

EXCERPTS FROM BARRIE EXAMINER

RCAF PILOTS BEGIN REFRESHER COURSE AT CAMP BORDEN

The RCAF Station at Camp Borden is continuing to operate, since the last pilots of the British Commonwealth Joint Air Training Plan were graduated on Thursday last.

On Monday of this week a large group of RCAF instructors and staff pilots commenced a "refresher" course, including all phases of ground work, navigation and flying. The Station is carrying on with the same administrative, flying and engineering staff as before. They will be just as busy as they were with the successive classes of Air Training Plan students.

Acting Commanding Officer of the Station is Wing Commander W. A. Hasenpflug of Toronto.

A

APRIL 5

M.A.H.

PILOT KILLED IN SUNNIDALE CRASH ON ROUTINE FLIGHT

A funeral party from the RCAF Station, Camp Borden, on Sunday evening escorted the remains of Warrant Officer Class Two J. A. Rondeau from the Lloyd & Steckley Funeral Home to Barrie CNE Station. The body was sent to Montreal for interment.

WO2 Rondeau was instantly killed in the crash of a Harvard single-engine training aircraft in a field off Highway 26 near Sunnidale Corners about 10.30 a.m. last Saturday. He was flying solo on a routine training flight. His home was in Montreal and he had been at Camp Borden for only a week taking a refresher course.

Officials at Camp Borden stated that the cause of the accident had not been determined. A court of inquiry is being assembled.

B

APRIL 12

WO CARLING-KELLY BACK IN CANADA FROM POW CAMP

Wing Commander Carling-Kelly, former commanding officer No. 1 SFTS, RCAF, Camp Borden, arrived in Canada this week after having been recently released from a prisoner of war camp in Germany. The following story was written by a Toronto Telegram reporter about the former Camp Borden commanding officer.

It was near Stuttgart on Jan. 28 that the former commanding officer of the RCAF Thunderbird Squadron was shot down, while suffering a wound in the left shoulder he received from a German cannon shell while piloting his Halifax. Wing-Cmdr. Carling-Kelly was taken to Wetzlar, Dulag Luft, near Celssen, and kept there until the Germans ordered the prisoners to make a forced march into the interior as the Allied armies approached.

Along with 82 other prisoners, the air force officer marched out of the camp bound for Nuremberg. Enroute, the doctor in charge of prisoners said the Canadian wing commander and six others could not continue the pace. The seven men were left in a schoolhouse where the Americans found them a short time later.

D

APRIL 26

FO J. MATTHEWS DESCRIBES BIG RAID ON BERLIN

Flying Officer Jack Matthews, veteran of 45 bombing trips, including the first big 2,000-pound bomb raid on Berlin, addressed three Barrie industrial groups last week, urging support of the 8th Victory Loan.



The first plant rally was in the CNR shops at Alandale Thursday afternoon. The youthful airman briefly related experiences from his first training until the present time. After the initial training in Canada, FO Matthews went overseas and was given a month's commando course for toughening up. Then there was further air training and familiarization flights.

According to FO Matthews, one of the most interesting features of preparing for a tour of operations was the method of making up crews. The airmen are ushered into a large room, 20 pilots, 20 navigators, 20 wireless operators, 40 air gunners, etc. They all mingle about among each other and get acquainted and gradually little groups get together to make up a crew. This usually takes half a day.

Preparing for a bombing raid is a busy time. First, there is the briefing. A senior officer points out on a map the precise target and the route to the target. If it is a particularly heavily fortified area there are groans and moans from the crew, but the officer doing the briefing usually has a good joke or story ready.

After the briefing, comes the "met" report. Very particular attention is paid to this, the height of the clouds and where they are. If the crew doesn't know enough about the weather report there is great danger of the aircraft getting iced up or running into other hazards.

Finally, comes the intelligence report. The intelligence is such that the crew can be told how many Jerries they are likely to meet and where; and how many anti-aircraft guns are along the route of flight.

PO Matthews described a trip to bomb Berlin. "As we crossed the Dutch coast we could see the city burning 300 miles away. When we came in over the target we had to look for our flare signals that had been dropped by the pathfinders. They are large yellow and green chandeliers that hang in mid-air. You have to be careful about getting the right signals because the Germans drop similar flares to confuse the signals. If we come in early, we must orbit over the target and go in right on our scheduled time. Then the bomb doors are opened, the plane is nosed down for extra speed, the plane jumps up as the bombs are released, and we all heave a sigh of relief. But the trip home is more dangerous than the flight in. The Jerries have got their fighters up and meet us on the way back. More planes are lost on the way home than going in. On one trip we lost 97 planes."

The Barrie airman also told about the devastating V1 and V2 bombs the Germans began using last year. In conclusion he asserted that the only way to prevent a third world war was to kill off every Hun or put them behind barbed wire.

C

APRIL 26