Commonwealth Air Training Plan Museum
2019 Air Display

Get up close to WWII planes

Plus, talk with our pilots and crew!

June 22, 2019

Gates open: 1:00 p.m.
(food services available)

Air display: 3:00 p.m.

Location:
Brandon Municipal Airport (CYBR)

Aircraft showcased:
3 Tiger Moths
2 Harvards
Cornell
Fleet Finch 16R
Stinson 105 Voyager
T-28 Trojan
2 Stearman

Admission
$10
(12 & under free)

airmuseum@inetlink.ca | 204-727-2444
The Commonwealth Air Training Plan
Museum
McGill Field, Brandon Airport
Box 3 Group 520 RR 5
Brandon, Manitoba R7A 5Y5
Email - airmuseum@inetlink.ca
Web Page – http://www.airmuseum.ca/

President - John McNarry
Vice President - John Robinson
Past President - Jeff Harwood
Treasurer - Judith Grierson
Secretary - Barb Henderson

Executive Director - Stephen Hayter
Administrative Assistant - Kathryn Sheppard

Directors
David Jenkins, Archie Londry,
Angus Sneesby, Greg Sigurdson,
Mark Odegard, Peter Moodie

Committee Managers
Bricks and Mortar - Gerry Kemp
Flying Committee – Mark Odegard
Adjutant - Judith Grierson
Fairey Battle - David Jenkins
Lysander – Jack Leonard
Ladies’ Auxiliary – Marion Decosse
Archives - Greg Sigurdson
CONTACT Editor - Greg Sigurdson
Front Desk –
Museum Shop - Jan McNarry
Darkroom - Lyle Gawletz
Motor Transport - John McNarry, Grant Shaw
Security - John Robinson
Webmaster – Bill Hillman

Foundation
Archie Londry, Judith Grierson, Jeff Harwood,
Dave Shuttleworth, Clarence Davis,
Elaine Chisholm

Our cover this month is the first page of a 24 page special section in the Winnipeg Tribune dated Monday, December 29 1941. The theme was World War II and its interrelationship with business, with emphasis on how this situation has affected the economy and growth of Winnipeg. We have lifted the story: “Aircraft Industry Proves Lusty War Baby.” In addition to a summary of the performance of the RCAF to date, this special section also looks at the Army and Navy. A number of industries go under the magnifying glass as well such as food production, mining, utilities, aircraft productions, oil industry and the role of the railways in the war effort.

To have a look at this special feature, see https://newspaperarchive.com/winnipeg-tribune-dec-29-1941-p-1/
Nick Hutton, life member of the Commonwealth Air Training Plan Museum is looking for help in identifying some airmen in a photograph from World War II from his father’s photo collection. According to Nick, “My late father, Peter Hutton, gained his RAF pilot's wings in March 1945 at SFTS 10 Dauphin. He died in 2015, aged 90…. "I believe the five men shown were instructors and the photo was given to all the trainees. Certainly, the one we have has 'Hutton,' the family surname, written on the back.”

Nick assumes that the instructors taught at No. 10 SFTS in the winter of 1944/45. He went on, “If Winston Churchill described the BCATP as ‘possibly the decisive factor of the war’ what does it say of the instructors? It would be nice that their names were recorded, at least.”

If anyone has information about the airmen in this photograph, please advise Nick at: utnick1@hotmail.com.

Visitors to the Commonwealth Air Training Plan Museum have a number of events to look forward to this spring and into summer.

- the CATPM Flying Committee will be hosting an Air Display for June 22. See page 10 for details.

- the Antique Power and Equipment Club will be putting on a show on June 16. Visitors will be able to see some well-restored antique farm equipment up close. We are unsure at this time whether or not they will have an antique tractor-pull this year.

- the Heritage Brandon group will be hosting their city-wide Open Doors Brandon program on July 20. Brandon is chock-full of heritage buildings and sites to visit for this event. The museum has official heritage status from the city, province and country. Come out and see us – it’s an open house that day – no charge for admission.

- the CATPM Flying Committee will be taking our flying aircraft to a number of communities and events in Manitoba and Saskatchewan this summer. We may be coming to your home for an air display. Watch your local media for locations and dates.

- we will likely have a number of vehicles in the Brandon’s Traveller’s Day Parade in June. Our fleet of carefully restored motor transport vehicles let us hold our heads high among the antique car community in Brandon. They are fun to see running down the street like its 1943.

We have had two significant technical improvements at the museum. A new digital projector system has been installed in the Canteen. Visitors and it will be giving a much better video or digital slide display with this equipment. We rent the canteen for social and business gatherings.

We are also working to install a data backup system to our computer network. We’ve been very careful to back up all of our data in the past but it’s been a somewhat unorganized process. We are locating high-capacity hard drives in various locations at the museum with the ability to automatically back-up our work. We believe redundancy is a great thing in this case and the system will allow us to manually back-up the back-ups and then store those hard-drives off campus. Over the years we have created a number of important databases such as membership, library, Memorial Book, Archives and Barber Book which allows us quick access to the information they hold. We feel just a little safer knowing we have these important resources stored in a safe place.
The Air Force Recruit
What Happens to a Recruit When He Joins the Royal Canadian Air Force

THE RHYTHMIC "clomp-clomp" of stiff new service boots replaces the hub-bub of fair crowds in the Coliseum building at Toronto's Exhibition Park, for the cavernous fair building has been taken over by the Royal Canadian Air Force as a receiving station for the thousands of recruits pouring in from the 19 recruiting centres across the country.

Called At Last
A few days later he was called up. He was provided with fare to Toronto, where he was met at the train by an R.C.A.F. truck. It was driven out to the Exhibition Park, and disembarked in front of the big stone building. Chances were he wasn't alone, because from 30 to 60 young fellows like him arrive every day. He took his place in a line of these lads and filed into the building.

Inside, strung in a long line down the lobby, were tables behind which sat young men in the famous blue uniform. They had typewriters in front of them, and as Tom paused in front of one of these tables, he presented his credentials. The clerk promptly began pounding out a file on "Brown, Thomas AC2." Tom then learned that everybody -- embryo ace and cook, -- is an AC2 (Aircraftman Second-Class) when he first arrives.

He Gets His Kit
Now officially in the Depot, Tom was directed to the stores branch. One of many recruits, he entered a long room through which ran a counter, where he got his equipment. At different wickets he got boots, uniform, cap, socks, and so on. As he emerged from the
their fellows, always to remember that or speaking expected them to be gentlemen at all times, never to act welcomed them, reminded them that the service Squadron and then a voice through a loudspeaker up the new recruits, told them they were now in No. 6 assembled as a unit where a man with metal dies and a hammer was busy stamping regimental numbers on boots.

**Sleeping Accommodation**

In this room were sleep bags, or groups of several hundred bunks arranged in areas. Bunks were double-deckers. Each double-decker was enclosed on one side and both ends by a plywood partition, permitting privacy for two occupants, but more particularly providing protection from draughts when windows were open. The partitions also provide a place to hang clothing. At one end of the room was an ablution table, a long, spotlessly clean metal trough with inverted basins along both sides. Tom quickly learned that after a wash-up each man must wash out his basin and turn it upside down to dry. Two hundred men could wash at one time.

Another Medical

At his bunk, Tom changed his clothes. His civilian kit he made into a bundle, took it downstairs to the stores department where he wrote out a tag with his mother’s name and address. The bundle would be shipped home for him. Then he clomped in his stiff new boots over to the doctor’s office, where he was examined. Even though he had passed his stiff recruiting examination the R.C.A.F. takes no chances that he might have picked up a cold or flu before he arrived at the Depot. And while he was at the Doctor’s, he got his first shot of vaccine and inoculation serum.

Finally, with the rest of the new arrivals, Tom assembled in the big Coliseum arena. A sergeant lined up the new recruits, told them they were now in No. 6 Squadron and then a voice through a loudspeaker welcomed them, reminded them that the service expected them to be gentlemen at all times, never to act or speak in any manner that would bring disgrace on their fellows, always to remember that co-operation and fair play were expected of them, always to take pride in their personal appearance on and off parades. Then Tom and his fellow recruits were dismissed.

**Time Off**

The period after that first dismissal is an important period in the lives of boys like Tom. For 48 hours he was not recalled to duty, but was permitted freedom to find his way around the place, to watch other men and to recover from any effects of the inoculation. But it was important because it let Tom watch the wheels go round. He had freedom to watch men at work, to talk to other recruits, to ask questions and digest the answers.

In the meantime, Tom didn’t see behind the scenes at the Depot. He passed doors with red labels on them: “Out of Bounds,” and he learned only, that these indicated “offices.” Behind these doors, however, crews of young men work in a system that is a marvel of precision and detail. Within a few days of Tom’s arrival, they learned more about Tom than he would believe even his mother knew. They checked with the recruiting centre where he enlisted, and corroborated the two letters of recommendation which Tom had to present before he was accepted. And on the day of his arrival, Daily Routine Order No. So-and-So carried his name, every detail about himself, his religion and educational standing, and was forwarded to headquarters in Ottawa.

**He is a Definite Part of the Force**

Though Tom hadn’t realized it, he had become a definite factor in a machine which would finally turn him out a polished, perfectly fitted unit to fit into a machine somewhere. When he enlisted, in his application form he stated he wanted to become either a member of an aircraft crew (pilot, observer, gunner, wireless operator) or a member of the ground service. But he also outlined his qualifications for any particular post, i.e., he knows motor mechanics or navigation or radio or any of countless vocations.

Depot office knew this. It had his application form and attestation papers. So into the records he went as a man knowing a particular trade or vocation. In less than a minute, cross-indexing lists him in many ways, under a file of a certain trade or vocation or religion, etc. In less than a minute, Depot office could tell about any man of the thousands who passed through in recent months. But it won’t because it carefully guards its secret regarding such things as something to be shared only by a man and the officers who must know about him.

**The First Day’s Duty**

Forty-eight hours after his arrival, Tom was called for physical training when he got up in the morning. He did an hour exercise and ate a hearty breakfast of cereal, bacon and eggs, bread and jam and tea, coffee or milk. They he paraded with his squadron.
and started his first drill. As a newcomer, he got his first fatigue, sweeping floors or polishing brass, and during the ensuing days, he drilled more and more, got a preliminary idea of what a machine shop is like, saw motors pulled down and repaired and a chance to look over motor transport equipment and be told the functions it serves and why it is constructed along certain lines.

**Learning What C.B. and K.P. Means**

As the days passed he learned discipline. He was checked up for having his tunic unbuttoned, his shoes unpolished. He learned precision in drill and gradually developed a sense of pride if his ?? was a bit smarter than another. He soon got special jobs such as sentry before a door. If he misbehaved by staying out too late, he got confinement to barracks or even kitchen police. But all this time he still was AC2, only one man in a big unit learning military life.

**Time Off – And On**

**Training Really Starts**

Tom got his leave all right, after he was told of the significance of his move and reminded that the office would like to keep closely in touch with him. Usually the men get a few days’ notice, so they can clean up personal affairs, say good-bye to friends, get laundry back from the Depot laundry office. Then, one day, with anywhere from one to 500 fellows, Tom climbed aboard a train and started for his next unit.

In the meantime, however, he took a final look around. He dropped into the movie theatre or attended the theatrical performance staged by a mixed company of Depot talent and visiting volunteers from any one of the scores of clubs and associations that stage almost nightly shows for the boys.

**A Last Look Around**

He walked through the huge lounge room where the scores of clubs and associations that stage almost nightly shows for the boys.

And started his first drill. As a newcomer, he got his first fatigue, sweeping floors or polishing brass, and during the ensuing days, he drilled more and more, got a preliminary idea of what a machine shop is like, saw motors pulled down and repaired and a chance to look over motor transport equipment and be told the functions it serves and why it is constructed along certain lines.

**Learning What C.B. and K.P. Means**

As the days passed he learned discipline. He was checked up for having his tunic unbuttoned, his shoes unpolished. He learned precision in drill and gradually developed a sense of pride if his ??? was a bit smarter than another. He soon got special jobs such as sentry before a door. If he misbehaved by staying out too late, he got confinement to barracks or even kitchen police. But all this time he still was AC2, only one man in a big unit learning military life.

**Time Off – And On**

**Training Really Starts**

Tom got his leave all right, after he was told of the significance of his move and reminded that the office would like to keep closely in touch with him. Usually the men get a few days’ notice, so they can clean up personal affairs, say good-bye to friends, get laundry back from the Depot laundry office. Then, one day, with anywhere from one to 500 fellows, Tom climbed aboard a train and started for his next unit.

In the meantime, however, he took a final look around. He dropped into the movie theatre or attended the theatrical performance staged by a mixed company of Depot talent and visiting volunteers from any one of the scores of clubs and associations that stage almost nightly shows for the boys.

**A Last Look Around**

He walked through the huge lounge room where

---

**THE AIRMAN’S POST**

**WINGS OVER BRANDON**

*Wheat City Arena, Brandon Manitoba No. 2 Manning Depot RCAF WWII*

---

**A Last Look Around**

He walked through the huge lounge room where

---

**BOMBING TO RADIO**

THE CREW of one of our bombers over Ludwigshaven dropped their bombs to the accompaniment of the National Anthem. The pilot said “Just as we were making our run I switched on the radio set and evidently got the Empire programme. ‘God save the King’ rang through the machine. It was about half way through when we picked it up, and it ended exactly as we released our bombs. They made an excellent effect.”

- Judge

*This article is from the Air Force Digest as reprinted from the Air Force Review. We assume both publications were published by the Royal Canadian Air Force*
Air Industry Proves Lusty War Baby
Rapid Growth is Striking Evidence of Country’s Organizing Ability
Winnipeg Tribune – December 29 1942

The wings of Canada’s air today are tangible proof of the nation’s ability to organize production to unlimited capacity in the will to win. The has taken a big hop since it commenced manufacturing and assembling planes in 1940 and has constantly increased production to the point where contracts awarded since the outbreak of war will soon bring the total output of war planes to 8,000.

In the early part of 1939, there were not more than 1,600 workers engaged in an insignificant aircraft industry and there were only 4,958 workers in December. Now there are nearly 35,000 workers and technicians, including a large number of women, working at full speed in plants all over Canada.

Many planes are now being turned out every day that are completely Canadian except for engines which are still purchased from the United States.

At first, under the supervision of the department of munitions and supply, the government undertook to manufacture 15 types of planes, but Hon. C.D. Howe, minister of munitions and supply, reported Dec. 5, 1941, that current manufacture is being confined to seven types of planes, to simplify and speed output.

Plants Co-Operate
The seven types making up the present Canadian production include: An elementary trainer, the Fairchild Freshman (Cornell); a single-engined advanced trainer, the North American Harvard; a twin-engined advanced trainer, the Canadian Anson; a twin-engined reconnaissance bomber and bombing and gunnery trainer, the Bristol Bolingbroke; a coastal reconnaissance amphibian, the PBY5 Catalina; a twin-engined fighter (Mosquito ??) and a four-engined long range bomber, the Lancaster.

On Nov. 12, Mr. Howe reported that a total of 4,471 aircraft were completed in Canada since the outbreak of war. 2,228 being manufactured and 2,243 assembled in the Dominion.

As many as six different aircraft companies cooperate in the construction of one bomber. Construction of a plane is a highly involved and painstaking job. Every minute part must be checked for accuracy and made true. Special tools, dies and jigs must be designed and manufactured before construction can commence. Materials must be assembled, workers trained and production carefully planned and synchronized.

The aircraft production branch of the department of munitions and supply supervises the operation of 29 plants from Halifax to Vancouver which are responsible for the overhaul and repair of airframes, engines and propellers.

The overhaul facilities, already adequate for thousands of aircraft, will have to be doubled within a year, it is anticipated. The approximate dollar value of the work involved is expected to increase from $22,000,000 at present, to over $50,000,000 annually, because it is expected the number of overhauls will reach 10,000 a year from now on.

The production of Anson aircraft for the air training program is administered by Federal Aircraft Limited, a company established in June 1941. There are five assembly plants, producing Anson which are said to be a material improvement of the British type Anson.

Canadian Ansons
The first Anson II to be completed by one of the final assembly contractors was flown for the first time at the Amherst plant of Canadian Car and Foundry on Aug. 14, 1941. National Steel Car Corporation completed its first assembly and gave its plane the first flight test on Sept. 12, 1941 and the De Havilland plant flew its first assembled Anson II on Sept. 21.

The first Canadian Anson trainer ever assembled in Western Canada was assembled at MacDonald Aircraft Ltd., and was tested during the third week of October by Roy Brown, test pilot for the company and veteran flier of the first Great War.

Ottawa Car and Aircraft is also assembling Ansons. One difference between the English and Canadian model Anson, is in the nose of the fuselage. The Canadian plane has a plastic nose instead of a metal one.

Improved Fuselage
These so-called fuselages are not plastics in the generally understood sense of the word, however because they are not moulded from a composition. They are made of laminated woods held together by a Phenol-
Formaldehyde resin substance and assembled under tremendous air pressure.

When being tested at R.C.A.F. operational headquarters at Rockcliffe, outside Ottawa, it was proven that all-wood fuselage delivered about 10 miles an hour greater speed than the metal Ansons.

Federal Aircraft's Delormier plant is delivering completed fuselages to most of the Anson assembly plants. Although Ansons were used at the beginning of this war as reconnaissance and bombing planes, they are used now primarily as training plans.

The Anson is not the only training plane used in western air training schools. Large numbers of Airspeed Oxford twin-engined training planes are being used in western command schools in line with a recent policy of conducting most of the pilot training in twin-motored planes.

The Oxfords come from Britain and arrive in Canada in knocked-down condition with Cheetah engines. A Royal Air Force erection party stationed a No. 2 elementary flying training school, at Fort William, assembles the planes.

American-built Cessna-Crane aircraft are in general use throughout the West. Recently No. 10 service flying training school at Dauphin switched over from single-engined Harvards to the large Cessnas.

Up to Nov. 4, 1941, Canada received 1,268 aircraft from the United States, since the outbreak of war.

Production Capacity
Making a report to the House of Commons on that date, Hon. C.D. Howe said Canada is now in a position to manufacture aircraft to meet all the requirement of the air training plan, as well as the aircraft requirements of the British training school located in Canada.

During the period when production was being turned over specifically to advanced trainers and service aircraft, which require from five to 20 times more-man-hours that primary trainers, there was a decrease in plane deliveries. That was apparent up to Sept. 20, but output is constantly increasing now.

Mr. Howe reported, Nov. 4 that the air services branch of the department of transport, operating under the direction of the minister of munitions and supply, had completed 108 new airports for use of the R.C.A.F. and British Commonwealth Air Training plan, and had 31 additional airports under development. Included in the above are 18 airports now occupied by the Royal Air Force in connection with its training project in Canada.

More than 100 airports have been equipped for night flying. Mr. Howe said operational airports were under construction in Newfoundland and Labrador, between Edmonton and the Alaskan boundary and along the northern coast of British Columbia. Many are in areas far from human habitation and their construction involved unusual problems.
Inside, long assembly lines pop into view at every turn, with Ansons in every stage of development from skinny-looking metal framework to finished jobs ready to fly. Each Avro Anson has 30,000 separate parts and 10,000 drawings were used in its original design. A twin-motor job, it requires more parts and more drawings than the Hawker Hurricane.

**Most Modern Types**

The better features of every modern aircraft plant on the continent are combined in the new building, extremely well-lighted, well-ventilated, well-heated. Part of the interior is two storeys high, and the second floor of the other section houses general offices, the engineering department and a cafeteria.

Sheet metal, wood-working, machine, dope and paint shops are downstairs, with a fabric room, storage room and special sand-blasting shop.

Perhaps the tiniest of those 30,000 parts in an Anson was a bit of wood piled into a box with thousands more like it in the long, carefully - indexed store rooms. That piece of wood, less than an inch long, had a serial number running into six letters and figures. There is a scale drawing of it somewhere, too.

MacDonald Brothers began making wings for Ansons as soon as war broke out. Today one of the plant's biggest assembly lines is occupied with this work. Wings start with two long, curved, girder like affairs, not even joined together. On the other end of the line, that sketchy beginning becomes a sleekly-turned thing but containing a maze of structural work. Tom got his stamped and then he was steered upstairs to a huge room where he hunted for the bunk with the number of his tag.

**Train Own Workers**

It is amazing to many people to think that workers skilled to operate such a technical plant could be found in Winnipeg, but they were. Starting with the nucleus of the pre-war plan, MacDonald Brothers drew on technical schools and then turned to training their own workmen. Today, 80 percent of the staff has been trained in the plant itself.

Ten percent of the workers are women and girls, who do their jobs side by side at the benches with men, welding, riveting, wood working, fabric work, “doping” and painting.

Air-minded young Canada took to this new job with gusto, attacked it with enthusiasm and a real anxiety to learn. They've done a good job of learning, as plan officials will testify.

Employes have their own recreation club. A "floor committee" appointed by them has direct access to the plant management to talk over any details of working conditions, which generally are excellent.

And so they work away, welders, fitters, metal workers, wood workers, riggers, fabric workers, paint shop dopers, electricians, instrument specialists, machinists and splicers. Not to mention the blue-clad members of the Corps of Commissionaires who do an airtight job of guarding the plant. Every employee wears an identification badge.

Test pilots from the plant itself and the R.C.A.F. fly each Anson before delivery, and every Anson is complete right down to the last instrument.

Incidentally the Winnipeg plant did the mighty job of "winterizing" every Anson plane in Canada. A couple of hundred new drawings were made for that job.

**Thirty Years Old**

MacDonald Brothers was founded 20 years ago as a sheet metal plant. In 1930 it went into aircraft, making seaplane floats, all aircraft supplies and doing general overhaul.

Its founders were Grant MacDonald, now president and general manager, J.D. MacDonald, vice-president, and Edwin MacDonald, secretary-treasurer.

The firm still builds most of the seaplane floats in Canada. In years past it has shipped floats all over Canada and the United States, to New Guinea, South America and Australia.
Floats made in MacDonald Brothers Winnipeg plant went on an aerial expedition to the South Pole.

The War Training Emergency Program

These stories of Canada’s blossoming manufacturing and service sectors raise questions about where trained employees were found to meet the requirements of employers. The need for skilled workers vastly outstripped the ability to train employees in-house or with the courses offered at technical / vocational schools. This shortage was rooted in the transition from underemployment in the 1930s to labour shortages in the 40s due an incredible increase in demand for goods from a country at war. The shortage of skilled workers was worsened with the need for employees with advanced skills and knowledge as a result of the increase in technology since World War I. Just about everything - weapons, vehicles, ships, aircraft, radios – were much more sophisticated. The need for highly skilled tradespersons was especially acute in the RCAF because of the sheer volume increase and advanced state of its ever expanding fleet of aircraft.

In 1940, the federal government initiated the Dominion - Provincial War Training Emergency Program to address these training issues. The federal government assumed most of the costs of vocational training through the WTEP as required by the War Measures Act. Canada’s provincial and municipal governments provided classrooms and shops in existing schools, especially those which had been technical schools before the war. This training was aimed at meeting the needs of manufacturers and armed forces. Business continued to provide on-the-job training but relied heavily on the WETP to meet the war caused shortfall. The vast majority of WTEP training in the schools lasted between two weeks and three months. Over 120 technical / vocational schools across Canada were utilized for training. Most of the schools operated two shifts, with some allowing three eight hour shifts a day. While regular students continued their studies during the day shift, the other one or two shifts were reserved for industrial/technical students. Women were not allowed to enrol in the midnight shifts. An additional 105 new technical schools were set up in manufacturing facilities offering employees full-time training.

With a wide range of jobs in manufacturing opening up to women for the first time, priority in training was given to occupations involving machine shop practice, ammunition filling, fine instrument mechanics, power machine operating, welding, aircraft sheet metal and woodworking, aircraft fabric and doping, assembling and wiring radios and electric assemblies, industrial chemistry, drafting and mechanical drawing. For the RCAF, training
needs were twofold – ensuring that new recruits and those already enlisted met academic standards and secondly, to provide upgrading in vocational skills to meet the needs associated with newer and advanced equipment. To upgrade academic proficiency for RCAF recruits, some were sent to complete upgrading at local schools before being allowed to put on a uniform. Others received the same upgrading via correspondence or in classroom training while at the Manning Depot. Priorities for training RCAF ground crew included aero-mechanics, fitters and electronic technicians. Generally, advancing vocational/technical knowledge for the RCAF utilized all options available including on-the-job training, “in-house” training offered at various technical training schools in the British Commonwealth Air Training Plan and attending classes in non-military schools. Nearly $24 million was expended under the WTEP program and more than 300,000 men and women received training during World War II.

From the Brandon Sun - September 5, 1941
``Canadian Legion in Aluminum Drive Winter Activities Will Continue in Services’’

Mobilizing their forces to help another phase of the war effort members of Brandon branch of the Canadian Legion will fall in behind their president Brig-Gen. J. Kirkaldy, to give practical aid to the aluminum salvage campaign which will be under way next week. A collection of damaged or leaky kitchen utensils will be made by the members and ladies auxiliary at the Legion hall and then a parade will be formed on Saturday morning September 12th to march to the aluminum dump to be established on Rosser avenue where the public will be given an opportunity to test their marksmanship at a Hitler Effigy. Announcement of the campaign was made by the president at the first meeting in the fall session held in the Legion hall Thursday night.

Even though regular business has been suspended during the summer committees have been very active and Past President Fred Somerville, outlines the great use being made of the facilities of the hall by members of His Majesty’s Forces. The lunch counter operated by the ladies auxiliary is very popular, two members are on duty each afternoon and evening during the week up to Friday and three on Saturdays and Sundays. Much service work has also been carried out by Secretary Morgan W.R. John and other branch officials and regular visits to the hospital have been made by J.W. Ross, chairman of the visiting committee. Several long service active members were reported sick and Ross R. West was appointed assistant treasurer to J. Bradley who has been forced to retire from active work in the branch owing to illness.

The Honor roll of Brandon men and women enlisted in either of the services is meeting with good success and names are being added regularly and the public is asked to co-operate in this work by sending names of friends of enlisted friends or relatives to Roy Wilton, 461 Fifteenth street.

The president and members welcomed to the meeting F. Wiakin president Penticton, B.C. branch No. 40 who served with the R.A.F. in England and another is in Kingston."

You gotta love those Legionnaires - a hard working crew. The last sentence is correctly transcribed but doesn’t make sense to us either. We assume members of the public were invited to throw bean bags or baseballs at Hitler’s effigy. Most Canadians were well aware of the ugly public demonstrations in Nazi Europe but were not willing to repeat them in Canada – but didn’t pass up a little fun at Adolph’s expense. The Legions were heroic for the efforts made fighting the battle of the home front.

Thank you for your interest in the Commonwealth Air Training Plan Museum Out next issue of CONTACT July 2019