

Fighter Pilots Earn Their Wings At Camp Borden

This is the seventh in a series of articles about the Royal Canadian Air Force and the British Commonwealth Air Training Plan, written for the weekly newspapers of Ontario.

BY HUGH TEMPLETON

Camp Borden is Canada's best known flying school. With its six square miles of flat, sandy land, it is probably the largest as well. It was an air training camp during the last Great War, from 1914 to 1918. In those far-off days, it wasn't too popular. Sand got into the buildings and the clothing and the food. Occasionally a veteran pilot remarks: "I wonder if the old hangars are still at Camp Borden."

The pilots of the last war would see many changes. Some of the old buildings remain but they are hard to find among all the new ones. The sand is now subdued, with green grass

planes sometimes seem to rise in swarms, a control tower is necessary to sort out the traffic. It is said that landings in a year may number 250,000. Gasoline consumption is enormous.

Lectures Still Continue

On my second trip to Camp Borden, I arrived at the gate just as a black-thunderstorm swept over the plains. Six or seven pilots were up when the storm arrived and they had to stay up till conditions became more suitable. It was an hour before the last one was down and the crew in the control tower breathed a sigh of relief. "No damage had been done and the young pilots had gained valuable experience."

It was no day to stay outside, so I talked with Squadron Leader Cartier, the Commanding Officer, who has since been transferred to a new school at Claresholm, Alberta. Flying



The control tower at Camp Borden air field. A Fairey Battle plane is coming in for a landing and the two crash trucks stand by ready for any emergency. Repair shops in background.

Royal Canadian Air Force Photograph.

holding it down, though it was necessary to keep the seed in place with wire netting on some of the dunes until it sprouted. The administration buildings and some others are of permanent brick.

Camp Borden is now the No. 1 Service Flying Training School of the Royal Canadian Air Force. My own guess is that it is also the largest and in some ways the finest air school on the continent.

It is developing rapidly. I visited the R.C.A.F. at Camp Borden twice. Within a few months, I found notable changes, particularly the fact that the collection of assorted planes at the camp last fall has been replaced by long lines of sleek Harvards, with a few Yales. It is another indication of the way the supply of training craft has caught up to the needs.

Ten Weeks of Flying. Of the six months necessary for the training of a pilot in Canada, the last ten weeks are spent at Camp Borden or one of the other Service Flying Training Schools. On arrival, the student, now with the rank of Leading Aircraftman is able to fly a plane at a hundred miles an hour or so. He has learned to find his way across country, has done simple aerobatics (or stunts, if you like) and has had lectures on a variety of subjects from signals to navigation.

Advanced flying is taught by experienced pilots at Camp Borden. The sleek and lovely Harvards fly at speeds over 200 miles an hour. They are the yellow, noisy, single-motored craft often seen in the air over Southern Ontario.

Everything at Camp Borden is larger or faster. The three main runways are paved strips 3,000 feet long and 600 feet wide. Commercial airports near the largest cities are tiny by comparison. Even that fact is sufficient. There are two auxiliary landing fields at Eldenale and Alliston, each as large as a commercial field, but used only in cases of emergency.

Other things are speeded up as well

ing Officer Douglas showed me the lecture rooms, the armament rooms and the course of study, and Squadron Leader Bradshaw initiated me into the mysteries of the control tower.

In the Control Tower

The flying field at Camp Borden is a huge flat plain. Because of the sandy soil, it dries quickly after a rain. Huge paved runways criss-cross the field, giving ample room for landing, no matter what the wind direction. On the edge of the field, near the hangars, rises the control tower, which is the nerve centre of the flying field.

To the casual visitor, the control tower looks unimpressive. It is three storeys high, hunched with asphalt shingles. Around the edges of the roof hang all kinds of odd things, the most nothing to the outsider, but most useful to the pilots. On a tall pole above the roof is an anemometer, or instrument for measuring the velocity of the wind. Each of its four cups is about the size of a half-gallon peep.

Inside the glass-in compartment on top-of-the-tower is a crew of three or four, surrounded by instruments and signalling equipment. On a desk is a list of all planes in use, with the numbers, the names of the pilots and other information. As each plane comes down the runway, it gets a signal from the tower with a red light, then a green light, then a white light, then a green light, then a white light, then a green light, then a white light.

The Aldis lamp is used for signalling in the Air Force and the Navy, both day and night. On active service, in convoy work and the like, it is safer to use than wireless, as the messages cannot be picked up by the enemy. The signal lamp is about the size of a large automobile headlight, with a lens that concentrates a powerful ray of light in a narrow beam. Above the lamp is a sighting tube, so that the ray of light can be aimed accurately, and underneath are a pistol grip and trigger. Words in



A "Wings Parade" at Camp Borden, marching past a long line of Harvard advanced training planes.

Royal Canadian Air Force Photograph.

Patriotic Game Of Winnepeggers Mixes Fun, Work

Novel Scheme Adopted to Aid War-Time Giving and Salvaging; Seven Mobile Kitchen Units Purchased

WINNIPEG, (CP) - Hundreds of Winnipeg women are firing old aluminum pots and pans at Hitler with the hope the utensils will become part of a war plane or battleship that will help to defeat the Nazis.

Making a game out of wartime giving, the women with the best marksmanship carry home prize awards while the aluminum pots to the Winnipeg Patriotic Salvage Corps' warehouse, to be turned over to war industries. Money received from the salvage buys mobile kitchen units for the auxiliary services.

When the Federal government announced a voluntary campaign to save aluminum, an essential for construction of war machines, the W.P.S.C. built an effigy of Hitler, organized more than 10 community nights, and received soft drinks from a local concern as prizes for best marksmanship. The campaign started July 28.

The W.P.S.C., in less than a year of operation, has purchased seven mobile kitchens, units, costing more than \$1,000 each, said George A. Wood, manager. It operates in 58 zones in Greater Winnipeg, 1,500 volunteer workers and runs three retail stores and a warehouse. A paid staff handles the business of the corps whose turnover exceeds \$5,200 a month.

The corps, one of the largest in Canada, has collected and sold more than 30 carloads of scrap from rural prairie points. Other W.P.S.C. units operate in Montreal, Ottawa, Guelph, Hamilton, Ont., Regina, Edmonton, Calgary and Vancouver.

WAR 25 Years Ago

Salonika Campaign Renewed by Reinforced Allied Army to Prevent Diversion of Germans to Western Front

By H. H. GORDON Canadian Press Staff Writer

Actively by the heterogeneous force of French, British, Italian, Serbian and Russian in the Balkans in the First Great War, 25 years ago, was prompted by the necessity of preventing the German-High-Command from withdrawing troops from this area for service on the Western Front.

After being forced back to defensive positions near Salonika by the Serbian debacle late in 1915, the small Allied expedition under command of Gen. Maurice P. Sarrail had been reinforced by the remnant of the Serbian army which had retired through Adhlar's ports and re-equipped at Corfu. French strength was brought up to four divisions, the British to five divisions, with smaller bodies of Italians and Russians, the total strength of the expedition was estimated at 300,000 men. Combined German and Bulgarian troops numbered 280,000.

Monastir, Southern Serbian city, was the allied objective when fighting flared up early in August, 1916. The place had great political importance as one of the main objectives of Bulgarian war policy. A further motive for the offensive lay in the attitude of Rumania, already committed in secret to the allies.

French artillery, bombarded Doiran on Aug. 9 and two days later infantrymen captured the town. But the success was short-lived as Bulgarian forces drove down the eastern wing on the River Struma and in the west the Serbians were driven out of Florina and forced back to Lake Os-

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Pilots Get Their Wings

After ten weeks at Camp Borden or some other Service Flying Training School, the student pilot is ready to go overseas for final training under combat conditions. In token of this, he is given his "wings" and the rank of Sergeant Pilot.

The wings ceremony is simple and impressive. The graduates stand in the centre of a hollow square, with their comrades around them. Among the class may be young men from Australia, New Zealand, England and Scotland, the Straits Settlements or other parts of the Empire. There are likely to be some Americans and a large proportion of Canadians.

The Commanding Officer calls out the names of the graduates, one by one. They drop back a pace or two, march down to the end of the line, around the front and then proudly up the centre. A salute is returned by the O.C. and he pins the pilot badge, a pair of wings, with the letters, "R.C.A.F." (for the Canadians), surmounted by a crown, on the breast of the tunic, offers congratulations and a handshake. This is one time when visitors are present, usually relatives who come to see the graduation ceremony.

Most of the graduates of Camp Borden are "single seater" fighting pilots. They have been trained in the Harvards by day and by night. They are taught to find their way across country alone in all kinds of weather, to use machine guns and advanced gun sights. They will take over the Hurricanes, the Spitfires and still newer models after some further training in England. But a few are trained as bomber pilots. They use the Avro Ansons, a slower, twin-engine plane. As the various camps are turning to specialized work, the bomber pilots will probably be going to other schools in future.

NEXT WEEK Training an "O" service.

Godbout Expects Migration Wave

QUEBEC, (CP) - A population of 25,000 for Canada after the war is envisioned by Premier Godbout of Quebec.

"We must be ready to feed that population," the premier said in a recent address at Riviere du Loup, and for that reason the provincial government will continue despite the war, its policy of sending needy families to isolated districts of the province to develop farm lands.

The premier, who also holds the post of chief of colonization and agriculture, said the government will increase its aid to the colonists in an effort to meet the needs of the post-war population.

For the past few years government tractors and other mechanical equipment have been used to help the settlers clear their land and sow their crops. The premier said it was impossible for the government to furnish each colonist with a tractor, but as much as possible mechanical equipment will be placed in the various districts where it can do the most good.

The premier did not give an estimate of how many families will settle in colonization areas this year, but last year more than 1,000 were placed under the provincial colonization plan and under the Dominion-Provincial agreement.

Mr. Godbout also said the government will continue to help farmers because it considers agriculture one of the most important services.

London's Farmer Boys

Look After the City's 12,000 Head of Livestock

The heart of London is now getting from its own farms hundreds of tons of meat and vegetables a year for the hospitals and other institutions of the Metropolis.

London's citizens are the farmers of 1,000 acres, mostly within the Green Belt and in the midst of the "Blitz" area. They own 1,000 head of pedigree cattle (1,000 ewes, 7,000 head of poultry and 250 sheep).

In the year of the "Blitz" these farms, run by London County Council, produced more than ever before 300,000 eggs, 500,000 gallons of milk, 551 tons of meat, 1,668 tons of vegetables and 81 tons of fruit.

They are even "digging for victory" in London's famous parks. Two hundred acres are being worked by borough council-led food growing. Sheep graze on 300 acres.

And in the centre of London alone individual Londoners are raising 166 from their allotments on 150 acres.