

How Pilots at Camp Learn To Handle Planes at Elementary Flying School

Description of the First Actual Flying Instruction. All Planes Used at Mount Hope are Fleet Finches. Not One Student at Mount Hope School Ever Killed or Injured.

This is the sixth 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.

One year ago, Mount Hope was a little crossroads village south of Hamilton, about half-way between that city and the Grand River. How it got its name, I don't know, but the hopes of the early citizens must have been realized at last. The village itself is little changed as yet, but on the high ground nearby there are two air training camps, one of them operated by the Royal Air Force of Great Britain, the other by the Royal Canadian Air Force as a unit of the British Commonwealth Air Training Plan.

The First Flying Instruction
After graduation from the Initial Training School, the future pilots part from the other students and go to the Elementary Flying Training Schools, of which Mount Hope is a typical example. These schools are not run by the government, but by private companies, each one sponsored by a Canadian Flying Club. One result is that there is a certain division of labour at each of these Elementary Schools. There is a civilian manager, whose duty it is to supervise all the actual flying instruction and maintenance of the planes, and an R.C.A.F. officer in charge of discipline and of the classroom teaching.

The arrangement has been criticized, but it seems to be working well. Early in the war, when the great Air Training Plan was first put into operation, it enabled the R.C.A.F. to take advantage of the most experienced instructors available, the enthusiasts who had kept alive the Flying Clubs. That saved precious weeks and has worked

dent sits while flying. The "rip-cord" isn't a cord at all. Fastened to the belt, on the left side, is a large metal handle, in easy reach of the right hand. When it is pulled a metal cable, like that used in camera shutters, jerks open the bag in which the parachute is folded. Few students will ever use one, in Canada at least, but the feel of a parachute on the back gives added confidence.

One of the buildings at Mount Hope is the parachute room. The parachute is made of the finest grade Japanese silk, with braided cords. The length is about 40 feet and the cost of one is about \$400. Parachutes are given constant care, since lives depend on them. Every few days, they are unpacked and hung up in a tower, looking like a flock of big bats hanging from the ceiling. Folding and re-packing are done by experts.

An interesting chute story comes from another school. New parachutes were taken there for testing. A weight was attached and the parachute taken up in one of the big bombers. It was laid on two planks across an opening in the floor of the plane. One of the ground crew, not too bright apparently, was given the duty of going aloft and releasing the parachute to be tested. His duties were simple. The weight rested on a couple of planks stretched across the opening. All he had to do was tip the planks at the proper time, to let the parachute go. All went well until one day when a plank got caught. Jerking at it, the airman lost his balance and fell forward through the hole. Quite unexpectedly, he tested a parachute, but it was his own.

How to Aim a Spitfire
At the Elementary Flying Training School, the student pilot flies about 50 hours, 25 of them under the eyes of an instructor and the rest alone. He may go up as often as four times a day, but never over four hours altogether in one day. The other half of the day is spent in the lecture rooms. Two afternoons a week, there are sports at 4 o'clock, tennis, football and soccer. One building houses the Link trainers, which are continually used for testing the students. Lectures include such subjects as navigation, engines, rigging, theory of flight, armament and signals.

Classrooms vary according to the subject taught. I will describe only one of the most interesting. It is obviously important that pilots of fighting planes should be able to recognize an enemy at a distance and get in the first shots—and those shots must be accurate.

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All flying schools teach aircraft recognition. Walls of classrooms and halls are covered with pictures of British, American and enemy planes. Models, made of plastic and brought from Britain, or carved from wood by Canadian boys, accurately measured to scale, are suspended from wires in various positions and can be moved across the room.

Using these models, the student learns to aim with the sights used on the famous Spitfire planes. I found this sight a fascinating piece of optical equipment. It is not much larger than a flashlight and is illuminated by a small bulb at the bottom. The pilot looks through a sloping piece of glass which is transparent and yet acts as a mirror. On the glass, a circle of light appears, with a cross-bar of light, broken in the middle. In the exact centre of the circle is a spot of bright light.

There are two dials on the gun-sight, similar to those on the lens of a camera. The pilot sees an enemy plane in the distance. He set one dial according to the type of plane, say a Messerschmitt 109, and the other for the distance at which he intends to take the shot. When the wings of the approaching plane fill the space in the broken bar of light, the pilot touches a button and the fire of eight machine guns converges on the spot marked by the bright point of light on the gun-sight. In training, no guns are fired but the pupil learns to judge distance and to aim accurately and quickly.

Commanding Officer at Mount Hope is Flying Officer W. P. Pleasance. The Administration Officer, who was our guide, is Flying Officer L. W. Code.

Parachutes and Their Uses
The student takes his first flight in the front seat of a Fleet trainer with an experienced pilot in the rear. Before he goes up, he puts on one of several types of warm flying suits, a helmet with ear phones, so that he can listen to the instructor, and a pair of big, soft moccasins. A parachute is strapped to his body. There is a broad belt of webbing around the waist, with two, narrower straps over the shoulders and two more around the legs. All the straps are fastened to a lock in front of the body. The parachute itself is carefully folded inside a bag which serves as a cushion on which the stu-

dent sits while flying. The "rip-cord" isn't a cord at all. Fastened to the belt, on the left side, is a large metal handle, in easy reach of the right hand. When it is pulled a metal cable, like that used in camera shutters, jerks open the bag in which the parachute is folded. Few students will ever use one, in Canada at least, but the feel of a parachute on the back gives added confidence.

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Some Interesting Facts About Life on Gold Coast of Africa

No Income Tax. Conditions Different to the North.

During the past year or two quite a number of men from this North have gone from here to the Gold Coast of Africa. On this account there will be considerable special interest here in the Gold Coast as it is the place of residence of so many from Timmins and district. Some of the men going from here have written home to tell of conditions on the Gold Coast, but the information thus supplied is not as extended as many would desire. It is difficult to condense into a brief letter all the facts and comments necessary to give a comprehensive picture of a distant and little known country. In addition to that is the difficulty of correspondence. With the present war situation the receipt of mail from distant lands is both slow and uncertain. On several recent occasions The Advance has published letters from Timmins and district men now working in the mines of the Gold Coast. To supplement these, the following in the "Grab Samples" column of The Northern Miner is given.

"Had a visitor from the Ariston Gold Mines, on the Gold Coast of Africa; a young Canadian engineer who went out there under contract and remained several years, being now home on furlough. His description of the life of a mine staff in that region and of the methods used in mining indicates the contrast with Northern camp conditions. Incidentally, he was recruiting surveyors, shift bosses and foremen, as there is a decided shortage of skilled and semi-skilled men on the Gold Coast.

"The Ariston mills about 1,200 tons daily, has a large orebody, 1,500 feet long, with widths from five to 50 feet and the deposit has been opened for ten levels, with a grade running well above the Canadian gold mine average. Costs, however, are higher due to a number of causes. The Gold Coast mine has to supply a lot of services and extras and bonuses, furlough pay for three months in the year; has to supply hospitalization, fire protection, policing; has to recruit native labor and lots of it.

"About 80 of a white staff is carried, with many of them Americans and Canadians. The management is headed by an American, although directors are English and the head office is in London. The staff have comfortable housing, a golf course, tennis courts, a central amusement building. The white man does no work; he just superintends the natives who are used in large numbers and paid low wages upon which, however, they can live well on the African scale.

"The plant is powered by a diesel of 1,000 horsepower and several steam boilers. Oil is becoming a problem, because of transportation conditions on the ocean. The company is now engaged in supplementing the steam power equipment in case of emergency. There is an abundance of wood and many natives are used in cutting and transporting it. Clearing of the jungle around the mine has improved the health of the employees; precautions are taken against the malarial mosquito which has caused the white man so much trouble in those latitudes.

"While employees are encouraged to take long furloughs; sometimes they go to South Africa on a bus man's holiday to see the big mines of the Rand; otherwise they travel to the United States or England (before the war).

"The visitor said that the Gold Coast is no place for a very young engineer; conditions were too tough, socially and physically. A more experienced man of fairly mature years and settled habits does well. Single men, by the way, are preferred as the company does not encourage the fetching of women and children to the Coast.

"Most surprising of all is that there is no income tax on the Gold Coast!"

Sale of Lots To-morrow In New Townsite of Pascalis
The Rouyn-Noranda Press says:—"There's a brand new town open for business in northwestern Quebec—really open for business. It's Pascalis, the 'mining village' administered by the department of mines that is to serve the employees of mines in its vicinity (Perceon, Cournoir, Pascalis and others) and the government will auction off commercial section lots there on Tuesday, July 29th, at 10:00 a.m. eastern standard time. Bidding will start at \$400 on many lots and an even higher reserve bid will be set by the department on some of the better situated ground. Pascalis is new and the department believes, a necessary municipal development in the mining district. Money paid for lots goes into a capital improvement fund, after the department's expenses of surveying and selling have been deducted."

Rouyn May Have Charcoal Burning Plant Established
A business man from Quebec City was in Rouyn last week looking over the chances for establishing a charcoal burning plant there. He had conducted such a business in Quebec City and will start one in Rouyn if the survey is favourable. The information is given out that birch makes good charcoal, while poplar, though not so good, is still usable. If such an industry can be successful in Rouyn, it should also be possible in Timmins or district. For this reason further work of the Rouyn venture will be watched with interest.

Annual Meeting of Jowsey Denton Mines in September

The annual meeting of Jowsey Denton Gold Mines will be held at the head office of the company on September 3rd at 10 a.m. In the annual report, President R. J. Jowsey states no activity has taken place since the outbreak of war. The opinion is expressed that development of the properties held must await more favourable times but in the meantime it is essential that the claim holdings be retained. Properties cover 1,330 acres in the Porcupine area. No further assessment work is required but taxes amount to \$44 annually and some of the claims are entitled to patent. Mr. Jowsey has advanced funds from time to time to meet the company's expenses.

Diamond drilling done three years ago by the company was not carried sufficiently far to give conclusive results and further probing is considered warranted. The balance sheet as of June 30th, shows cash on hand of \$11 and liabilities of \$3,855, including a loan of \$2,000 by Mr. Jowsey. Authorized capital is 3,000,000 shares of \$1 par value and 1,438,415 are issued.

Aunor Mines Dividend of Four Cents per Share

Aunor Mines has declared a dividend of 4 cents per share, payable September 8 to shareholders of record August 15, calling for distribution of \$80,000. This is the third such dividend to be paid by the company, and will bring total distributions since inception of dividends, March 29, this year, to \$240,000.

McIntyre Statement Shows Increased Costs and Taxes

The quarterly earnings statement of the McIntyre Porcupine Mines for the three months ending June 30th, 1941, as issued at the week-end is marked chiefly by the fact that less gross income together with increased costs and taxes make the results less favourable than for the same period last year. The details are as follows:—

Gross income, for quarter ending June 30th, 1941, was \$2,409,966.49, as compared with \$2,551,925.25 for same period last year—a decrease of \$141,958.76.

Costs, including development, \$1,166,155.54 for the quarter ending June, 1941, as against \$1,143,788.21 for the same period last year—an increase of \$22,367.33.

Appropriation for taxes, \$394,473.79 for the period ending June 30th, 1941, as against \$385,980.32 for the same period last year—an increase of \$8,493.47.

Depreciation, \$36,362.30 for the three months ending June, 1941, as against \$49,325.13 for the same period last year—a decrease of \$12,962.83.

Total costs, \$1,596,991.63 for the 1941 quarter, and \$1,579,093.66 for the same period last year—a decrease of \$17,897.97.

Net income after depreciation for the quarter ending June 30th, 1941, was \$812,974.86, as against \$972,831.50—a decrease of \$159,856.73.

Earnings per share, \$1.02 for the quarter ending June 30th, 1941, as against \$1.22 per share for the quarter ending June 30th, 1940—a decrease of 20 cents per share.

Pay Premium on Any and All United States Bills

It may be argued that there are not enough United States tourists reaching this part of the North to make it worth while to bother about the premium on United States money. Even the few tourists who do reach here seldom have a United States bill; they have changed over to Canadian money long before getting here. If that is really the case, there is nothing to be said, but nevertheless when a United States bill is presented, the premium should be allowed without argument. That is the law of the land, and also the law of common sense and hospitality. There are more United States citizens reaching here than many realize. All of them should be welcomed and used well. This includes allowing them the exchange on the American dollar. In this connection always remember that the law demands that the premium shall be paid. Here is an article on the matter, as sent last week from Ottawa:—

"Apart from the natural beauties that are an ever-present lure and attraction to tourists in Canada, the premium on United States dollars is the greatest possible aid to promotion of traffic from that country. In terms of dollars, it provides a bonus of ten per cent. One enterprising group has pictured it as 'one day free in ten.' To others, it is a pleasing novelty.

"For any one of these conceptions to be effective, the premium must be paid by the Canadians catering to the tourist. It is not only a national service to pay the premium, paramount in wartime, but it is the law as well. It is an offence, punishable by severe penalties, to accept United States currency at anything other than the official rate.

"Because Canada is in urgent need of United States dollars to buy airplanes and other vital war equipment in the U.S.A., this American currency should be turned in to the banks without undue delay. It is an offence to hold it for more than a reasonable period of a few days after it has been received.

"No Canadian loses by payment of the premium. Merchants, hotelkeepers and others pay the current premium of ten per cent and the banks pay out a like premium in receiving the American currency. The premium is ten per cent, whether it be for

First and Hardest Stage In Teaching Flying is to Train for Solo Flight

More About the Commonwealth Air Training Plan and Its Programme. Another Pupil Carries on the Story of the Business of Learning to Fly.

Third in a series of ex-newspapermen's personal stories about the Commonwealth Air Training Plan. Flight Lieutenant Mal McLeod was a former staff member of Canadian Press.

(By Flight Lieutenant Mal McLeod)
Now let's look at the Commonwealth air pupil's progress through the eyes of a flying instructor at an Elementary Flying Training School. For when he matriculates into that school he has passed from Link trainer to real airplane. It is there he will first hear the "Instructor's Lament":—"Though the skies be clear, I fear much evil.

For thou, my pupil, art with me." Not that the instructor means it. Like all of them, he is genuinely interested in his pupils, and convinced that his own men are the school's best.

It is at the elementary school the pupil gets his first 50 hours of flying. The airplanes used are comparatively slow, but they must have the sheer strength of a mammoth bridge, and the dependability of an ox team to cope with the demands of elementary training. Coupled with this, they must have to a certain extent the flying characteristics of the faster types the pupils will fly when they move on to the next stage of their training.

The first, and hardest, stage in training a pupil is getting him away on his first solo flight. Anywhere from eight to 12 hours of dual instruction is required before the green material can take the aircraft off, wend its uncertain way around the air-drome, and wish it back on to the ground without breaking anything. And it's in the first 12 hours that most of the hair-raising episodes occur.

Finally, after living through a period that would make the trials of Job seem like a pleasant holiday, the instructor climbs out and the pupil taxis out, alone for the first time. The instructor usually stands on the air-drome, watching the pupil with comments either caustic or prayerful. "Hold it off, hold it off, easy now, chhhhhhh—ah, he's down, he's stopped. There is a Santa Claus."

But the situation isn't as bad as it sounds. The R.C.A.F. takes no chances—and when a pupil is sent solo, he's been well instructed and there's little doubt in his instructors' minds that he'll be all right. After the first solo flight, the pupil is usually more confident in his own ability and he progresses much more rapidly.

Every pupil is given instruction in aerial acrobatics, or aerobatics as they are called. This instruction is to enable the pilot to retain control of the aircraft in any and every position into which he may get during an engagement. The first few hours of dual instruction on aerobatics usually produce some manoeuvres well worth seeing. Before long, however, the budding birdman is as much at home upside down as he is in normal flight.

Not every pupil who comes in to an elementary school is found to be capable of flying. A small percentage of each intake must be "washed out" as pilots and sent to other schools for other duties. Just what makes a pilot has been puzzling instructors, doctors, and pilots for 30 years now. But with the rigid system of selection the R.C.A.F. employs, "washouts" are few. And, after all, not everyone can be taught to swim.

Pupils come and pupils go, but instructors go on forever. A good many of them instructed during the last war, but to look at them you'd never think they were that old. Combining the patience of an ox with the insight of a psychologist, a voice like an orator and a vocabulary more than colorful, you'll never find one who'll admit he likes his job. But just try and keep them on the ground.

Blairmore Enterprise: Mayor Andy Davison, of Calgary, was fined \$2 for parking in front of the Palliser hotel longer than thirty minutes.

U.S. paper currency, bank cheques, travellers' cheques or silver. "It is a national service and a patriotic duty—PAY THE TOURIST HIS PREMIUM."

Production at the Broulan Mine for Past Three Months

Due to a decline in average recovery to \$7.12 per ton as compared with \$9.03 in the previous quarter and with \$11.95 in the final quarter of 1940, production at Broulan Porcupine Mines, Limited, fell off during the second quarter of 1941 to \$239,849 against \$285,376 in the first. A greater decline was prevented by an increase in tonnage milled, ore treated reaching a new high at 33,697 tons.

Total production for the first six months of 1941 amounted to \$525,225 from treatment of 65,308 tons of ore, recovery averaging \$8.04 as compared with production of \$530,136 from treatment of 53,205 tons for an average recovery of \$9.97 in the first half of 1940.

Operating profit, after deducting costs, deferred development and depreciation charges, but before allowance for federal and provincial taxes, amounted to \$77,229, equal to 3.9c a share, compared with \$119,850, on the same basis, equal to 4.4c a share, in the previous quarter. The total for the six months period, before taxes, is \$197,079, equal to 7.5c a share. The company paid its quarterly dividend of three cents a share today (July 24th).

In explanation of the lower trend of ore grade, B. W. Lang, president, notes that a heavy flow of water down the fill passes interfered with mining and backfilling operations in the early part of the period with the result that production was lower and costs were higher than normal. Operating costs for the entire quarter showed a decline, however, at \$3.74 a ton, as compared with \$3.94 in the first quarter.

Broulan suffered a set back in its financing of Bonetal during the first quarter due to the increased income tax rate. In order to meet Bonetal requirements for further funds under the provisions of its underwriting agreements and in order to build up its current asset position a block of Bonetal Gold Mines shares which had been under contract to Broulan was relinquished. However, if all shares now underwritten and under option are taken up, Broulan will hold an investment in Bonetal in excess of 890,000 shares, equal to one share of Bonetal for each three shares of Broulan now issued.

Hollinger Consolidated Gold Mines has declared the usual four-weekly dividend of five cents per share, plus an extra five cents, both payable August 12 to shareholders of record July 29, calling for distribution of \$492,000. This brings total distributions for this year to date to \$3,198,000 and, grand total since inception of dividends in 1912 to \$107,676,400.

Hollinger Consolidated to Pay Usual Dividend

Matachewan Consolidated Mines had production of \$241,250 in the three months ended June 30, from which was derived profit of \$53,388, after providing \$16,000 for taxes, but before making allowance for depreciation. In the immediately preceding three months, output was \$191,604 and profit \$22,281, after providing \$1,000 for taxes, but nothing for depreciation.

Matachewan Consolidated Had Production of \$241,250

Notice is hereby given that an interim dividend of 4 cents per share, payable in Canadian Funds, has been declared by the Directors of AUNOR GOLD MINES LIMITED, payable September 3rd, 1941, to shareholders of record at the close of business August 15th, 1941.

By order of the Board,
J. R. BRADFIELD,
Secretary.

AUNOR GOLD MINES LIMITED DIVIDEND NOTICE

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BARGAIN COACH EXCURSION

To
Pembroke, Renfrew, Arnprior, Ottawa, Ontario
Montreal, Quebec, Que.

THURSDAY, AUGUST 14TH, 1941

Bargain coach excursion tickets will be valid on Train 46, Thursday, August 14th. Passengers will arrange their own transfer to North Bay C. P. Depot and take C. P. Train No. 8, leaving 12:55 a.m. Friday, Aug. 15

Tickets are valid to return leaving destination point not later than C. P. Train No. 7, from Montreal 8:15 p.m., Sunday, August 17 to connect at North Bay with our Train No. 47, Monday, August 18, 1941.

Tickets will not be honored on Trains 49 and 50—The "Northland"

Tickets good in Coaches Only No Baggage Checked
Children 5 years of age and under 12, when accompanied by guardian
HALF FARE
For Further Particulars Apply to Local Agent
Temiskaming and Northern Ontario Railway
The Nipissing Central Railway Company



A group of student pilots leaving the flying field at the Elementary Flying Training School at Mount Hope, near Hamilton

miniature plane, anchored firmly to the ground. At some one of the 26 Elementary Flying Training Schools scattered across Canada, he will experience the thrill of his first flight, unless he has, at some time before enlistment, paid for a ride as a passenger, or is one of those rare recruits with training as commercial pilots.

The "No Admittance" Sign
It isn't easy to get inside the gate at any of the R.C.A.F. training schools. That is as it should be, and no one can object to the rules, but sometimes, the guards interpret them more strictly than others.

I grove up to the gate, armed with letters from the Training Command and accompanied by a Flying Officer in uniform. The Commanding Officer was expecting me. But the guard at the barrier was adamant. I had no pass, so I didn't get in. He must have been an N.C.O. in the Imperials—rules to him were rules. Protestations by my guide and a telephone call to the Commanding Officer didn't alter the fact that I had no pass. Finally, it was suggested to the guard that he write me out one himself. He did so, and I passed triumphantly inside.

There isn't much beauty about the Mount Hope School. The countryside is flat and uninteresting. A year ago, the camp site was still farm land. The landing field hasn't grown up in grass yet, though the runways are paved. The buildings are of the familiar pattern found at all the schools, with everything standardized for rapid and economical construction. The outside of the huts is covered with roofing paper. Everywhere there is a look of newness.



Student Pilot and Instructor in flying suits with parachutes on their backs, enter a Fleet Finch training plane at Mount Hope.

—Royal Air Force Photographs