

Reel C12,351/ C12,352

Number 19 Service Flying Training School, Vulcan, Alberta

May 3, 1943 - April 14, 1945

March 4, 1943

Organization Order No 283

Formation of No 19 Service Flying Training School

To meet overseas requirements, additional service flying training schools are required. No 19 Service Flying Training School is to form at Vulcan, Alberta effective May 3, 1943. An officer will shortly be appointed to command No 19 Service Flying Training School which is to come under No 4 Training Command for all purposes. ASM is to be responsible for providing the supply of aircraft in accordance with the authorized establishment.

May 3, 1943

Today with a total absence of pomp and ceremony No 19 Service Flying Training School took over this Station from No 2 Flying Instructors School. W/C M P Fraser posted as chief instructor to 19 SFTS has assumed temporary command of the Station. No 2 FIS personnel and equipment have been moving to Pearce for some days but there are many officers and airmen yet to leave. Personnel for No 19 SFTS are arriving but many more are needed to operate the essential services. One squadron from No 2 FIS is to remain at Vulcan for a month to continue training. Incoming personnel in many instances look rather taken aback by the location of the Station. One senior NCO wanted to know if anyone had lived here before the war. Many were surprised that running water was available in the washrooms after the tales they had heard of the water supply system. Indeed there seems to be a continuous stream of trucks pouring water in the reservoir. The flying instructors have been busily engaged for several days in cleaning up and painting the flight rooms for this day. It is rumored that course 80 is somewhere on the Station. While they are being located, the instructors are finishing up their refresher flying and the chief instructor and squadron commander are checking them. Finally, 33 trainees representing several parts of the British Empire are rounded up. In the ground instruction building they are addressed by the commanding officer, chief instructor, medical officer, Station warrant officer and by the officer in charge of the course. By 1330 hours the instructors were busy familiarizing the student pilots with the Anson. Approximately 30 hours were flown. Old timers among the WDs remaining here look forlorn at losing acquaintances but cheerfully greet newcomers with the comment that they are still normal after six months at "Vulture's Gulch." The somewhat weary inhabitants of "Vulcatraz" were glad to get to bed after a busy days work.

May 5, 1943

H E Jenkins, command Morse examiner, arrived with signals equipment. Sufficient apparatus was installed in ground instruction school for buzzer practice.

May 9, 1943

Sunny Alberta has provided everything today but sun. Rain, snow, hail and sleet have appeared at intervals during the day. A concert party from No 10 Repair Depot, Calgary was expected but last minute postings caused the visit to be canceled. Happily it was replaced by a group from Eaton's Calgary who braved the weather and put on an excellent program in the recreation hall.

May 17, 1943

Medical kits finally obtained for planes. Repair squadrons started painting red danger zone lines on all aircraft and removing identification circles from nose of aircraft. There was great excitement in training wing over selection of a pilot for ferry trip to Africa. P/O Christmas, who had just got his commission, was the lucky selectee.

May 26, 1943

F/L R A McLellan and F/O W B Crossing inspected R1 Ensign and R2 Champion. The Governor General arrived by air to present diplomas to No 2 FIS graduates. A reception committee comprising of W/C Fraser, commanding officer, F/L Anderson, adjutant, ASO Coil welcomed the official party and escorted them to where parade was drawn up on taxi strip in front of number 4 hangar under command of W/C Harvey with Station aircraft forming a semi-circle in the background. After inspection of the guard of honor composed of No 2 FIS graduates and No 19 SFTS WD personnel, diplomas were presented followed by the march past.

June 2, 1943

Cessna IA aircraft 8662 crashed into the corner of a barn approximately one mile northwest of the Station due to engine failure on takeoff. Both engines were damaged slightly and the main plane totally destroyed. 105386 F/O R B Morton, pilot in charge, suffered a sprained wrist.

June 5, 1943

Water was turned into the reservoir through the pipeline for the first time.

June 8, 1943

C190 W/C R F Davenport arrived by air to assume command of No 19 SFTS Vulcan, Alberta. C374 W/C M P Fraser resumed his position as chief instructor.

June 10, 1943

A large crowd comprised of officers and personnel attended the dance held in the drill hall. Music was supplied by "Brad and his Band" (the poor man's Artie Shaw) from No 15 SFTS Claresholm, Alberta. Refreshments were served by the officers' wives.

June 14, 1943

Dodge light delivery truck 32090 caught fire when lighted flare pot on platform on rear of truck upset on No 2 Highway. Damage to platform and upholstery of cab approximately \$420. The driver of the truck received slight burns.

June 17, 1943

The Station took over a small piece of land adjacent to and across from the main gate for the purpose of parking automobiles belonging to personnel of the Station.

July 1, 1943

Fifty air cadets from No 225 Comets Squadron, Taber, Alberta arrived at this Station yesterday. They were accompanied by two officers J J Evans and A O Olson. F/L M P McLeod (C4598) has been detailed as cadet liaison officer for the unit. It is rather interesting to notice the presence of a Japanese boy in the squadron.

July 5, 1943

A recent DRO entry has aroused some comment, the entry read, "Due to our new water system, shower baths are available to all ranks at all times." If the water were only drinkable, it would be perfect.

July 8, 1943

The education officer, after being turned out of GIS and spending a number of bootless hours searching for a restful spot has finally located available accommodation in the lean-to at the rear of number 3 hangar. Today he and the air cadets considered the progress of the war.

July 10, 1943

Perhaps he is becoming "bushed," maybe it was only wishful thinking but one of the administrative officers dreamed that four painters were due to arrive today from No 4 C&M unit. A motor transport was directed to meet the tradesmen. So far, they haven't materialized.

July 14, 1943

Today throughout RCAF Stations in Canada WDs went domestic and staged an "at home." Here at No 19 SFTS, about 250 visitors from Vulcan, Vauxhall, Champion and Nanton and Arrowwood were guided through the various sections where WDs are represented. They were most impressed with the Station and with the work the WDs are doing. The cooperation received from the sections was very much appreciated and it was noticed that the guests were particularly interested in the parachute section, the hospital, the control tower and equipment in

the airmen's mess. After the extended visit, a short program was enjoyed in the Y hut and later refreshments were served by assistant section officer Myer, the Station messing officer and a number of airwomen.

July 16, 1943

One of French Canadian airmen has already proved his worth in the orderly room by explaining the context of a letter from a Quebec doctor requesting compassionate leave for some individual. The munificence of the chief ground instructor and the ingenuity of the signals personnel have equipped GIS with an inter-officer communication system guaranteed to eliminate much leg work.

July 19, 1943

It appears No 19 SFTS is to have its own "swimmin' 'ole." Interested and excited airmen and airwomen are keenly watching progress made in the excavation. The workmen are down about seven feet already. There will be no difficulty obtaining water as it is seeping into the hole now. With the hot dry weather now being experienced, this will furnish a welcome relief. Steps to obtain a new entrance to the Station are being considered as the site of this egregious bathtub is the roadway in front of the administration building.

July 22, 1943

The officers of No 19 SFTS held their first mess dinner in their recently completed dining room. There were approximately 60 officers and honorary members present. The latter included Mr Smith, Mayor of Nanton, Mr Kyle, manager of the Vulcan Band of Commerce and Dr Carson, also of Vulcan.

July 24, 1943

Forty five personnel made a trip to the Little Bow River. It was a rare treat to have enough water in which to swim.

July 26, 1943

A group of 42 airmen found the way to the swimming hole. The Station golf tournament at Vulcan is proceeding apace. Course 86 officially commenced training today. This course is made up of 27 RCAF (two officers, 25 airmen), three RNZAF (three officers), Thirteen RAF (13 airmen) and a grand total of 43.

July 27, 1943

A piano donated by the Kiwanis clubs of Lethbridge and Calgary was placed in the new WD canteen. This piano was obtained by the command chaplain (P) S/L J G Sparling who got it for

us by contacting the Kiwanis president. It was shipped from Lethbridge through the kindness of Mr F T Robins, printer of Lethbridge. Originally this piano was intended for the Chapel but as we have since obtained an organ, the piano was established in the WD canteen.

July 28, 1943

Two groups of personnel proceeded to the swimming hole on the Little Bow river. The owner of the property has graciously permitted the Station to erect a dam across the river thus raising the water level. The Station fastball team lost a closely contested game at the Blackie Stampede.

July 30, 1943

A Station wiener roast was held on the property of a nearby farmer. The programs included dancing, musical numbers and community singing. Wieners, rolls, ice cream and soft drinks were served around the bonfire. Not the least interested among the participants were the farmer and his family. (Editor's note: the official publication of this Station was known as "Wings Over Vulcan.")

August 1, 1943

The RCAF band from No 7 SFTS Macleod, Alberta entertained the personnel of this Station and their guests. This was the first concert of its kind held at No 19 SFTS and it was very well received.

August 4, 1943

No 1 Squadron left in the face of questionable weather for a wiener roast at the river. Reports indicate the party was a success. The whole program was planned by the YMCA supervisor who was inadvertently left behind with the equipment.

August 5, 1943

Our headquarters administration staff departed for a wiener roast at the Little Bow River. Most of the party reached their destination and enjoyed the evening, however, a few of the gang got lost and never did arrive. This form of past time was named "riding the range."

August 13, 1943

Everything happens at weekends. Today a signal from AFHQ requested the posting of 25 GDs to Gimli, Manitoba. Two weeks ago we lost 30 to Western Air Command. The GD, unfortunately too often looked down upon, is an important cog in the machine. He is the "hewer of wood" and the "drawer of water." The basic needs of the unit are attended to by his frequently unwilling hands, the meals are served, the pots and dishes washed, floors scrubbed, washrooms cleaned, weeds hoed, garbage removed, freight carted, files and order delivered and

forms mimeographed by this Jack of all Trades. He helps the YMCA supervisor, fills establishment vacancies in flying control, canteen, service police and in other sections. He helps the carpenter, plumber, the painter. He drives the tractor, truck, crash tender. Imagine the confusion arising when 30 leave at a moments notice.

August 16, 1943

It was with a great shock that personnel of the Station learned of the double posting of both our commanding officer and the Station adjutant. W/C R F Davenport has been posted to Toronto while our adjutant, amidst much excitement, makes preparations for departure overseas.

August 17, 1943

The command mobile finger printing unit arrived to finger print the personnel not in possession of identification cards. All civilians except one have no card. One of them was so disturbed about the possible consequences that he refused and subsequently resigned. The members of course 80 and their invited guests gathered for their graduation banquet in the airmen's mess hall. The hall was attractively decorated with red, white and blue crepe paper having large 80s at each end of the room. The chief instructor paid high tribute to the course which had come through with one of the highest averages in the command and had set a record in safety by having no accidents during the whole period of training.

August 18, 1943

The airmen's mess staff sallied forth 40 strong to the old swimming hole in the cool of the evening (and we do mean cool) for a wiener roast. In spite of the bad wind storm, a roaring fire was soon blazing attracting the owners of the property who came and joined the party. They departed promising to build a gate providing easy access to the campsite. Faith in human nature was restored and everyone had a good time.

August 19, 1943

The first wings parade of No 19 Service Flying Training School was held on the tarmac of the Station. The parade was formed up by W/C Fraser and turned over to the commanding officer, W/C Davenport. After a few well chosen words the commanding officer wished the class "God Speed and Good Luck." Amid the roar of twelve aircraft overhead in V formation, the wings were then presented to the 30 graduates with GB180160 LAC Woodcock D E N receiving the gold identification bracelet as a gift from the commanding officer for the highest marks. No 2 Wireless Band was in attendance to provide music during the ceremony. This first public appearance of No 19 SFTS was climaxed by a memorable dance in the drill hall. Personnel from No 19 and visitors from the surrounding district crowded the premises. Once again, our Station orchestra provided excellent music and entertainment. The highlight of the evening came when our commanding officer and Mrs Davenport led the grande march. Much confusion and gaiety resulted. This wings parade is a double feature - a fitting farewell to a grand commanding officer

who has been posted to the war staff college, Toronto, Ontario, to our Station adjutant F/L Thompson who has been posted overseas, and to a wonderful class of pilots who have done so well for No 19.

August 20, 1943

The graduation class said their adieu and departed to their several destinations. In a few weeks time, nasty Nazis will be ducking for cover when these lads appear overhead. W/C M P Fraser today assumed command of the Station and F/O D Boyd was reclaimed from the training wing to become Station adjutant.

August 24, 1943

The sports committee started the round of activity today by holding a meeting. This committee is large and to facilitate meetings a unique practice is followed. All members meet and eat together in the airmen's mess, then adjourn to the YMCA for discussion. This practice has augmented attendance and dinner together does much to develop esprit de corps in the group. At 1930, the official opening of the WD recreation centre, formerly the small canteen, took place this evening. An event occurred which the WDs are pleased to call a stag party. The interior of the building is attractively furnished with equipment purchased by a grant from auxiliary services. The centre should contribute materially to the well being of the young women at this unit.

August 26, 1943

The air officer commanding and the inspector general arrived unexpectedly by air to inspect the Station. They were accompanied by W/C Drynon. About this time an interested spectator might have noticed a wide spread increase in the activity of the Station personnel. It seemed as though an injection of adrenalin had been generally administered. Our gold braided visitors made a rapid but lynx-eyed tour of the buildings.

August 27, 1943

There is great difficulty in obtaining a full establishment of civilian general duties. The distance from the nearest community and the shortage of manpower probably are the principle causes of this. Many of the old gentlemen must have been transients before the war and are too aged now to change their ways. There has never been a sufficiently great number of them at this unit to handle the care taking properly. It is exasperating to complete forms NSS102, NSS122, NDB487/A, staff questionnaire, UIC 409, oaths of allegiance and office, TD1, CT256, acquire the UIC book, the ration book, the birth certificate (or discharge certificate or certificate of medical rejection), assign a bunk, fill out a Station pass and have the sexagenarian resign before the ink is dry on the documents. Half of the ancients have been on more air force stations than the majority of the service personnel.

August 31, 1943

1,120.4 gallons of beer were purchased this month, \$1,700 worth. Twenty such Stations could buy a Hurricane but morale needs liquid refreshments. A Station canteen may do from \$70,000 to \$100,000 worth of business in a year, an excellent venture in civil life. Yet on the Station this is the responsibility of some officer who is employed full time elsewhere and who is required to steal what time he can for the direction and management of this business. One wonders why there is not such an officer as canteen officer on the establishment of the larger stations. The Women's Division of No 19 SFTS entertained approximately 55 ladies from the town of Vulcan at tea on the Station. Section Officer Coyle received the guests with the airwomen acting as hostesses. A musical program was arranged which ended in a rousing sing song. After the program, refreshments were served by the airwomen, a delightful climax to a most enjoyable evening. Actual flying hours day 255.40, night 55.20. Aircraft strength: Anson II 112, Menasco Moth 1. Total hours instructional time day 6,704.50, night 713.35. Strength: RCAF officers staff 81; RCAF officers WD 4; RCAF airmen staff 777; RCAF airwomen 160. Trainees officers RCAF 2; airmen RCAF 108; RAF trainees airmen 52. New Zealand officers staff 9; airmen staff 4. Officers trainees 3, airmen trainees 3. Australian officers staff 3, airmen staff 1, airmen trainees 33.

From "Wings Over Vulcan," August, 1943
Station Wiener Roast

And another night of the current sport, wiener roasts. A week ago Thursday night, we had a repeat of a previous time only more fun. Have you ever danced on a slight slope of field with your heels stepping in heaven knows what and your elbow digging into heaven knows who? Try it some time. Before that, we sat around a natural amphitheater singing and rocking the opposite way that Cpl Ward meant. But we can lean whichever way we want, can't we, chum. What would we do without Ray Charlton and his accordion? How those wieners and Cokes and ice cream hit the spot on such occasions. But always comes the wrench— home again. PS, did the flowers still look pretty back in barracks, Mary?

WD— "This air force life is pretty tough."

Civvy— "How come?"

WD— "They give us coffee to drink three times a day and in the mornings expect us to PT."

September 5, 1943

In the absence of our "sky pilot" the personnel of this Station accepted an invitation to attend services in the United Church in Vulcan. The Station choir were in attendance and our organist LAC Sproule took over the controls of the mighty gas pipes.

September 14, 1943

Anson aircraft 7079 crashed just off main aerodrome. Aircraft lacked power on takeoff and

when pilot attempted to turn the engines stalled and dived into the ground on port wing. LAC Scott D R C GB1397322 admitted to Station hospital on the seriously injured list.

September 24, 1943

Today our Station warrant officer W/O2 Kent E F S was posted to No 1 OTS Domaine D'Estrel, Ste Marguerite du lac Masson as an officer cadet. Our Station headquarters is experiencing a complete changeover of officers and NCOs this month. Who will be next? F/Sgt Watson, NCO in charge of headquarters orderly room, who at present is in the Station hospital, has been posted to AFHQ when available.

September 26, 1943

Other than the severe shocks received at each posting of our senior officers the general health of this personnel of this unit has remained at an even keel of excellent health, both physically and spiritually. We do not guarantee such an excellent record to continue if another month of shocking postings should ensue.

Editor's note: reels have now changed and this continues from reel C12,352.

October 1, 1943

October was ushered in with warm Indian Summer weather. First fatal accident since the opening of No 19 SFTS, Anson aircraft number 11547 crashed eight miles south of Milo on the shore of Lake MacGregor killing J26934 P/O Gordon Vic Scheltens, flying instructor, and pupil pilot R181255 LAC Robert Edward Shaw and R187482 LAC Harold Frederick Douglas. Category of crash, A. While carrying out sequence 19 (instrument flying), aircraft was seen diving from a great height and as it began to recover, the wings collapsed. Aircraft dived straight into the ground completely demolishing it. Two weddings were held in the chapel at 1830 hours. Cpl Gordon Lynd Smith and LAW Edna Averil Cousins, both chefs, and AC1 Harry William Floding, an AEM, and Miss Ruth Waldbauer.

October 14, 1943

Wings parade was held for course number 84 at 1600 on the tarmac. The wings were presented by our commanding officer W/C M P Fraser. Course started 28 June, 1943. Number starting 33. Course ended 15th October, 1943. Number graduating, 34. Twenty three RCAF, nine RAF, two RAAF. Course average 72.3. This is considered an above average course at this school. Disposition of graduates: nine to No 2 FIS Pearce, five to No 31 GRS Charlottetown, five to No 1 GRS Summerside, two to No 34 OTU Pennfield Ridge, two to No 4 AOS London, six to No 1 Y Depot Halifax, five to No 31 PD Moncton. Twenty one commissions were granted out of 34 graduates. A harvest dance was held in the drill hall at night which was enjoyed by a large crowd. Twelve WDs took part in a floor show and were quite overcome with the applause they received. The costume for the dance was "overalls and hayseeds."

October 16, 1943

We went over the top in the Victory Loan today with \$76,700 or 102 per cent. No 4 Training Command was phoned at 1600 hours by the commanding officer to report this news. We were the second SFTS in this command to reach our quota. We are all very proud of our Sgt Hollinger who sold his car to buy a bond to put us over the top.

October 28, 1943

Anson II number 11576 damaged slightly and Anson II 11850 not damaged seven miles south of main aerodrome at 1330 hours. Sgt T G Adams, instructor, LAC L R Evans, pupil pilot, Sgt J L H Hunt, instructor and LAC D E Bradley uninjured. While waiting at the taxi post to take off, the pilot 11576 saw a/c 11850 take off ahead of him. He took off behind a/c 11850 and when out of the circuit area formatted on it. He had not been authorized for this exercise on the F17. While flying formation, a/c 11576 hit a bump causing the aircraft to bank to starboard. The starboard mainplane struck the port tailplane of a/c 11850. Anson II number 8301 damaged slightly at Bow River south southwest of Gleishen, Alberta at 1135 hours. P/O K E Lavin, instructor, and LAC G R Hill, pupil pilot, uninjured. While on navigation exercise number 14, the pilot was carrying out unauthorized flying (low) over the Bow River. The a/c struck a cable stretching across the river. Category of crash C.

November 13, 1943

The water situation at this Station is becoming somewhat acute. It has been necessary during the past week or two to restrict the washing of aircraft and the hours during which showers may be taken. This shortage has been occasioned by the fact that our second well is not yet in service.

November 14, 1943

A flying accident occurred on the main aerodrome to Anson aircraft number 11186. Pupil pilot GB1523190 LAC Hart J, flying solo circuits, uninjured. Category of crash D2. Undercarriage selected down and checked but when aircraft touched down, horn blew, red light came on. Two additional circuits were made with the same results. On the fourth attempt the starboard wheel came up so undercarriage selected up and a belly landing was made. Cause of accident: failure of undercarriage locks to engage properly.

November 27, 1943

Doctor Rasmus, Mr Anderson and Mr Simons from the Lethbridge Experimental Farm inspected this Station. In view of a recent suggestion, they recommended that we not consider the raising of pigs to take care of garbage disposal since garbage is already being sold to a local pig farm and is being used to the very best advantage. Due to the limited amount of water available, they recommended that only a small garden be cultivated and definitely discouraged any extensive project in this regard.

November 28, 1943

The personnel of No 19 were favored this evening with a concert given in the recreation hall by Norma San Georgio (Norma Piper), Calgary born coloratura soprano who has achieved successes in operas throughout Europe and who was singing in Italy when she was forced, through the outbreak of war, to return to Canada, Olpa Nichol, outstanding concert violinist, and Jean Farquharson, talented pianist. The concert was very well received and a real treat to lovers of classical music.

November 29, 1943

Mart Kenny and His Western Gentlemen thrilled a large audience with a radio broadcast from the drill hall. Officers, airmen and civilians crowded the drill hall again to dance to the strains of Mart Kenny's Western Gentlemen. Approximately 1,100 people filled the hall and it is assured that nobody departed disappointed.

November 30, 1943

Mr Thompkins and Mr Officer of the CPR visited the Station today and leant a sympathetic ear to our transportation problems. An effort will be made to have a train run from Calgary to Vulcan Sunday nights in order that personnel may get back from 48s without walking. Present train schedule provides one train each day each way and cuts a 48 down to only a few hours in Calgary.

Script for the Mart Kenny Show

Music: trumpet sounds on parade

Announcer: There's on parade for assembly. For the fighting sons of freedom, the Coca Cola Company of Canada presents the Victory Parade with Canada's spotlight band.

Music: swing, on parade into opening theme

Announcer: Tonight and Friday night, every Monday and Friday at this time, the Coca Cola Company of Canada sends the nation's premier band, Mart Kenny and his Western Gentlemen, to entertain the sailors, the soldiers, the airmen and war workers. Tonight is stop number 87 on our Victory Parade and we're at No 19 Service Flying Training School, Vulcan, Alberta playing for the officers and men of the Royal Canadian Air Force. And now, presenting in person, and in the spotlight, Mart Kenny's Western Gentlemen (applause)

Music: theme continued

Announcer: Featured with the orchestra, Art Hallman, Veronica Foster and the Trio

Music: theme up and out (applause)

Announcer: Hello, Air Force, hello everyone, this is Don Simms filling in again for someone you all know, Mart Kenny. And on behalf of Mart's Western Gentlemen, I wish to thank you officers and men for the warm welcome given us here tonight. But now I see our co-pilot has everything tuned up, so let's kick away the chocks for quick takeoff with "What is This Thing

Called Love.”

Music: What is this thing called love (applause)

Music: enter to “My Heart Tells Me”

Announcer: Yes, two nights a week, the Victory Parade with Canada’s spotlight band presents fun and music to Canada’s fighting sons of freedom. That’s our pleasure. But here for their pleasure is Art Hallman with a romantic tune, “My Heart Tells Me.”

Music: My Heart Tells Me (applause)

Announcer: And when the spotlight’s on refreshment, it’s Coca Cola. And when the spotlight is on quality, again it’s Coca Cola. With Coca Cola, you can be sure every bottle will be as delicious and refreshing as the next or the one before.

Music: intro to “I’m Riding For a Fall”

Announcer: It’s item number three as the Western Gentlemen quartet takes formation for their version of the novelty tune “I’m Riding for a Fall.”

Music: I’m Riding for a Fall (applause)

Music: Just a Memory

Announcer: “Just a Memory.” Yes, just around the corner of yesteryear, we come upon the music that was popular then and still holds pleasant memories for many of us. Tonight it’s Mart Kenny’s Western Gentlemen with Art Hallman to sing “The Sunshine of Your Smile.”

(Editor: ...and on it goes. Here are some references from the show to Vulcan.)

Announcer: Only since May of this year has this Station been operating as an SFTS. Previously it was a flying instructor school. But six months of the diligent work and organization that is characteristic of the RCAF have brought it up to an important place among stations of its kind across the Dominion whose thrilling and victory-making role is aircrew training of pilots. You’ll meet them here with the designations of many countries on their shoulders from far separated homelands. And what will strike you forcibly is the way they are all imbued with the daring and alert efficiency that makes “Captains of the Clouds.”

And so tonight, the Victory Parade pays tribute to No 19 SFTS of the RCAF here at Vulcan, Alberta, a salute to the coordination of their work and spirit as the whole nation, through the spotlight, point with pride.

Music, fanfare and applause

Announcer: This has been night number 87 in the Victory Parade with Canada’s spotlight band, Mart Kenny and His Western Gentlemen. Friday night, we will be at Aircraft Repair Limited, Edmonton, Alberta, playing for the war workers. And remember, whoever you are, whatever you do, where ever you may be, when you think of refreshment, think of Coca Cola, for ice cold Coca Cola makes any pause the pause that refreshes.

Coca Cola closing theme

Announcer: This broadcast, originating at No 19 SFTS Vulcan, Alberta, is sponsored for the entertainment of the personnel and does not constitute endorsement of the product by the air force. And now this is Don Simms reminding you that Friday night, we will be entertaining the war workers of Aircraft Repair Limited at Edmonton, Alberta. So, see you then for the Coca Cola Company of Canada. Goodnight.

Music: full to finish

Announcer: This is the Canadian Broadcasting Corporation.

Editor's note: The Mart Kenny Band deserve a lot of credit for the work they did across Canada for the people in the services. This is the first time I have seen a complete program for this show.

The program was written by the D'Arcy Advertising Co, 90 Broadview Avenue, Toronto. They also had offices in St Louis, Atlanta, Cleveland, New York and Mexico City. Contact officer was S/L G H McMahon. Broadcast was on Monday, November 29, 1943. (Insert there).

December 6, 1943

One officer, two NCOs and 21 men, C&M unit arrive to take over construction of the spur line from Kirkaldy to the airport.

December 7, 1943

Approximately 150 civilian boys and men from neighboring towns attended the open house on the Station. WD personnel served tea in the YNCA lounge following the tour of inspection. Captain Guy Armitage, well known impersonator, entertained the Station in the evening when he featured his impersonations of Dickens to the very receptive audience.

December 25, 1943

Excellent Christmas dinner served by officers to over 450 airmen and airwomen. The PA system was used during the meal and excellent musical selection provided. The entertainment consisted of a first class (free) movie donated by the theatre manager of Vulcan followed by a dance and lunch. Altogether it was an excellent Christmas away from home.

December 31, 1943

Résumé of events: at the conclusion of the eighth month of the operation of this Station, the outlook for the new year is very bright. Every effort is being made to surpass our efforts of the past. The health of the unit has suffered due to a flu epidemic. The hospital over the entire month was running to capacity. Most of the patients were suffering from a fairly mild form of influenza somewhat typical with regard to its upper respiratory manifestations. The spiritual welfare is well supervised by Padre F/L McLennan. His door is always open to any desiring his counsel or service. The services have been held each Sunday in the Protestant chapel and one service each Sunday in the RC chapel. The Catholic services are taken by F/L Monchan. Each of these chapels is located in an empty barrack block on the ground floor of the WD barracks. They are nicely furnished, have curtains on the windows and the Protestant chapel has small organ. The discipline on this Station is satisfactory. The recreational and social activities are numerous, plentiful, varied and extremely well organized.

January 4, 1944

A free movie was shown at Nanton for all the airmen and airwomen returning from New Years leave who were forced to wait in Nanton for the second bus trip to the airport. Approximately 60 people were entertained in the community hall until 0300 hours through the courtesy of the YMCA.

January 22, 1944

The coal pile containing 1,000 tons was found to be in excessive heat at 0930 hours. It was turned over at 1000 hours. While being turned over, it took fire. The pile was immediately spread flat and the fire subsided by 1200 hours. Approximate loss in coal was ten tons. It was turned over again at midnight, all was well.

January 30, 1944

The railway spur line being constructed by No 4 C&M unit has crossed the Station boundary and should almost be completed by the end of the week.

From the Calgary Herald
Men Do Bit of Track Laying

When the shortage of manpower held up the construction of a five and one half mile spur line, from the main CPR line to No 19 SFTS RCAF at Vulcan, air force personnel stepped in to solve the problem. No 4 Construction and Maintenance Unit, although it had never tackled railway track laying before, took over the job from the CPR and in the top picture is shown a part of the result. From mid-December to January 22 when this picture was taken, more than 20,000 feet of the spur were completed and W/C W R Pearce, assistant chief works officer at No 4 Training Command, says his men, though for the most part inexperienced, are doing a fine job.

February 3, 1944

Oh! What a beautiful morning, Oh! What a beautiful day. We won the efficiency pennant. Everything's coming our way. The CO declared a holiday today so that the personnel may hold a slight celebration. The temporary pump at number two well was tested and operated satisfactorily for about three hours.

February 5, 1944

The annual formal dance was held in the officers mess with approximately 150 attending. W/C Fraser and Mrs Fraser received. The decorating of the mess was very ably carried out by P/O Fry and committee. The effect was a garden in the springtime and in one corner of the garden was placed a water well decorated with vines and flowers. In the bucket we had punch (with very little punch).

February 9, 1943

Three airmen were remustered to aircrew during this week which will definitely improve the interest in the education class being held. Approximately 30 remuster applications from GD to trades were completed. This number is very high and is most encouraging. There are 115 aircraft on strength to date, serviceable 97 Anson II, and two Menasco Moths, unserviceable 16 Anson II.

February 10, 1944

It is a great day for No 19 as it is not only our wings parade but the minister's efficiency pennant was presented to our CO, W/C Fraser. The wings parade was held in number 3 hangar with the AOC A/V/M Housam presenting the wings to the graduating class. S/L D Jacox was o/c of the parade with F/L Howard i/c of the graduating class. It is interesting to note that the honor student of this course was an airman of the RAF. Among the graduates was Charles A Perkins, a former member of the Territorial Court of the Northwest Territories. Mr J Ford presented the wings to his son in law, Charles A Perkins. The AOC gave an inspiring and challenging talk to the graduating class. At the conclusion of the wings ceremony, the AOC presented W/C Fraser with the efficiency pennant while the personnel of the Station very proudly looked on.

February 14, 1944

Blue Monday was made much brighter due to the fact that it is Valentine's Day. The telegraph office at the YMCA was kept extremely busy transferring love messages. The C&M Unit commenced construction of tank car unloading platform at the bulk gas storage, also completed track laying, lining and lifting on spur.

February 23, 1944

This has not been a very happy day at Vulcan due to an A category crash which happened two miles north of Vulcan, Alberta. The aircraft involved was JS183 and 7138 Anson II. It was a three plane formation and one aircraft came up and crashed into the bottom of the second. Both crashed at 3,000 feet to the ground resulting in total damage to the two aircraft. R198406 LAC Selway Henry John and R189209 LAC Wyrzykowski John Dominic, were killed at approximately 1450 hours. Special mention should be made as to the efficiency of the hospital when a crash call comes in. The crash beds are made, hypos and other necessities are immediately arranged. The oxygen tank is available at the door of the crash room and the plasma is right on hand. This is all done in approximately two minutes after the crash bell is sounded. An accident involving aircraft 11253 Anson II on photographic exercises at approximately 16 miles northwest of Ronolane. The plane was piloted by P/O Creech William F/J292119 and crew R1142 Cpl Kyle Gordon John, R198795 LAC Northey Howard Byron and R193501 LAC Walker John Robert. The reason for the accident has not yet been approved and a summary of evidence has now been taken. It is believed it was an unauthorized practice forced landing. The plane hit the top of an automobile, the occupants of the automobile being Robert

Whitlock who was slightly injured and Mr Whitlock, also slightly injured. Both were civilians. The port undercarriage of the aircraft was found damaged during D1 at Ensign.

February 29, 1944

All the girls are very, very busy today as it is their last chance to work on proposals. One can practically see the boys running from one building to another so that they won't be induced. Everyone wishes the girls lots of luck as it only happens once in every four years and that is a right long time. (Editor's note: this is Al Capp's Sadie Hawkins Day, happens only on leap years).

March 14, 1944

This evening an ice carnival was held in the Vulcan Arena. First on the program was a hockey game between the Australian officers and the WDs. This was really a sight for sore eyes as most of the Australians have never been on skates before and persisted in shoving themselves along the ice with their hockey sticks. The only time during the evening that the Aussies showed any speed at all on skates was when a sham fight was staged. After the hockey game there were speed skating races and then dancing on the ice.

April 1, 1944

April Fools Day. Our commanding officer, W/C M P Fraser, received his promotion to the rank of group captain. Everyone was very pleased, saying nothing as to the reaction of the CO.

March 24, 1944

C14228 F/O K A MacKirdy posted to No 1 Y Depot Lachine on his way overseas and it didn't take long for him to get those Canada badges out. We understand that spring became effective this week but as yet it is more like the winter weather we were due two months ago.

April 5, 1944

As instructed by Command, the SPs (service police) have been carrying out a consistent search of all parcels, suitcases etc taken off the Station by personnel. The SPs say that this situation in relation to the WDs articles has proved very embarrassing but of course one can get used to anything.

April 6, 1944

The CO got his new hat today, gold braid all over the place, and so excitement started all over again. Harvard 2750 piloted by P/O Lambert made a forced landing at 1345 hours due to an oil leak. Connections were tightened and the aircraft found serviceable.

April 12, 1944

Command auditors arrived today to audit the accounts. Their work is horrible but they are really not such bad people after all. Our Wednesday evening dance was held in the regular spot, the rec hall. The Station orchestra, with a full compliment of players, provided an excellent evening of musical varieties.

April 16, 1944

Regular church services were held. During the evening, symphony musical was held in the WD canteen. These evenings have become most popular. The symphonies are explained by LAC Ronald Clee of the RAF who is a well known opera singer.

April 17, 1944

Pay movies were held in the rec hall. The pay movies we have been showing on the unit are attended by a full house at both showings. It is a great morale builder to consider that the service receives these movies even before they are shown to the civilian population in the nearby cities. C13185 F/L J W C Caldwell, medical branch, was posted to Col Belcher Hospital in Calgary. We were extremely sorry to lose Doc Caldwell as he was one of the oldest members of 19 SFTS. His work speaks for itself and he was highly respected by all.

April 26, 1944

We are extremely proud of our WD basketball team. They were chosen the champions of the Southern Alberta league but an opportunity was given for the other stations participating in the league to challenge our team for this championship. Both Lethbridge and Pearce forwarded challenges. It was decided therefore that Lethbridge and Pearce would play off and we would play the winners. So Pearce arrived on the Station tonight for the first of the championship games. We are going to play them two games and the championship will be given to the team with the greatest number of points. We are sorry to say that our team took a beating tonight. We were beaten by six points which just means we will really have to work tomorrow night.

April 27, 1944

We just wish we could give a play by play description of this final game for the WD basketball championship. It was really one to go on the records. We won this game by five points but had to forfeit the championship to Pearce as they won out by one point in the calculation of total points. From the scores, it can be readily seen that the games were well played and the teams well matched. We congratulate you Pearce, but we will be right back again next fall to bring the championship home to 19 SFTS.

April 30, 1944

Personnel strength: staff RCAF officers 97; other ranks 727; WDs 196; WD officers 5; other than RCAF, RAAF 21 officers, three airmen; RNZAF 5 officers, one airman; RCASC one officer, two others; CDC two officers; CPC three other ranks; civilians 57. Trainees RCAF three officers, 258 airmen; RAF 56; WETP 65. (Editor: find out what WETP is). Aircraft strength: Anson II serviceable 98, unserviceable 13; Menasco Moth one. Total flying hours flown during April, 9,016.

May 4, 1944

We lost two of our flying instructors today who were posted to No 2 FIS Pearce. They took quite a ribbing about their postings. Graduation parade for course 96 was held today. This is the first wings parade held on the tarmac this spring. Brigadier F M W Harvey VC MC, District Officer commanding No 13 Military District, presented the wings to the graduating course. He gave an inspiring talk and told the boys he had always wanted to fly himself but the air force had refused him during the last war as he was too tall.

May 8, 1944

Three WD WOGSs are now on strength at GIS instructing and assisting in the wireless section.

May 10, 1944

Today we are celebrating our first anniversary in the form of a sports afternoon and an anniversary dance at night. A parade of all Station personnel in sports clothes fell in on the parade square at 1315 hours in three squadrons: No 1 airmen, No 2 NCOs and No 3 officers. The airwomen were divided evenly and placed in each of these squadrons. The CO, dressed as an Indian chief and mounted on a frisky white horse with F/O V R Webb dressed as a squaw on foot as adjutant and the squadron warrant officer equipped with a shovel (we won't say why, you will have to use your imagination) took over the parade and inspected at 1300 hours. The parade then moved in columns of lumps and proceeded to the sports field. During the afternoon, a formation of Ansons, flown by our own instructors, gave an exhibition.

May 11, 1944

This is a very quiet day after the excitement of yesterday. Everyone seems to be moaning and groaning about their stiff joints, Charlie horses, etc. The movie shown in the rec hall during the evening was called "Crazy Horse."

May 15, 1944

Mr Palmer of the Lethbridge Experimental Farm inspected the seeding of the unit and at our relief field at Ensign. He reported that conditions were generally good but rain is badly needed.

J10952 F/L Whidden H E and J21273 F/O Howat J D W were posted overseas. F/L Whidden has completed forty months as an instructor in Canada. The High River concert party visited the Station with their minstrel show. This was well attended by our Station personnel who gave it a very good reception. The show was a grand success and a credit to the Station it represented.

May 19, 1944

What a riot! Word was received that SFTS training would be carried out for seven months.

May 21, 1944

The CO proceeded to North Battleford on temporary duty to be president at a court marshal. The movie "One of Our Aircraft Is Missing" was shown in the rec hall. There are 113 aircraft on strength.

May 22, 1944

Weather CAVU. The runways are in poor condition due to the heavy rain but the sun is drying up the water satisfactorily. The roads to Nanton and Vulcan are very rough and personnel are experiencing transportation difficulties. (Editor's note: an Annual was produced at the school and the contents are copied into the diary. Great photography included.)

June 4, 1944

Weather: ceiling nothing, visibility 1/4 mile in snow, flying washed out all day. We take a very poor view of this Alberta weather by having snow the beginning of June.

June 6, 1944

Today is D Day. The Allies landed in France and have started the invasion of Europe. During the noon hour, the King spoke. At the time of the King's speech, it was remarkable to look around the officers mess and see everyone listening in solemn silence. At the end of the King's speech, the playing of "God Save the King" brought everyone in the mess to their feet in one accord. It was a most solemn and inspiring spectacle. Our fastball teams went down to Lethbridge to play one of their league games. The boys team lost but we are happy to report that our girls always seem to come home on top as they did tonight.

June 7, 1944

Two Harvards arrived on the Station today but these Harvards were a little than the ones we find landing and taking off again on our Station. They had come to stay and were taken on strength. It was a topic of conversation throughout the Station.

June 9, 1944

A Station parade was held during which time A/C Johnson presented G/C Fraser and the personnel of the Station with the Victory Loan pennant for the Sixth Victory Loan.

June 15, 1944

The regular monthly officers mess dinner took place this evening and the most tragic thing happened on the Station today. The majority of the Station personnel attended inoculation parade for their annual TABT. Things were very quiet during the evening and it was found that nearly everyone had gone to bed nursing their sore arms. It is surprising to think that these boys can go through anything in an aircraft but give them a little shot in the arm and they have had it. The Station soccer team proceeded to Claresholm for one of their league games and we are happy to report that Vulcan came through on top. You know, it's pretty hard to beat this little Station in anything.

June 17, 1944

It's interesting to note that on the 17th of June, 1940, France was seeking an armistice and today the Allies are successfully carrying out the invasion of this country.

June 23, 1944

We have noticed an entry in the DROs attempting to start a girls soccer team. Naturally, the women like to think they are equal to the men and can do anything they can do. But we think it is going a little bit too far when our girls start playing soccer. At any rate, whoever originated the idea is not receiving the cooperation expected.

June 28, 1944

During the evening, our fastball teams played Macleod here at Vulcan. The boys lost but our girls won. It would be a terrible war without these women, wouldn't it?

June 30, 1944

Well, here it is the end of the month and for the past two months we have had no flying accidents. When we say this, we are touching wood. During the latter part of the month, cross country trips have been carried out by training wing and maintenance to pick out suitable flying areas for formation flying as laid out in the new training syllabus. These trips have lasted one and two days. Trainees on Station as of June 30, 1944: RCAF three officers, 233 airmen; RAF 37 airmen; RNZAF one officer; WETP 65 airmen. Total number of flying hours during June, 1944: 7,528.15.

July 1, 1944

Here it is the beginning of a brand new month and we are ready for anything that would like to present itself. For the past two months we have been bragging about having no flying accidents, well you'll never guess what happened today, right on the very first day of the month, too. Yes, it's true, we pranged a Harvard. However it proved to be a technical failure that caused the accident and there is no injury to the pilot.

July 2, 1944

This has been a very quiet day on the Station. You don't like these kind of days, do you? Well, neither do we. It is something like the quiet before the storm but please don't be discouraged. Keep reading because the storm actually comes.

July 5, 1944

You will remember us speaking of a storm we felt that was going to hit the Station, well, today, we heard a little thunder and one streak of lightning as our adjutant was posted overseas, C9953 F/L G D Boyd. He is one of the oldest inhabitants of Vulcan with over one year service on the Station. First as training wing adjutant then as Station adjutant and an honest to good one at that. He is a tower of strength and we shall all miss him. He has a very funny feeling that he will land in India. Good luck to him, wherever he may land.

July 12, 1944

Personnel in the officers mess are very unhappy today, no smiles at all. You will never guess what happened again, or maybe you were the person who really knows the story. Well, anyway, 53 bottles of liquor were stolen from the bar. How dry I am and how dry we are going to be for an awfully long time.

July 20, 1944

The storm really broke today. It was terrific. You will remember us mentioning that we felt one coming. Well, here it is in full force. Our CO was posted. Telegram was received which read something like this: "C274 G/C M C Fraser posted as SASO No 3 Training Command to be replaced by C1295 W/C B C Andrew from No 10 SFTS Dauphin, Manitoba." G/C Fraser has been with the Station since its inauguration on 3rd May, 1943 acting first as CI and then taking over command. The worst of it is that he is now away on leave and doesn't know about it. We shall miss our CO immensely but wish him the best of luck in his new undertaking.

July 24, 1944

We had a real blackout on the Station during the night. The power went off at 2315 hours and didn't come back on until 0315 hours on the 25th of July. More fun doing everything by candle

light. There was apparently electrical trouble at High River.

July 26, 1944

Today we started a new part of the training syllabus at R1 Ensign when the students were sent on solo cross country trips at low level.

July 27, 1944

G/C M P Fraser handed over command of the Station to W/C B C Andrew AFC on our regular CO's parade. Our group captain's flag was taken down and a three striper went up once again.

August 14, 1944

The efficiency pennant was presented to us for the second time by G/C Sellars of No 4 TC. There was a Station parade for the presentation.

August 17, 1944

Our Station was favored by a visit from Dr A J Bruce who was lecturing on the Far Eastern Campaign. He gave two series of lectures in the evening. He also visited our relief Station at Ensign.

August 23, 1944

There was open house in the WD canteen for the purpose of sewing on wings and hooks for the graduating class. The Vulcan team won the Southern Alberta Amateur Golf Tournament RCAF.

August 24, 1944

A considerable amount of repair work was necessary due to the electrical storm, especially with the transformers on the 550 voltage lines, the gasoline storage, the bombing teacher and of course the telephone lines. A high wind at 2030 hours caused aircrafts 115, 7543 and 11425 to collide when parked thereby damaging them. Course 100 graduated today with W/C B C Andrew, our commanding officer, presenting the wings.

August 31, 1944

Month end review. Health of the unit in general: during the past month there have been no infectious diseases on the Station. In spite of the large number of flies in all the messes we have been very fortunate in having very few cases of gastrointestinal upset diseases.

September 1, 1944

The airwomen of this unit are being congratulated for the splendid showing the fastball team

made in the league. The team successfully capped the Southern Air Force Championship. The Station fastball team has now reached the finals in the zone playoffs and all personnel are hoping for another win out in the playoffs.

September 17, 1944

All ranks formed up at 1100 hours today and paraded to the recreation hall to hear F/L Ross' service in commemoration of the Battle of Britain anniversary. The commanding officer read the scripture and the service was a pleasant one.

September 20, 1944

Today was a big day at No 19, the sports day and carnival. The crowd gathered at 1300 hours and enjoyed a day packed with entertainment and fun. The sports events were run off in record time and the ball game between Currie Barracks and No 19 drew a large crowd. The games and refreshments booths did a lively business throughout the afternoon and evening. An impressive wings parade at 1930 hours held the interest of visitors. The drill hall was the scene of activity in the evening when a large crowd gathered to enjoy the dance and floor show. The day was a complete success and Station personnel cooperated to the fullest to entertain visitors at the unit. The wings parade held in conjunction with the sports day marked the graduation of course 103.

September 25, 1944

The event of the evening was the presentation of a variety show "The Joe Boys." The cast was made up entirely of RCAF personnel and they have presented their show on RCAF Stations across Canada.

October 6, 1944

Twelve horses have been purchased and a riding club has been formed by the Station. Personnel are anxious for the club to commence operations. Everyone is pleased that this new activity has been added to the Station facilities.

October 29, 1944

Services were held in the RC and the Protestant chapels at 1100 hours today. The weather was lovely this afternoon and a number of airmen and airwomen went for walks around the Station while others made use of the riding club and spent the afternoon on the prairie roads.

October 31, 1944

The big event on the Station this evening was the Halloween Dance. The drill hall was very attractive with orange and black streamers, witches, pumpkins and black cats to add to the atmosphere. The colorful costumes added to the effective setting. Approximately 1,700 persons

enjoyed dancing to the Station orchestra. The Halloween celebrations were a huge success and the dance committee is to be complimented on the splendid organizing of the affair. Trainees as of October 31, 1944: RCAF 30 officers, 123 airmen; RAF 83 airmen; RAAF 20 airmen; RNZAF six officers, 82 airmen. Aircraft strength: Anson II serviceable 108, unserviceable 8; Harvard one serviceable, one unserviceable; Menasco Moth one.

November 13, 1944

A farewell party was held in the officers mess this evening for W/C Jacox, chief instructor, and 11 Australian instructors who are leaving this unit. Orchestra club presented a program this evening in the WD lounge.

November 28, 1944

An inter-station badminton tournament was played off with Pearce and Claresholm teams competing. The tournament consisted of mixed doubles, mens and ladies doubles, and singles. Keen competition was displayed between the various section teams and prizes were awarded the final winners. Station basketball teams journeyed to Claresholm to play league games. The airmen's team chalked up a win but the airwomen lost their game by one basket.

November 30, 1944

The feature event of the evening was the boxing card in the drill hall. Boxers and wrestlers were imported for the occasion and a large crowd witnessed the bouts. The public was invited to attend and a real evening's entertainment was provided.

December 10, 1944

A football game, England versus Scotland, was played this afternoon on the sports field. Although there was a little snow on the ground, the students played in regular gear showing their bare knees. The game was well attended and the competition keen. The Christmas carol choir practiced for coming events in the recreation hall at 1300 hours.

December 16, 1944

The true Christmas atmosphere prevailed in the recreation hall today when about 100 children and their parents gathered for a Christmas party. The gay decorations added to the festive spirit and the arrival of Santa Claus climaxed an entertaining program. A delicious lunch was enjoyed and each child went away happy after receiving a gift from Santa.

December 17, 1944

Aircraft on strength: 116. Serviceable 91 Ansons, 3 Harvards, one Menasco Moth. Unserviceable 21 Ansons, 19 of which are non-effective.

December 19, 1944

The WD canteen was the scene of activity tonight when the airwomen gathered for their Christmas party. The early part of the evening was spent in games then Santa Claus distributed a gift to each airwoman. A tour of the Station was made and the airwomen sang chorals at each section. On return to the canteen, refreshments were served.

December 21, 1944

The Station is alive with Christmas spirit. Personnel on Christmas leave are anxious to get away and a very happy Christmas is in store for those who remain on the Station. The WD handicraft club met this evening. Airwomen were busy putting finishing touches on Christmas gifts that they are making.

December 25, 1944

At 1300 hours, personnel of the unit all ranks gathered in the airmen's mess for a delicious Christmas dinner. The candle lighted tables with gay crackers and menus made a pretty setting in the decorated mess hall. The officers and senior NCOs according to custom served the airwomen and airmen. By 1500 hours everyone had finished the sumptuous meal and returned to barracks contented and completely satisfied with the Christmas dinner. Personnel gathered in the recreation hall at 2100 hours and enjoyed the evening dancing. Refreshments were served. Good fellowship and gay spirit on the Station made Christmas a happy one for personnel on the unit.

December 31, 1944

New Year's Eve, the last evening of 1944 and the Station is alive with activity. Everywhere you hear a cheery "Happy New Year." Members of the officers mess are entertaining their friends at a gay party. In the recreation hall, personnel are heralding the new year to the tune of Auld Lang Syne. Airwomen and airmen are dancing to the tunes of 1944 as they bring in the new year. Happy New Year, 1945. Personnel strength: staff RCAF officers 167, other ranks 790; WDs 155, civilians 64. WD officers 5, nursing sisters 2. Trainees RCAF one officer, 121 airmen; RAF 73 airmen; RNZAF 8 officers, 22 airmen. Allied nations (Norwegians) nil. Aircraft Anson serviceable 93, unserviceable 18; Harvard 4; Menasco Moth 1 unserviceable. Total number of hours flown during December 9,607.25.

January 8, 1945

Due to water shortage on the unit it is not possible to have a skating rink this year. However, the rink in Vulcan has now opened and personnel are enjoying the privilege of the use of the rink.

January 14, 1945

An organization meeting of the male voice glee club was held at 1430 hours this afternoon in the Y lounge. A ceremonial parade was held today at 1100 hours. The parade assembled on the Station parade square where the air officer commanding No 2 Air Command, A/V/M K M Guthrie CBE invested W/C Andrew with the Air Force Cross.

January 23, 1945

The 65 piece RCAF Central Band are visiting this unit and tonight they presented a band concert commencing at 2000 hours. The drill hall was crowded with interested listeners and when dancing began at 2130 hours the band stayed on to play for dancing. The performance of the band was exceptional and thoroughly enjoyed by all in attendance.

January 31, 1945

An A category crash was discovered today. Same took place on the 30th. Anson II 7399, cause of accident unknown, location 11 miles northeast Carmangay, Alberta. Injury to personnel, both killed. GB1392044 F/Sgt Clark J A and GB1625875 LAC Mays B C.

February 12, 1945

Seven Ansons were transferred to Swift Current today. The orchestral club held the regular hour of good music in the intelligence room at GIS this evening.

February 13, 1945

A number of new books, including some recent editions, have arrived at the library. The library now offers an excellent selection of good reading material and is being used by a large number of personnel. The regular Tuesday bridge tournament was canceled this evening.

February 14, 1945

Everyone who received a valentine from their best girl is wearing a broad grin today, especially the airwomen who received word from boyfriends who are far away. An event of the season took place this afternoon when a double wedding ceremony was performed in the Protestant chapel. The chapel was very attractive. The alter was banked with fern and flowers and the guest pews were marked with tiny white bows. F/L Roe performed the ceremony which united in marriage Cpl Janet Milne and Cpl Gilbert Dill, both of maintenance section, and Cpl Anna Ahara and LAC Frank Jones, also of this unit. The pretty ceremony was followed by a reception in the WD lounge to which friends of the bridal parties were invited.

February 23, 1945

Four Ansons at No 10 RD undergoing modification. A free show in the recreation hall was well attended this evening. The camera club have set up an exhibition of photographs in the Y lounge. The Calgary Photo Forum has loaned our club a number of best prints to add to the display. The exhibition is most interesting and is receiving the attention of personnel.

February 28, 1945

During the month, six Ventura aircraft have arrived from the west coast for storage and are proving a great source of interest to all the boys around the hangars. Eighteen officers (GL) and one WD officer are leaving the Station tonight on leave prior to discharge to the reserve. Total flying hours for the month 5,952.05.

March 1, 1945

It may be truly said that March came in like a lion today, the weather being cold and blustery which was most noticeable after the warm spring-like weather of yesterday. An illustrated lecture "The Kodachrome Process" was presented tonight by the camera club in room 3 of the GIS. 16 mm movies were used to demonstrate the Kodachrome method of color photography. Much favorable comment was heard regarding the new seats in the theatre. 75 regular leather theatre seats were obtained on transfer from Swift Current and are a welcome addition to the theatre equipment.

March 2, 1945

Rumors continue to fly as to the possible closing date and subsequent disposition of this Station. These vary from day to day and seem mostly to emanate from the three Chinese restaurants in the town of Vulcan. The site of several army trucks parked outside the main gate was immediately interpreted to mean that the army were moving in and the latest one to be heard is that this point is to be converted to a Japanese prisoner of war camp.

March 6, 1945

Considerable commotion was caused this morning by large volumes of smoke appearing behind the gasoline and oil storage section. However, this proved to be only a lone CPR engine which had found its way up the spur track which runs into the Station from the main line. This spur is so seldom used that the arrival of any railway stock is quite an event. The pay show in the recreation hall tonight was "Murder, My Sweet." This is the first time that this film has been shown in western Canada. The actions of the various film companies in supplying us with pictures, even ahead of their first run showings in our cities, is greatly appreciated by the boys and girls.

March 7, 1945

Word has just been received that Capt Hancock, one of our popular dental officers, who left recently to report to his headquarters in Winnipeg for overseas posting, has been turned down on account of varicose veins. The Doc was surprised and disappointed but we venture to say he was not as surprised as another dental officer who reported the same day and had his posting canceled on account of bad teeth.

March 10, 1945

The weather played some real March tricks today when in the middle of the forenoon, a terrific dust storm blew up. After two hours of this, snow started to fall and a beautiful mixture of snow and dust plastered the Station, backed by a high wind.

March 11, 1945

W/C J Korndorffer and S/L A W Robertson, our RAF CI and CGI, were noticed today staggering around the Station seemingly very much under the influence of liquor. This was most surprising as the CI particularly is known to be a strong advocate of temperance. On investigation, however, it was discovered that they had just received word of their posting back to the UK and were practicing a walk which would conform with the rolling of a ship in the North Atlantic at this time of the year.

March 12, 1945

Indication of the approach of the closing days of this unit were further in evidence today with the posting of a number of our NCO Link instructors to other units. A number of pilots also were on the move including five RCAF flying officers to the Y Depot at Moncton, two RAF flying officers to No 5 OTU Boundary Bay and one RCAF flight lieutenant to No 6 OTU at Comox. Needless to say, these departures called for the usual little farewell parties in the officers and sergeants messes. Entertainment, orchestra and other committees are all busy with meetings these days in preparation for the combined wings parade graduation banquet and big closing out service dance to be held on the 15th of this month.

March 13, 1945

Something new happened in RCAF procedure today when C2165 S/L F L Cannon, senior administrative officer, turned horse trader. The reason being an attempt to dispose of the horses and equipment belonging to the Station riding club. A survey of the units remaining open after the close of the BCAT Plan this spring reveals that none of them are interested in securing a riding club so that a market had to be found from a civilian source. Mr H Symmonds of Claresholm, Alberta looked the stock over today and we are about to make a satisfactory sale with the assistance of F/L Edwards Jones, our DAPM, who is also somewhat of a horseman in his own right.

March 14, 1945

Organization Order No 538
Disbandment of No 19 Service Flying Training School

Termination of the BCATP permits the closing of additional SFTSs. It is intended to disband 19 FSTS Vulcan, Alberta. 19 SFTS Vulcan is to become inactive 30 March, 1945 with the graduation of courses 121 and 122 and is to disband effective 14 April 1945. The establishment for No 19 SFTS Vulcan is to be canceled effective April 14, 1945.

March 15, 1945

Graduation parade was held today for course 120 when wings were presented to the successful graduates by our commanding officer C1295 W/C B C Andrew AFC. A large number of the graduates of this course are UK boys. The graduation banquet for the course was held in the airmen's mess this evening. The mess was suitably decorated and a sumptuous meal was provided under the capable supervision of F/Sgt Sawyer W A. Last night, No 15 SFTS Claresholm were celebrating their closing out Station dance and a cordial invitation was received to send as many of our people over as possible. We were able to send over a number of well loaded aircraft and in addition a chartered bus and two trucks took over 100 of our boys and girls who, on their return, reported a most enjoyable evening. A number of the Claresholm people are expected to attend our celebration tonight.

March 16, 1945

Course 120 graduated today. To say that the big Station dance last night was a success is but to put it mildly. Owing to the closeness of the 17th of Ireland the decorations were based on this memorable day and the big drill hall was resplendent with green and white streamers from the roof and the walls completely covered with shamrocks, colleens, Patty's and their pigs. The stand for the Station orchestra was also similarly decorated. A complete floor show was imported from Calgary under the sponsorship of Jack Taylor which included a number of musical and dancing acts. The step dance team of five young ladies was especially popular. Special buses had been run to bring in friends of personnel and nearly 1,500 people kept the event in top gear until 2:00 o'clock in the morning. "Self praise is no honor," but we cannot refrain from remarking that both our own personnel and the visitors from Claresholm were unanimous in saying that our night far surpassed the similar event put on by No 15 SFTS Claresholm the previous night.

March 17, 1945

The negotiations for the sale of our riding school to Mr Symmonds of Claresholm, Alberta were completed yesterday and our 12 horses disappeared in a cloud of dust headed west for their new home in the foothills. The officers' mess farewell party produced the largest crowd yet to be

seen in the mess. Visitors included G/C R H Foss of No 2 Wireless School, Calgary and Mrs Foss, G/C W Irwin MBE DFC of No 3 SFTS Calgary and W/C E H Crawford of No 2 Air Command. Each of the officers received an engraved silver cigarette box as a souvenir. The Birks Concert Party of Calgary provided a number of hostesses for the younger officers and the party went strong until the "wee sma hours." The mess was beautifully decorated and a number of clever cartoons on the walls of Station personnel added local color.

March 19, 1945

Very little flying is now being done but the interest in flying continues with the almost daily arrival of Ventura aircraft for storage purposes.

March 29, 1945

Course 121 and 122 officially graduated today. Wings were presented by C7 A/V/M T A Lawrence of Northwest Air Command and C1295 W/C B C Andrew AFC. The army band from Currie Barracks in Calgary attended and played the necessary music for the ceremony and march past. Civilian guests were then conducted around points of interest on the Station and were entertained at lunch in the airmen's mess. Souvenir programs were issued today. As darkness fell, the skies were beautifully lit by a fireworks display on the tarmac. The day wound up with a big dance in the recreation hall with the Station orchestra in attendance. While there is always a touch of sadness at the closing of a big Station such as this, the events of the day were carried out in a spirit of joy and goodwill that has always been a strong feature of the RCAF.

Commanding Officer's Message in the souvenir program for the graduation of courses 121 and 122: The RCAF has been the backbone of a great air training plan which in the space of a few short years has changed the course of world history. The enemy is well aware that the British Commonwealth Air Training Plan has accomplished a tremendous achievement, the aims and objects to provide air personnel to maintain air supremacy in every theatre of war has been accomplished. Every member of this great service can be rightly proud of their participation.

Station history: the RCAF station at Vulcan, Alberta first opened in July, 1942 as No 2 Flying Instructor School and put through approximately 25 courses averaging about 30 students in each course. On 3rd May, 1943, it was converted to No 19 Service Flying Training School. Upon completion of operations in March, 1945 it has had a total entry of 993 student pilots and has graduated 860 pilots out of 17 courses. The establishment of the Station has averaged 1,300 personnel. Commanding officers G/C J B Harvey, G/C R F Davenport, G/C M P Fraser, W/C B C Andrews.

April 8, 1945

The worst blizzard of the winter started in the middle of last night and continued until early afternoon, piling up heavy snowdrifts all over the Station. This was the first day of the winter that the snow plough had to be used on the runways.

April 10, 1945

With the Station gradually packing up we are fortunate in still having Mr Bert Pettigrew, the popular Y supervisor with us and he is continuing the Y services as far as possible. What should prove to be the final farewell party on the Station took place tonight when the sergeants entertained at a dance and social evening in their mess.

April 12, 1945

The post office has now been closed as far as money order and stamp business is concerned and is only operated for the delivery of mail. The show "Girl Rush" tonight in the rec hall brought to a close the pay shows in the theatre and tomorrow the equipment will all be dismantled and packed ready for shipment. The news of the sudden death of President F D Roosevelt of the United States came as a great shock to officers, other ranks and civilian employees of the Station and expressions of deepest regrets were to be heard on every hand.

April 14, 1945

Weather CAVU. Aircraft on strength 74, non-effective 74 Ansons. So this is the last day of No 19 SFTS and several changes in Station arrangements will go into effect. The officers, sergeants and airmen's messes are to be combined and all personnel will eat in the airmen's mess. Both the Protestant and RC chapels have been closed and locked up and arrangements are made for remaining personnel to be transported to church in Vulcan on Sundays. There will be free bingo in the Y lounge this evening and the swing club dance will be held as usual and the mess staff of the Station are serving refreshments for this event in the WD lounge. CAN J4736 S/L H E C Deane-Freeman, who has been acting as commanding officer, left today for Gimli where he has been posted. S/L F L Connon was then to become OC of No 19 SFTS rear party but a posting for him to Western Air Command has arrived. Telephone advice from No 2 Air Command was to the effect that S/L V Johnson was to take over command however no letter or signal from command has arrived as yet to verify this. Another complication developed today as the accounts section is under instructions from command accounts to close out all financial matters, canteens etc tonight but as there is no sign of any personnel connected with No 207 REMS which is the unit supposed to be taking over here, all these services are going to be continued for a few days until the picture clears. In the meantime, we are carrying on as a rear party and feel sure that as a small unit the personnel will get together and make their last remaining days at Vulcan as happy as possible under the circumstances. No 19 SFTS says "Hale and Farewell."

These excerpts from the Daily Diary of No 19 Service Flying Training School, Vulcan, Alberta were prepared by

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