice-president and Saskatchewan Training Agency and he joined with the rank of Flight Lieutenant and trained in his spare time.

At the outbreak of the present war he was called up for full time duty and was posted to Jericho Beach, Vancouver. On March 25th, 1941, after serving at various stations in varying capacities he was posted to No. 1 I.T.S., Toronto, as Commanding Officer and subsequently was Commanding Officer at No. 4 I.T.S., Regina until being posted to No. 1 I.T.S. in Edmonton last year.

much depends on the individual. In each student's mind to be free from worry and trouble. The Padre's task then is to act as an advisor and a consultant in the many difficulties of human life. The type of problem is varied indeed. They range from spiritual troubles to the depths of human misery and suffering. In every case the Padre with the aid of the Divine Spirit does his best to help those in difficulty. Often the results are remarkable and a man is able to go on with his course with a clear mind freed from worry.

Then there are the telegrams bearing bad news—the visits to bereaved homes of service personnel—the message of Holy consolation to be delivered—the clearing up of doubts and uncertainties where possible. There is too a happy side—station activities—the ball games, the dances, the sports meetings visits to happy parents whose missing son has turned up. All these things are in the day's work. The Chaplain Service is a full ministry to service personnel from the cradle to the grave. An airman may have his child baptized, he may come to be married, and when his work is done, the Padre lays him to rest.

The Chaplain tries to be the friend of all of those who need his services, of those who are in danger, spiritual or physical. His is a great task. Will you pray for the Chaplain Service?

training they are then selected for the particular job in aircrew for which they are considered most qualified.

There is no distinction made as to the relative importance of an Air Gunner, Navigator or Pilot. Every position in Aircrew is of equal importance—it is team work that has gained the Royal Canadian Air Force its enviable record in the air—and team work above all else is stressed in initial training. The pilot of an aircraft, the navigator, wireless operator, air bomber, flight engineer and air gunner must be a co-ordinated team—each man fully conversant with his job and fully reliant on each other as to their aircrew duties and abilities. For this reason a most careful system of selection is used because confidence in each other's ability to perform his allotted tasks is the basis of successful aircrew.

One of the first assignments a trainee receives on arrival at I.T.S. is the filling out of what is known as a Personal History Sheet. This is quite a lengthy series of questions to obtain information relative to the trainee's educational, cultural and family background. Also his marital status, religious tendencies, childhood history and other facts pertinent to the individual. When this form has been completed it is then supplemented by personal interviews. During his first two weeks on course the student is interviewed by his Flight Commander who completes an Initial Interview form on which is recorded the Flight Commander's first impression and the trainee's preference in aircrew duties. At I.T.S. he has a choice of Pilot, Navigator, Bomber, Navigator, Bomber, Wireless Operator, Air Gunner, Flight Engineer or Air Gunner. He is made to realize and fully understand that he must be willing to accept whatever category in aircrew that the Selection Board may

students who have made Pilot as their first choice request that it be changed to navigator after two or three weeks on course. In nearly all cases it is because they find navigation one of the most interesting subjects on the syllabus.

The Medical Selection Board gives each trainee a thorough physical check-up the first few days they are on course. Here many of the trainees emerge with restricted categories. That is they may be limited to certain positions in aircrew owing to eye defects, weight, height or other reasons. An airman may be restricted from being an airgunner due to the fact that he is considered too large to efficiently operate a gun turret or fails to pass his Night Vision Test. Some are washed-out completely from aircrew duties by their inability to withstand the Low Pressure Chamber Test. However, early on their course the Flight Commander receives a report of the medical categories of his men and from then on it is a matter of getting to know each individual. He is carefully watched by his instructor, Squadron Commander, N.C.O. and

held at the completion of his course. The Board consists of the Commanding Officer, the President of the Medical Selection Board, the Chief Ground Instructor, Chief Navigation Instructor, the Squadron Commander and the Flight Commander. Each individual is discussed and his qualifications examined in detail before he is assigned to a place in aircrew.

Not all selections meet with the approval of the trainee and in many cases he is allowed before the Board to plead his case. However there are bound to be disappointments but after two or three days these miraculously disappear as the airman sets out for further training determined to be "tops" in whatever career of aircrew he is now launched.

period each day from Monday to Friday of Duty Fitness. This period is planned to follow a pattern—10 minutes for "warming up"—10 minutes for conditioning drills—20 minutes for games which involve mostly running and bodily contact and 20 minutes to shower and change.

In order to determine the degree of physical fitness which has been attained by each airman, the Harvard Step Test was adopted by the R.C.A.F. This test, like other physical fitness tests, is not infallible. Nevertheless it is a simple test and in the great majority of cases it gives a clear picture of an individual's physical condition. A bench, 20 inches high, 18 inches across, a stop watch and a metronome are necessary for the test which is supervised by a Medical Officer. On a signal from the supervisor, the airman being tested step up on to and down off the bench at the rate of thirty times a minute for five minutes or one hundred and fifty times. On completion he is given a one minute rest and a half minute pulse reading is then taken. Then he has two more half minute pulse readings following each. The pulse readings are added together and by means of a correlated table, mathematically established, a percentage score of physical fitness is established. Every airman must attain a certain score on this test before he leaves I.T.S. If he fails in the first test which is given in the seventh week of his course, he is given special attention and extra periods of duty fitness until he can successfully pass the test.

As a tribute to the N.C.O.s, in charge of the Duty Fitness program at No. 4 I.T.S. it might be pointed out that the percentage of failures on the first test ranges between one and four per cent.



The Low Pressure Chamber in action. In this device trainees are taken to various altitudes and their reactions carefully noted. The low pressure chamber duplicates conditions that would be encountered in actual flight.



The above picture of one of the classrooms at No. 4 I.T.S. graphically illustrates the method of visual instruction used in teaching of Theory of Flight and Engines. In the picture can be seen a mounted airplane engine which is cut away at various points to show clearly the actual working parts.

68 Graduates of No. 4 I.T.S. Receive Awards

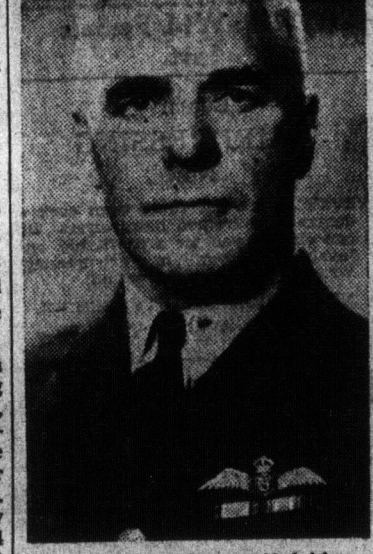
Bringing honor to themselves and to their Initial Training School is the impressive list of No. 4 I.T.S. graduates who have distinguished themselves in action against the enemy.

The list of these gallant airmen includes 45 Distinguished Flying Crosses and one Bar to the D.F.C., sixteen Distinguished Flying Medals, two Air Force Crosses, one British Empire Medal and four have been Mentioned in Dispatches. Considering the comparatively short time that graduates of No. 4 I.T.S. have been in action the list is a notable document indicating the high degree of courage and flying ability possessed by our Canadian members of aircrew.

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Group Captain J. A. Hutchison, O.B.E., first Commanding Officer and organization officer of No. 4 Initial Training School.

## 'Props' Parade Feature of Graduation Exercises

While it naturally cannot compete in importance with a Wings parade, the "Props" parade held as a feature of graduation exercises at No. 4 I.T.S., nevertheless does give recognition to the young members of aircrew who have successfully completed their first hurdle.

Props parades were instituted by Wing Commander E. G. Macpherson when he was commanding officer of No. 2 I.T.S. in Regina and he made them a regular feature of the graduating exercises at No. 4 I.T.S. For this ceremony aircrew are formed up in a hollow square on the parade ground with the graduating flights facing the ensign. Following the congratulatory remarks on the P.A. system, the graduates file past and receive their "props" and a warm hand-clasp from the Commanding Officer.

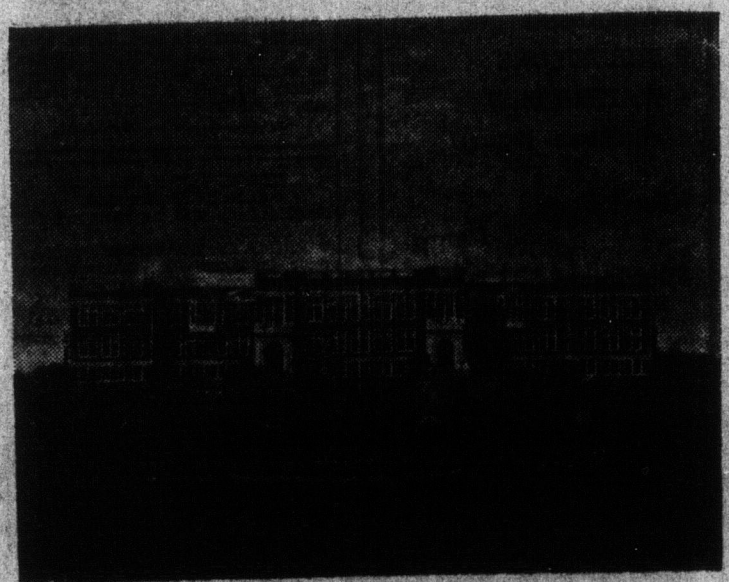
An honor student is named from each course and an award, usually a gold identification bracelet, is made to him on the parade. At the conclusion of the presentations, the training squadrons form up as a wing in line facing the ensign and the Commanding Officer takes the salute as the graduating flights march past.

This form of giving recognition to graduates at Initial Training Schools is considered a real inspiration for personnel of junior courses. At No. 4 I.T.S. many distinguished American Air Force officials, Army Officers and visiting Royal Canadian Air Force staff officers have made the presentation of props to the graduates.

# THIRD ANNIVERSARY CELEBRATION

- The Following Firms Extend Good Wishes To No. 4 I.T.S.
- Alberta Master Bakers Assoc. Inc.
  - Arctic Ice Co., Ltd.
  - Henry Birks & Sons (Western) Ltd.
  - Burns & Co., Limited
  - City of Edmonton
  - Credit Arcade Ltd.
  - T. Eaton Co. (Western) Ltd.
  - Electrical Industries Ltd.
  - Government of Alberta
  - Hudson's Bay Company

## No. 4 I.T.S.



## R.C.A.F.

### 16-TEAM FASTBALL TOURNAMENT

NO ADMISSION CHARGE (Four Games in Progress at Once) EVERYBODY WELCOME

**12:30 p.m.—Wednesday, June 21—Varsity Stadium**

• • ADDED ENTERTAINMENT • •

AIR COMMANDO OBSTACLE RACE GREASED PIG CONTEST BALL THROWING AND BATTING

BASE RUNNING RACES REFRESHMENT BOOTH OPEN

—The Band of No. 4 I.T.S. Will Be in Attendance—

- The Following Firms Extend Good Wishes To No. 4 I.T.S.
- Hamly Press Ltd.
  - Hancock - Jones Lumber Co., Ltd.
  - Bert Knowles, Jeweller
  - Motor Car Supply Co., Ltd.
  - McDermid's Studios Ltd.
  - Northern Alberta Dairy Pool Ltd.
  - Palm Dairies Ltd.
  - Sunland Biscuit Co., Ltd.
  - Zeller's (Alberta) Ltd.