THE
FLESHERTON ADVANCE

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F. J. THURSTON, Editor.

Learning Hoy To Fly A Plane Without Leaving The Ground

Fifth of a series of articles on the Royal Canadian Air Force, written specially for the Weekly papers of Ontario.

By HUGH TEMPLIN

During the last war, it was the pleasant custom to give a pilot some fifty hours or so in the air, and then send him to the front, ready to fight. This is a different kind of war as has been pointed out by thousands of other writers already) and planes are vastly different. The period of training now takes at least six months and nothing is left to chance.

There is no actual flying at the Initial Training School at Toronto. The buildings are situated in the city, with no room for a flying field or hangers, but the future pilots get their first lessons in the Link trainer, a plane with miniature wings, firmly anchored to the ground.

I saw the Link trainers wherever I went to the various training schools. Even the most experienced fliers go back to them occasionally to check up any faults which may have developed or learn more about flying at night or by instruments.

Learning To Fly On The Ground

The Link trainer, in its simpler forms, looks like a small training plane, but with the body and wings shortened, so that it takes up less space than a full-size plane. The cockpit and controls are of normal size. The "stick," which regulates the elevators and the movable portions of the wings, and the pedals to operate the tail, are like those in a Cub or other small plane. The instrument board has the five or six instruments needed for ordinary flying—a compass, altitude meter, engine speed indicator and so on. Out in front is a half-circle of celluloid or some similar material which looks like a whirling propellor.

There are several models of Link trainers. It is said that the machine was invented by the son of a pipe organ manufacturer, which accounts for the fact that the trainer actually rides on air inside a leather bag or bellows. The trainers are made in Gananoque, Ontario.

There are many stories about the development of this trainer, and it is hard to sort out the truth. One version is that the inventor was a Canadian, who tried to sell his model to the United States Army, but the officials thought it was just a toy and rejected it. The thing appeared next in amusement parks, and that is where I first saw one. Compared to present-day Link trainers, it really wasn't much more than a toy though the principle remained the same. In war-time, the trainer is worth its weight in gold. It is hard to see how pilots of 300-mile-an-hour planes could be taught in six months without such help.

I have spoken in previous articles about the unfailing courtesy of the officers I met at the various camps and schools. They gave me their valuable time so that readers of the weekly papers of Ontario could read about the Air Training Plan, but they went much further than merely answering questions, they let me do many of the things the students do.

Flying is no novelty to me, but I never had a "ride" in a Link trainer. One day, at Camp Borden, the Governor-General was making a tour of inspection and he was given a try-out in one of these machines. He seemed to enjoy being whirled around and bumped about and as he climbed from the cockpit, I heard him remark, "We do some funny things sometimes." At that moment, I envied a governor-general for the first and only time.

An Ambition Gratified

The urge to pilot one of these machines came back again as I stood and watched a row of them in operation at the Initial Training School at Eglinton. These were the advanced trainers, with twenty or more instruments on the dash and a hood that fitted down over the pilot so that he was "blind." The students seemed to be forty or fifty years old, a contrast to the youthful faces I had seen at all the other schools. Enquiry showed that they were "bush pilots" and other experienced fliers qualifying to become instructors on these same machines.

I asked my guide if I might try my hand in one of them. It was strictly againste the rules, he said, and besides these trainers were only for advanced pilots and I wouldn't enjoy the experience much. But he suggested that I take my request to Flying Officer Bishop.

I did, and met much the same answer, but I thought the Flying Officer winked, when he said "Come with me."

We passed down the aisle between structures that looked like huge vats, and opened the door into one of them. There, in the centre of a circular room, stood a bright blue Link trainer with gray wings, as handsome a machine of its kind as I ever saw. The setting was unique, too. Murals had been painted all around the walls —mountains, lakes, towns, and on one side, a gray bank of clouds.

This is where the beginners learn how to fly.

I climbed up a few steps and into the cockpit. I put a pair of headphones on my ears and listened to the instructions that the Flying Officer was giving me, as he turned on the power. He told me how to get the plane off the ground, how to hold the stick and how my feet should be placed on the pedals. He told me how to turn to the right and the little plane began to swing around in that direction, while the lakes and rivers crept past.

"Press down harder on that right foot," he said, and I pressed too hard and went out of control.

"Down with your left foot and the stick to the left!" and again I overdid it, but that was probably the intention.

"We'll try a little dual instruction now, to give you a better idea how to use the controls."

To my surprise the stick suddenly stiffened in my hands and went where it ought to go for correct turns and banks.

It wasn't long before I was flying around without much difficulty—and feeling pretty big about it, too. And all the time I marvelled at how much like actual flying it really felt.

Rough Weather Ahead

"Now we are flying on a bumpy day," the instructor told me, as he reached down and pulled another lever somewhere out of sight. The change was immediate. The plane became hard to control. Memories of actual rides on bumpy days came back vividly.

How long my lesson lasted I could only guess. I was too interested to watch the time. It might have been 20 or 30 minutes. Whatever it was. I was sorry that I couldn't be having another one every day.

Certain spots on the scenery around the wall are marked with letters. The student may be asked to keep the trainer on the mark and fly toward it in the bump air. Scales which hang down from all four cornersof the machine show quite definitely how successful the lesson has been. If the student lacks co-ordination or has other definite faults, his instructors know it before he ever goes up in a real plane.

The advanced Link trainers have much more complicated systems of indicating how well the student is doing. The instructor sits at a table, with instruments and a chart in front of him. The instruments show how fast the plane is supposed to be going, the altitude and whether it is climbing or descending. A three-wheeled indicator moves over a chart of ruled paper — "the crab," I think they call it, but it reminded me of an ouija board. Perhaps you remember the ouija. Under the pressure of the tips of the fingers, a heart-shaped board, supported on three legs, moved over a table and spelled out words. In the trainer, one leg has a small, rubber-tired wheel which draws red lines on the paper to show how well the pilot is doing and where he is flying.

The course at the Initial Training School takes eight weeks, with lectures, drills, medical tests and the Link trainer, giving the students plenty to do. From here, they go to Elementary Flying Schools and their first actual flying.

Next Week — Mount Hope

No, gas-less Sundays do not mean that there will be no radio programs and radio advertising.

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PEP, VIM, VIGOR, Subnormal?
Want normal pep, vim, vigor, vitality? Try Ostrex Tonic Tablets. Contains tonics, stimulants, oyster elements—aids to normal pep after 30, 40 or 50. Get a special introductory size for only 35¢. Try this aid to normal pep and vim today. For sale at all good drug stores.

EUGENIA

On Wednesday afternoon, July 16, the annual reunion of the members of the Women's Association of the United Church of Maxwell, Wareham, Mt. Zion and Eugenia, was held in the church here with 75 in attendance. The devotional exercises were conducted by Mrs. F. Jamieson, the president of the Eugenia W. A., Rev. Dr. Mercer led in prayer. A splendid program followed given by the visiting societies. The Wareham W. A. program, presided over by Mrs. McCutcheon, was as follows: Readings, "Mrs. Brown" by Mrs. Percy Lougheed and "Sleep" by Miss Jeanne McCutcheon. A trio by Barbara and Mary Lougheed and Doris Lepard, also a reading by Mrs. J. Hargrave. Mrs. Joe Wright presided over the Maxwell program, which was as follows: Instrumentals by Mrs. Ray Pedlar and Miss Laureen, a contest by Miss Kathleen Morrison, a duet by Laureen Pedlar and Arlene Benson (Mrs. E. Wright accompanied on the organ). A reading by Miss Mabel Ross. Mrs. L. Lyons, pres. of the Mt. Zion group conducted their part in the program: Reading by Mrs. Louis Fisher, a duet by Mrs. Lyons and Miss Sheardon, a memorized reading, "Job's Comforter", by Mrs. Laurie Pedlar. The meeting was brought to a close by singing the "National Anthem", after which all joined in the basement of the church where a dainty lunch was prepared by the local society.

Congratulations to Mr. John Williams who celebrated his 83rd birthday on Sunday. Relatives from Toronto and other places held a reunion and helped celebrate the occasion in the park here where a sumptuous picnic supper was partaken. Best wishes are extended to Mr. Williams for many more happy returns of the day.

We are sorry to report that Mrs. J. Parson is still ill in the Markdale hospital.

Mrs. A. Carruthers visited over the week end with Mrs. Ben Carruthers and other friends in Kimberley.

Messrs. Jim and Eddie Hargrave of Toronto spent the week end with the Park and Carruthers families.

Mrs. Wright of Kimberley who has returned home from a years visit with her sons and other relatives in Vancouver, B. C., was a recent visitor with Mrs. Ed Baker and Mrs. A. Carruthers.

Mr. Carman Sewell of Vandeleur visited with Mr. and Mrs. Norval Betts on Sunday.

Mr. Chas. Park was home from Exeter over the week end.

Mr. Jake Holley of Markdale and daughter, Mrs. Hutton, husband and little son Jimmy of Toronto were visitors with the Carruthers family one day last week.

Mrs. Saunders of Walter's Falls visited recently with Mr. Latimer and the Proctor family.

Mr. and Mrs. Carl Carruthers and Anne of the Power House spent Sunday evening with the Carruthers family.

Miss Doris Fawcett has gone to Galt where she has accepted a position.

On Friday evening of last week a party was held in the L. O. L. Hall in honour of the recent bride and groom, Mr. and Mrs. Ranald Parson. There was a large attendance. The evening was spent in dancing and social chat. At midnight the bride and groom were given seats of honour, while on behalf of the community an address was read by Miss Dorothy Jamieson and the presentation by Harold Turner and Gerald Magee of numerous articles of granite kitchen ware (white with blue trim). The groom, on behalf of the himself and wife made a neat reply, thanking all heartily for their kindness. Lunch was served and all present enjoyed a pleasant time and extended best wishes to the newly weds for a long and happy journey through life.

Little Miss Shirley Cairns has returned home after spending the past couple of weeks with Mr. and Mrs. Joe Porteous, 8th Line.

READ THE "SMALL ADVTS".

Its' "Duncan's for HARDWARE

HAY and HARVEST TOOLS — B. T. Forks, Pulleys, Rope Hitches, Plymouth Rope for draw, Trip and Sling Ropes, Binder Twine, Forks, Scythes and Snaths, Mower Files.

FOR YOUR WAR ON PESTS — Fly Spray, Sprayers, Screen Doors and Windows, King Bug Killer, Arsenate of Calcium, Paris Green.

PREPARE TO PRESERVE — Preserving Kettles, Cold-Pack Canners, Mixing Spoons, Ladles, Strainers, Zinc and Rubber Rings, Fruit Jars and Glasses.

HOLIDAY NEEDS — Fishing Tackle, Guns and Ammunition, Flashlights and Batteries, Softballs, Bats, Tennis Balls, Vacuum Bottles, Sta-Away Insect repellant.

F. W. DUNCAN

HARDWARE "Blue Coal" Phone 54

And so Max Schmeling has received the Iron Cross. And just wait until some British Tommy gives him the K. O.

In "Mein Kampf" Hitler said that if a lie is big enough people will believe it. Adolph failed to add he's the one that can tell 'em.

"A man's clothes should harmonize with his hair," says a fashion expert, which possibly explains why there are so many bald-headed men in shorts at the bathing beaches.

Fisherman at Belleville landed a 35-pound lunge by hand after his line broke. When he goes after that size the man should have a derrick in reserve.

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★ When you let us write your automobile and fire insurance, you not only protect yourself against loss, but you get the quick service provided by us, and by Pilot offices in other Ontario places, and by Pilot automobile claims service in the United States.

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Save Gasoline

A NATIONAL EMERGENCY

Canada is right up against an acute shortage of gasoline and fuel oil. Tankers that normally supply our country have been commandeered for vitally important overseas service.

The Commonwealth Air Training Plan, the rapid development of Canada's mechanized army units and the great work carried on by our corvettes make the demand for fuel urgent.

Our crude oil intake is limited. There is just one thing to do if our fighting forces are to carry on with a "full tank". Every Canadian motorist is asked to cut his daily gas consumption in half!

There are many ways by which this 50% saving can be made . . . ways and means to give you more mileage per gallon. You can drive slower so that you will use less gasoline. You can go fifty-fifty with your neighbours, inviting each other to share cars . . . for business, and for pleasure. People can readily go to and from work together, using one car instead of four . . . using one gallon of gasoline instead of several. Women as well as men can make these savings.

The amount of gasoline used in Canada for business, social and non-essential activities is amazingly high in proportion to that used by our fighting forces. One look at the figures would convince you that this situation must be reversed.

17 easy ways towards a 50% GASOLINE SAVING

(Approved by Automobile Experts)

Reduce driving speed from 60 to 40 on the open road.
Avoid jack-rabbit starts.
Avoid useless or non-essential driving.
Turn motor off when not in use, do not leave idling.
Don't race your engine; let it warm up slowly.
Don't strain your engine; change gears.
Keep carburetor cleaned and properly adjusted.
Tune up motor, timing, etc.
Keep spark plugs and valves clean.
Check cooling system; overheating wastes gasoline.
Maintain tires at right pressure.
Lubricate efficiently; worn engines waste gasoline.
Drive in groups to and from work, using cars alternate days.
For golf, picnics and other outings, use one car instead of four.
Take those short shopping trips ON FOOT and carry parcels home.
Walk to and from the movies.
Boat owners, too, can help by reducing speed.

Your regular service station man will gladly explain these and other ways of saving gasoline. Consult him.

GO 50/50 WITH OUR FIGHTING FORCES

Canada does not ask or request you to put your car up. She merely asks for your help . . . asks that you walk sometimes when the distance isn't too great . . . that you take a shorter drive on Sunday afternoon . . . that you look after your car and keep it in good condition . . . that you say to your neighbour: "Let's use my car today, Jim; we'll use yours tomorrow."

Every day, in greater and greater quantity, we must release gasoline and oil by the thousands of gallons to our throbbing munitions plants . . . to our tanks and armoured cars . . . to our fighting planes and bombers . . . to our corvettes and merchant ships that ply the vital sea-lanes . . . so that the day of victory may sooner be at hand.

Will YOU help?

It is also vitally important that you reduce the use of domestic and commercial fuel oil.

The Government of the DOMINION OF CANADA
ACTING THROUGH:
THE HONOURABLE C. D. HOWE, *Minister of Munitions and Supply* G. R. COTTRELLE, *Oil Controller for Canada*

Spare and Share your Gasoline for VICTORY!