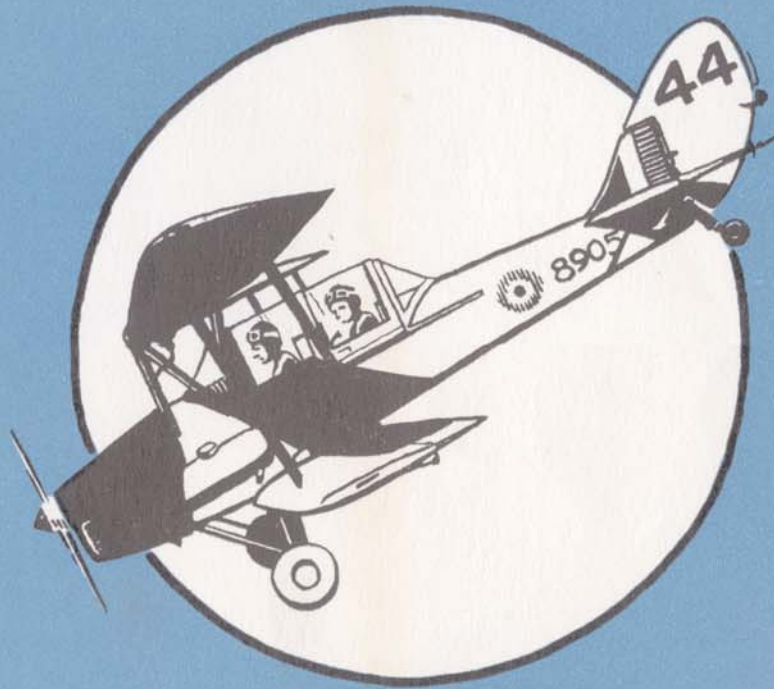


ENDLETIC



SPECIAL EDITION



*This photographic edition of Pendletonic is dedicated
to the civilian personnel of Number 10 E.F.T.S.*

*It is hoped that in the years to come, this booklet will
bring to them many pleasant memories of their work
and play at Number Ten.*

A. J. IRVINE, F/O
Editor

June 30, 1944

A MESSAGE FROM THE CHIEF OF THE AIR STAFF

Since the inception of the British Commonwealth Air Training Plan, the Hamilton Flying Training School, Limited, has been one of the government's earliest and most energetic civilian instructional schools. A very high standard has always been set by Mr. Gerald Moes and the officers serving directly under him and the school has attained an enviable reputation in the quality and quantity of its output.

It is with extreme regret that we now have to part company with Mr. Moes and his civilian staff and we hope that they will carry with them many happy memories of their period of close affiliation with the Service. The R.C.A.F., on its part, is grateful for the services so freely given when our need was so great and we trust that the friendships that have been formed during these years will remain.



(Robert Leckie)
Air Marshal
Chief of the Air Staff.

31st May, 1944.

A MESSAGE FROM AIR VICE MARSHAL A. RAYMOND

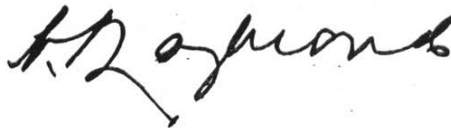
AIR OFFICER COMMANDING NO. 3 TRAINING COMMAND

Today we bid adieu to the civilian personnel of No. 10 E.F.T.S., Pendleton, Ontario, whose contribution to the war effort forms a bright chapter in the record of the Commonwealth Air Training Plan.

Due to developments of the war it has been found necessary to change the unit. Its entire personnel becomes RCAF.

Organized by the old Hamilton Flying Club, at Mount Hope, the station was moved to Pendleton several years ago, and under the civilian management headed by Mr. Gerry Moes, has become one of the finest stations in the Training Plan with every facility for training, recreation and physical fitness. The spirit of co-operation between civilians, service staff and trainees has been an inspiration.

As this period of the career of No. 10 E.F.T.S. comes to a close may I express my very deep appreciation for what has come before, and best wishes for future success to the civilian personnel.



Air Vice Marshal
Air Officer Commanding, No. 3 Training Command

30th May, 1944.

A SHORT HISTORY OF NUMBER TEN

IN August, 1940, the Hamilton Aero Club was invited by the Minister of National Defence for Air to sponsor and organize an Elementary Flying Training School Company for operation at nearby Mount Hope, Ontario.

The President and Directors immediately went to work and formed a Special Committee for this fine project. A certain amount of capital had to be raised, the new Company incorporated, and the biggest job of all—to collect the personnel to staff the Organization.

The Club itself went ahead to train its flying instructors, and would, of course, supply a number of key personnel for the Company.

On September 1st, 1940, all preliminary steps being completed, and the brand new charter just received, a small office in a still incompleated building at Mount Hope was opened, and the actual organization of the Schools operation commenced.

Daily the staff increased, and as buildings were completed the personnel moved in.

Early in October the first aircraft (Brand new Fleet-Finch) were flown in by our own Instructors, and on October 14th the first course of students arrived (incidentally twice the number previously planned for, as the Battle of Britain was then at its height).

From that day on, training has continued seven days a week, 363 days a year, with good success. Many improvements and changes have taken place since then and are continuing.

In the Spring of 1942, changes in Overseas requirements necessitated increased Navigation output from the B.C.A.T.P., and the R.A.F. Navigation School which had joined us at our field in 1941, had to expand extensively. To make room for this Navigation School expansion, the Hamilton Flying Training School Limited was offered a brand new Station on an existing Field in Pendleton, Ontario, suitable for accommodating a Class "D" School.

The offer was, of course, readily accepted, although it meant the moving of the whole staff, 400 miles away from their established homes, and direct contact with their homes was lost.

The move took place the last week in August, 1942; some 40 moving van loads by road, and the aircraft were flown by the Senior Class of Students and the Instructors. Not a single accident was recorded.

On September 1st full training commenced under considerable physical handicap as most buildings were still under construction and actually were not completed until January 1943.

Improvement of facilities of the new station went forward steadily until at the present time we believe we have a really good School, operating smoothly and efficiently.



"GERRY MOES" was born in Bussum, near Amsterdam, Holland, and received his early education at the public schools of that City. He graduated from the University of Liverpool (England) in 1925 as an Electrical and Mechanical Engineer.

He has an extensive background in Engineering and Business in the City of Hamilton, and is president of The Hamilton Sterling Electrical Co. Ltd.

Mr. Moes was an active member of the Hamilton Aero Club from its inception in 1928, and filled various offices in the Club's Administration.

In the middle '30's, Mr. Moes assisted in the early organization, in Hamilton, of the 119th Bombing Squadron (non-permanent), and in 1940 when the Hamilton Aero Club was asked by the Department of National Defence for Air to sponsor an elementary flying training school, Mr. Moes as a Director of the Club at that time, accepted the responsibility of organizing "No. 10 E.F.T.S."

Apart from his hobby of flying, he is an enthusiastic horseman and sailor, and was a member of the Dutch swimming team of the 1924 Olympic games in Paris. He has taken an active part in all sports at No. 10.

THERE is always something sad about partings, about good-byes to irreplaceable friends, and about a happy home being divided. It can remind one of pre-war days when we were all settled in Civilian Life, when our homes were one, and our families large and happy, with our Mother and Dad, and our brothers and sisters all together. We can think back of the good times we've had together, of the picnicing in the country, and fishing, and boating, and numerous other pleasures. We remember also all the hardships we faced and saw through together, when the chips were low, or Mother or Sister was sick, how all pulled for one and one for the other. Those were the peaceful days and the memorable days. Then came the war; one brother joined the Air Force, the other went into the Army; Father and Sister busied themselves in War Work. But Mother, she was left alone, and her home was divided, and she was waiting—waiting in patience.

In a way, that is the feeling I had on hearing that the School was to be divided. We've worked hard together, we've worked as a team through many hardships, and the result was that No. 10 E.F.T.S. became an efficient Unit, an achievement of which we can be proud. It was easy and natural, because of the fine spirit of all concerned, that No. 10 E.F.T.S. should also become one of the happiest Units.

On behalf of my RCAF Colleagues, I want to congratulate Mr. Moes, or "Gerry" as he is better known, for his successful operation of this unit, for his unflinching courage, devotion and enthusiasm in the Station, and above all for his cheerfulness and regular stimulation for anyone "down in the dumps".

I want to thank his entire staff for their most earnest co-operation and devotion to their duties. I hope that each one of you realize that we in the R.C.A.F. understand fully, and appreciate, the vital role that you have played these last few years in the training of Pilots, who to-day are doing the job over there. Without your efforts, and only could they be supreme efforts, that would have been impossible.

In parting, and as I have said before we dislike the word, on behalf of R.C.A.F. personnel it's "Thank You", "Congratulations" and "the best of luck to every one of you".

Your Friend,

A. R. MORRISSETTE, S/L
C.O. RCAF Personnel

IT is with both pleasure and regret that I take this opportunity of writing a farewell message to all of you.

Pleasure in the memory of the uncountable good times which we have had; the many funny happenings during the 'stormy days' in organizing Mount Hope and Pendleton, and the satisfaction that in both places No. 10 was something to write home about—an opinion with which I know the R.C.A.F. agrees.

Regret—because of the loss of contact with many fine men and women who have been so grand to work with; and regret at leaving the Station with its Swimming Pool and Sports Field; its Hockey Rink and Toboggan run; and the many other things which we all have worked rather hard to "get going".

I recall the early clay mud in Mount Hope, the mass move to Pendleton; the failure of midwinter power; the snow and mud-bound roads, and I shall always remember how everyone concerned always arose to the occasion. It was that which made the spirit of No. 10 E.F.T.S.

In the pages of this booklet, you will find many familiar things and faces, which I know you will like to look back on in the years to come.

The idea, and the work of its production, are entirely that of our R.C.A.F. friends, and I think this a very fine gesture. It will be their job to carry on the tradition and spirit of our School, which in the beginning will not be too easy, but I know they will do a good job, and continue to turn out fine Pilots.

Here is a heartfelt "THANK YOU" to the R.C.A.F. Staff of No. 10. You have been grand to work with, and I know I am speaking for all the civilian staff who will leave Pendleton for other parts in Canada.

In closing, I would like to personally thank everyone of you for your loyalty, good-will and fine spirit, which has made No. 10 E.F.T.S., as we know it, possible. To me the "Plant", that is, building and facilities, are, of course, important, but the men and women who have made this Plant tick are so much more so, that while I regret to leave our really very fine Station I simply hate to say good-bye to you people. It inevitably has to be done, and I am hoping that for many of you it will only be a

"So Long"

Till We Meet Again:

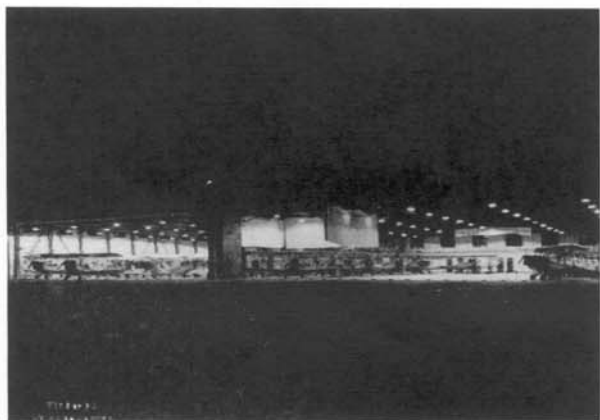
G. MOES, Manager.



The Control Tower—Hub of Flying Activities



A Perfect Flying Day



Some Must Work—While Others Sleep



Are You Making Another Trip, Roy?



Little St. Moritz



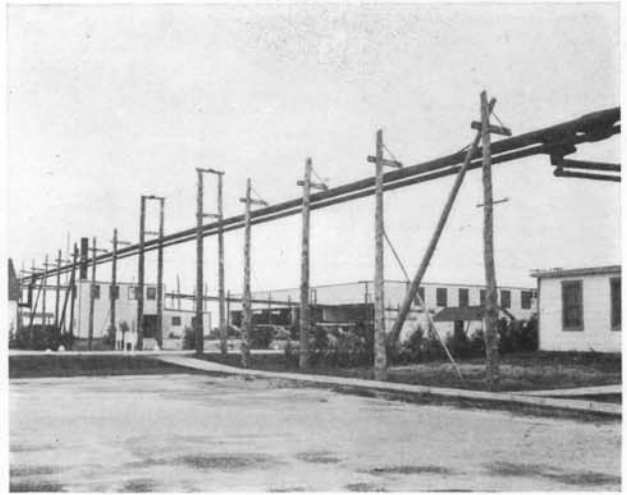
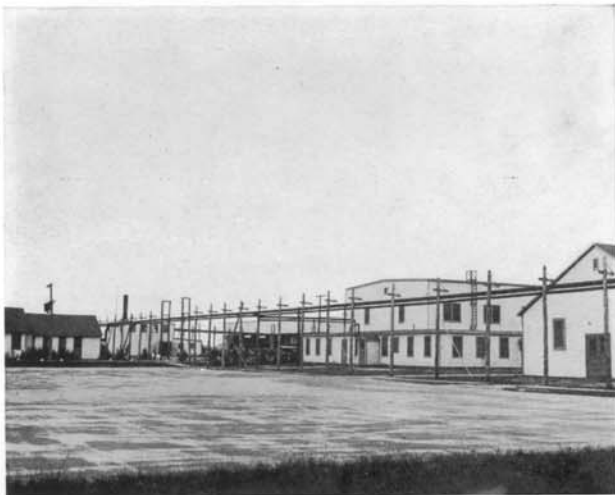
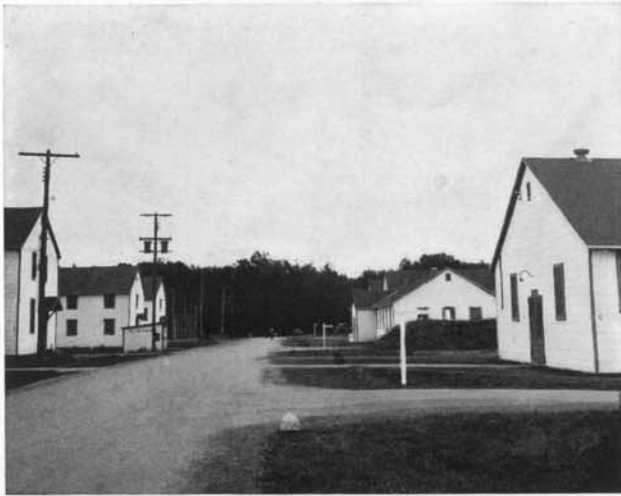
Wimbledon? (No, Pendleton)

BEFORE



PENDLETON, 1942

AFTER



PENDLETON, 1943

AT YOUR SERVICE



The Originals



The General Office Staff

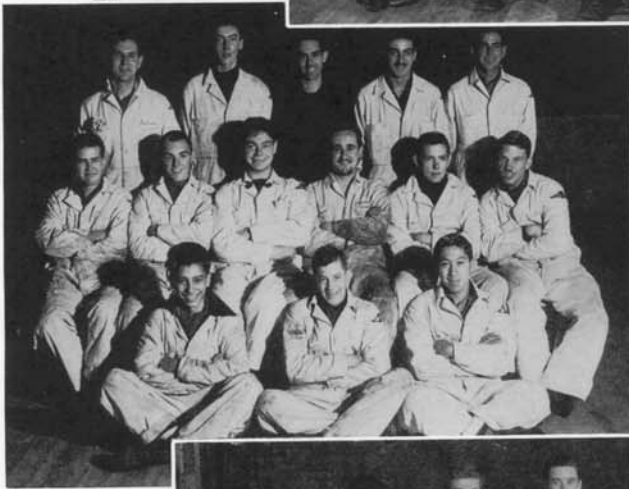


The Time Office Girls



The Canteen Staff

THEY KEPT 'EM FLYING



Pendleton
Ladies



Civilian
Basketball
Team



Ground School
Instructors

WE ALL KNOW THEM!



F/L WANN.



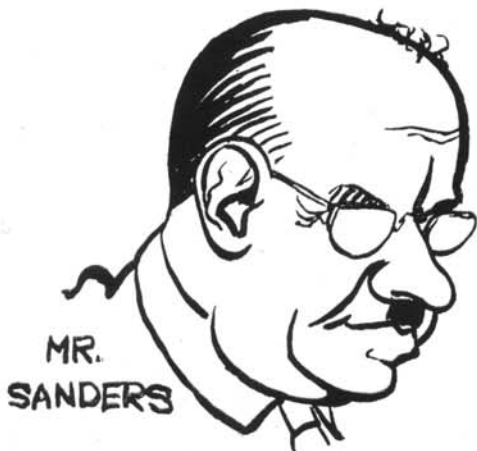
"POP" PRENTICE



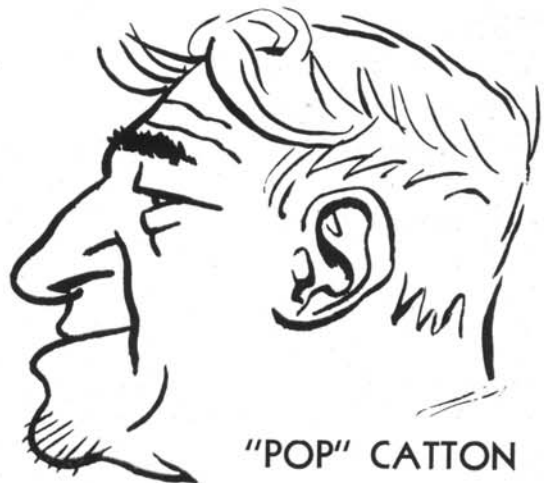
"JAKE"
ACKERT



"MA" PRENTICE



MR.
SANDERS



"POP" CATTON

THE FREEZE-UPS

REMEMBER that afternoon of December 31st, 1942, when you went to the Pendleton Station to catch the train? It didn't arrive until the next morning at 5 a.m. In the meantime, the Station Agent provided you with hotel facilities in the form of hot water for shaving, a room in which to change your shirt and a deck of cards for the card fiends. At meal time some brave soul would venture down to Pendleton to buy some cheese and crackers and some rare old apple cider.

Those who decided not to wait for the train returned to camp and saw the New Year in amid a haze of smoke in the Instructors' Mess. Some slept in the mess and others moved their mattresses and blankets over to the G.I.S. as these were the only places in which a stove could be found.

When the second freeze-up occurred on January 13th, the personnel moved into Ottawa and took over the fourth floor of the Lord Elgin. Naturally a rip roaring time was had by all. But all good things must come to an end, so after four days of party making, everyone reported back to Pendleton for a little work.

The following snatches appeared in the Daily Bulletin during January, 1943. Remember them?

January 20th—NOTICE:

The regular official trip to Ottawa will leave at the usual time, some other day, but not today.

DRY CLEANING:

On account of lack of water, dry cleaning is being practised by all personnel.

ENTERTAINMENT:

The entertainment for the coming week-end looks exceptionally bright. All personnel on the Station will provide their own.

January 21st—HEADQUARTERS:

Mr. Moes played host last night to a number of friends at his winter bungalow "Frigidaire". Sleeping bags were brought out and thermometers checked.

FOUND:

The Centigrade Block reported lost yesterday was located by "Frenchie" in one of the refrigerators. It had been trying to keep warm.

OMISSION:

We forgot to mention yesterday that the power would be off for a number of hours. We hope no one was unduly inconvenienced.

CANTEEN HOURS:

The canteen will be open for 15 minutes twice a day. We don't know which 15 minutes, but the word will get around, so jump to it when you hear.

SPORTS:

Same as yesterday, snow-ploughing and snow shovelling.

REGULAR OFFICIAL TRIP:

The official trip to Ottawa has been revised to allow for overnight stop-overs at Bourget, Clarence Creek, and all points between, for details see Ozzie Batzold.

DRESS:

It has been noticed that some of the personnel have got in the habit of going around unshaven and improperly dressed. This practice should cease. It is not likely that it will, however.

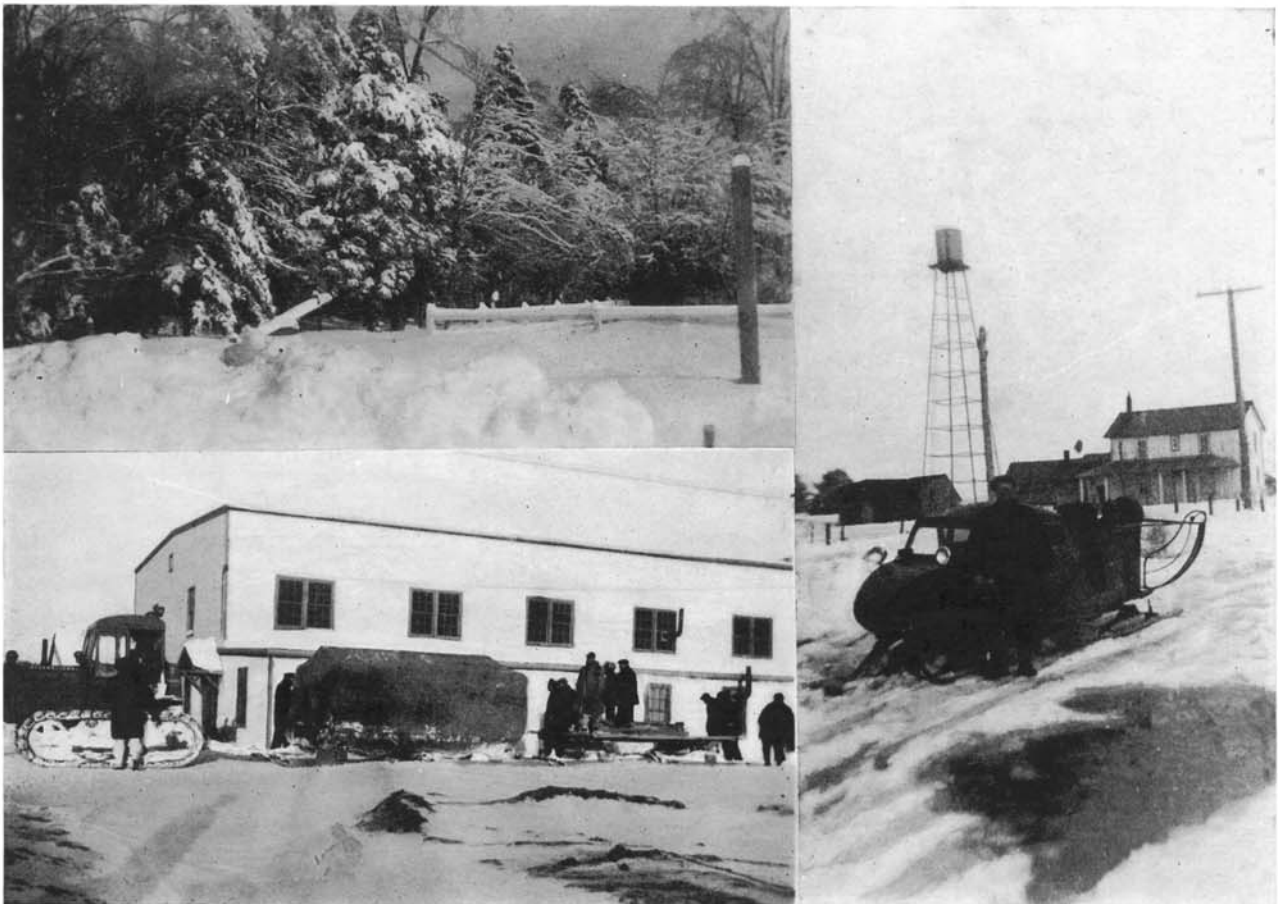
LOST:

Flying suit complete with helmet and boots. Last seen bobbing up and down among snow-drifts near the garage.

Here is a copy of the telegram which Mr. Moes sent to the Air Officer Commanding covering the first freeze-up:

"FOR YOUR INFORMATION. STOP. ICE AND SNOW STORM OF 30/31 DECEMBER BROKE DOWN ELECTRIC POWER TRANSMISSION LINE TO THIS STATION CAUSING STOPPAGE OF CENTRAL HEATING PLANT AND LIGHTING. STOP. POWER INTERRUPTION CONTINUED 31 DECEMBER AND JANUARY 1ST WHEN DUE TO LOW TEMPERATURE PLUMBING COMMENCED TO FREEZE UP AND IT WAS DECIDED TO EVACUATE ALL TRAINEES AND INSTRUCTORS TO UPLANDS WITH BUSES FROM ROCKCLIFFE. THESE ARRANGEMENTS HAVING BEEN MADE BY DIRECT CONTACT WITH THESE STATIONS BY SKI-EQUIPPED AIRCRAFT. STOP. ELECTRIC POWER WAS RE-ESTABLISHED NIGHT JANUARY 1ST BUT AGAIN FAILED EARLY MORNING JANUARY 2ND AND IT WAS DECIDED TO KEEP R.C.A.F. PERSONNEL AT UPLANDS UNTIL MORNING JANUARY 4TH. STOP. SENIOR R.C.A.F. OFFICERS, N.C.Os. AND CIVILIAN MAINTENANCE PERSONNEL IN THE MEANTIME LIVED IN IMPROVISED QUARTERS HEATED BY TEMPORARY INSTALLATION OF COAL STOVES. STOP. POWER SUPPLY WAS AGAIN RE-ESTABLISHED LATE NIGHT OF JANUARY 2ND AND HAS BEEN UNINTERRUPTED SINCE THEN. STOP. JANUARY 3RD WAS USED TO THAW OUT STEAM AND WATER PIPES AND COMMENCE REPAIRS ICE-DAMAGED EQUIPMENT. STOP. MOST PLUMBING AND HEATING AGAIN IN OPERATION. TRAINEES AND INSTRUCTORS RETURNED AS PLANNED THIS MORNING AND TRAINING HAS BEEN RESUMED, STOP. SUITABLE ENTRIES ARE BEING MADE IN OUR D.R.O. RE MOVEMENT OF R.C.A.F. PERSONNEL. STOP. TELEPHONE SERVICE TO MONTREAL AND OTTAWA STILL OUT OF ORDER. STOP. NEED NO ASSISTANCE.

(Continued on Page 24)



WE ALL KNOW THEM!



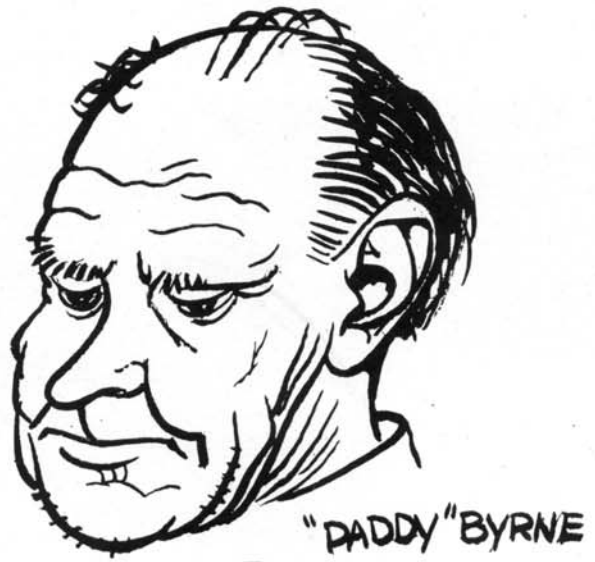
GERRY
MOES



S/L MORRISSETTE



ED.
MACDONNELL



"DADDY" BYRNE



BILL
PARKIN

WAC KapKay



"DUNC"
MCEWAN

SPRING AH! SPRING





The Pig and Whistle
(The place to get acquainted)



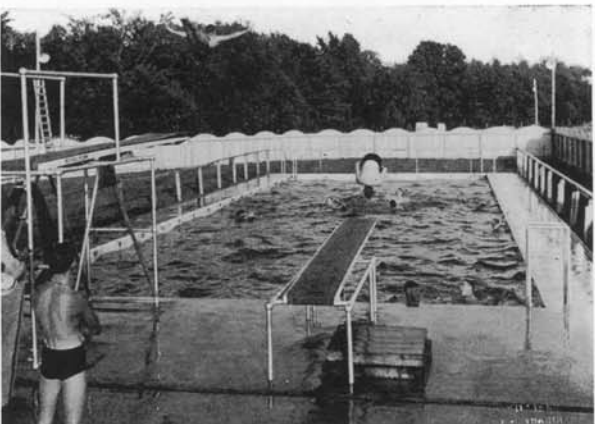
The Ski Trail



Station Library
("Esquire" also available)



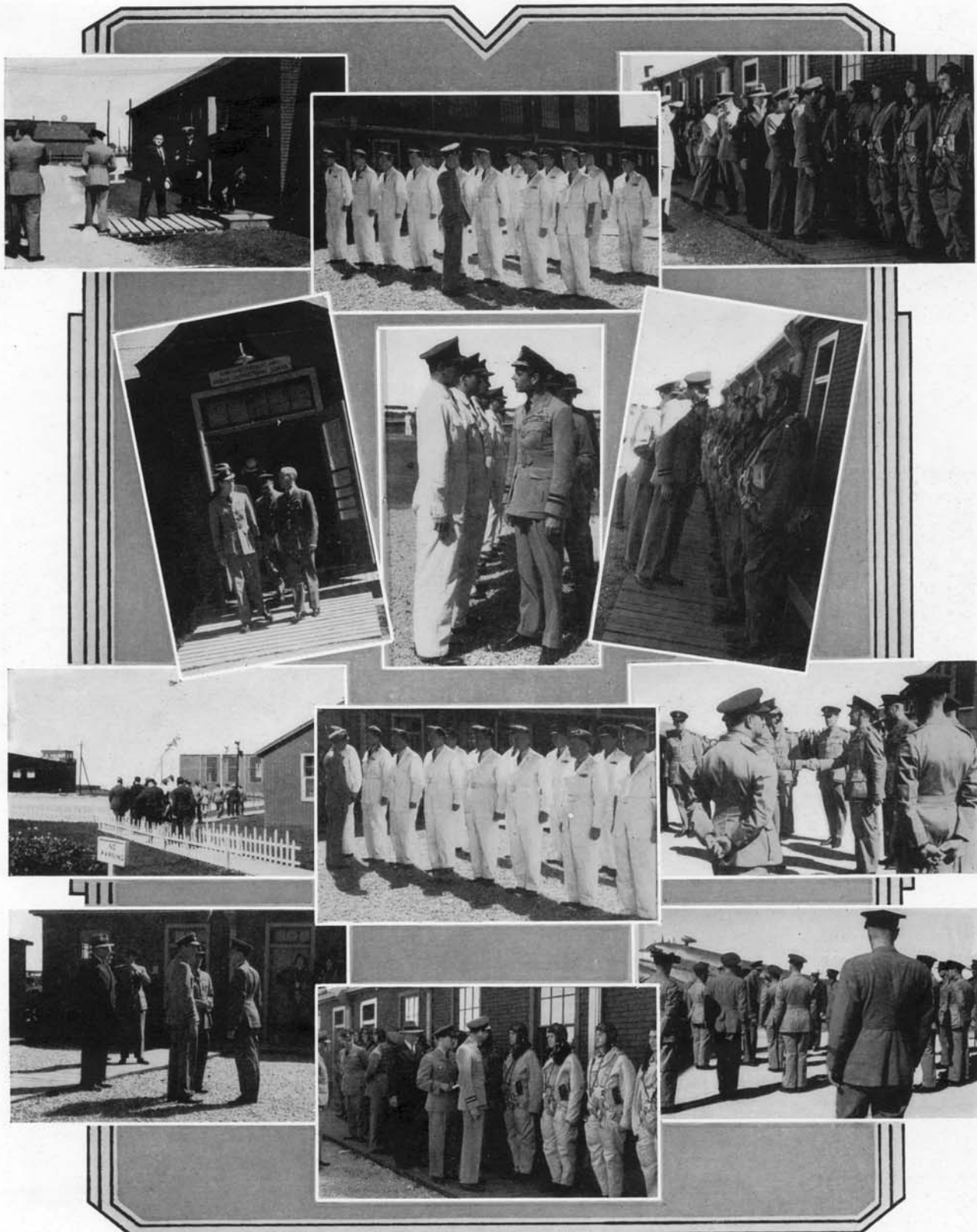
"Let's see your pass"



Mr. and Mrs. Pendleton's Private Pool



Uplands vs. Pendleton



Visit of Air Commodore, H.R.H. The Duke of Kent
No. 10 E.F.T.S. Mount Hope, Ont., August 27th, 1941



In Memoriam

It is deeply regretted that Leo, the beloved mascot of No. 10 Elementary Flying Training School, died while on Active Service with the Royal Canadian Air Force.

The news of his heroic death, while en route to the Unit's new location, came as a great shock to the personnel of this school.

For many months, the departed one had played a very active role in the petunia beds at Mount Hope, and was keenly interested in the Officers', N.C.O.s' and Airmen's Messes.

As Leo was a frequent guest at No. 33 Air Navigation School, it is felt certain that the entire personnel of that school will mourn with us and pay the usual respects to a fallen comrade.

The clatter of Leo's little hooves will not be heard on the parade square at Pendleton, no longer will he report to the Adjutant's office to masticate Training Command Instructions and cigarette butts.

His name will live long in the annals of this newly developed quarter of the Empire, however, for the new recreation hall at No. 10 E.F.T.S., will be dedicated to his memory and henceforth will be known as "The Leo Memorial Hall."

"Per Ardua Ad Astra"

THE INSTRUCTIONAL STAFF



No. 1 Squadron



No. 2 Squadron



HAMILTON FLYING TRAINING SCHOOL LIMITED

LIST OF EMPLOYEES AS AT MAY 30th, 1944

MANAGEMENT

MOES, G.
BARRETTE, P. G.
BRADLEY, H. M.
GIBSON, C. J.
GIBSON, M. P.
KELLEY, E. M.
KIDD, V. I.
McKEE, B. V.
McMANUS, T. H.
SANDERS, G. V.
SENECAL, LILIANE
STEWART, M. J.

FLYING

MUNN, M. H.
PILLEY, A. G.
TREBLE, L. L.
DUNBAR, G. B.
TUFFORD, J. W.
BALMER, R. E.
BRADLEY, K. M.
BROWN, L. I.
DIXON, A. M.
McAULEY, A. A.
NORTON, ISOBEL
O'DONNELL, A. M.
ROBERTS, CATHERINE
SEGUIN, MAURICE
SHANE, EVELYN
BEAUCHAMP, LIONEL
GEMUS, LEO
KERR, J. J.
LAVIGNE, A. J.
PERRON, RHEAL
SAUMURE, ANTHIME
SHANE, LEWIS
MARCKOPULOS, ARTHUR
McKINLEY, ARCHIE
SAUMURE, RAYMOND
WIPER, JAMES

GROUND SCHOOL

MAYBEE, W. H. J.
ALFORD, M. P.
ARNOT, C. M.
HARDY, J. C.
MURRAY, R. M.
PARKER, J. M.
WIGHTMAN, W. G.
BARRON, J. A.

LINK TRAINERS

BEAUPRE, K. C.
SMITH, WILLIAMINA

STORES

REID, J. L.
GIBBARD, J. H.
HEFFERNAN, J. P.
LEDUC, HILAIRE
O'KELLY, HUBERT
TIERNEY, A. G.

HANGAR

SMALE, JOHN
STREET, R. B.
BERMAN, DAVID
BUCHANAN, B. A.
KATES, KASIEL
MACKEWICZ, E. J.
OSTLER, W. B.
SABOURIN, R. G.
SWAN, T. N.
ATKINSON, J. W.
BAPTISTE, J. R.
BARBEAU, T. S.
CLARK, W. G.
CODY, R. H.
DASKAL, ALEX.
DeROSE, V. R.
GREENE, F. S.
HOUSTON, B. E.
HUDSON, W. J.
JACKMAN, W. J.
JOSEPH, D. A.
KULNIES, WALTER
MAH, DANIEL
MARTIN, W. A.
McMANUS, R. T.
NADON, G. H.
O'CONNOR, T. B.
OLYNEC, MICHAEL
ORPANA, R. J.
PYKE, R. F.
RICHOWSKI, EDWARD
ROTMAN, W. L.
STUTLEY, L. G.
SZINI, JULIUS
TAYLOR, F. M.
THOMPSON, G. G.
TOWNSEND, A. W.
WALKER, W. F.
WILLISTON, V. T.
WOJOICHOWSKI, S. J.
ZELENSKY, EDMOND
BARBER, KENNETH
BENSON, ALFRED
BOUCHARD, ANTOINE
CHAN, HARRY
CHARTRAND, R. D.
CUTT, H. C.
FERDERBER, PETER
GROULZ, LIONEL
GUINDON, HECTOR

HANGAR (Cont'd)

GUINDON, R. J.
HAINES, C. L.
HOLMES, J. L.
ING, HENRY
JAMIESON, J. H.
JOHNSTON, C. K.
KELLY, J. F.
KENNEDY, JOHN
KENNEDY, WILLIAM
KOSKELA, VOITTO
LAROCQUE, ROLLAND
LePAGE, G. N.
LOUGH, A. E.
LOUISSEIZE, MAURICE
MAISONNEUVE, MAXIME
MARSHALL, W. K.
MIKULA, STEVEN
MOORE, N. A.
MORIN, ROYAL
PAWSON, JACK
POULIN, J. J.
PRESLEY, M. D.
PRUSKI, A. S.
RICHER, J. C.
RIELLY, P. H.
SCOTT, C. C.
SCOTT, LAURENT
SCOTT, LEONARD
SPORTUN, JAMES
TARNOWSKI, TED
TITTLE, J. D.
WHORWOOD, STANLEY
WINTER, MATTI
GAUTHIER, J. E.
McPHEE, ARCHIBALD
WEIGHELL, J. T.
BELANGER, LUCIEN
CLARKE, J. A.
HARRIGAN, D. G.
McHARDY, J. C.
PAGE, ALPHONSE
SICARD, A. J.
GAREAU, EUGENE
LEFEBRE, HENRY
PLANTE, YVON
POTVIN, JULES
SCOTT, OMER
SMUCK, W. W.
BUCHANAN, DOROTHY
DOLPHIN, J. B.
MITCHELL, O. A.

WORKS AND BUILDINGS AND FIELD

BATZOLD, O. P.
BOURGON, JOHN
BOWEN, S. C.
BROWN, ROY

WORKS AND BUILDINGS AND FIELD (Cont'd)

GREETHAM, T. B.
LAFLAMME, ELIAN
SENECAL, A. I.
VAN SICKLE, L. G.
BLANEY, ERNEST
ETHIER, ANTHIME
HOULE, J. B.
MAINVILLE, JEREMIE
MOTTRAM, WILLIAM
BOSSE, FRANCOIS
CHARTRAND, EDOUARD
CHARTRAND, J. E.
LAUZON, OLIVIER
PAYANT, REGENT
TESSIER, LEO
WATTERS, J. V.
PARKIN, W. A.
CARDINAL, L. P.
EVERETT, ERNEST
HOULE, PATRICK
LABELLE, NAPOLEON
LEMIEUX, H. J.
McCRANK, J. N.
PAQUETTE, FERDINAND
PATENAUDE, ETIENNE
PRESLEY, FRED
TESSIER, ONESIME
VILLENEUVE, LAURIER
WILKINSON, ISAAC
McEWAN, DUNCAN
BENSON, ERIC
BYRNE, PATRICK
CARRIERE, L. R.
CHENIER, PHILIP
DEMERS, D. J.
GUSCOTT, H. W.
HOULE, EMERY
KENNEDY, HUGH
LAGROIX, J. P.
McFALL, J. M.
McKINLEY, J. P.
OUELLETTE, UBALD
RICHER, E. J. B.
SCOTT, VERNE
SIMPSON, M. J.
SMITH, MARY
ST. PIERRE, ROMEO
WISEMAN, PERRY
WYLIE, FRANK
WYLIE, HATTIE
PRENTICE, J. A.
CREVIER, JOHN
FITZGERALD, W. J.
GOUR, RAPHAEL
BLADES, G. R. R.
BLANEY, ROLAND
CHATELAIN, EDOUARD

(Continued on Page 24)

HAMILTON FLYING TRAINING SCHOOL—Continued

WORKS AND BUILDINGS AND FIELD (Cont'd)

DILLON, JOSEPH
FRANKLIN, EBER
GUINDON, ALEXANDRE
HOLT, ERNEST
JOHNS, E. H.
LEFEBVRE, WILFRID
McCAULEY, G. J.
McKINLEY, JOHN
REID, H. J.
ROACH, A. A.
SCHOFIELD, WILLIAM
SCOTT, HARVEY
SEGUIN, R. E.
CATTON, G. H.
GOODMAN, C. E.

AERODROME

BRASSEUR, OSIAS
BRUNET, OSCAR
CHARLEBOIS, ROSARIO

AERODROME (Cont'd)

COOPER, FRED
FORGET, FRANCES
GRAHAM, F. H.
MORRIS, I. W.
McALLISTER, L. J.
McCANN, J. E.
McFALL, W. J.
PERRON, DAVIO
PILON, RENE
PILON, WILFRED
ST. ONGE, MEDARD

MESSING

FRASER, ROBERT
BOWIE, THOMAS
CHARLEBOIS, AURORE
CHARLEBOIS, JOSEPH
DEMERS, HENRI
DESJARDINS, JAMES
DUBE, ALINE

MESSING (Cont'd)

DUBE, J. M.
GUINDON, ISAAC
LAFLAMME, FERNAND
LAFLEUR, J. B.
LANGEVIN, LOUIS
LAVERGNE, LEONARD
LAVIOLETTE, JULIETTE
LePAGE, LUCIEN
MARLEAU, L. P.
MORRISSETTE, ANDRE
LAVIOLETTE, GEORGE
PAGE, BERTHE
POTVIN, ALBERT
POTVIN, M. J.
REID, S. S.
RICHER, J. E. J.
SEGUIN, HORTENSE
ALLARD, ROGER
BARKLEY, ETHEL
CARR, VIVIAN
CHRETIEN, J. C.

MESSING Cont'd

DUBE, IDA
FRASER, A. M.
GUINDON, LAURA
LAGROIS, M. A.
LECLERE, A. J.
SEGUIN, LILIANE
ST. LOUIS, MELVINA

CANTEEN

ACKERT, J. H.
HAINES, O'DELL
HOULE, ANITA
LAFLAMME, JOSEPH
MacDONALD, I. M.
MORRIS, PETER
McDONNELL, E. H.
POTVIN, UBALD
PRENTICE, MARION
SMITH, W. M.
WELLS, BEATRICE
WELLS, V. L.



THE FREEZE-UPS—Continued

If this wasn't enough to try us, again at the beginning of March, we had another terrific snow blizzard. So once more the Manager had to send a telegram to the Air Officer Commanding.

"FOR YOUR INFORMATION ALL ROADS THIS DISTRICT COMPLETELY IMPASSABLE WHEELED VEHICLES DUE TO TERRIFIC SNOW BLIZZARD MARCH 6TH-7TH. STOP. PUSHER TYPE PLOWS INCAPABLE OF HANDLING THE FOUR FEET DEEP PACKED SNOW BETWEEN OLD SNOW BANKS OF ROADS. STOP. LIMITED FOOD AND PASSENGER TRANSPORTATION BETWEEN RAILWAY STATION AND AIRPORT BEING MAINTAINED BY TWO FREIGHT SLEIGHS DRAWN BY CRAWLER TRACTOR. STOP. ESTIMATE AERODROME WILL BE SERVICEABLE IN FORTY-EIGHT HOURS. STOP. ESTIMATE SUFFICIENT GASOLINE IN SCHOOL STORAGE FOR APPROXIMATELY TWO WEEKS. STOP. COAL TWO WEEKS. STOP. CAN YOU ARRANGE LOAN OF SICARD TYPE SNOW PLOW FOR APPROXIMATELY ONE WEEK TO OPEN BY MARCH 20TH THE FOLLOWING ROADS (1) FROM AIRPORT TO RAILWAY STATION FOR FOOD GENERAL SUPPLY AND PERSONNEL MOVEMENTS (2) FROM RAILWAY STATION TO PENDLETON VILLAGE POST OFFICE AND BANK FOR MAIL AND PAYROLL (3) FROM AIRPORT TO BOURGET RAILWAY STATION FOR AIRCRAFT AND M.T. GASOLINE AND OIL (4) FROM BOURGET RAILWAY STATION TO PROVINCIAL HIGHWAY 17 AT ROCKLAND FOR GENERAL M.T. TRAFFIC INCLUDING AMBULANCE TO OTTAWA AND MONTREAL. STOP. SICK CASES WILL BE FLOWN OUT BY COMPANY WACO AIRCRAFT. STOP. DEISEL ELECTRIC STANDBY PLANT SAVED HEATING SITUATION FOR FOURTH TIME SINCE INSTALLATION.

Who ever thought we would survive the freeze-ups, blizzards and mud, and see the School as it is today—"One of the best!"

