TIMELINES DATABASE

15 May 2025

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Principal Reference Abbreviations:

ADC = Aerodrome Development Committee; **BBI** = Briercrest Bible Institute; **BOD** = BBI Board of Directors Minutes; ***DD*** = *Daily Diary*: **DHH** = Directorate of History and Heritage, DND; **LAC** = Library and Archives Canada; **LEB** = BBI Local Executive Board Minutes; **LDF** = London data file; ***MM*** = *Moth Monthly*; **ODF** = Ottawa data file; **PASK** = Provincial Archives of Saskatchewan; **RCAFORB** = RCAF Operations Record Books, heritage.canadiana.ca; **RCAF2CR** = RCAF Second Central Registry, heritage.canadiana.ca; **RCAFCM** = RCAF Courts Martial, heritage.canadiana.ca; **RG** = Reference Group, Library and Archives Canada; **SRC** = Saskatchewan Reconstruction Corporation; ***TT*** = *The Tailspin*; **UKALM** = United Kingdom Air Liaison Mission; **UKNA** = United Kingdom National Archives; **WAC** = War Assets Corporation.

Date	BCATP Development, Finance & Operations	References
1934–35	The RAF adopts the EFTS/SFTS model to relieve the latter of elementary instruction. EFTS training is operated by civilian flying companies under the supervision of Reserve Command. Just prior to the war, SFTSs were revamped to include relief landing fields. For more information on the evolution of UK Flying Schools in the period prior to WWII, see "Flying Training Schools."	*The Royal Airforce Builds*, 304–05, 312–13
May 1936	Group Captain, Robert Leckie, RAF, proposes a Canadian-based flying training school which anticipates the rationale for the BCATP. Although his boss, Arthur Tedder, likes the proposal and shares it with the Canadian government, it is swiftly rejected by the same.	Dunmore, 1994, 24–47 Douglas, 1986, 195
1937	As early as 1937, the Canadian Flying Clubs Association made representations to the Canadian government that the elementary training of RCAF pilots should be put on a civilian basis. [The British had been doing so for some time.] For a discussion of the early history of the Aero Club of BC see RG12, vol. 2268; ODF, 139–40.	Roberts, 1943, 39
16 May 1938	UK high commissioner, Sir Francis Floud, meets with William L. M. King to discuss a recent flying school proposal which included a scheme to train Canadian pilots on Canadian soil. King may have misunderstood the proposal; he fears the entanglement with UK war plans any such scheme might imply.	Douglas, 1986, 197
May 1939	A small Directorate of Works and Buildings is established. For history of establishment before and after this date, see *Hist. Constr. Eng.*, I, 4.	*Hist. Constr. Eng*. I, 2
5 June 1939	Civilian-run elementary flying is offered to RCAF pilots through eight flying clubs. The RCAF compensates these flying clubs for their services, including a stipend for every pilot who successfully completes the ground school and flying programs.	Roberts, 1943, 39
26 September 1939	The UK government proposes an air training scheme to the governments of New Zealand, Australia, and Canada. Canada was selected as the most suitable site. This scheme was originally suggested to the UK government by the Australian and Canadian High Commissioners in London.	Smith, 1941, 3 Dear & Foot, 2001, 1
26 September 1939	Winston Churchill, in a telegram to the Prime Ministers of Canada, New Zealand, and Australia asserts: "It is now abundantly clear that an overwhelming air force will be needed in order to counter German air strength and, in combination with other military measures and economic pressures, to bring ultimate victory."	DHH, AIR2/3206; ODF, 160
28 September 1939	The Canadian government accepts the UK air training proposal in principle.	Smith, 1941, 3
10 October 1939	Prime Minister King announces that an in-principle agreement has been reached on a Commonwealth Air Training Plan.	*Hamilton Spectator*, 10 Oct. 1939; Roberts, 1943, 11, 13
16 October 1939	R. R. Collard, vice president and general manager of Carter-Hall-Aldinger Construction (Winnipeg) is appointed as Deputy Director of Works and Buildings. He immediately begins to recruit professional engineers with experience in all areas of physical plant layout and design.	*Hist. Constr. Eng*., I, 2, 4
15 October 1939	Lord Riverdale arrives in Ottawa. He is joined by Captain H. H. Balfour, the UK Parliamentary Under-Secretary for Air. [F. J. Hatch suggests that Lord Riverdale arrived in Ottawa on 14 October 1939.]	Smith, 1941, 3–4 Roberts, 1943, 13

		Hatch, 1983, 16
1 November 1939 3 November 1939	Delegations from New Zealand and Australia arrive in Ottawa. Canada is represented in the negotiations by several cabinet members including Prime Minister King, the Ministers of National Defence, Pensions and National Health [at the time, Charles Gavan Power, aka "Chubby"—see Dunmore, 1994, 69], and Transport.	Smith, 1941, 4
27 November 1939	An in-principle agreement is arrived at and submitted to the respective governments for ratification. A general supervisory board is constituted to oversee the plan with the Canadian Minister of National Defence serving as chair. For a discussion of the political and policy backgrounds to the BCATP negotiations, see Stacey, *Arms, Men and Governments*, 17–30; 81–89.	Smith, 1941, 4
December 1939	Fourteen flying clubs have formed limited liability companies and have been awarded contracts to provide elementary flying training. This is in addition to the 8 clubs already under contract since June 1939 to provide similar services for the pre-war RCAF. For an excellent account of the efficiency, patriotism, and community-support directed at the flying clubs, see Roberts, 1943, 39–41.	Douglas, 1986, 223
17 December 1939	*Agreement Relating to the Training of Pilots and Aircraft Crews in Canada and Their Subsequent Service between the United Kingdom, Canada, Australia and New Zealand Signed at Ottawa, December 17, 1939*. This agreement is commonly referred to as the "Riverdale Agreement" after Lord Riverdale, the chief UK negotiator. Prime Minister King delivers a national radio broadcast announcing the training program (see Hatch, 1983, 26). Canada, as per the plan, agrees to produce 520 elementary pilots, 544 advanced pilots, 340 observers, and 580 wireless operator-air gunners each month (see Heide and Herrington). In addition, the scheme will need 3,540 aircraft (more than 12 times the number of aircraft in the RCAF at the time), 33,000 officers and other ranks, and 6,000 civilians (see Dear and Foot, 2001, 1). For a summary of the 1939 BCATP agreement, see Douglas, 1986, 222.	*Debates*, 1942, vol. III, 2339[1]; Hatch, 1983, 1, 29; copy of agreement in Roberts, 1943, appendix
Fall 1939	The Saskatchewan Department of Highways and Transportation loans its entire staff of field engineers to DoT for the purpose of making surveys of proposed air base sites. The Saskatchewan government is reimbursed for these expenditures.	Sask. Dept. of Highways, *Annual Report*, 30 April 1940
Winter 1939–40	The air training plan is revised upward to include a pupil increase (aka "overbearing") of 25 per cent. For charts outlining the relation of the various training bases to the overall output see Smith, 1941, 1, Grant, 1940, 4, and Douglas, 1986, 234. For a flow chart of the re-negotiated training plan (effective July 1, 1942), see Douglas, 1986, 265. For a comparison of the usual sequence of pilot training in 1940, 1942, and 1944, see Hatch, 1983, 120.	*Debates*, 1942, vol. III, 2339
Winter 1939–40	The selection of sites, and the preparation of aerodromes is placed in the hands of the civil aviation branch of DoT. Topographic maps were provided by the various provincial departments of highways. When sites are selected by the Aerodrome Development Committee (and ultimately rubber-stamped by the Privy Council), the Canadian National Railways looks after the negotiations for the necessary properties. For a beautiful set of maps, including the locations of all BCATP training sites, see Douglas, 1986, 236a, 236b. For maps of all pilot and non-pilot aircrew training centres in the BCATP, see Hatch, 1983, 121–22, 170.	Smith, 1941, 6; Dunmore, 1994, 59; Wilson, "Aerodrome Construction," 454ff

[1]All subsequent references labeled *"Debates"* refer to the *Dominion of Canada Official Report of Debates House of Commons* published yearly in multiple volumes by The King's Printer (Edmond Cloutier), Ottawa.

	The definitive discussion of the technical and political aspects of site selection is Rachel Heide, "The Politics of BCATP." For further discussion of the site selection debate, see the *Debates* entries for 13 June 1940, 30 July 1940, and 17 November 1940.	
Winter 1939–40	There is public demand for immediate action to support the war and some impatience with the two-year time frame of the BCATP.	Smith, 1941, 6–7
Winter 1939–40	W&B design specification: Pump house and reservoirs are to be located near the guardhouse.	*Hist. Constr. Eng.*, III, 21
Winter 1939–40	As of 18 June 1941, 600 gallons of water/minute for 3 hours is required for firefighting. This amount includes both continuously supplied and stored water.	*Hist. Constr. Eng.*, III, 23
Winter 1939–40	Hospital design, including features and specifications. Sunrooms are called for at the end of each long ward.	*Hist. Constr. Eng.*, III, 39
Winter 1939–40	Aerodrome buildings are created from standardized designs produced by the newly-formed Directorate of Works and Buildings, led by R. R. (Dick) Collard, formerly of the Carter-Hall-Aldinger Construction Co. of Winnipeg, with the cooperation of the Royal Canadian Engineers. Standard designs are produced for forty building types. Some 7,000 blueprints and sixty sets of specifications are sent out for each school. Tenders and contracts for the erection of buildings and physical plant on the various sites are handled through the Department of Munitions and Supply's Defense Projects Construction Branch. Equipment and stores are also secured through the Department of Munitions and Supplies when requisitioned by the Aeronautical Engineering and Supply Division of the RCAF. For additional information on the work of the Directorate of Works and Buildings, see Douglas, 1986, 225, 228 and Hatch, 1983, 34. According to the 14 January 1943 edition of *Flight*, Dick Collard was awarded the Commander of the Order of the British Empire (p. 38). (A/V/M Collard visited No. 33 EFTS (RAF) on 28 April 1943.)	Grant, 1940, 12; Kennedy, "Defence Projects Construction Branch"
Winter 1939–40	By this time, a great deal had been learned about snow removal and/or compaction on the Trans-Canada Airways and satellite sites. This experience greatly aids the development of snow removal policy at the BCATP bases. For a summary of what had been learned, see the reference attached to this entry.	RG12, vol. 1444; ODF, 45
24 January 1940	Sites for all the BCATP flying schools planned to date are tentatively selected.	Hatch, 1983, 41
2 March 1940	A/V/M G. M. Croil, CAS, directs that all EFTS hangars are to be increased from 112' x 128' to 112' by 160' by the addition of another 32' section. Sometime later, A. D. McLean, Superintendent of Airways, DoT, gives the specifications for EFTS aerodromes, personnel, and buildings. Included in his account is the new 112' x 160' single-hangar dimensions.	RCAF HQ 130–31; ODF, 94; RG2, vol. 368; ODF, 49
Spring 1940	Soil analyses of the proposed aerodromes are conducted by the Department of Agriculture. Based on these analyses, grass seed is selected. In most cases, the interior of the runway system will be sown to grass and fertilized according to these specifications. For further discussion of the role of the Department of Agriculture in turfing BCATP aerodromes, see RG17, vol. 3399; ODF, 140. Note also, the later offer of Charles McDowell to acquire grass seed from the Experimental Station in Swift Current for the northerly 48 acres of the NE ¼ of section 29.	Wilson, "Aerodrome Construction," 457
19 April 1940	Organization Order No. 12 of this date establishes No. 4 TC, effective 29 April 1940. No. 4 TC is to be accommodated in the new Regina Trading Co. Building. G/C L. F. Stevenson is appointed AOC.	*Hist. Constr. Eng.* I, 11

16 April 1940	The Aerodrome Development Committee, DND, considers dispensing with the second relief field at SFTSs given reports of the same from England. They defer the question until more actual experience in Canada has been obtained.	RG12, vol. 368; ODF, 50
24 April 1940	BCATP aerodrome construction begins.	*Debates*, 1942, vol. III, 2339
29 April 1940	"Zero-Day" for the Empire Air Training Scheme, a.k.a. the British Commonwealth Air Training Plan, a.k.a. The Joint Air Training Plan, a.k.a. the Joint Air Training Scheme. [All of these nominations were used by the Minister of National Defence for Air, Charles G. Power, in the House of Commons in 1940.]	*Debates*, 1941, vol. II, 1600
29 April 1940	The first students arrive at No. 1 Initial Training School in Toronto, after having spent several weeks on the grounds of the Canadian National Exhibition at No. 1 Manning Depot in Toronto. The BCATP begins with these 168 pupils. (Minister Power reports the number of first pupils as 169 in a 12 May 1942 speech before parliament. See *Debates*, 1942, vol. III, 2339.) Douglas lists the number of these first recruits as 164 (Douglas, 1986, 231.) Hatch reports that of the 164 who entered ITS in this cohort, 6 did not finish.	Dunmore, 1994, 63; Hatch, 1983, 47–48
20 May 1940	P. C. 2129 of this date authorizes the Minister of Transport to proceed with direct negotiations with suitable contractors without the standard public tender and procurement process.	RG12, vol. 368; ODF, 48
23 May 1940	Charles Gavan Power is sworn in as the first Minister of National Defence for Air.	Power, *A Party Politician*, 1966, 186
May 1940	To keep the Canadian people informed and patient, Minister Power and Deputy Minister for Air, J. S. Duncan, institute a Directorate of Public Relations. Joseph W. G. Clark, director of sales for the advertising firm Cockfield, Brown & Co. and formerly of the *Toronto Daily Star*, is appointed director. He is highly effective in selling the war effort, and the BCATP, to Canadians. He is also a driving force behind the successful, full-length feature film, *Captains of the Clouds*, starring James Cagney. For a full account of the making of *Captains of the Clouds*, see Barris, 2005, 136–53.	Dunmore, 1994, 260–73 Hatch, 1983, 58 *Captains of the Clouds*, DVD
3 June 1940	Given the grave situation in Britain, the Canadian government announces several emergency steps including giving the Department of Munitions and Supplies the right to avoid competitive bidding by directly issuing contracts for aerodrome construction. [In practice, most of these contracts were not directly issued but tenders were privately invited from a small group of reliable contractors who had done similar work previously.]	Roberts, 1943, 47
5 June 1940	The AMSO complains that the UK Air Ministry has no definite policy regarding the transfer of flying training schools to Canada. His work is impeded by this situation. The Air Staff is working with a policy that no trained personnel or aircraft can be removed from the UK.	"Notes of the 10th Meeting [of the EATS committee] Held on Wednesday, 5th June 1940," p. 4. UKNA, AIR 20/1379 (See LDF, p. 15 for file title.)
6 June 1940	Minister Power indicates that $66,000 had been allocated for construction at Boharm. (The encumbrances for Moose Jaw and Buttress are listed as $523,000 and $276,000, respectively.)	*Debates*, 1940, vol. I, 737
11 June 1940	The Air Services Branch, DoT, indicates that the Boharm field is to be a R.2 for Moose Jaw.	Expropriation papers for Boharm Land

13 June 1940	Acting Minister of National Defence, Charles G. Power, gives a comprehensive report on the "empire air training plan," including the rationale and processes behind site selection. Questions about site selection will continue to haunt the minister. (See also *Debates*, 1941, vol. 1, 175 and *Debates*, 1941, vol. II, 1614–16; Grant, 1940, 8; Dunmore, 1994, 57–58; Hatch, 1983, 41, and Heide, "The Politics of BCATP.")	*Debates*, 1940, vol. I, 735–40
13 June 1940	DoT issues contracts for the aerodromes proper; the physical plant, equipment, etc. are tendered through the Department of Munitions and Supply on behalf of DND for Air. Minister Power lists the buildings and aerodrome specifications for several types of BCATP bases. He concludes by distinguishing the needs of the air training plan from those of home defence (and, as he will later point out, overseas operations).	*Debates*, 1940, vol. I, 735–40
13 June 1940	C. D. Howe, Minister of Munitions and Supply, indicates that competitive bids were solicited in the early days of the air training plan, but the sheer volume of work and the shortage of contractors has compelled his ministry to award contracts without public tender (using prices established through the previous competitive bidding process) to firms with the necessary equipment [and who respond to a private invitation to submit a tender].	*Debates*, 1940, vol. I, 740; Wilson, "Aerodrome Construction," 457
24 June 1940	The first EFTS is scheduled to open.	Smith, 1941, 7
1 July 1940	UK Secretary of State for Air, Archibald H. M. Sinclair, in a memo to his colleagues in the (UK) War Cabinet, suggests that RAF training bases will have to be relocated to the commonwealths and the USA due to the fact that British airspace is congested with operational activities, enemy actions are occurring over British airspace, training aerodromes are by necessity being turned into operational centres, and the loss of 5 SFTS sites in France and a similar number in French North Africa. Secretary Sinclair suggests that these relocated schools will not face operational interferences, and, because the weather is better, be able to carry out more flying hours. (See also his report to the War Cabinet on 7 August 1940.)	Archibald Sinclair, "Royal Air Force Training [I]," 3; see also Stacey, *Arms, Men and Governments*, 34–35
9 July 1940	The RAF Director of Plans advises C. L. N. Newall, CAS, that "every training establishment that we can get out to Canada or the U.S. should be got out, and our aim should be to start no more training establishments in this country. . . . The projected move will, of course, involve something of a shipping problem and will also require naval escorts."	UKNA, AIR 8/376: "Transfer of RAF Flying Training"
10 July 1940	C. L. N. Newall, CAS: "Regarding proposal to make arrangements as quickly as possible to transfer four Service Flying Training Schools with their pupils, staff and equipment from the United Kingdom to Canada. I agree. Let us concentrate on the American Continent at present. Communications with S. Rhodesia and S. Africa are complicated."	UKNA, AIR 8/376: "Transfer of RAF Flying Training"
12 July 1940	Canadian Minister of National Defence for Air, Charles G. Power, is also appointed Associate Minister of National Defence.	Roberts, 1943, 45
13 July 1940	After the fall of France, the RAF requested that four existing SFTSs be moved *en bloc* to Canada. This is shortly revised to 8 SFTSs, 2 AOSs, 1 Bombing and Gunnery school, 1 General Reconnaissance School, 1 Air Navigation School, and 1 Torpedo Training School. Various aspects of the relation between these RAF bases and their BCATP commands are discussed in Douglas, 1986, 235–36. For a full discussion of the RAF bases in Canada, see Hatch, 1983, ch. 4. In his 17 August 1940 report to the War Cabinet, Secretary of State for Dominion Affairs, Thomas Inskip, reports that the Canadian government has approved the	Hatch, 1983, 61; Inskip, "Reports for the Month of July 1940," 2

	transfer of these air training schools during the previous month. He notes, further, that it is the intention of the RAF to transfer about one half of these schools by December.	
17 July 1940	At the urging of the Secretary of State for Air, the EATS committee was charged with developing policy for the transfer of RAF bases to Canada (and elsewhere) as it had with the EATS. The committee took note of the fact that training in the UK may well become impracticable soon. Thus, the Canadian government had been asked to accept four SFTSs. This proposal had been intended as a "feeler" and not as a definite limit on future requests. No fewer than 6 SFTSs should remain in the UK. The committee decided to request an additional 4 SFTSs in Canada. Four of the proposed 8 should be readied by autumn and the balance as early as possible in 1941. In case of dire emergency, schools could be evacuated to relief grounds in Canada and housed "under canvas" at these locations. The UK government will assume financial responsibility for these establishments. The committee asked the AMT for recommendations for Navigation Schools that might also need to be transferred.	"Notes of the 12th Meeting Held on Wednesday, 17th July 1940," p. 1, UKNA, AIR 20/1379: "Empire Air Training Scheme Committee Minutes 1939–45"
18 July 1940	Telegram from Secretary of State for Dominion Affairs to UK High Commissioner in Canada. By 15 July 1940, the Canadian government had accepted the UK proposal to transfer 4 SFTSs to Canada. These four will be transferred ASAP, with four more to follow ASAP. In addition to these 8 SFTSs, the UK government is now requesting 2 AONS (180 pupils each), 1 B&GS, 1 ANS, and 1 General Reconnaissance School. The UK was also considering requesting a Torpedo Training School.	UKNA, AIR 46/8: "Training Schools—Move from UK to Canada"
21 July 1940	R. E. C. Peirse, Vice-CAS, RAF: "The need for dispersing our Flying Training to Canada and South Africa is in my opinion pressing. . . . [I]t is necessary that we should avoid interference with and damage to our training by enemy action in this country. Aircraft on the ground in our crowded Flying Training Schools are very vulnerable and I do not doubt the enemy will attempt to interfere with training aircraft in the air. This morning we had a HECTOR shot down at Old Sarum by a M. E. 110. All this, to my mind, greatly offsets the doubtful value of training aircraft (ANSONS) in any last resort defence scheme."	UKNA, AIR 8/376: "Transfer of RAF Flying Training"
22 July 1940	C. L. N. Newall, CAS: "Arrangements are now in hand to move Flying Training Schools from this country to Canada and it is probable that enquiries regarding the possibility of moving a number of other schools to South Africa will be initiated in the immediate future. Many difficult questions will arise in connection with these moves. First of all there will be the arrangements for the actual physical move of the schools. . . . Second, there will be the question of the organisation and control of the schools when they are in the Dominions and their relation to the schools being created in the Dominions under existing schemes. This has important political aspects which will require careful watching. I notice from telegrams sent by the High Commissioner in Canada that the Canadians already fear that we will favour these schools, e.g., in the supply of equipment, at the expense of the schools which they are setting up."	UKNA, AIR 8/376: "Transfer of RAF Flying Training"
26 July 1940	RAF schools for which sites and buildings are needed immediately: 4 SFTSs; 1 AONS; 1 B&GS; and 1 General Reconnaissance School. The RAF intended to occupy the above mentioned by the end of 1940. The following are less definite needs but should be readied for occupation in the spring and summer of 1941: 4 SFTSs; 1 AONS; 1 ANS; and 1 Torpedo Training School. These latter schools might be necessary to move without notice on account of operations or enemy action.	"Notes of the 14th Meeting Held on Friday, 26th July 1940," pp. 1–2, UKNA, AIR 46/3. (see LDF, p. 24 for file title.)
29 July 1940	Minister Power once again explains the distinctions that must be made between the three components of his requested budget appropriations, namely, the BCATP, the overseas operations, and home defence. [He might have also added the development of permanent RCAF stations as well as the expenses of the RAF	*Debates*, 1940, vol. III, 2104

	bases, but the latter plans were not yet public and the government of Canada would be, in any case, reimbursed for them.] Minister Power reports that the state of events in Europe have caused BCATP officials to greatly speed up the roll out of the plan. Many more bases are operational than originally planned for this date. Minister Power gives a comprehensive report on the state of the BCATP.	
29 July 1940	Minister Power suggests that an additional appropriation of $54 million will be needed for the BCATP. Of that total, $42 million will be reimbursed by the UK government. [This is likely a reference to the yet-undisclosed plan to relocate what will eventually become some 27 RAF bases to Canada.]	*Debates*, 1940, vol. III, 2109
30 July 1940	C. D. Howe, Minister of Munitions and Supply, reiterates the basis on which the various BCATP sites were chosen and how their layouts were planned. The contribution of the DoT and the provincial highways departments were noted. For a discussion of the Sask. Department of Highways and Transportation role in site selection, see JLF file: "Site Selection."	*Debates*, 1940, vol. III, 2114–15
7 August 1940	UK Secretary of State for Air, Archibald H. M. Sinclair, in a memo to his colleagues in the War Cabinet, notes the progress in accelerating air crew training in both the UK and in the commonwealth. He notes that the increasing need to convert training bases in England to operational bases, and the difficulty of obtaining suitable night training for beginning pilots makes transferring some bases to South Africa and Canada imperative. Plans have already been made (and accepted by Canada) for the relocation of 4 STFSs, 1 AOS, and 1 General Reconnaissance School. Seven sites have also been prepared in Canada as insurance against needs in 1941. (See also his report to the War Cabinet, 1 July 1940.)	Archibald H. M. Sinclair, "Royal Air Force Training [II]," 5
9 August 1940	Specifications for fencing at BCATP schools is set forth by the DND.	*Hist. Constr. Eng.* I, 23
16 August 1940	The chairman of the BCATP Supervisory Board queries its UK representative (on the board), Captain Balfour, as to the possibility that the RAF would relocate EFTSs to Canada as they had recently begun with SFTSs. Captain Balfour did not think that such a request was likely. The minutes of this meeting also indicate that the primary reason for moving RAF SFTSs to Canada had to do with the fact that since the fall of France, the entirety of the UK is a front in the air war.	RG24, vol. 5231; ODF, 28
20–22 August 1940	Lively debate (via memoranda) occurs between Archibald Sinclair, Secretary of State for Air, and Lord Beaverbrook, Minister of Aircraft Production.	"Plan to Relocate RAF Air Training," (n = 4)
21 August 1940	The Director for Flying Training weighed into the debate regarding the transfer of RAF schools to Canada and elsewhere. His memo of this date is entitled, "Reasons for the Removal of Pilot and Observer Training Schools from the United Kingdom." He argued that navigational, air observer, and general reconnaissance schools would soon cease to operate in the UK due to enemy action and they require long distances. Although considerations of bad weather, constant red warnings, damage, and the displacement of these training facilities by operational squadrons should be noted, the primary concern was the provision of night flying practice. Night flying demands the full use of the aerodrome and its satellites. All indications are that this type of flying will be increasingly important. Night flying training is particularly problematic in the UK at present.	UKNA, AIR 19/175: "Training Progress, July–Dec. 1940;" see also: AIR 32/14: "*History of Flying Training*," pp. 72–73
26 August 1940	Winston Churchill, Minister of Defence, issues a memorandum supporting the view that the plan to transfer flying schools, pilots, and planes to Canada and South Africa should be postponed for at least three months.	Churchill, "Training of RAF Pilots," 1–2

	Churchill argues that many UK bases will be completed in the next three months and should thus relieve the pressure.	
30 August 1940	Even though Archibald Sinclair, Secretary of State for Air, continues to push the War Cabinet to immediately begin transferring schools, in the end the War Cabinet sides with the view expressed by Winston Churchill (and Minister of Aircraft Production, Lord Beaverbrook) that these schools should not be transferred for at least three months.	"Minutes of War Cabinet Meeting, August 30, 1940," 1–3
2 September 1940	After consulting with the Minister of Aircraft Production, Lord Beaverbrook, and the Prime Minister, Archibald Sinclair, Secretary of State for Air, issues a memorandum of agreement between all parties as to the transfer of flying schools, planes, and pilots to Canada and South Africa, even though this is only a partial rollout of his plan.	A. H. M. Sinclair, "RAF Training: Transfer of Flying Training," 1–2
4 September 1940	Dudley Pound, J. G. Dill, and R. E. C. Peirse, of the Chiefs of Staff Committee, in a report to the War Cabinet, indicate that the German access to all of England's airspace makes air training extremely difficult. They call for the continued transfer of RAF bases to commonwealth countries and the United States.	Dudley Pound et al., "Future Strategy," 32
5 October 1940	Secretary of State for Air, Archibald Sinclair, in a memo to Prime Minister Churchill: "You will see [in the attached memorandum] that, having in mind that the threat of invasion has not passed, I am not asking for authority to complete the programme of shipment, but only for the move of one school, involving no aircraft and only ten pilots, and I am also, as I undertook to you and to Lord Beaverbrook to do, referring again the question of the shipment of aircraft scheduled to move in October for the schools already approved. These are, of course, essential to the proper functioning of the schools."	UKNA, AIR 8/376: "Transfer of RAF Flying Training"
10 October 1940	Lord Beaverbrook, Minister of Aircraft Production: "The Air Ministry claim that they are not sending aircraft out of the country. This is true. But they get me first of all to agree to the diversion of the Harvard aircraft in New York to Canada. Then they propose to send out pilots for the aircraft. So that, in the end, we lose both pilots and aircraft from this country. What is the Training Scheme anyway? Its effect is to add two sea voyages to a man's training term. This involves delay, as well as danger, which could only be justified by a breakdown in the training programme in Britain. But, in fact, the Air Ministry have been very successful in their training of pilots here as the figures will show. On June 15, the number of pilots available was 3101. On September 27, there were 4149 available."	UKNA, AIR 8/376: "Transfer of RAF Flying Training"
11 October 1940	Secretary of State for Air, Archibald Sinclair, in a memo to Prime Minister Churchill, addressed the concerns raised by Lord Beaverbrook in his memo of 10 October. Lord Beaverbrook does not understand that the temporary increase in pilots cannot be taken as a long-term trend nor does it account for the skyrocketing needs of the major RAF expansion. Despite many adjustments, the night flying training situation remains acute.	UKNA, AIR 19?465: "Training Schools; Move to Canada and South Africa"
12 October 1940	The Canadian government announces plans to transfer eight or more training schools to Canada. No EFTSs are to be transferred.	MJ *Times-Herald*
14 October 1940	UK officials indicate that the Canadian government jumped the gun in announcing the transfer of RAF schools to Canada, that is, in announcing that eight or more complete schools would move. In the end, they elect to say little more in order not to attract further attention to the matter.	UKNA, AIR 8/376: "Transfer of RAF Flying Training"

15 October 1940	Debate continues in the UK War Cabinet on the extent of the transfer of bases out of the UK. The Minister of Aircraft production disagrees with the scheme as it is championed by the Secretary of State for Air. In the end, the War Cabinet authorizes some small steps in this direction.	"Minutes of the War Cabinet, October 15, 1940," 197–98
5 November 1940	The first BCATP pilots graduate from No. 1 SFTS. All of them were assigned to duty within Canada–7 to home defence, and 27 to become BCATP instructors.	Hatch, 1983, 55
15 November 1940	Secretary of State for Air, Archibald H. M. Sinclair, in a memorandum to the War Cabinet, reports on the success of the accelerated training program, both in the UK and abroad. Air crew output is well ahead of projections. Domestic problems of crowded airspace (see his previous reports of 1 July 1940 and 7 August 1940) persist, however. He again recommends that the plan to transfer RAF bases abroad be executed. He also notes, for the first time before the War Cabinet, that transferred EFTSs will be required.	Archibald H. M. Sinclair, "Royal Air Force Training [III]," 2–3
17 November 1940	P. C. 3710 of this date explicitly gives site selection and construction powers to the technical experts in the DoT and the RCAF.	Heide, "The Politics of BCATP," 7
18 November 1940	Minister of National Defence for Air, Charles G. Power, describes the myriad of trained personnel necessary to run a SFTS. Most of these staff and officers had to be trained from scratch. He also draws attention to the vast auxiliary staff, (e.g., equipment and repair depots, technical training schools, youth training programs), that support the goal of the BCATP, namely, producing fighting air crews.	*Debates*, 1941, vol. I, 167
18 November 1940	Due to mounting questions about civilian-run EFTSs and AOSs, Minister Power describes the general procedures and contract details between the civilian companies and the government. The British have been using civilian organizations for elementary instruction for some time. Profits will be strictly controlled. Minister Power includes a list of some 16 EFTS and 3 AOS civilian operating companies and their officers. All sixteen EFTSs are in operation as of 15 November 1940. (See also the extended exchange on 17 March 1941 between Minister Power and MPs Diefenbaker and Hanson on these issues. For a discussion of the operations and efficiency of the civilian schools, see Hatch, 1983, 136–38.) For a detailed discussion of the contracts between the government and the flying schools, see "History of Civil Flying Schools."	*Debates*, 1941, vol. I, 169–73; See also *Debates*, 1941, vol. II, 1617–20
18 November 1940	Minister Power has been granted permission by the UK government to announce that RAF bases will be established in Canada. The facilities will be developed by the Canadian government and will be reimbursed by the UK government to the tune of approximately $20 million. Although they will be staffed by RAF personnel, they will be under the administrative control of the RCAF.	*Debates*, 1941, vol. I, 176
21 November 1940	The War Cabinet (UK) approves the flying school transfer plan of Secretary Sinclair as laid out in his memo of 15 November 1940 (see above). The only concern is how to minimize the number of Cheetah engines sent overseas to support these schools. The UK production of these essential engines was hard-hit by the devastating bombing of the assembly plant in Coventry on 14 November 1940.	"Minutes of the War Cabinet, November 21, 1940," 106
Nov.–Dec. 1940	Minister of Munitions and Supply, C. D. Howe, tables statistics on the total contracts issued by the government (broken out by province and per capita) for the BCATP from 14 July 1939 through 30 September 1940. The contracts total $434 million. In addition to 100 BCATP bases, 37 permanent RCAF stations are planned, 18 of which are now completed. A further 51 militia projects have also been undertaken.	*Debates*, 1941, vol. I, 262

7 December 1940	Telegram from UK High Commissioner in Canada to Air Ministry via Secretary of State for Dominion Affairs. RCAF HQ is willing to cooperate with EFTS transfer proposal to supply pupils to two new RAF SFTSs. Issues remaining include: opening dates; who will provide instructors; and the Gypsy engines needed for Canadian-made Tiger Moths. It is not likely that accommodations for the EFTSs can be provided before spring 1941. In the short term, the RCAF would have a difficult time providing instructors. The high commissioner recommends that the RAF EFTSs be established with civilian instructors if possible.	UKNA, AIR 46/9: "Training Schools Transfer from UK to Canada"
December 1940	The original plans (that is, after the revised agreement with the flying clubs) provided for a pupil population of 48 at each EFTS but from December 1940 these numbers were gradually stepped-up until there were four classes of EFTS: A Class = 90 pupils; B Class = 120 pupils; C Class = 180 pupils; D Class = 240 pupils.	"History of Civil Flying Schools," 3
7 January 1941	Canada and UK confirm details of paragraph XV of the original BCATP agreement. Under this new agreement, Canada will not only field 3 RCAF squadrons (as per the original agreement) but an additional 25 squadrons. See Ralston-Sinclair Agreement of this date in Stacey, *Arms, Men and Governments*, 562–63.	Report of the Secretary of State for the Dominions to the UK War Cabinet, 19 March 1941
18 January 1941	The EATS committee, with RCAF CAS Breadner in attendance, and in regard to the need to transfer 2 EFTSs to Canada to match the output of the SFTSs, agreed that: "The United Kingdom Government would provide all the staffs for the EFTSs in question . . .[and] . . . The staffs in question would probably have to be on a Service basis."	"Notes of the 25th Meeting [of the EATS committee] Held on Saturday, 18th January 1941," p. 2. UKNA, AIR 20/1379 (see LDF, p. 15 for file title)
January 1941	The UK Air Ministry floats suggestions that it may have to match the capacity of its recently transferred SFTSs with comparable numbers of EFTSs.	RG24, vol. 5173; ODF, 100
23 January 1941	Air Ministry telegram to UK High Commissioner in Canada. The Air Ministry's long-term policy is to match EFTS capacity to its 8 SFTSs in Canada. Several difficulties with civilian-run RAF EFTSs in Canada are noted. First, Breadner [RCAF CAS] believes that Canadian civilian operating companies are fully employed in JATP commitments. It does not seem possible to expand existing BCATP EFTSs to meet these new demands. The use of UK commercial companies in Canada does not seem to be politically feasible nor would they likely be able to persuade their staffs to relocate to Canada.	UKNA, AIR 46/9: "Training Schools Transfer from UK to Canada."
12 February 1941	In a secret cypher message to the UK High Commissioner in Canada, the Director of Organisation indicates that the current scheme for transferring RAF bases to Canada includes: 8 SFTSs; 1 AONS; 1 B&GS; 2 ANSs; and 1 Torpedo Training Unit. There is also a proposed provision of EFTS capacity to feed all transferred SFTSs. The RAF is now proposing the following additional transfers: Up to 9 SFTSs (with matching EFTS capacity); 1 General Reconnaissance School; 10 AONSs, each having a capacity of 120 pupils; and B&GS capacity to match AONSs. These additional schools would not necessarily be in Canada. Further, the RAF would like to locate 4 OTUs (3 bomber; 1 fighter) in Canada.	UKNA, AIR 19/464: "Training Schools, Move to Canada and South Africa"
12 February 1941	A/V/M L. D. D. McKean, Liaison Officer-in-Chief, UKALM, writes A/V/M L. S. Breadner, RCAF CAS, indicating that the UK would like 2 EFTSs by April or May. In the longer term, they may have to match the number of EFTSs to the transferred SFTSs. In his reply, A/V/M Breadner suggests that two EFTSs could move immediately and temporarily onto sites being prepared for Nos. 35 and 36 SFTSs. By the time	RG24, vol. 5173; ODF, 100

	that these SFTSs are needed, the new EFTS bases will be ready. Breadner also suggests that relief fields attached to these SFTSs may be converted into the requested EFTSs.	
20 February 1941	The Air Council, RCAF, deliberates on the expected request from the RAF to transfer two EFTSs to Canada and what its implications might be.	DHH 96/124, box 6, file 2; ODF, 111
24 February 1941	UK High Commissioner in Canada to Air Ministry via Secretary of State for Dominion Affairs. The High Commissioner notes that short-term space for two RAF EFTS can be had at the SFTS bases under preparation for Nos. 35 & 36 SFTS (Calgary and Swift Current). No instructors will be available from JATP sources. Tiger Moth airframes should be available. The UK will have to provide the corresponding high-compression Gypsy engines for the same. The RCAF Air Staff is considering the long-term plan to relocate matching RAF EFTS capacity. The high commissioner fully appreciates the difficulty of relocating UK civilian personnel to Canada to run the EFTSs. He will assume that they will be established on a service basis.	UKNA, AIR 46/10: "Transferred Schools—Generally"
15 March 1941	According to *Notes on the History of RAF Training 1939–44*, the decision to match EFTS capacity with SFTSs capacity in the transferred schools was made on this date.	UKNA, AIR 20/1347: "*Notes on the History of RAF Training 1939–44*," 135
March 1941	The British revise the number (and type) of schools they would like to move to Canada to include—in addition to those already in Canada—9 SFTSs, 15 EFTSs, 10 AOSs, and 4 OTUs.	Hatch 1983, 67
15 March 1941	A. D. McLean, DoT HQ, informs his district inspectors and engineers that the RCAF has decided that R.2s are not necessary at SFTSs. R.2s can, therefore, be considered for other purposes [such as EFTSs]. He also indicates that future EFTS aerodromes will be considered full-size schools and thus will need their own relief aerodrome. In his list of aerodrome sites and potential usages, McLean indicates that Assiniboia may be used as a SFTS, Moose Jaw will only require its R.1 at Buttress, and, thus, Boharm may be used as an EFTS. He appends, however, a comment to the Boharm entry indicating that it can only support a grass field and that its water supply is, at best, only hopeful. It is a low priority for further development. [Caron is not mentioned at this point.]	RG12, vol. 368; ODF, 54
17 March 1941	Minister Power discusses various aspects of the BCATP before the War Appropriations Committee. He notes the problems created by the accelerated rollout schedule, including the difficulty of acquiring spare parts from Britain and the USA. (This persistent difficulty will once again be mentioned before parliament on 6 November 1941. See *Debates*, 1941, vol. IV, 4141–42.) Minister Power discusses a series of "headaches" associated with the BCATP including: insistent demands for air bases in particular constituencies [See Heide, "The Politics of BCATP"]; recruitment bottlenecks as the plan expands; the intense desire of most young men to be pilots and only pilots; the need to assign qualified personnel [e.g., pilots] to temporary reserve duties—often as security guards; and, the excessive construction costs due to rapid development. Minister Power tables statistical comparisons between the expenditures on home defence and the air training plan.	*Debates*, 1941, vol. II, 1602–03
17 March 1941	Minister Power is asked by Ernest E. Perley, MP, from Qu'Appelle, SK, about RAF bases in Saskatchewan. Minister Power indicates that there are no RAF bases currently operating in Saskatchewan.	*Debates*, 1941, vol. II, 1615

26 March 1941	The Acting UK High Commissioner in Canada relays some Canadian concerns with plans to expand RAF training in the USA. The Canadian government is quick to challenge the assumption that they are taxed to the full and cannot contribute anything further. Their BCATP program is well ahead of schedule; they have prepared 14 schools for the RAF, some of which are not yet occupied. They have surveyed many other sites and are prepared to offer additional sites for new types of advanced training, including OTUs. In short, they have not reached their capacity and are neither reluctant nor unable to do more. "The use of any such assumption as a guiding reason for the establishment of schools in the United States is not, in their opinion, accurately expressing the situation."	UKNA, AIR 8/376: "Transfer of RAF Flying Training"
28 March 1941	"The question of the extent to which further schools should be established in Canada was linked up with that of the establishment of further facilities for flying training in the U. S. [The USA could provide aircraft.]	"Notes of the 31st Meeting [of the EATS committee] Held on Friday 28th March 1941," p. 5. UKNA, AIR 20/1379; (see LDF, p. 15 for file title.)
28 March 1941	In view of the training problems created by the bad condition of aerodromes with "all-over" turf field developments, the ADC agrees that it might be necessary to provide hard-surface runways at all EFTSs.	RG12, vol. 368; ODF, 53
29 March 1941	The EATS Committee met on this date to consider how to reply to the concerns of the Canadian government to the proposed expansion of RAF training in the USA. In general, the committee agreed that they were responding to overtures from the American government and not intending any slight of the Canadians. The main advantage of locating training bases in the USA was the addition of America aircraft and instructors that would come along with any expansion into the USA.	UKNA, AIR 8/376: "Transfer of RAF Flying Training"
13 May 1941	The DoT urged the ADC to obtain the necessary authority to proceed with aerodrome development for the RAF as soon as possible if more than just a few were to be developed that year. It was already too late to make detailed surveys and finish construction of new sites by the end of 1941.	RG12, vol. 368; ODF, 52
4 June 1941	A report from the War Expenditures subcommittee of the House of Commons indicated that the RCAF had complete confidence in the training activities of the [civilian-operated] EFTSs.	Roberts, 1943, 41
10 June 1941	Based on recommendations from a subcommittee on aerodrome lighting, the ADC adopted the following: Portable flare path sets will be used at all EFTSs; revolving beacons should be installed in isolated EFTSs where there are few lights to guide pilots; illuminated wind tees should be installed at all EFTSs; code beacons, ceiling projectors, and alidades are not required; and night flying will now occur at EFTSs.	RG12. Vol. 368; ODF, 51
3 July 1941	Canadian Corps, Saskatoon Branch, passes a motion calling for all civilian-run RCAF schools to be transferred to full military control.	MJ *Times-Herald*
8 August 1941	The Director-General of Organisation discussed problems with supplying aircraft to the RAF EFTSs in Canada. The chief problem was getting the winterization modifications performed on the Fairchild P. T. 19As. Various alternatives were broached, including approaching the RCAF to release Tiger Moths from their stores.	"Notes of the 45th (Special) Meeting Held on Friday 8th August 1941," pp. 1–2, UKNA, AIR 46/3. (See LDF, p. 23 for file title)
3 November 1941	In a second report (see 4 June 1941 entry above), the War Expenditure subcommittee of the House of Commons commended the civilian-run EFTSs. They are marked by a high degree of efficiency, good	Roberts, 1943, 41

	management, and *esprit de corps*. The cost of training each pupil had been reduced by some 12 per cent over the initial estimates.	
6 November 1941	Minister Power tables statistics related to the number of hours flown in the "Joint Air Training Program" (total = 1.795 million). The rate of fatalities is consistently dropping. As of September 1941, the training plan, the RCAF, and home defence are jointly flying about 1 million miles a day.	*Debates*, 1941, vol. IV, 4139 Dunmore, 1994, 362–63
6 November 1941	Although Minister Power is not at liberty to divulge details of the RAF schools, he notes that they are under the control of the RCAF. The Canadian government has selected the sites for these bases and has overseen the construction of both the runways and buildings. The estimated cost ($105 million as of 31 March 1942) of these bases will be reimbursed by the UK government.	*Debates*, 1941, vol. IV, 4141
15 December 1941	The date for full training capacity in the BCATP was originally set for 27 April 1942. That target (with an additional 25 per cent overbearing) is reached by this date.	*Debates*, 1942, vol. III, 2339
January 1942	Hatch provides a table which shows the location, original opening date, and accelerated opening date for the 22 EFTS and 16 SFTS bases that opened in 1940–41.	Hatch, 1983, 52
10 March 1942	Telegram from the UK High Commissioner in Canada to the Dominions Office. "[CAS] Breadner indicated on a most confidential basis that the impression he has received is that higher Canadian authorities are not very disposed to entertain the proposition [i.e., the further expansion of RAF transferred schools in Canada]. He thought that the reason for this had nothing to do with finance, but he gathered that the Government thought that the addition of any more RAF units would make the RAF organisation in Canada 'too big'. McKean [UKALM] at once said that the matter was of such crucial importance that he must ask to be allowed to impart this information to me. Breadner, on the promise of it being kept completely confidential, agreed to his doing this. In McKean's view, the factors which may be influencing Canadian authorities are: (1) Fear of the RAF growing to outweigh the JATP; (2) Their realisation though they will not admit it, they do not possess the administrative resources to handle anything more than they have got now and their apparent reluctance to call on senior RAF officers to help them out."	UKNA, AIR 20/1825: "Canada—Transfer of Flying Training Schools."
12 May 1942	Minister Power discusses the success of recruiting suitable personnel for the BCATP. He is particularly grateful for the educational assistance provided by the war emergency training program (W.E.T.P.), the Canadian Legion, many colleges and universities, and the air cadets of Canada.	*Debates*, 1942, vol. III, 2336–37
12 May 1942	Minister Power asks for a total appropriation of $625 million for fiscal 1942–43. Of this total, $344 million is earmarked for the BCATP, $247 million for home defence, and $33 million for overseas operations. If all outstanding orders are delivered in fiscal 1942–43—an unlikely event, according to the Minister—an additional $300 million would be needed. Minister Power enters a table into the record that includes estimated requirements for 1942–43 and actual expenditures for fiscal 1941–2 on matters such as pay and allowances, construction and improvements, air engines and spares, clothing and necessities, rations, bombs and ammunition, aero gas and oil, and the overhaul of aircraft and engines.	*Debates*, 1942, vol. III, 2338–39
12 May 1942	The BCATP is now producing at full capacity, that is, nearly twice its original objective. Excess air crew is being absorbed by home defence. Additional specialties are being added to the curriculum all the time, including the new position of Gunner (as opposed to the previous Air Observer Gunner and Wireless Air	*Debates*, 1942, vol. III, 2339

	Gunner) as well as specialized training in a variety of distinct air platforms. These changes to the training syllabus result from changing technologies and air war strategies, (e.g., the shift to a bomber war from a fighter war). (For the increasing specialization of flying instruction, see Hatch, 1983, 114–15.) The adaptability is truly remarkable.	
15 May 1942	Deputy Minister of Transport C. P. Edwards, makes the following claim about Saskatchewan: "Almost unlimited possibility for additional aerodromes, but good water is difficult to obtain in many areas, and electric power will prove expensive. On the other hand, there are a number of areas in which natural gas for heating may be obtainable."	RG24, vol. 5388; ODF, 16
16 May 1942	A. B. Holand, superintending engineer, DoT, gives specifications for EFTS aerodrome layouts, clearances, and flight ways.	RG24, vol. 5388; ODF, 17
16 May 1942	In data prepared for the Ottawa air training conference, the DoT indicates that it has identified 38 sites for potential aerodrome expansion. Of these sites, 23 are in Saskatchewan.	RG24, vol. 5388; ODF, 18
16 May 1942	In statistics prepared for the Ottawa air training conference, the following RAF-in-Canada data are presented: first RAF School (No. 31 SFTS, Kingston) opened 7 October 1940; by 31 March 1942, the following had graduated from RAF schools—2,658 pilots (including 83 Norwegians), 682 observers, 184 general reconnaissance (including 18 Norwegians), 139 navigators (including 19 allied personnel), for a total of 3663 graduates; RAF wastage at EFTSs = 27 per cent; overall wastage (including ITS) = 42.4 per cent for both pilots and observers. A typical RAF EFTS (with 180 pupils) required the following staff: 29 officers; 450 airmen; and 12 civilians, for a total of 491 (not including student pilots).	RG24, vol. 5388; ODF, 20
18 May 1942	Ottawa is set to host an air training coordinating conference of all allies with air training programs. Canada's recognized leadership in this matter secured the conference for Ottawa, over the wishes of Washington and London for the same. Delegates are expected from Canada, USA, New Zealand, Australia, Britain, China, Norway, and the Netherlands. For a full description of the events of, and leading up to, the air conference, including the role of the Americans, see Douglas, 1986, 248ff.	*Debates*, 1942, vol. III, 2340 Dunmore, 1994, 275ff See Roberts, 1943, 107ff
22 May 1942	On Tuesday, 19 May, the opening plenary session of the Ottawa air training conference is held. Some 90 delegates from 14 countries are in attendance. On the following days (19–21 May), subcommittees of delegates discuss specific air training problems. Committee reports are presented to the final plenary session on 22 May. Few details are presented in the final report, published later in the month. The member countries of the BCATP are to meet following the general conference.	Ottawa Air Training Conference, Report of the Conference, May 1942, 4, 24
22 May 1942	A Combined Committee on Air Training in North America is constituted pursuant to the Ottawa air conference. Representatives from Canada, the UK, and the USA make up the committee, with the USA representative as chair.	Ottawa Air Training Conference, Report of the Conference, May 1942, 24
3 June 1942	The BCATP conference at Ottawa concludes.	Douglas, 1986, 263
5 June 1942	*Agreement Amending and Extending the British Commonwealth Air Training Plan of December 17, 1939 relating to the Training of Pilots and Aircraft Crews in Canada and their subsequent services between the United Kingdom, Canada, Australia and New Zealand. Dated at Ottawa 5 June 1942*. In addition to the matters listed in the 5 June 1942 entry (below), this new agreement renames the BCATP and RAF units and schools the "Combined Training Organization."	Hatch, 1983, 111 See hard copy or pdf of this agreement, p. 2

5 June 1942	Prime Minister King reports to Parliament on the recent air training conference in Ottawa. A total of 14 nations participated in the effort to coordinate air training activities. After the plenary sessions, delegates from BCATP nations (Canada, Britain, New Zealand, and Australia) met to negotiate a renewal of the BCATP agreement, which was set to expire on 31 March 1943. A new agreement was signed on the morning of 5 June 1942. This agreement will take effect on 1 July 1942 and will terminate on 31 March 1945. Existing RAF bases will retain their RAF identity but will be under the executive control of the RCAF/BCATP. RAF bases in Canada will be civilianized, although certain specialized flight and ground training posts [e.g., armaments] will be staffed by RAF officers. As a result, there will be a single pool of trained personnel. Further, there will be an increasing number of RCAF controlled squadrons overseas. The costs for this program extension are estimated to be $1.5 billion [$1,446,318,000 to be exact—see Douglas, 1986, 262] of which 50 per cent will be borne by Canada. Much of Britain's share will be paid in kind with aircraft, supplies, and equipment. Provision has also been made for the needs of home defence in Canada.	*Debates*, 1942, vol. III, 3095–98
June 1942	Under the combined training program, RAF aerodromes will be considered as RCAF aerodromes and subject to the rules pertaining to the latter.	RCAFCM, reel T-12789, image 1000
June 1942	Several sources (e.g., Dear & Foot, 2001, 1) indicate that the BCATP was not officially called such until June 1942. W. A. B. Douglas reports, on the contrary, that although the BCATP was part of the wider Empire Air Training Scheme (EATS) it was, from the beginning, known as the BCATP, at least in Canada. Elsewhere in the commonwealth, the EATS/EATP designation was more common, although it typically encompassed air training schemes in other commonwealth countries (e.g., Rhodesia). After the program was renegotiated in 1942, the BCATP designation became even more widespread. Nevertheless, in official correspondence, the program was also known as the Joint Air Training Plan (JATP), the Combined Training Organization (CTO), the Combined Training Establishment (CTE), the Dominion Air Training Scheme, the Empire Air Training Scheme (EATS), and the British Empire Air Training Scheme (BEATS). For the discussion of this issue within the RCAF see RG24, vol. 3214; ODF, 145–46.	Dear & Foot, 2001, 1 Douglas, 1986, 192
August 1942	The *MM* reports on the changes which issue from the new BCATP agreement. Many of the school closures, relocations, and redeployments are motivated by the need to produce about twice as many air observers and air navigators. A lengthy description of specific changes is given.	*MM*, August 1942, 19
9 September 1942	The Steel Controller reverses his edict (S.C.–13) and permits the use of cast iron for urgent water line projects for which wood stave pipe is not suitable or available. [Wood stave pipe had proved to be inadequate for pressured water line applications, see, for instance, Mossbank, SK.]	*Hist. Constr. Eng.*, III, 25
January 1943	The Directorate of Works and Buildings is converted to a Division under an Air Member for Works and Buildings.	*Hist. Constr. Eng.* I, 6
4 June 1943	Minister Power is questioned about the air service portion of the war appropriations bill. Howard C. Green, MP from Vancouver South, questions whether some of the buildings are too expensive for temporary use, whether lumber is being wasted, and whether these expenditures are adequately reviewed by outside parties. Minister Power indicates that construction for the BCATP is virtually complete and that each building and base-type is standardized. In his words, it "is just a matter of taking the blueprint out of a drawer and going ahead with it" (p. 3351). Further, making changes at this point would not be wise. Additional questions regarding the choice of sites with poor access to water (e.g., Vulcan, AB, Dafoe, SK and Mossbank, SK)	*Debates*, 1943, vol. IV, 3350–57

	are addressed to the minister. For a discussion of the difficulty of finding adequate water supplies on the prairies see *History of Construction Engineering*, I, 21 and III, 19–26.	
4 June 1943	Minister Power indicates that construction is going on in many places, including at No. 33 EFTS (RAF).	*Debates*, 1943, vol. IV, 3352
22 June 1943	For the period of 1 April 1941 through 31 May 1943, $8.99 million was expended on RAF construction projects in Saskatchewan. This sum is to be reimbursed by the UK government. For the same period, a total of $1,244,298.54 was committed to construction projects at No. 33 EFTS (RAF). Of that total, $436,670 was designated to aerodrome construction and $807,628.54 to works and buildings. [This figure is somewhat higher than the usual $1.1 million associated with No. 33 EFTS (RAF). It may account for improvements/additions after the initial construction was complete, e.g., the extension of Hangar No. 2 and the addition to the Airmen's Mess Hall.]	*Debates*, 1943, vol. IV, 3924–25
Autumn 1943	For the results of the effectiveness of the various training programs in producing skilled aircrew, see Douglas, 1986, 272–78.	
4 December 1943	Several BCATP schools in Saskatchewan (and elsewhere) are reassigned to other duties. No. 34 EFTS, Assiniboia, changes from RAF to RCAF; No. 38 SFTS, Estevan, and No. 39 SFTS, Swift Current, convert to air navigation schools. No. 35 SFTS, North Battleford, is disbanded.	MJ *Times-Herald*
4 December 1943	Minister of National Defence for Air Charles G. Power, announces a major reshuffling of air bases. EFTS schools will be particularly affected. There is now a surplus of aircrew due in part to a change in German tactics and a higher survival rate. [Steps were taken to disband 4 EFTSs and 5 SFTSs. At the request of the UK government, RAF bases are to be disbanded or Canadianized first—See Hatch, 1983, 181, 184–85.]	MJ *Times-Herald*
1 January 1944	At its peak (on approximately this date), the BCATP operated 282 units on 231 sites; 77 more units would open after this date.	RG24, vol. 3213; ODF, 10
16 February 1944	An agreement is reached between the UK and Canadian governments that will see the BCATP cut back by 40 per cent over the next year.	Douglas, 1986, 292
16 February 1944	Minister of National Defence for Air Charles G. Power outlines some of the changes to the BCATP, mostly brought on by the success of the program.	MJ *Times-Herald*
29 February 1944	Minister Power gives a stirring account before Parliament of the Canadian contribution to the war effort.	Power, *A Party Politician*, 1966, 239–40
6 March 1944	Minister Power suggests that four groups will be particularly interested in utilizing the airbases now being shut down. They include: the post-war civil aviation committee of the war committee; the Department of Pensions and National Health for the convalescence and retraining of returning soldiers; the Department of Labour for vocational training, and the Department of Transport for air force [and civil aviation] purposes.	*Debates*, 1944, vol. II, 1215
6 March 1944	Construction and purchases for the BCATP will be minimal for fiscal year 1944–45. The BCATP has constructed 494 hangars, 98 drill halls, and 5,476 other buildings. [It is not clear whether these figures include the RAF projects.] 250 million square feet have been paved or concreted; 9 million square feet have been converted to parade grounds; and some 18 million square feet of hangar floors have been "paved". Many existing construction contracts have recently been unilaterally terminated.	*Debates*, 1944, vol. II, 1215

16 March 1944	MP MacMillan presents details on the contracts given to the civilian flying schools, including the limitation of their profit to $5,000 and their obligation to return 80 per cent of the excess of their operating allowance expenditures to the Crown. The BBFTS has offered to return all profits to the Crown for EFTSs 18 and 33. As of 2 January 1944, it had underspent its allowance by $476,920.32. In the end, the BBFTS remitted $514,897 of its savings on operations back to the government, second only to the Virden Flying Training School ($554,223). See "History of Civil Flying Schools," appendix. In an 18 November 1940 address to the House of Commons, Minister Power indicated that the Vancouver elementary flying school company was chartered on a non-profit basis and that their charter indicates that they do not intend to take any profit. [The letters patent for the VATC do not indicate that it is a non-profit; it is a simple private company. It appears that the VATC decided, as a matter of policy, to operate on a non-profit basis; it is not written into its original charter.]	*Debates*, 1944, vol. II, 1534–36 Hatch, 1983, 136–38 *Debates*, 1941, vol. I, 170
3 May 1944	No. 4 TC affirms that closed bases will be utilized, and plans are being made for them.	MJ *Times-Herald*
17 June 1944	Air Force recruitment is suspended until further notice.	Hatch, 1983, 182
17 November 1944	The UK Secretary of State, Sir Archibald Sinclair, and his Canadian counterpart, Charles Power, Minister of National Defence for Air, simultaneously announce that the BCATP [JATP] will terminate (as per the 1942 agreement) on 31 March 1945.	[Termination of the] Joint Air Training Plan, Canada, *House of Commons Debates*, 17 Nov. 1944, vol. 404, 2247–48
26 November 1944	Minister of National Defence for Air Charles G. Power resigns from his position, and thus, the cabinet.	Parliament of Canada website
1945	"Since the beginning of the War, more than 701 hangars and hangar-type buildings have been erected. In all, 195 airfields have been built. Paved runways on these fields equal a highway extending from the Atlantic to the Pacific and back as far east as the Rocky Mountains. The construction work for the British Commonwealth Air Training Plan, alone, involved the erection of more than 5,506 buildings." [The amounts in the first two sentences includes expenditures for the entire Department of Defence for Air, that is, those facilities erected for home war defence, permanent RCAF stations, and the joint USA-RCAF programs. It may also include RAF bases built for the British. It clearly is not BCATP expenditures alone.]	*Canada Year Book*, 1945, 448
15 January 1945	The CAS reports to the supervisory board of the BCATP that the policy to replace Aircraft Holding Units (AHUs) and Equipment Holding Units (EHUs) has led to the closure of seven such units. They have been replaced with Reserved Equipment Maintenance Units (REMU) and their satellites (REMS). The former No. 32 SFTS, Moose Jaw, is now No. 2 REMU with satellite centres at Weyburn, Mossbank, Caron, and Assiniboia. The rationale for this conversion is also given.	RG24, vol. 5233; ODF, 25
15 January 1945	Good progress is being made on repairs to hangar trusses in Nos. 1 and 3 TCs.	RG24, vol. 5233; ODF, 25
20 February 1945	As of this date, the gross wastage on BCATP training courses is: 12.8 per cent for ITSs; 22.5 per cent for EFTSs, and 13.5 per cent for SFTSs.	RG24, vol. 5233; ODF, 24
31 March 1945	Of those operating on 1 January 1944, the BCATP disbanded 184 units by 31 March 1945. Of the 77 units formed after 1 January 1944, the BCATP disbanded 35. Some 140 units are currently scheduled to operate after the termination of the BCATP.	RG24, vol. 3213; ODF, 10

31 March 1945	Termination Day for the BCATP. Although the total number of aircrew produced by this program is typically given as 131,533 (see, for instance, Heide & Herrington, 2005), Dear & Foot list a total of 168,622 aircrew which includes those produced under the BEATS/BCATP outside of Canada (see also Douglas, 1986, 293). For a statistical summary of aircrew graduates of the BCATP and an aggregate total by each trade, see Hatch, 1983, 199–202. For a discussion of the total loss of life (including BCATP students as well as other air force personnel), see Martin, 2002.	Heide & Herrington, 2005, 2 Dear & Foot, 2001, 1 Dunmore, 1994, 361 Martin, 2002, 65–69
31 March 1945	A complete list of all BCATP/RAF flying training establishments, including their number, location, opening date, and closing date.	Hatch, 1983, 203–08
31 March 1945	In the first 4.5 years since the establishment of the DW&B, 8,300 buildings were constructed, 701 of which were hangers or hanger-type buildings. During 1939–1944, over 1.75 million blueprints were made and issued, as well as 33,000 final approved drawings. Over 7,000 warm air heating units were installed.	*Hist. Constr. Eng.*, I, 24
31 March 1945	The following electrical services were developed for the BCATP: some 80,700 horsepower of total connected load; 18,000 horsepower was produced by the RCAF; 2,000 miles of main power lines were erected; 157 complete distribution systems were designed and constructed; 4,500 transformers were used; and 10,000 services were connected.	*Hist. Constr. Eng.*, I, 25
31 March 1945	The following water supply and sewage services were developed: 2 million cubic feet of soil excavated; 300 miles of water main installed; 120 water pumping stations; 100 sewage disposal and treatment plants;	*Hist. Constr. Eng.*, I, 25
31 March 1945	The following aerodrome lighting projects were undertaken: 140 portable lighting sets; 151 control trucks; 7,545 contact lights; 1,284 Bartow L. V. Lights; 105 ceiling projectors and Alidades; 76 code beacons; 110 rotation beacons; 78 illuminated wind tees; 39 illuminated wind cones; 2,469 obstruction lights, and 535 miles of underground lighting cable.	*Hist. Constr. Eng.*, I, 25
31 March 1945	For a discussion of the politics and policy aspects of the BCATP, its several amendments and renegotiations, as well at its relation to RCAF operations, see Stacey, *Arms, Men and Governments*, 252–307.	
28 March 1946	Mr. Gibson reports to the House of Commons that the total cash cost for the BCATP (from 17 December 1939 through 31 March 1945) is $1,757,367,389.86. Of this total, Canada contributed $1.5 billion, Britain, $54 million, Australia, $65 million, and New Zealand, $48 million. In addition, Britain contributed $355 million in equipment and supplies. Therefore, the total cash and in-kind equipment/supplies cost for the BCATP is $2.112 billion (rounded off). For a discussion of the final financial tallies, including the claim that the final cost of the BCATP is approximately $2.231 billion, see Hatch, 1983, 195–97. For comparative statistics on the annual defence expenditures from 1919–47 and BCATP expenditures as a proportion of federal government and military expenditures from 1939–1947, see Douglas, 1986, 629–31.	*Debates*, 1946, vol. I, 357

Date	No. 33 EFTS (RAF) Development & Equipping	References
No Date	General account of the work done by the Aerodrome Development Committee.	ODF, 79
No Date	G/C R. R. Collard, Director of W&B, indicated that one of the fundamental principles of training school layout is that the officers' quarters [and mess] should be kept separate and distinct from O. R. quarters for purposes of discipline.	RG24, vol. 4778; ODF, 92
No Date	In a letter to the CAS, A/C G. O. Johnson, AMOT, itemizes the minimum number of square feet required for various types of accommodations and several other facility specifications.	RG24, vol. 4782; ODF, 95
No Date	The *History of Construction Engineering*, Part II, includes specifications for a variety of buildings (hangars, drill halls, personnel accommodation), foundations, heating systems, and finishes (exterior, interior, flooring). Numerous pictures are included.	*Hist. Constr. Eng.*, II
No Date	The *History of Construction Engineering*, Part III, includes accounts of firefighting and prevention measures; petroleum storage and railway siding construction; aerodrome lighting and marking policies; electrical power, water supply and distribution; sewage system designs; road construction; refrigeration and kitchen equipment; chapels; skating rinks and sports arenas; and hospitals.	*Hist. Constr. Eng.*, III
No Date	A/C A. T. Cowley, AOC, No. 4 TC, indicated that DND establishes dental detachments based on a ratio of one detachment to every 500 personnel.	RG24, vol. 5214; ODF, 99
19 November 1939	The DoT conducts an initial survey (likely by air) of a potential site for a Moose Jaw aerodrome. The initial surveys for Buttress and Boharm are completed on 21 and 19 December, respectively.	RG24, vol. 5231; ODF, 31
21 November 1939	The DoT conducts a field inspection of the site for a proposed Moose Jaw aerodrome. Field inspections for Buttress and Boharm are completed on 21 and 19 December, respectively.	RG24, vol. 5231; ODF, 31
30 November 1939	A preliminary investigation report for Boharm is filed with the DoT.	RG24, vol. 2336; ODF, 96
Mid-January 1940	Options are purchased on the Boharm aerodrome land. They are set to lapse on 1 April 1940.	RG24, vol. 2336; ODF, 96
12 February 1940	The DoT conducts a detailed survey of the site slated for the Moose Jaw aerodrome. The detailed surveys for Buttress and Boharm are completed on 24 and 12 February 1940, respectively.	RG24, vol. 5231; ODF, 31
2 March 1940	The ADC considers the plans and estimates provided by the DoT for the Moose Jaw, Buttress, and Boharm sites. The ADC approves [no date] aerodrome expenditures of $553,000, $276,000, and $66,000, respectively.	RG24, vol. 5231; ODF, 31
8 March 1940	The ADC designates the Moose Jaw site as No. 11 SFTS; it is to open on 23 June 1941.	RG24, vol. 5231; ODF, 32
26 March 1940	Preliminary estimates for Boharm have the land valued at $13,000 plus $53,000 for grading, smoothing, fencing, and seeding.	RG24, vol. 2336
29 March 1940	The DoT recommends to the ADC that Boharm be a R.2 for the Moose Jaw SFTS. The estimated cost of Boharm's development is $66,000. Water, lights, and power will not be needed at the site.	RG12, vol. 368; ODF, 47

30 March 1940	The DoT completed its work on the plans and estimates for the Moose Jaw, Buttress, and Boharm sites.	RG24, vol. 5231; ODF, 31
27 April 1940	A "Progress Chart for Development of Aerodromes Required for the BCATP" issued on this date indicates that the Moose Jaw—Buttress—Boharm sites have been abandoned. Future minutes of the BCATP Supervisory Board indicate that the main problems were the unfavourable subsoil and topsoil conditions as well as the high cost of hauling gravel to the site.	RG24, vol. 5231; ODF, 31
27 May 1940	Information is presented [re-presented?] to the ADC regarding the Moose Jaw—Buttress—Boharm locations. Dates of the initial inspections, field inspections and detailed surveys are given as well as the status of land options, when DoT plans and estimates were completed, when the ADC considered these plans and estimates, and when the ADC approved the same.	RG24, vol. 5231; ODF, 31
28 May 1940	In minutes of this date, the ADC reluctantly approves the DoT recommendation that Boharm become the R.2 to the Moose Jaw SFTS for a total cost of $66,000.	RG12, vol. 368; ODF, 47
3 June 1940	The ADC approved a SFTS for Moose Jaw (including Buttress and Boharm). It will be known as No. 9 SFTS, Moose Jaw.	RG24, vol. 5231; ODF, 31
6 June 1940	As indicated before Parliament, $66,000 has been allocated for aerodrome construction at Boharm by this date.	*Debates*, 1940, vol. I, 737
8 June 1940	J. A. Wilson, DoT civil aviation controller, notes that not all the original Boharm land on which options were purchased will be needed.	RG24, vol. 2336; ODF, 96
11 June 1940	Expropriation papers for the Boharm land are issued.	JFL land titles files
19 July 1940	P. C. 3289 of this date ratifies the expropriation of the Boharm land with compensation paid in the following amounts: Lillian Hamilton—$5,600; Ann Doney—$4,000; Martha Allin—$1,600, and Ambrose Bie—$2,560.	RG2, vol. 1681; ODF, 141
13 August 1940	As of this date, the supervisory board of the BCATP expects No. 32 SFTS (RAF), Moose Jaw, to open on 31 October 1940 with an aerodrome costing $557,300. The DoT anticipates a completion date of 31 August 1940. The R.1 aerodrome at Buttress is expected to cost $277,200 and be completed by 31 August 1940. The R.2 at Boharm is expected to cost $66,000 and be completed on 2 September 1940.	RG24, vol. 5231; ODF, 30
13 August 1940	In a letter to DND, G/C L. F. Stevenson, CO of No. 4 TC, indicates that Smith Brothers & Wilson (Regina) encountered problems in Regina in compelling their carpenters to work overtime for regular wages. The workers were supported in this matter by their union and the Sask. Industrial Standards Act. G/C Stevenson advises DND that contractors working in jurisdictions with similar laws must take these matters into account when bidding on airbase contracts.	RG24, vol. 4777; ODF, 90
7 December 1940	In a letter of this date, the DoT recommends that the road leading to Boharm be improved. The estimate for improving some 8 miles came to $11,870 which was lower than the estimate of $13,370 rejected by the ADC on 28 October 1940. In the end, the ADC elected not to undertake this improvement.	RG12, vol. 368; ODF, 55
19 February 1941	No. 32 SFTS's relief landing fields at Buttress (R.1) and Boharm (R.2) are taken over from the contractors. [Although there is no indication in the official record, a multiple-bay garage-type building is located on the NE corner of the Boharm airfield. This is indicated in the 4 April 1941 report which compared Boharm to	*DD*, No. 32 SFTS (RAF)

	Caron as possible EFTS sites (see DoT file 6168-913). The Boharm site also included a ground crew rest hut (RCAF2CR, reel C-5932, image 1266)] and a latrine.	
15 March 1941	A. D. McLean, DoT HQ, informs his district inspectors and engineers that the RCAF has decided that R.2s are not necessary at SFTSs. R.2s can thus be considered for other purposes. He also indicates that future EFTS aerodromes will be for full-size schools, and thus each will need a relief aerodrome. In his list of sites and their potential usages, McLean indicates that Assiniboia may be used as a SFTS, Moose Jaw will only require its R.1 at Buttress, and Boharm may be used as an EFTS. He appends, however, a comment to the Boharm entry indicating that this site can only support a grass field and that the water supply is only hopeful. It is a low priority. [Caron is not mentioned at this point.]	RG12, vol. 368; ODF, 54
4 April 1941	A comparative study is conducted of the Boharm and Caron sites regarding their potential development as an EFTS. The study concludes that the Caron site is more easily served by power, water, and gravel and that its road is superior.	DoT file 5168-913
Spring 1941	It is no wonder that the site 2.5 miles east of Caron caught the eye of the Saskatchewan Department of Highways field engineers who examined topographical maps looking for possible aerodrome sites. The site on which No. 33 EFTS (RAF) will be built is particularly well suited for this purpose. Along a NE/SW axis across the centre of the property the land rises evenly at a slope just under one per cent. The total rise in elevation along this 5000’ axis is 40 feet; across the aerodrome proper, and along the same axis, the rise is 30’ across some 3600’. Further, this same axis offers not only a rising elevation to the NE, but the land is extremely flat along that (slightly) rising plane. This gently rising terrain also permits the site designers to orient the main runway (13/31) into the prevailing NW winds. [The main runway at the Regina airport has the same 13/31orientation.] NB: The DoT site plan in JLF’s files is approximately 9 per cent undersized with respect to the 1” = 200’ legend on the individual-sheets version and approximately 50 per cent undersized on the one-sheet version of the same.	DoT, main layout site plan, 1945
April 1941	In an undated chart prepared by the DoT, the following is indicated for Caron: Gravel—No Report; Water—Guaranteed supply from Moose Jaw; Drainage—satisfactory; Power—13,800 volts, 3 phase, 60 cycles, 1 mile north of site; Telephone: Trunk line along S. side, 2.5 miles to L. D. toll lead; Roads—2.5 miles to paved road at Caron; Remarks—Suited for rapid development.	RG24, vol. 5173; ODF, 101
April 1941	In an undated chart prepared by the DoT, the following is indicated for Boharm: Gravel—2 miles at MJ [?]; Water—No water available; Drainage—Poor, if paved; Power—National Light and Power plant and lines at MJ, 7 miles away; Roads—Needs improving, estimated cost = $11,870.	RG24, vol. 5173; ODF, 101
April 1941	The earliest proposals for the development of the Caron site indicate that the DoT was interested in the entirety of section 28 as well as the eastern half of section 29. The road to Caron from the site is labelled as a dirt road as is the road south from the SE corner of section 28. No. 1 highway is paved as far as Caron but proceeds west beyond Caron as a gravel road. The power line running east-west 1.5 miles north of the property is labelled as 13,000 volts.	RG24, vol. 4801; ODF, 112
24 April 1941	A memorandum of preliminary investigation for the Caron site is issued on this date. Included with the report is a memorandum from the district inspector which expresses the following view: Caron is suited to be an EFTS main field and Boharm a R.1 to Caron. Even with the press of time, several other matters are	RG24, vol. 4801; ODF, 113–14

	being investigated, namely, the nature of the soil and sub-soil, the estimated cost of alternative roads, the practicality of constructing a spur line [from Archydal], and the location of the nearest suitable gravel. The report also advised that options be purchased on the six quarter sections of land referenced in the report.	DoT file 5168-913
24 April 1941	Blueprinted sketch of this date shows the outline of development as being within section 28 only. It indicates that either this site or Boharm could be used as an EFTS main with the other serving as its reserve field.	DoT file 5168-913
24 April 1941	Layout map shows the relation between the Caron and Boharm sites with a preference for the development of section 28 at Caron. The road connecting the two sites would run from the SE corner of section 28 due south for four miles to the paved No. 1 highway. From there, the route would proceed 3 miles east to Boharm and then 4.5 miles south to the NW corner of the Boharm airfield. The power line running one mile north of the northern edge of section 28 (Caron) is labelled "13,000 volts."	DoT file 5168-913
24 April 1941	W. H. Irvine, asst. district inspector (Regina), Civil Aviation Branch, DoT, in a letter to the superintendent of airways, indicates that his initial reservations about the suitability of Boharm as an EFTS main aerodrome led to the search for another, more suitable site. Eventually the site at Caron was located. Several matters are still pending having to do with the soil characteristics, the practicality of a railway spur (from Archydal), and the location of acceptable gravel.	DoT file 5168-913
8 May 1941	A RAF EFTS is announced for Caron. (For the legal description of the land acquired, see DoT, Main Layout Site Plan, 1945.)	MJ *Times-Herald*
9 May 1941	P. C. 3283 of this date, authorizes that William Langstaff be compensated by the Dominion of Canada for crop damages at Boharm in the amount of $600.	RG24, vol. 2336; ODF, 96; RG2, vol. 1716; ODF, 143
20 May 1941	W. J. MacDonald, air controller, in a memo to the minister of national defence for air, indicates that whereas formerly all SFTSs had two relief landing fields, it is now the case that many only have one. This is due to the need to divert some to become RAF schools.	RG2, vol. 28; ODF, 37
Spring 1941	No. 33 EFTS (RAF) may have originally been slated to be a relief field for No. 32 SFTS, Moose Jaw, but because of its good drainage, the availability of water, power, and gravel, it became an EFTS instead.	ADC minutes, in Heide, "The Politics of BCATP," 9 and n41
6 June 1941	A layout blueprint of this date indicates that the land required (outlined in red) left a 1000' strip on the northern edge of the Caron property (which now includes one half of sections 29 and 28). This plan was abandoned. On it, however, is a clear indication that the farm site in the SW corner of the eastern half of section 29 had been abandoned by Russell Little and contained a barn, house, and well. The sketch of the runway layout has each corner directly connecting to the adjacent runway; at this point, their "swing arm" connectors are not located at the apices.	DoT file 5168-913
11 June 1941	The minister of national defence for air informed the (Canadian) War Cabinet that the UK government had officially requested another 16 schools, including 6 EFTSs, 6 SFTSs, 3 OTUs, and 1 General Reconnaissance School. The estimated cost [to the UK] is $22,865,000.	RG2, vol. 28; ODF, 35
30 June 1941	S. L. de Carteret, deputy minister of defence for air, receives a letter from C. P. Edwards, deputy minister of transport, which gives a timetable for the entire process of aerodrome development, beginning with the initial surveys through to completion. In the case of Caron, he suggests the following timetable: layout	RG24, vol. 5173; ODF, 102

	approval by DND, plans, specifications, and awarding of contracts—2 months; time for construction—3 months; construction season—15 May through 31 October; completion date—15 November 1941.	
2 July 1941	F. C. Jewett, superintending engineer, indicates that the Caron aerodrome (minus the buildings, of course) can be developed for approximately $388,100. A full itemization is given.	DoT file 5168-913
7 July 1941	The DoT submits a proposal to the ADC regarding the development of the Caron airbase. The aerodrome development costs are estimated at $393,100. This proposal follows that of 2 July 1941, with the addition of $5,000 for extra aircraft parking.	RG24, vol. 4801; ODF, 115; DoT file 5168-913
8 July 1941	The ADC considers the proposed development of an EFTS at Caron. It is to be a double-size, RAF school. It is one of six sites selected for RAF EFTSs. Its aerodrome development costs, which are itemized, come to $393,100. The ADC elects to support option Plan A which extends the taxi strip along the NW—SE edge of the entire building area. There was some concern as to whether the parking area would be adequate. The cost of this development is to be charged to the RAF.	RG12, vol. 369; ODF, 59–60; DoT file 5168-913
8 July 1941	The Air Services Branch, DoT, redraws the runway system to accommodate the recent stipulation that the interior space on the runway triangle should be increased by 300'. This new layout incorporates "swing arm" connectors at the corners but does not add significantly to the cost because the runways proper are not lengthened. This design change, like most, added to the potential expandability of the site.	DoT file 5168-913
10 July 1941	J. A. Wilson, director of air services, DoT, advises Mr. Thomas of the [DoT] Lands Branch as to the land required for the development of the Caron aerodrome. He indicates that the minimum requirements do not call for the purchase of the entirety of the W½ of section 28 but, if necessary, they may have to purchase the entire ½ section. In any case, it will be necessary to close the (dirt) road passing through the centre of the site.	DoT file 5168-913
19 July 1941	S. L. de Carteret, deputy minister of national defence for air, advises the deputy minister of transport that the aerodrome at Caron has been approved by the DND.	DoT file 5168-913
22 July 1941	The ADC agreed that the greatest possible turf area should be provided within Caron's runway triangle. With that in mind, it instructed the DoT to draw up revised plans that move the runways out 300 feet and connecting the apices with 50' wide taxi strips. It is estimated that this revision will add $22,500 to the cost of the aerodrome.	RG12, vol. 369; ODF, 57, 58
29 July 1941	Tendered bids for all work on the Caron airbase must be received by 7 August. According to this report, the runways are not to be hard surfaced. In the end, the runways will be hard surfaced. [In May 1941, the RAF adopted a policy to hard-surface its domestic flying school runways (see *The Royal Airforce Builds*, 316–17).]	MJ *Times-Herald*
31 July 1941	J. A. Wilson, director of air services, DoT, advised Mr. Thomas of the lands branch, DoT, that the newly approved runway design may require a change in the property boundaries of the Caron aerodrome.	DoT file 5168-913
5 August 1941	G. G. Baird, land commissioner, CNR, in a letter to Mr. F. Thomas, real estate branch, DoT, itemized some of the complications in acquiring the McDowell land. Much of the difficulty arises from the great difference in the soil quality in the parcel as it descends southward towards Thunder Creek. The W½ of section 28 [particularly its northern end] is good soil ("Regina heavy clay") while the lower W½ of section 21 is	DoT file 5168-913

	extremely light land. The productive value assessments of these quarter sections descend from a high of $4,900 in the north to only $500 in the southerly-most quarter section. Taking the minimum necessary land will leave Mr. McDowell with a small portion around his farm buildings and an inaccessible (landlocked) northern portion. Baird argued that it will be necessary, therefore, to leave a 30' passageway along the eastern edge of the RCAF property so that Mr. McDowell can access his northern acres. The Toronto General Trusts Co., which has a substantial mortgage on the W½ of section 28, will also need to be contacted in this regard.	
6 August 1941	According to Guy Clemens' letter, dated 20 September 1941, construction of the aerodrome and its runways began on this date. Clemens details the lack of concern for his wheat crop shown by the contractor.	DoT file 5168-913
7 August 1941	The DoT submits a revised runways layout for Caron to the ADC in keeping with the latter's directive of 22 July 1941.	RG12, vol. 369; ODF, 57
7 August 1941	DND file for Caron = 122-C29, property # 294; RCAF file for 203 REMS = 1201-1-2REMU (01).	
9 August 1941	Smith Bros. & Wilson (Regina) tender a bid for $514,277 to construct the buildings at No. 33 EFTS.	RG28, vol. 402; ODF, 117
9 August 1941	Under the name of Deputy Minister D. K. Shiels, the department of munitions and supply solicits tenders for the installation of steam heating systems at Caron (Tender No. 19-C12-2).	*Canada Gazette*, vol. 75, 536–37
11 August 1941	The Under-Secretary of State for External Affairs, Canada, N. A. Robertson indicates that the War Committee of the Cabinet (UK) had approved the transfer of 16 schools to Canada. He attaches to his memo a DND document dated 24 July 1941 that indicates that four of the six needed EFTSs should be completed by 15 November 1941. These bases are at Assiniboia, Caron, Neepawa, and Pearce. The selected sites at Davidson and Arnprior will not be ready until July 1942. Boharm is listed as a R.1 for Caron.	RG2, vol. 28; ODF, 36
12 August 1941	The ADC concurs in the revised runway layout for the Caron aerodrome submitted by the DoT on 7 August 1941.	RG12, vol. 369; ODF, 57
19 August 1941	The air services branch, DoT, produces a blueprinted map of the land required in section 28 for the Caron aerodrome. It excludes a 30' access laneway, an 800' strip along the northern edge, and a triangle of land surrounding McDowell's farm buildings. This layout forms the basis of the expropriation papers.	DoT file 5168-913
20 August 1941	Date on contract with Smith Bros. & Wilson (Regina). The work is to be done in 60 days. This contract is ratified by P. C. 7095, dated 10 September 1941.	RG28, vol. 402; ODF, 117–18; RG2, vol. 1731; ODF, 127
21 August 1941	The Imperial Life Assurance Co. of Canada agrees to accept an option on the E½ of section 29 at $25/acre. The option will expire in six months.	DoT file 5168-913
25 August 1941	There is an indication in a DoT internal memo that RAF SFTSs will (once again) need R.2s. The question is whether the DoT will need to look for a new relief site for Caron if Boharm is retained by No. 32 SFTS.	DoT file 5168-913
25 August 1941	Smith Bros. & Wilson (Regina) win contract to erect buildings at Caron. The size of the school has been enlarged since the original tenders were issued. The Montreal *Gazette* on 9 September 1941 indicates that the department of munitions and supply announced that same day that the contract to erect buildings at Caron had been won by Smith Bros. & Wilson (Regina) for a total of $510,000.	MJ *Times-Herald* Montreal *Gazette*, 9 September 1941

26 August 1941	A contract is awarded to National Light and Power (Moose Jaw) for electrical work at Caron. Wilfred Crosbie recalled that the electrical service came south from the Moose Jaw–Belbeck–Mortlach powerline two miles north of the airbase down the road allowance (one mile west of modern-day Caronport) and entered the site from the northwest. The trunk line was originally erected in 1930. See the picture of the National Light and Power Company's plant in MJ in the August 1942 issue of the *MM*, p. 17.	MJ *Times-Herald*; W. Crosbie interview; see JLF general services and utilities file
26 August 1941	Plumbing contract is awarded to N. B. Roantree (Regina).	MJ *Times-Herald*
26 August 1941	Roofing contract is awarded to Western Steel Products (Winnipeg) for roofing [presumably for the large flat roofs on the drill hall and hangars and the rubberoid roofing on sheds and leantos].	MJ *Times-Herald*
26 August 1941	Millwork contract is awarded to Regina Sash and Door (see file containing a brief history of this firm).	MJ *Times-Herald*
26 August 1941	Painting contract is awarded to W. W. Yarnton.	MJ *Times-Herald*
28 August 1941	There is some debate within the DoT whether the complex land deal preserving Charles McDowell's access to the northerly land is worth the trouble. Perhaps the entire W½ of section 28 should be expropriated? See also letter dated 15 September 1941.	DoT file 5168-913
29 August 1941	The deputy minister of national defence for air informs the deputy minister of transport that financial encumbrance no. 12700 has been raised in the amount of $393,100 to provide for the development of an aerodrome at Caron. This gives the DoT authority to proceed with the work.	DoT file 5168-913
29 August 1941	A contract for the installation of steam heating (in selected buildings) is awarded to Partridge-Halliway Ltd. of Winnipeg for $28,202. The work is to be completed within 90 days. This contract is ratified by P. C. 7541, dated 25 September 1941.	RG28, vol. 402; ODF, 119; RG2, vol. 1732; ODF, 128
2 September 1941	The ADC approved the plans submitted by the DoT for lighting at Caron. No further details are given.	RG12, vol. 369; ODF, 56
9 September 1941	The Air Services Branch, DoT, produces a map of the 20' easement required for the water line running from the CPR tracks to the Caron Airport.	DoT file 5168-913
9 September 1941	Expropriation papers are drawn up for the land needed for the Caron airport. They are officially registered at the Land Titles Office in Moose Jaw on 11 September 1941 as Instrument No. C. W. 2306.	DoT file 5168-913, 13 Nov. 1941
10 September 1941	A contract for the installation of water and sewage systems in the amount of $36,382.50 is awarded to R. B. McLeod of Saskatoon. The work is to be completed in 40 days. This contract will be ratified by P. C. 8230, dated 24 October 1941.	RG28, vol. 402; ODF, 120; RG2, vol. 1735; ODF, 142
11 September 1941	C. P. Edwards, deputy minister, DoT, asks S. L. de Carteret, deputy minister of national defence for air, whether Boharm will be used as relief field for Caron or retained, as per RAF policy requiring a R.2 for each SFTSs, for No. 32 SFTS. The current proposal is that Boharm be attached to Caron.	DoT file 5168-913
16 September 1941	The DoT informs the ADC that the trunk telephone lines will have to be relocated further south of the Caron airbase. The original aerodrome estimate was based on burying the lines but now a full above-ground relocation will be necessary. The total cost of this relocation is estimated to be $6,000.	RG12, vol. 369; ODF, 62

18 September 1941	A heating installation contract is awarded to Partridge-Halliday Ltd., Winnipeg, for $28,000. See JLF file "Construction Contracts No. 33 EFTS (RAF)." Also see document on the heating system in bldg. no. 11 (see entry above for 29 August 1941).	MJ *Times-Herald*
18 September 1941	A contract for surfacing work in the building area, in the amount of $19,131.70, is awarded to Thode Bros. Ltd. of Caron [formerly of Dundurn]. The work is to be completed by 7 October 1941. P. C. 8971, dated 18 November 1941, will ratify this contract.	RG28, vol. 402; ODF, 121; RG2, vol. 1738; ODF, 135
22 September 1941	The DoT draws up a plan for the land required for the sewage disposal system at Caron. It includes a 20' easement of some 1500' into the NE¼ of section 20. The plan also includes a 175' x 130' fenced-in area surrounding the screen chamber, septic tank, and chlorinating chamber. The registered owner of the land is the North British & Mercantile Insurance Co., Ltd. (Regina).	See Guy Clemens letter, 20 September 1941, DoT file 5168-913
25 September 1941	P. C. 7496 of this date ratifies the contract with Evans Gravel Surfacing Company, Ltd. (Saskatoon) for grading, smoothing, and construction of hard-surface runways, taxi strips, drainage, and fencing. The contract is structured as a unit price contract totaling $235,000.	RG2, vol. 7496; ODF, 129–30
26 September 1941	S. Graham, superintendent of airways, DoT, has been informed [presumably by the RCAF] that Boharm will now be required as a R.2 for Moose Jaw. The new (old) policy is to have a R.1 and a R.2 for each SFTS. Relief fields will be necessary for all full-sized EFTSs as well. Mr. Graham advises the district inspector in Winnipeg to begin the search for a relief field for Caron immediately.	DoT file 5168-913
30 September 1941	S. L. de Carteret, deputy minister of national defence for air, in a letter to the deputy minister of transport, indicates that a R.2 will be required for Moose Jaw. It will therefore be necessary to locate another relief site for Caron. Once a new site is identified, Boharm and the new site will be allocated to either Moose Jaw or Caron depending on their respective merits. In the meantime, it is crucial to find additional sites to replace those R.2s selected for other developments. See also 3 October 1941 letter from A. D. McLean, civil aviation controller, DoT, to the district inspector, central airways, Winnipeg, to the same effect.	DoT file 5168-913
30 September 1941	S. L. de Carteret, deputy minister of national defence for air, in a letter to the deputy minister, DoT, indicates that a contract has been let for the sewage disposal system at Caron.	DoT file 5168-913
2 October 1941	Surfacing grading contract is awarded to Thode Bros., Dundurn, for $19,000.	MJ *Times-Herald*
7 October 1941	Mr. G. G. Baird, CNR land commissioner, responds to the previous suggestion of Mr. McLean that perhaps the balance of the land on the northern edge of western half section 28 be outright purchased to avoid the complications of the 30' right of way, etc. Mr. Baird contends that this 48-acre parcel is extremely good farmland and that the owner is very keen to keep it. In fact, if the current owner cannot retain this parcel, he is likely to insist that his entire farm be bought out. Further, an agreement with respect to the northern portion and access lane has been reached with Mr. McDowell, although it is yet to be signed.	DoT file 5168-913
8 October 1941	Charles McDowell formally accepts the offer of the Dominion of Canada to purchase approximately 200 acres of the W½ of section 28. He also agrees to release the Dominion of any liability arising from his use of the 30' access lane on the easterly edge of the property. And finally, he directs that the $10,000 compensation be forwarded to the Toronto General Trusts Corporation as full satisfaction of the mortgage it holds on his land.	DoT file 5168-913

8 October 1941	Ernest McBride agrees, for $50, to an easement across his land (SW¼ of section 20) for the purpose of laying and maintaining a water pipeline to the Caron airport. See 9 September 1941 blueprinted layout.	DoT file 5168-913
Fall 1941	Hank McDowell recalled that the water and sewer trenching contract went to R. B. McLeod Construction (Saskatoon). A local man, Neil Deagle, worked for this contractor and stayed on with the firm until his retirement. (His employment with R. B. McLeod is confirmed in the Deagle interview.)	Hank McDowell interview; Gordon and Evangeline Deagle interview
Fall 1941	Runway 13/31 [which runs NW/SE] was 2751.2 feet long; runway 7/25 [which runs due E/W] was 2752.7 feet long; and, runway 1/19 [which runs NE/SW] was 2751.6 feet long. The runways were 150’ feet wide. They were underlaid with 6” of consolidated gravel and covered with 2” of bituminous hot mix topping and a hot plant-mix seal.	DoT, main layout site plan, 1945
Fall 1941	A drainage system was installed on both sides of the runways, aprons, and taxiways. 15” and 18” wood stave pipe drained the 31/13 and 1/19 runway collection system and taxiways and fed into a 24” main that emptied in a drainage ditch on the southeast side of the aerodrome. This 10’ (top) by 4’ (bottom) ditch ran to a 30” by 84’ [the actual length is closer to 62’] wooden culvert at the southern edge of the airbase. A drainage outlet was also provided near the junction of runways 7 and 13. 10” and 12” drains from the NW corner of the taxiway and runway 7/25 emptied into a 15” culvert which ran 500’ due west and emptied into a 14’ wide (top) and 2’ wide (bottom) ditch which arched towards the south and western property line. By the time it reached the property line, the ditch was 8’ wide (top) and 2’ wide (bottom). (For more information on wood stave pipe, see *British Columbia Timber*, 31–34 [pdf in JLF files].)	DoT, main layout site plan, 1945
Fall 1941	Each of the three runways was drained through 13 site-built manholes (see picture files). In addition to these 39 manholes a further 37 manholes drained the taxiways and connected the entire system to the drainage outlets and ditches. 24 manholes were in W½ 28-18-28-W2 (McDowell’s land). The remaining 52 manholes were in E½ 29-17-28-W2. They were placed at 400’ intervals around the inside and outside perimeter of the runways. 6” wood box pipe (1” x 6” creosote-treated lumber framed into a box with perforated slates on the top) began each respective runway drainage line. After about 1200’ or so, the box was increased to an 8” box and, on runway 7/25 it reached 10” by its western terminus. At each terminus, the collector lines increased from 8” to 10” to 12” to 15” and 18.” Generally, the collection system pipe was slightly larger on the downslope side of the runway/taxiway.	DoT, main layout site plan, 1945
Fall 1941	“On nearly all aerodromes stone backfill runway shoulder drains have been constructed with manholes and catch basins at approximately 400 ft. intervals, with perforated manhole covers.” See figure 9 for picture of stone filled “V” ditch.	Wilson, “Aerodrome Construction,” 457
Fall 1941	Based on the DoT main layout site plan (1945), and using a plus 9 per cent legend adjustment, the following square footage of hard surfacing can be approximated: runways and connecting corners—1,238,400 sq. ft; taxiways—152,600 sq. ft, and hangar aprons—247,812 sq. ft., for a grand total of 1,636,812 sq. ft. The square footage of exterior hard surfacing (a small amount, 100 x 80, is poured concrete in front of the H2 addition) is equal to the square footage of approximately 90 BCS gymnasiums. (Gym = 160’ x 112’ x 32’ = 17920 sq. ft. or, if filled, 573,440 cubic feet). The volume of the bituminous material used to surface these areas (at 2” thick) = 272,802 cubic feet, or the equivalent of about 15’ of bituminous material in the gym. The underlying gravel which was six inches thick (when compacted) would be equal to about 1.4 filled gyms. The gravel and bituminous material taken together would fill approximately 2 gyms.	DoT, main layout site plan, 1945

Fall 1941	Since the runway drainage system was required to drain 1,636,812 sq. feet (the buildings including the hangar roofs had a separate drainage system), it had to have the capacity to absorb and move some 849, 778 gallons of water for every inch of rainfall (1,636, 812 sq. feet at 1" of water = 136,401 cubic feet of water or, using the 6.23 gallons/cubic feet conversion factor, 849,778 gallons). On the prairies, 4" of rain in one hour is possible. In that case, the system would have to absorb and drain some 3,339,113 gallons in an hour, the equivalent of a filled gymnasium. The genius of the rock-filled 'V' trenches around the runways was that they were able to hold hundreds of thousands of gallons (and pressurize the entire system to accelerate the flow) as they drained. Given the fact that about 75 per cent of the surface area drained through the 24" wood stave culvert which discharged into the SE ditch, the following calculations can be made (assuming complete drainage and even flow throughout the hour). Approximately 400,000 cubic feet of water would need to be discharged in the hour after a 4" rain. Since the surface area of the 24" culvert = 452 sq. inches or 3.14 sq. feet, every running foot of water discharged would be equal to 3.14 cubic feet of water. This would mean that some 127,388 running feet of water would have to be discharged in an hour (400,000 cubic feet/3.14 cubic feet per running foot) or 2123 running ft/min. = 6667 cubic feet/minute of discharge. [This same figure can be reached by simply dividing the total of 400,000 cubic feet by 60 minutes to give 6667 cubic feet per minute of discharge.] The speed of the discharge would average over 24 mph! (2123 ft/min x 60 minutes/5280 = 24.13). This horrendous flow would need to be curtailed by an effective water storage and release trenching system such as that provided at No. 33 EFTS (RAF). [These calculations do not include the significant volumes of overland water that would seek to enter the system.]	
Fall 1941	Water was provided through a 6" City of MJ water line near the CPR tracks south of the airbase. At the time, the Sandy Creek reservoir held some 500,000 gallons. Its saturation area was serviced by three, large centrifugal pumps capable of pumping 1, 1.5, and 2 million gallons a day, respectively.	DoT, main layout site plan, 1945; *Henderson's Moose Jaw Directory*, 1941, 37
Fall 1941	Details on asphalt plant and operations.	Kennerley, 16–17
14 October 1941	No. 4 TC informs the Boiler Inspection and Insurance Co. of Canada that new boilers at Nos. 31–34, and 36 EFTSs will shortly need to be covered by group policy no. 40470-B. The data for Assiniboia lists it as No. 33 EFTS; Caron is listed as No. 34 EFTS.	RG24, vol. 4769; ODF, 86
18 October 1941	Mr. G. G. Baird, CNR land commissioner, in a letter to F. Thomas, real estate branch, DoT, indicates that Charles McDowell has accepted the government's offer to purchase 200 acres for $10,000 ($50/acre). The land itself is valued at $40/acre but the depreciation to the value of his remaining land justifies the higher valuation of this portion. Mr. Baird also indicates that he was able to negotiate a complete release of Mr. McDowell from his mortgage for this amount, even though the outstanding balance came to $11,000.	DoT file 5168-913
28 October 1941	Mr. G. G. Baird, CNR land commissioner, in a letter to Colonel Clarke, chief land surveyor and property commissioner, CNR, Montreal, indicates that the Imperial Life Assurance Company of Canada has accepted their offer of $25/acre for the E½ of section 29. The farm buildings, unoccupied for some time, were not considered to add any value to the property. The new "productive basis" land assessment puts the value of the entire parcel at $5,900. The land is divided between the better "Regina Plain clay" and lighter, sandier soil. Mr. Baird also indicates that Guy Clemens, the current lessee, has a legitimate claim for compensation for expenses on his 100 acres of summer fallow and 200 acres of wheat. The latter was damaged by careless contractors, in this case, Evans Gravel Surfacing and its subcontractor, A. E. Thode. The CNR has found that contractors are often careless of the property of others, "using it as though they had a perfect right."	DoT file 5168-913

30 October 1941	A plan of survey of the Caron airport is produced on this date.	DoT file 5168-913
30 October 1941	A/V/M Robert Leckie, AMT, gives a brief history of EFTS establishments. He notes that the pupil count has increased from 48 to 70 to 84 to 90. This is the maximum that the current EFTS can take with its establishment of 32 Moths or Fleets. Any additional pupil or aircraft load would necessitate the addition of a new hangar at each of the 22 schools.	RG24, vol. 3539; ODF, 147
1 November 1941	The DoT officially requests an encumbrance for $18,000 to cover the land purchase at Caron: $10,000 for 200 acres of Charles McDowell's land and $8,000 for the 320 acres belonging to the Imperial Life Assurance Co. of Canada.	DoT file 5168-913
3 November 1941	Guy Clemens, lessee of the E½ of section 29, agrees to compensation of $800 for his summer fallow and crop losses due to construction work. Of this, $166.67 is to go to the Imperial Life Assurance Company as owner of the relevant property as per the lease conditions.	DoT file 5168-913; see also 24 Nov. and 26 Dec. 1941
3 November 1941	The administrator of estates of the mentally incompetent and the committee of the estate of Henry Muhle agree to a $25 easement for the right to construct and maintain a water line to the Caron airport across the NW¼ of section 17. According to a 22 January 1942 letter from Mr. G. G. Baird, CNR land commissioner, Henry Muhle was a patient in the mental hospital in Weyburn. See 9 September 1941 blueprinted layout.	DoT file 5168-913
7 November 1941	P. C. 8634 of this date ratifies a contract with the Saskatoon Contracting Co. for the installation of the water line from the CPR tracks to the airbase. [Materials will be provided by others.] The contract is for $7,700.	RG2, vol. 1732; ODF, 131
14 November 1941	Mr. G. G. Baird, CNR land commissioner, in a letter to Mr. F. Thomas, real estate branch, DoT, indicates that Mr. O. W. Martyn is the resident engineer at the Caron airfield construction site.	DoT file 5168-913
18 November 1941	P. C. 8884 of this date ratifies the land expropriation at Caron. Charles McDowell has agreed to $10,000 in exchange for 200 acres. This amount is to be paid to his creditor, the Toronto General Trust Corporation. The other portion of land at Caron is owned by the Imperial Life Assurance Co. of Canada who has agreed to a payment of $8,000 for its land.	RG2, vol. 1738; ODF, 134
18 November 1941	P. C. 8919 of this date ratifies a contract with the British American Oil Co. (Ottawa) to supply bituminous material for runway construction at Caron. It is estimated that this material will cost $29,898.	RG2, vol. 1738; ODF, 132
18 November 1941	P. C. 8930 of this date ratifies a contract with Anthes Foundry Ltd. (Winnipeg), to supply the cast iron pipe and fittings required for the water line to the Caron airfield. The contract is in the amount of $7,018.26.	RG2, vol. 1738; ODF, 133
19 November 1941	The DoT submits a proposal to the ADC requesting an additional $13,000 for an expanded power supply at Caron due to the increased size of the school.	RG13, vol. 369; ODF, 61
24 November 1941	The DoT formally requested a financial encumbrance for the purpose of compensating Guy Clemens for his crop damage and summer fallow labour in the amount of $800.	DoT file 5168-913
26 November 1941	One truckload of "urgently required equipment" is dispatched to Caron from No. 11 Equipment Depot, Calgary. According to previous entries in the No. 11 Equipment Depot *Daily Dairy*, steel beds and mattresses were supplied to it by the Parkhill Bedding Co; tables were supplied by the National Table Co., and chairs by the Bentwood Chair & Table Co. These were likely the manufacturers of such items supplied to Caron.	RCAFORB, reel C-12373, image 66

27 November 1941	Two truckloads of barracks equipment and two boxcars of equipment are dispatched to Caron from No. 11 Equipment Depot, Calgary.	RCAFORB, reel C-12373, image 67
27 November 1941	N. J. MacMillan, solicitor, CNR, Winnipeg, is sent cheques for the Toronto General Trust Corporation (cheque no. 72995) in the amount of $10,000 as well as the Imperial Life Assurance Co. of Canada (cheque no. 72994) in the amount of $8,000. He is advised to obtain a release from Charles McDowell regarding the 30' strip along the eastern edge of his property that would hold the government harmless if, for instance, his horses were spooked by a low-flying plane when they were on it.	DoT file 5168-913
28 November 1941	Two boxcars of "urgently required equipment" are dispatched to Caron from No. 11 Equipment Depot, Calgary.	RCAFORB, reel C-12373, image 67
28 November 1941	Blueprinted map, dated 30 Sept. 1941, shows 2.25 miles of dirt road between the Caron airport and the village of Caron that should be improved. It also shows four alternative new roads that could give Philip Yates access to his farm buildings now that the dirt road to the south has been closed. The 28 Nov. 1941 letter from F. C. Jewett, supervising engineer, discussed the defects of the options outlined in red and blue. The chief defect is that both options hinder further development of the runways [the possibility of 5000' runways is suggested elsewhere]. Jewett recommends that Mr. Yates be approached regarding upgrading the existing road [to the north] or options "A" or "B".	DoT file 5168-913
5 December 1941	The DoT reports that the Caron airfield is practically finished. Details are given regarding the sealing, drainage ditches, and grass turf seeding. The power line is almost finished, although there is a holdup with the transformers.	RG12, vol. 1836; ODF, 172
6 December 1941	A/C R. R. Collard, DWB, reports the following of Caron: scheduled opening date—5 Jan. 1942; aerodrome—now serviceable; electrical—now serviceable; sewer and water—complete by 15 Dec.; heat in personnel buildings—complete by 20 Dec.; heat in hangars—5 Jan.; heat in other buildings—no date; temporary heating service—now available.	RG24, vol. 5173; ODF, 104
9 December 1941	P. C. 9572 of this date, ratifies a contract with Smith Bros. & Wilson (Regina) for the construction of a recreation hall, bulk gasoline storage system, and a M T gasoline system. The contract is for $28,340.	RG2, vol. 1741; ODF, 136
11 December 1941	The Caron aerodrome consists of a soil-compacted, 6" crushed and screened gravel base. Primer MC 15. 2" hot top with plant hot seal SC2000 from the British American Oil Co.	RG12, vol. 1836; ODF, 171
11 December 1941	C. P. Edwards, deputy minister, DoT, indicates that No. 33 EFTS has the minimum of one runway and taxi strip completed—except for sealing. The water supply is now completed. Power is expected to be completed by 31 December and everything at No. 33 EFTS should be complete by 30 June 1942.	RG24, vol. 5173; ODF, 104
16 December 1941	P. C. 9776 of this date authorizes payment to Mr. Guy Clemens ($800) for his lost crops and summer fallowing associated with the aerodrome construction at Caron.	RG2, vol. 1741; ODF, 137; DoT file 5168-913
17 December 1941	A contract is awarded to Clare Brothers (Preston, ON) for warm air heating [in the recreation building?] at No. 33 EFTS. This contract is awarded under the authority of P.C. 9847, issued on this date.	RG24, vol. 4770; ODF, 82
19 December 1941	G/C H. M. Groves, director of training plans and requirements, indicates that the following changes have been made to the EFTS establishments. Single-sized EFTSs will move from a maximum of 70 pupils to 90 pupils. Their course will extend to 8 weeks, rather than 48 days, and they will have an intake of 45 pupils	RG24, vol. 3538; ODF, 148

	every four weeks, rather than 35 every 24 days. Double-sized EFTSs will move from a maximum of 140 pupils to 180 pupils. Their course will also extend to 8 weeks, rather than 48 days, and they will have an intake of 90 pupils every 4 weeks rather than 70 every 24 days.	
19 December 1941	P. C. 7489 of this date authorizes the compensation of Harold Doney of Boharm for crop damage in the amount of $140.40.	RG2, vol. 1699; ODF, 144
20 December 1941	The YMCA canteen opens at No. 33 EFTS (RAF). (The *Times-Herald* reports that the canteen opened on 19 December 1941.) The canteen will not be completed until 11 March 1942.	MJ *Times-Herald*; *DD*, No. 33 EFTS (RAF)
20 December 1941	LAC Vernon Peters, in writing to his wife, Vera, mentions that they finally have hot water in their living quarters [presumably in bldg. no. 6 or 7].	H. V. Peters, letters to his wife[2]
22 December 1941	The Officers' Mess Hall is barely ready but opens nonetheless.	*DD*, No. 33 EFTS (RAF)
26 December 1941	N. J. MacMillan, CNR solicitor, is sent a cheque (no. 000598) payable to Mr. Guy Clemens in the amount of $800.	DoT file 5168-913
7 January 1942	The title to E½ of section 29 is put into the name of the Dominion of Canada on this date.	DoT file 5168-913, see 16 Jan. 1942 letter
6 February 1942	An easement is granted to the Dominion of Canada by the RM of Caron for the right to construct and maintain a water supply main across the SE corner of their property (NW¼ of section 20) for the amount of $10. See 9 September 1941 blueprinted layout.	DoT file 5168-913
18 February 1942	The DoT recommends to the ADC that telephone facilities be provided at Caron at a cost of $2,370. These facilities will include a switchboard as well as trunk lines to Moose Jaw and Caron.	
26 February 1942	N. J. MacMillan, CNR solicitor, receives notice that a lien has been filed against what is now Crown property (i.e., E½ of section 29) by the Security Lumber Co. (Moose Jaw) for the sum of $1921.43. Apparently either the contractor or subcontractor had not paid for materials supplied for the airport buildings.	DoT file 5168-913
28 February 1942	Philip Theodore Yates, through his attorneys, in a letter to the Dept. of Justice in Ottawa, indicates that he intends to pursue action against the government unless satisfaction can be reached on the following. He claims that 70 acres of his crop to the immediate north of the Caron airfield was trampled by land surveyors and workmen with vehicles, producing $280 in damages. Further, he has been cut off from the southern egress from his farm with the closing of dirt road through the middle of the airport. He claims $500 damage for interference with his access.	DoT file 5168-913
2 March 1942	Charles McDowell accepts the offer of the government for $325 for damages to his crops during the construction of the airfield.	DoT file 5168-913
3 March 1942	The Security Lumber Company (Moose Jaw) gives the district airway engineer more information on its lien against the airport property. It had supplied material to the Poole Construction Co. (Sask.) in the amount of	DoT file 5168-913

[2]LAC Herbert Vernon Peters left England in late November 1941 for No. 33 EFTS in Saskatchewan. During his stay in Canada he wrote no less than 136 letters to his wife, Vera L. (nee Cottrell), who resided at 33 Greenway Road, Taunton, Somerset. These letters are now held in the PASK in Regina.

	$2.053.44 (this is a correction to the amount indicated on 26 February 1942). Apparently, Poole Construction was working as a subcontractor for R. B. McLeod (Saskatoon) at the time. The Poole Construction Co. (Sask.) has since gone into liquidation. The statement attached indicated that a wide range of building materials were purchased between 12 Sept. and 18 Dec. 1941. The materials commenced with shiplap and 2" dimension lumber (2x4s, 2x6s), 200 sacks of cement, and then shingles, paper, and tar paper. The materials then turn toward interior and finishing items including insulation, asbestos board, dry wall, quarter round trim, clear fir 1x8s, more shingles, and 6"x10' posts.	
5 March 1942	The drill and sports hall opened to great fanfare [and a bit of inter-base hubris].	MJ *Times-Herald*, 6 Mar. 1942; *DD*, No. 33 EFTS (RAF)
March 1942	The station hospital opens (see building history for more details).	*MM*, March 1942, 28–29
9 March 1942	G. G. Baird, CNR land commissioner, articulates the basis on which the $325 crop damage claim of Charles McDowell has been calculated.	DoT file 5168-913
10 March 1942	Given that no satisfactory new road can be provided to Mr. Yates, he has agreed to a sum of $800 in lieu of a road. He is prepared to sign off on the same.	DoT file 5168-913
11 March 1942	F. H. Smail, district airway engineer, in a letter to the deputy minister (Sask.), dept. of highways, indicates that the new road options for Mr. Yates have not proven possible due to the possibility of future expansion of the Caron airport. Mr. Yates and the rural municipality of Caron have agreed that he should be compensated $800 for his inconvenience. Mr. Smail asks the Sask. dept. of highways for their formal approval of this settlement.	DoT file 5168-913
11 March 1942	The canteen is completed. It is decorated in dark oak and cream with drapes to match.	*DD*, No. 33 EFTS (RAF)
13 March 1942	Plans for extending the stage in the Recreation Hall have been approved by No. 4 TC. Work on the stage begins immediately. It should be ready for the first performance in the first week in April.	*DD*, No. 33 EFTS (RAF)
27 March 1942	Decoration and painting of the Officers' Mess Hall commenced. It is to be finished by 1 April.	*DD*, No. 33 EFTS (RAF)
31 March 1942	In data prepared for the Ottawa air training conference, it is indicated that $433,800 had been covered by financial encumbrances for No. 33 EFTS (RAF). The similar encumbrances for Boharm amount to $59,940. [These data are further itemized and exclude all W&B development costs.]	RG24, vol. 5388; ODF, 21
1 April 1942	In lieu of an easement across the NW¼ of section 20, the North British & Mercantile Insurance Co. agrees to sell the land to the Crown for $500. The acceptance is signed on behalf of this firm by its agent, the Canada Permanent Trust Co.	DoT file 5168-913
4 April 1942	G. G. Baird, CNR land commissioner, elaborates the rationale for offering Charles McDowell a $325 settlement for damage to his crops. The original arrangement to purchase his land was made with the understanding that he would be able to get his crop off before construction began. However, negotiations with his mortgage company, the Toronto General Trusts dragged on until October. Well before that time the contractors commenced operations and forced McDowell to cut his crop when it was still green. Further, they burned a portion of it to commence grading. The Toronto General Trusts inspector reviewed the	DoT file 5168-913

	damage as did the resident engineer, Mr. O. W. Martyn. The requested compensation is based on their assessment.	
4 April 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that the stage in the Recreation Hall is decorated in maroon and cream. There is no heat in the building, but the contractors are working on it.	H. V. Peters, letters to his wife
9 April 1942	G. G. Baird, CNR land commissioner, in a letter to Colonel F. F. Clarke, CNR chief land surveyor and property commissioner, indicates that the NE¼ of section 20 is now freed from the foreclosure proceedings of the past fall. The North British & Mercantile Insurance Co. is prepared to sell it to the Crown for $500. He recommends that the property be purchased rather than seeking easements for the sewage disposal system and the water line, both of which cross the property.	DoT file 5168-913
10 April 1942	The Officers' Mess Hall is officially opened.	*DD*, No. 33 EFTS (RAF)
13 April 1942	Hugh Ross MacKenzie, deputy minister of highways and transportation (Sask.), declares the road between sections 28 and 29 officially closed to public travel.	DoT file 5168-913
15 April 1942	The Recreation Hall [aka, the theatre] opens. Pictures of the stage and dance floor are in the *MM*, October 1942, 38.	*MM*, May 1942, 36
17 April 1942	The DoT applies for an encumbrance for $325 for crop damages payable to Charles McDowell.	DoT file 5168-913
21 April 1942	Philip Yates' attorneys write the CNR inquiring about the tardy payment of the $800 due Mr. Yates.	DoT file 5168-913
1 May 1942	The DoT recommends to the ADC that the quarter section immediately south of No. 33 EFTS be purchased for $500 for sewage disposal. The owner of the land, the North British and Mercantile Insurance Co., through its agent, the Canadian Permanent Trust, has offered to sell it for this sum rather than grant an easement. P. C. 5787, dated 6 July 1942, authorizes a payment of $500 for this purpose.	RG12, vol. 370; ODF, 67; RG2, vol. 1765; ODF, 159
12 May 1942	The ADC recommends, as per the DoT recommendation of 1 May 1941, that the land required for sewage disposal be purchased for $500. See map of NE¼ of section 20 which includes layout of water and sewage projects.	DoT file 5168-913
13 May 1942	Based on the recommendation of the ADC and the deputy minister of transport, C. D. Howe, minister of munitions and supply, recommends [to the Privy Council] that Charles McDowell be paid $325 for crop damages.	DoT file 5168-913
15 May 1942	P. C. 4041 of this date authorizes that $325 be paid to Charles McDowell for crop damage sustained in the summer of 1941 during the construction of the Caron aerodrome.	RG2, vol. 1759; ODF, 138; DoT file 5168-913
16 May 1942	In considering the possibility of expansion at No. 33 EFTS (RAF), the DoT indicates that the 2500' runways at this base could be expanded to 5000'. A larger water storage capacity would be needed since water is not available from the City of Moose Jaw on a 24-hour basis. Electrical power is quite expensive. The site also could be developed into a practice bombing range. It is noted, however, that it lies on the Trans-Canada airway route.	RG24, vol. 5388; ODF, 19
16 May 1942	In considering the possibility of expansion at Boharm, the DoT indicated that the existing grass field cannot be further developed due to a lack of good drainage. The water supply is unproven and electrical power will be expensive.	RG24, vol. 5388; ODF, 19

23 May 1942	Charles McDowell offered to cultivate the northern 50 acres of the NE¼ of section 29 on a share crop basis. J. R. Robertson, district inspector, central airways, DoT, recommends that the land be rented to Mr. McDowell on a fixed-sum basis, such as $1.00 per acre.	DoT file 5168-913
2 June 1942	A “large consignment” of military stores from Caron arrives at No. 11 Equipment Supply Depot, Calgary. This was undoubtably occasioned by the recent civilization of No. 33 EFTS.	RCAFORB, reel C-12373, image 85
5 June 1942	The DoT formally requests an encumbrance for the purchase of the NE¼ of section 20 in the amount of $500.	DoT file 5168-913
10 June 1942	Charles McDowell offers to sow the northerly 50 acres of the NE¼ of section 29 to grass obtained from the experimental farm in Swift Current. He will charge the Crown a scale rate depending on the machinery used. Apparently, he had such an arrangement with the aerodrome proper already [that is, with respect to the grass turf on the aerodrome].	DoT file 5168-913
11 June 1942	One boxcar of mattresses and pillows from Caron is received and unloaded at Boundary Bay, BC (as per *DD*, No. 2A Equipment Sub-Depot, RCAF, Burnaby).	RCAFORB, reel C-12370, image 134
13 June 1942	The DoT recommends to the ADC that telephone facilities be installed at Boharm for $1,540.	RG12, vol. 370; ODF, 65
16 June 1942	A “large consignment” of military stores from Caron arrives at No. 11 Equipment Supply Depot, Calgary. This was undoubtably occasioned by the recent civilization of No. 33 EFTS.	RCAFORB, reel C-12373, image 87
16 June 1942	The ADC discusses hangar accommodations for the RAF EFTSs. The director of training plans and requirements indicates that since only 44 Fairchild Cornells can be accommodated in a double-sized hangar, two such hangars will be required at all RAF EFTSs. The representative from No. 2 TC expressed the opinion that three hangars should be provided. The ADC referred the matter to the training division for further review.	RG12, vol. 370; ODF, 66
19 June 1942	A “large consignment” of military stores from Caron arrives at No. 11 Equipment Supply Depot, Calgary. This was undoubtably occasioned by the recent civilization of No. 33 EFTS.	RCAFORB, reel C-12373, image 88
4 July 1942	C. D. Howe, minister of munitions and supply, as per the advice of the director of air services and the deputy minister of transport, recommends [to the Privy Council] that the NE¼ of section 20 be acquired for the training base at Caron.	DoT file 5168-913
6 July 1942	P. C. 5787 of this date authorizes the payment of $500 for the NE¼ of section 20.	DoT file 5168-913
7 July 1942	The DoT requests funding for gravelling the road from No. 33 EFTS to the No. 1 highway, approximately six miles. The road, which was improved the previous year, needs additional gravel. The cost should be $1,100.	RG12, vol. 371; ODF, 69
9 July 1942	The ADC submits a request to the deputy minister of defence for air for road improvement funding. Its request is for $7,000 for improving 10 miles of road between Boharm and No. 33 EFTS.	RG12, vol. 371; ODF, 70
18 July 1942	Motor vehicles are shipped to Caron from No. 11 Equipment Supply Depot, Calgary.	RCAFORB, reel C-12373, image 92

28 July 1942	A. D. McLean, controller, civil aviation division, DoT, agrees that the surplus land on the north side of the Caron aerodrome should be leased but not under the arrangement suggested by Charles McDowell which, to Mr. McLean, implies a longer-term agreement. He recommends that a standard short-term lease be arranged just in case the land is needed suddenly for aerodrome expansion. He also notes, as an aside, that the Caron aerodrome has not been formally transferred to the RCAF [from the DoT] and that this should be done as soon as possible.	DoT file 5168-913
28 July 1942	On this date, financial encumbrance no. 12180 (r) was issued as a small adjustment to the existing allotment for the installation of Vulcan Drawz stokers in the Recreation Buildings of Nos. 31–34, 35 [now No. 2 FIS, Vulcan], and 36 EFTS. The contract for the installation of these boilers had been awarded to Clare Bros. & Co. (Preston, ON).	RG24, vol. 4770; ODF, 87
28 July 1942	The RCAF training division advised the ADC that relief fields for large size EFTSs should be not less than 2500' [x 2500'] and 5–8 miles from the main aerodrome. Further, they should be suitable for night flying, have accommodation for 8–10 personnel, and be served by telephone and good roads. The ADC concurred in this development since night flying will be carried out at R.1s.	RG12; Vol. 371; ODF, 68
11 August 1942	No. 4 TC recommends that postal accommodations at its units be improved. The DND's W&B development committee recommended that $90,000 be spent in this regard. Subsequently, the plans had to be modified—including the addition of a prophylactic room.	RG24, vol. 4764; ODF, 90
24 August 1942	Mr. G. G. Baird, CNR land commissioner, in a letter to Mr. F. Thomas, real estate branch, DoT, makes a case against paying Mr. Yates for the road closure, even though he may have been verbally promised the same, and even though the Sask. dept. of highways had closed the road with this compensation as a condition, and even though the RM of Caron had passed a motion for road closure with the same attached condition. Mr. Baird points out that the only legitimate claim would be for the crop damage sustained during the aerodrome construction. Depreciation in land value is not a plausible basis for compensation given the numerous parties affected in this way. Further, if the government did pay $800 for depreciation several other interested parties would have to be privy to the compensation, including Mr. Yates' mortgage company, the Prudential Insurance Company of America, as well as several others with liens against the property, such as the commissioner of old age pensions, and the RM of Caron who holds several relief liens against it. Given this situation, land depreciation compensation should not be considered, and, in Mr. Baird's opinion, there is no other basis for compensation recognized in Exchequer Court cases.	DoT file 5168-913
29 August 1942	The RM of Caron, in a letter to the district airway engineer, Mr. E. F. Cooke, indicated that Mr. Philip Yates has recently informed them that he has not received his $800 for the road closure. He approached the municipal council demanding that unless he received payment soon, he would demand that the RM build him a new road.	DoT file 5168-913
November 1942	Interior pictures of the Sergeants' Mess Hall, showing what appears to be a wet canteen.	*MM*, November 1942, 40
11 November 1942	The ADC records, in its minutes of 16 February 1943, the design specifications which the W&B development committee formalized on 11 November 1942. The included chart indicates minimum distances between a variety of building types, chiefly for fire prevention. See a similar chart in *History of Construction Engineering*, I, 22.	RG12, vol. 372; ODF, 72

16 November 1942	The supervisory board of the BCATP receives the following report: “Construction on practically all projects is being delayed through lack of labour and materials. The Timber Controller has advised that there will be no more British Columbia timber available for from three to five months. This means a further delay in construction of drill halls and other buildings where British Columbia timber is used.” An additional hangar at Caron is listed as one project currently being negotiated by the department of munitions and supply.	RG24, vol. 5232; ODF, 154
1 December 1942	It is reported to the ADC, that the following concern was voiced at a recent AOC conference on aerodrome development. Apparently, a nuisance is created by the present method of constructing side drains with stone backfill. These drains have become silted in and must be rebuilt. Further, crushed stone is getting onto the runways. In response, representatives from the DoT indicated that the drain system was intended to be cleaned out after a year and then sealed.	RG12, vol. 371; ODF, 71
2 December 1942	A contract for an addition to Hangar No. 2 is awarded to P. W. Graham & Sons (Moose Jaw) for $51,484 (including a concrete apron). The work is to be completed within 75 working days. P. C. 11250, dated 16 December 1942, ratifies the contract in the amount of $52,234.	RG28, vol. 402; ODF, 122; RG2, vol. 1785; ODF, 169
3 December 1942	The RM of Caron, in a letter to the district airway engineer, Mr. E. F. Cooke, indicates that Mr. Philip Yates has been before their council once again inquiring about his road closure compensation. It has been over 11 months since he made a verbal agreement with Mr. Smail. He has only been able to get a small portion of his crop off this fall and is in urgent need of this money.	DoT file 5168-913
11 December 1942	N. J. MacMillan, CNR solicitor, informs Mr. G. B. Baird, CNR land commissioner, that the power to close roads in Saskatchewan lies solely with the provincial dept. of highways and transportation. Neither the RM of Caron, even though they passed a resolution in favour of the same, nor the DoT, have any such authority. Any claim that Mr. Yates might have to compensation for the road closure appears to lie with the provincial government.	DoT file 5168-913
15 December 1942	Minister C. G. Power reports to the (Canadian) War Cabinet that given the 1942 BCATP agreement Canada will have to expand the BCATP. To keep costs to a minimum, six aerodromes will be expanded [Nos. 31–36 EFTS] to support the increased SFTS capacity. Each of these schools can be expanded for $200,000. A new school at Abbotsford will also be built at a cost of approximately $1,000,000.	RG2, vol. 28; ODF, 34
18 December 1942	Mr. G. G. Baird, CNR land commissioner, agrees (with Mr. N. J. MacMillan’s claim in his 11 Dec. 1942 letter) that simply paying Mr. Yates would be the practical solution. He hesitates, however, in the knowledge that the mortgage company, the Prudential Insurance Co. of America, has a prior right to compensation based on depreciated land value since it holds the mortgage. Further, the old age pension board has a caveat against the property which entitles them to a portion of any compensation.	DoT file 5168-913
21 December 1942	In the minutes of the supervisory board of the BCATP (covering the month of November 1942), the following report appears: “Hold-ups are occurring all along the line on hangar trusses due to the scarcity of B.C. timber. At the present time delivery of one hangar per week is being obtained, as against previous deliveries of one hangar per day. At most projects footings and foundations were poured before winter weather set in so that they are ready to receive the superstructure when available.”	RG24, vol. 5232; ODF, 153
December 1942	Beginning at this time and running through August 1943 (at least), the hangar trusses in No. 4 TC are being repaired by Poole Construction Co. for amounts of $43,000 and $8,000.	RG24, vol. 4770; ODF, 83

9 January 1943	Mr. G. G. Baird, CNR land commissioner, in a letter to Mr. F. Thomas, real estate branch, DoT, suggests that the best way forward in the Yates road closure claim is for Mr. Thomas to put through an Order-in-Council for $800 and let all the interested parties [Mr. Yates and his creditors] "fight it out as to the proportion of money each one gets. Certainly, we are not entitled to take the onus upon ourselves."	DoT file 5168-913
15 January 1943	In a large chart detailing the sewage systems for units in No. 4 TC, the following is given for Caron: Sewage lift: nil; primary treatment: septic tank; secondary treatment: nil; chlorination: W&T type S. P.; sludge disposal: buried near tank; method of effluent disposal: in Thunderkill [sic] Creek; no. of persons system designed for: 1,000.	RG24, vol. 4768; ODF, 88
18 January 1943	It is again reported to the supervisory board of the BCATP that there is a considerable delay in obtaining trusses for hangars. This means that even for hangars already authorized, delivery may not occur until the summer.	RG24, vol. 5232; ODF, 152
2 February 1943	Mr. P. T. Yates inquires as to what is going to be done with the northerly land on the NE¼ of section 29. Last growing season it grew weeds and interfered with his crop to the north.	DoT file 5168-913
2 February 1943	P. C. 850 of this date acknowledges that work on the Boharm to Caron road has been carried out for $8,164.81. This Order-in-Council authorizes (post-facto) that the arrangement had to be changed to a unit price arrangement. R. H. Smith of Regina has carried out the work on this basis; wood stave culverts were purchased from the Monarch Lumber Co. (Regina). [In what may be a reference to this work, an article in *The Tailspin* notes that a wonderful new highway now runs to the Boharm field.]	RG2, vol. 1791; ODF, 158; *TT*, July 1943, 7
13 February 1943	C. P. Edwards, deputy minister, DoT, acknowledges that the issue of what to do with the land immediately north of the runways has been raised. He recommends that it be leased for agricultural purposes which will help with weed control. Weeds were apparently a problem during the 1942 growing season. Edwards also acknowledges that two dilapidated buildings on the NE¼ of section 20 need to be dealt with. He also indicates that the DND (Air) has recently accepted the transfer of the aerodrome from the DoT.	RG24, vol. 4801; ODF, 116; DoT file 5168-913
22 February 1943	The DoT formally requests an encumbrance for the P. T. Yates road closure claim in the amount of $800.	DoT file 5168-913
27 February 1943	The minister of munitions and supply formally requests that the Privy Council approve a $800 payment to Mr. Yates for the road closure south of his property.	DoT file 5168-913
16 March 1943	W/C C. F. Falkenberg, No. 4 TC, raises the issue of three buildings on the NE¼ of section 20. Two of the buildings were previously owned by a contractor for the storage of camp equipment and the other is a vacant, owner-unknown building.	RG24, vol. 4801; ODF, 116
24 March 1943	The W&B development committee recommends that additional storage and refrigeration facilities be added to Nos. 31–34 EFTSs (among others). The cost per installation is estimated at $8,635.	RG24, vol. 4763; ODF, 91
3 April 1943	Deputy Minister of National Defence for Air S. L. de Carteret, in a letter to the deputy minister of transport, indicates that No. 4 TC has approved the lease of the northerly 48 acres on the NE¼ of section 29. The lessee must use the land for agricultural purposes and not let cattle stray onto the aerodrome.	DoT file 5168-913
April 1943	By this time, the sergeants' mess had planted a lawn and trees in front of its hall.	*TT*, April 1943, 16

19 April 1943	A letter from A/V/M G. R. Howsam, AOC, No. 4 TC, to DND HQ, indicated that the old farm buildings on section 20 are rotten and the offer of Mr. George Trafford of Caron to purchase them for $45 should be accepted. One of the other vacant buildings belongs to John Chow of the Liberty Café in Moose Jaw (formerly, the Caron Airport Café). It is easily moved. A/V/M Howsam recommends that Mr. Chow be offered $175. The final two buildings belong to Jimmy South of Regina. These buildings are in bad shape and cannot be moved. They are eyesores and should be removed. For a discussion of private enterprise buildings erected close to airbases and the government's response to them, see *History of Construction Engineering*, I, 21.	RG24, vol. 4801; ODF, 116
17 May 1943	There are two old farm buildings on the NE¼ of section 20. One measures 24' x 16' x 12' and the other 24' x 16' by 8'. They are quite old and suitable only for scrap. Mr. George Trafford of Caron has submitted an offer of $45 for them. Mr. George Dalrymple of Archydal has made an offer of $100.	DoT file 5168-913
28 May 1943	Mr. G. G. Baird, CNR land commissioner, is awaiting an application from Charles McDowell to lease the 48 acres on the north side of the Caron aerodrome. He is aware of Mr. Yates' application to lease the same parcel but prefers Mr. McDowell in that a large portion of his farm was taken for the Caron aerodrome.	DoT file 5168-913
1 June 1943	As of this date, work is still in progress on additional hangar accommodation and civilian quarters at Nos. 31–34 EFTS. The cost of these projects is $82,000. At Caron, the work is only 10 per cent complete.	DHH 181.005 (D 80); ODF, 110
4 June 1943	Mr. G. G. Baird, CNR land commissioner, indicated that the DoT is only prepared to pay Mr. Yates $800 if all parties are willing to sign a release. This includes the mortgage company, the RM of Caron, in respect to relief liens and taxes, as well as the old age pension board with respect to its caveat on the land. Mr. Yates will be contacted in the matter.	DoT file 5168-913
7 June 1943	Financial encumbrance no. 22447 grants authority to construct an extension to No. 33 EFTS's Airmen's Mess Hall for ration storage in the amount of $8,635. A similar amount is approved for similar extensions at Nos. 31, 32, 34, 10, 5, 19, 20, 12, 13, and 17 EFTS.	RG24, vol. 4770; ODF, 84
8 June 1943	C. P. Edwards, deputy minister of transport, indicates to S. L. de Carteret, deputy minister of national defence for air, that financial encumbrance no. 12700 raised to cover the development of the aerodrome at Caron has a balance of $80,000 outstanding. This balance is not required and should be used to reduce the original encumbrance.	DoT file 5168-913
22 June 1943	For the period from 1 April 1941 through 31 May 1943, $8.99 million were expended on RAF construction projects in Saskatchewan. This sum is reimbursable by the UK government. For the same period, a total of $1,244,298.54 was committed to construction projects at No. 33 EFTS (RAF). Of that total, $436,670 was committed to aerodrome construction and $807,628.54 to works and buildings. [This figure is somewhat higher than the usual $1.1 million associated with No. 33 EFTS (RAF). It may account for improvements/additions after the initial construction was complete, e.g., the extension on Hangar No. 2 and the addition to the Airmen's Mess Hall.]	*Debates*, 1943, vol. IV, 3924–25
12 July 1943	Mr. G. G. Baird, CNR land commissioner, indicates that final arrangements have been made to pay Mr. Yates $800 for his crop damage, inconvenience, and road closure land depreciation. Mr. Yates has agreed that this sum is to be apportioned between himself and his creditors who have an interest in his land.	DoT file 5168-913

13 July 1943	The ADC considered a proposal from No. 4 TC that the route from No. 33 EFTS to Boharm be rerouted. The current route leads westerly to Caron, then south and east along the No. 1 highway to Boharm and thence south to the airfield. The proposal is to improve the dirt road that leads east of No. 33 EFTS for a mile and then south for four miles to the No. 1 and then south 4.5 miles at Boharm. This route would be some six miles shorter and would need to be improved to the tune of $8,500. The training division was not prepared to sign off on the necessity of this project since an all-weather route already exists. The ADC concurred.	RG12, vol. 373; ODF, 77
16 August 1943	The supervisory board of the BCATP received the following report (as noted in minutes for this date): "Works and buildings projects are still being delayed by the grave labour shortage and also by the shortage of materials, hangar trusses being a particularly difficult item. Extremely wet weather in most sections of the country has also impeded work. Some assistance has been given contractors by RCAF personnel assigned for duty as labourers. In addition RCAF Works Construction and Maintenance Units have contributed to a marked degree in the construction of additions and major repairs at Schools where it was impossible to obtain satisfactory tenders from contractors or where maintenance work was too heavy for the local Works and Buildings sections."	RG24, vol. 5232; ODF, 155
17 August 1943	The AMAF reports to the ADC that there were unexpected balances left in the financial encumbrances in connection with Caron and Boharm. The balance left on F. E. no. 12700 (Caron) = $80,000 and on F. E. no. 3044 (Boharm) = $10,000.	RG12, vol. 373; ODF, 76
19 August 1943	J. E. Michaud, acting minister of munitions and supply, recommended [to Privy Council] that Mr. Yates be paid $800 on the condition that all interested parties sign a release.	DoT file 5168-913
23 August 1943	P. C. 6621 of this date authorizes that $800 be paid to Mr. Philip Yates as compensation for his loss of property value and convenience due to the road closure, as well as his crop losses.	RG2, vol. 1817; ODF, 157; DoT file 5168-913
14 September 1943	The DoT recommends to the ADC that the parking area at No. 33 EFTS be enlarged. The ADC refers this request to the AMT for a certificate of necessity.	RG12, vol. 373; ODF, 74
14 September 1943	The DoT recommends to the ADC that power be supplied to Boharm since night flying will be conducted at Boharm. The estimated cost is $5,900.	RG12, vol. 373; ODF, 75
29 September 1943	A/V/M A.T. N. Cowley, chair of the ADC, in a formal submission to the deputy minister for air requests funding for additional parking at Caron in the amount of $69,000. A full specification and rationale for this parking is given in the submission.	RG13, vol. 373; ODF, 78
25 November 1943	An addition to the Airmen's Mess Hall is taken over from the contractors by a board of officers consisting of S/L Cowley, No. 4 TC W&B, F/L W. Crowley, medical officer, No. 33 EFTS (RAF), and F/L J. H. Braggington, equipment officer, No. 39 SFTS, and given to the BBFTS.	*DD*, No. 33 EFTS (RAF)
27 November 1943	The DoT indicates that the authorized hard surfacing for the parking area, in the amount of $69,000, has not yet been completed at Caron.	RG12, vol. 1836; ODF, 173
8 January 1944	A disbandment board has been appointed to supervise the disposal of equipment at Caron. Four members of the board are from No. 11 Equipment Depot, Calgary.	RCAFORB, reel C-12373, image 244

31 March 1944	To this date, $43,799.56 had been spent on the Boharm land and field.	RG24, vol. 4776; ODF, 81
13 April 1944	No 4 TC informs DND that balances in the expenditure accounts in the following areas at the former No. 33 EFTS will no longer be needed: water & sewage system ($22.35); services—walks, roads, and parade grounds ($7.50); fire hall construction ($259.00), and alterations for civilian personnel ($1,480.23).	RG24, vol. 4770; ODF, 85
30 June 1944	Caron, R.1 to No. 32 SFTS, is listed as slated to host an Aircraft Holding Unit (AHU) and a Pre-Aircrew Training School (PATS) effective 3 November 1944.	RG24. Vol. 5233; ODF, 27
30 September 1944	According to data presented to the BCATP supervisory board on this date and up to this date, the following was spent on the Caron airbase: land—$18,000; aerodrome development—$322,539.66; [building] construction—$838,235.25, for a total of $1,178,744.91.	RG24, vol. 5233; ODF, 26

Date	No. 33 EFTS (RAF) Operations	References
5 June 1940	The Vancouver Air Training Company Limited (555 Burrard Str., Vancouver) is issued letters patent. Its officers, purpose, and capitalization are itemized. The VATC (and its later, identical twin, the BBFTS) will eventually administer 4 EFTSs: No. 8 EFTS at Sea Island (22 July 1940–2 January 1942); No. 18 EFTS at Boundary Bay (10 April 1941–25 May 1942), No. 33 EFTS (RAF) at Caron (25 May 1942–14 January 1944), and No. 24 EFTS at Abbotsford (6 September 1943–15 August 1944). [For more on the operations of the VATC, see the *DD* of No. 4 TC HQ for 3–5 September 1940, 10 September 1940, 19 May 1941. See also RG95, vol. 984; ODF, 39–40.	*Canada Gazette*, 22 June 1940; *DD*, No. 4 TC HQ
22 July 1940	No. 8 EFTS (Sea Island, Eburne, BC) opens with Leslie J. Martin as the VATC manager.	*DD*, No. 8 EFTS
12 August 1940	The ADC approves plans for an aerodrome at Boundary Bay, BC. The opening date is 18 August 1941.	RG24, vol. 5231; ODF, 29
23 November 1940	Letters patent are issued for the Boundary Bay Flying Training School Limited. The officers of the company are listed as are the conditions and capitalization of the same. [See also RG95, vol. 498; ODF, 41–42.]	*Canada Gazette*, 7 December 1940
15 August 1941	A memorandum of this date indicates that 9 RAF schools are moving to Canada. This transfer is pursuant to the RAF policy to match EFTS output with SFTS intake. The total number of RAF EFTSs will increase to 8 eventually. No. 33 EFTS is to proceed to Assiniboia; its code name is "PAPAW." It is scheduled to open on 18 December 1941; its aircraft establishment = 56 +18 Fairchilds; its equipment is to be shipped from the UK on 15 October 1941; it requires 32 officers and 304 airmen. This school is to assemble on 18 October for a 25 October embarkation; it is to arrive on site on 15 November and open training on 13 December 1941. Similar information is given for No. 34 EFTS, Caron.	RG24, vol. 5173; ODF, 103
27 August 1941	No. 34 EFTS (RAF) is formed and intended to proceed to Caron, SK as authorized by air ministry letter S.74-08-6/0 5/1 of this date. The Caron location was changed to Assiniboia as authorized by air ministry letter S.73-67-4/0 5/2. By 4 December 1941, this unit is assembled at No. 2 PDC [Personnel Despatch Centre], Wilmslow, Cheshire, UK.	*DD*, No. 34 EFTS (RAF), 4 December 1941
17 September 1941	The UKALM indicates that No. 33 EFTS, code-named "PAPAW," is to be located at Assiniboia. It will be formed to establishment WAR/CAN/143A. Aircraft establishment = 56 I.E. + 18 I.R. Fairchild P.T. 19A. 32 officers and 304 airmen will be established. Peak pupil population = 180 on a course of 48 days with intakes every 24 days.	RG24, vol. 5173; ODF, 104
15 October 1941	The UKALM informs the RCAF CAS that No. 33 EFTS is due to arrive in Canada on 9 December and begin training on 6 January 1942. No. 34 EFTS is due to arrive on 14 January 1942 and begin training on 11 February.	RG24, vol. 5173; ODF, 104
21 November 1941	Secret Organization Order No. 27 (file S.25-36-1 DAC). [The Dhist document, "Caron, Saskatchewan" indicates that Order No. 27 did not send No. 33 EFTS (RAF) to Canada but redirected it from Assiniboia to Caron.] Order No. 27 was amended on 28 November 1941 to the effect that No. 33 EFTS (RAF) was now directed to Caron due to construction delays at Assiniboia.	"Caron, Saskatchewan;" Secret Organization Order No. 27 and Amendment No. 1

22 November 1941	On 22 January 1942, LAC Vernon Peters, in writing to his wife, Vera, indicates that his party left the coast of Scotland for Canada on this date.	H. V. Peters, letters to his wife
23 November 1941	Course no. 43 arrived at No. 19 EFTS, Virden, MB, from No. 31 PD, Moncton. This is the first RAF EFTS contingent to arrive at the school. RAF personnel would be routinely posted to No. 19 EFTS from No. 31 PD over the next few years. [Thus, not all RAF EFTS student pupils will be posted to RAF EFTSs.]	RCAFORB, reel C-12338, image 1691
24 November 1941	The RCAF is informed that No. 33 EFTS will be established at Caron rather than Assiniboia.	RG24, vol. 5173; ODF, 104
27 November 1941	A group of 7 DH 82C Tiger Moths arrive at No. 10 Repair Depot, Calgary. After they are assembled and tested, they will be transferred to No. 33 EFTS (RAF).	"De Havilland"
27 November 1941	A/C S. G. Tackaberry, RCAF AMS, indicated that the first party of No. 33 EFTS personnel will arrive in Caron on 4 or 5 December. [The security guards arrive in advance of this date.]	RG24, vol. 5173; ODF, 104
2 December 1941	CO W/C Worger-Slade arrives at No. 33 EFTS (RAF) for his first inspection. For a brief biography, see *MM*, Feb. 1942, 25.	*DD*, No. 33 EFTS (RAF)
3 December 1941	CO Worger-Slade visits Caron each day, beginning on this date, to supervise its preparations.	*DD*, No. 33 EFTS (RAF)
3 December 1941	A group of 16 DH 82C Tiger Moths arrive at No. 10 Repair Depot, Calgary. After they are assembled and tested, they will be transferred to No. 33 EFTS (RAF).	"De Havilland"
6 December 1941	A group of 7 DH 82C Tiger Moths arrive at No. 10 Repair Depot, Calgary. After they are assembled and tested, they will be transferred to No. 33 EFTS (RAF).	"De Havilland"
6 December 1941	No. 33 EFTS (RAF) administrative and operational staff arrive in Moose Jaw at 9:30 a.m. Since Caron is not ready (no heat), the 37 officers are quartered at No. 32 SFTS RAF (Moose Jaw) and at local hotels. The 217 men of other ranks are quartered at No. 32 SFTS (RAF).	MJ *Times-Herald* *DD*, No. 33 EFTS (RAF)
7 December 1941	CO Worger-Slade conducts a full parade in the drill hall at No. 32 SFTS, Moose Jaw. Since he came to No. 33 EFTS (RAF) from De Winton, AB, where he was CGI at No. 31 EFTS, this is the first time he has officially met his personnel. H. V. Peters, in a retrospective essay, "Looking Backward," indicated that a small contingent, including the CO, equipment officer, and a few others moved to Caron on this day.	*DD*, No 33 EFTS (RAF) *TT*, July 1943, 3
11 December 1941	A group of 16 DH 82C Tiger Moths arrive at No. 10 Repair Depot, Calgary. After they are assembled and tested, they will be transferred to No. 33 EFTS (RAF).	"De Havilland"
14 December 1941	LAC Vernon Peters, in writing to his wife, Vera, indicates that he had been temporarily lodged at No. 32 SFTS but had been out to No. 33 EFTS (RAF) on several occasions.	H. V. Peters, letters to his wife
15 December 1941	It appears that the No. 108 Advance Party (RAF) did not work at Caron, although they did at No. 34 EFTS (RAF), Assiniboia, and No. 35 EFTS (RAF), Neepawa. In the weeks leading up to the opening of Caron, No. 108 had been fully involved in opening No. 41 SFTS (RAF), Weyburn. Perhaps this explains why the CO at Caron had to form the advance party himself?	RCAFORB, reel C-12369, images 244–45
17 December 1941	Officers and other personnel (n = 50) moved to No. 33 EFTS (RAF).	"Caron, Saskatchewan;" *DD*, No. 32 SFTS (RAF)

18 December 1941	LAC Vernon Peters, in writing to his wife, Vera, indicates that he is now on site at No. 33 EFTS (RAF). There is a bus service to Moose Jaw from Caron; the round-trip fare is 72 cents. The Moose Jaw Transportation Company [operated from 1932 through March 1957 when it was succeeded by Moose Jaw Transit. The MJ Transportation Co. had succeeded the MJ Electric Railroad Co. which operated from 1911–32]. The company found a motley collection of old buses and ran a regular service to No. 32 SFTS and No. 33 [personal correspondence from Mr. W. Hemstreet to Peter Conrad, 17 Nov. 1986]. See also Peter C. Conrad, *Saskatchewan in War*, 137.	H. V. Peters, letters to his wife
18 December 1941	A group of 15 DH 82C Tiger Moths arrive at No. 10 Repair Depot, Calgary. After they are assembled and tested, they will be transferred to No. 33 EFTS (RAF).	"De Havilland"
20 December 1941	S/L A. P. Philipsen, CFI, arrived at No. 33 EFTS (RAF). His reputation gives the "assured feeling of an efficient and successful training organization."	*DD*, No. 33 EFTS (RAF)
20 December 1941	The remainder of the No. 33 EFTS personnel move to Caron.	*DD*, No. 33 EFTS (RAF)
23 December 1941	P/O Reginald George Littlewood (service no. 106584, RAFVR), aged 43, was killed at 13:10 ferrying Tiger Moth no. 5967 from Calgary to Caron. He deceased in the Saskatchewan River valley, three miles west of Medicine Hat, AB, near the Ajax Coal Mine. The cause of the crash was later determined to be contact with power lines due to unauthorized low flying. Caron's other 62 Tiger Moths are issued from Calgary on 30 December 1941 and 26 January 1942. For further details on this accident, see RG24, vol. 3280; ODF, 176.	MJ *Times-Herald*, 24 Dec. 1941; *DD*, No. 33 EFTS (RAF); "De Havilland" LAC, Accident Report, Tiger Moth 5967, in JLF files
27 December 1941	The funeral for P/O R. G. Littlewood was held in the Caron cemetery. An honour guard was present. Wreaths from the CO, officers, NCOs, and airmen of No. 33 EFTS (RAF) as well as the CO and all ranks of No. 34 SFTS, Medicine Hat, the Rotary Club of Moose Jaw and F/O M. G. M. Peters (cousin of the deceased) were laid on the casket.	*DD*, No. 33 EFTS (RAF)
29 December 1941	F/L F. S. Scott, formerly posted to No. 32 SFTS (RAF) as its adjutant, leaves for No. 33 EFTS (RAF) to be its administrative officer.	*DD*, No. 32 SFTS (RAF)
30 December 1941	A group of 36 DH 82C Tiger Moths are issued from storage at No. 10 Repair Depot, Calgary, to No. 33 EFTS (RAF).	"De Havilland"
2–8 January 1942	Aircraft are being ferried to No. 33 EFTS (RAF) and then tested.	*DD*, No. 33 EFTS (RAF)
5 January 1942	This is the official establishment date for No. 33 EFTS (RAF).	RG24, vol. 3213; ODF, 2
6 January 1942	Organization Order No. 191 announces that No. 18 EFTS, Boundary Bay, BC, will be relocated to Caron, effective 15 May 1942. The present emergency requires that the Boundary Bay airbase be made available to the home war squadrons.	*DD*, No. 18 EFTS
6 January 1942	P/O Peter Herbert (service no. 125477) and his pupil, CPL J. F. Fitch (service no. 917907), are involved in a minor accident on the aerodrome at 1915 hours in Tiger Moth no. 5996. Neither party are injured.	RCAF flying accident signal reports
9 January 1942	The first group (89 trainees) arrive at Caron. They are known as course no. 40. For several stories of RAF airmen en route to No. 33 EFTS (RAF), see Barris, 2005, 219–23 and Hildebrand, 1985, 92–96. Vernon Peters' photo album contains pictures of the Caron railroad station, Church of England, and Main Street.	*DD*, No. 33 EFTS (RAF)

11 January 1942	Training commences for course no. 40 at Caron. 56 serviceable aircraft are on site.	*DD*, No. 33 EFTS (RAF); "Caron, Saskatchewan"
11 January 1942	S/L Philipsen arrived at No. 2 B&GS, Mossbank, at 1420 hours in Tiger Moth no. 5957. He left for Caron at 1500 hours.	RCAFORB, reel C-12331, image 1217
24 January 1942	Tiger Moth no. 5982, piloted by P/O Peters, is involved in a category "A" crash at 11:20, 1.5 miles west of the Rowletta CNR station (about 10 miles NNW of the airbase at Caron). P/O Peters was testing the aircraft for carbon monoxide fumes. Although he lost consciousness at 9000', he revived and parachuted safely from 4000'. The aircraft had only logged 5:30 total time when written off [This must exclude testing and ferrying time.] For a discussion of the investigation into this reported CO leak, see RG24, vol. 5052 in ODF, 33. A court of inquiry follows on 24–29 January 1942.	"De Havilland" *DD*, No. 33 EFTS (RAF) RCAF2CR, reel C-5932, images 1283–1346
26 January 1942	A group of 26 DH 82C Tiger Moths are issued from storage at No. 10 Repair Depot in Calgary to No. 33 EFTS (RAF).	"De Havilland"
29 January 1942	In a letter home, LAC Michael Foster indicates that on arrival at Caron, the student pilots were given lectures by the Station Medical Officer, the Chief Flying Instructor, the Chief Ground Instructional School Officer, and the Parachute Officer.	Foster, "Letters Home_2," in Student Pilots Archive
29 January 1942	Shortly after his arrival at Caron, LAC Michael Foster reported that he had undergone a "Schick and Dick" examination at the Station Sick Quarters. [The Schick test injected a small amount of diphtheria bacteria under the skin to determine susceptibility to diphtheria; the Dick test injected a small amount of scarlet fever bacteria under the skin to determine susceptibility to scarlet fever. Positive reactions at the injection site indicated a lack of immunity to these diseases.]	Foster, "Journal," in Student Pilots Archive
February 1942	No. 33 EFTS (RAF) has been divided into four squadrons under CO Worger-Slade, namely, a flying squadron, a training squadron headquarters, a maintenance wing squadron, and a station HQ squadron. Some further details are provided.	*MM*, February 1942, 37
2 February 1942	Inspector general, A/V/M G. M. Croil and A/C T. N. Cowley, AOC, No. 4 TC, proceeded by government motor transport to inspect No. 33 EFTS (RAF) as a condition for its official opening. During the inspection, someone at No. 33 EFTS suggested that paved runways were not necessary at EFTSs. In response, the ADC minutes of 7 April 1942 indicate that hard-surface runways have not been the policy of the ADC except in areas where grass is not suited for year-round use or where there isn't time for a good sod to develop.	*DD*, No. 4 TC HQ; *DD*, No. 33 EFTS (RAF); RG12, vol. 370; ODF, 63
3 February 1942	LAC Vernon Peters, in writing to his wife, Vera, indicated that the parade ground is unfinished. It is "a heap of rubble."	H. V. Peters, letters to his wife
6 February 1942	AC2 Norman Murray (service no. 1483319) faced a Court Martial on this date for stealing.	*DD*, No. 33 EFTS (RAF
7 February 1942	LAC Prsewell [*sic*] (service no. 926440) is involved in an accident at Caron due to a hard landing, a resulting bounce, and a low altitude stall. The front of the fuselage was severely damaged.	*DD*, No. 33 EFTS (RAF)
11 February 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that the Oldfellows [Odd Fellows] Hall in Moose Jaw is out of bounds for airmen [that is non-officers].	H. V. Peters, letters to his wife

18 February 1942	LAC Michael Foster reported that a mirage of Regina could be clearly seen from Caron. Another mirage was observed by Foster on 23 March 1942 (see "Letters Home_2").	Foster, "Letters Home_1," in Student Pilots Archive
25 February 1942	An accident involving LAC E. Bloomfield (service no. 1094825) and LAC Cotter occurred on the Caron aerodrome. Careless taxiing is to blame. The Tiger Moth involved will have to be replaced.	*DD*, No. 33 EFTS (RAF)
February 1942	Link flight training now occupies 30 hours of the syllabus; actual flying time is now 125 hours [These totals are for training up through the SFTS level].	*MM*, February 1942, 10
1 March 1942	On this date, LAC Michael Foster reported that cameras were not generally permitted on the Caron airbase; they were kept at the Guardhouse.	Foster, "Letters Home_2," in Student Pilots Archive
3 March 1942	On this date, LAC Michael Foster reports that he has been seen the Dental Officer, who is a Canadian and seconded to the RAF from the Canadian Army. One of his duties is to chart each individual tooth of each student pilot. Foster is quite impressed with the Dental Officer's skill.	Foster, "Letters Home_2," in Student Pilots Archive
8 March 1942	On this date, LAC Michael Foster reports that all the Moths have emblems and mascots painted on their nose. Tiger Moth 5946 had Leslie Charteris's character, "The Saint," painted on its nose.	Foster, "Letters Home_2," in Student Pilots Archive
Mid-March 1942	The winter blizzards finally relent at No. 33 EFTS (RAF). According to the *DD* for February 1942, virtually every day that month was also unsuited for flying due to unfavourable weather.	Foster, 1990, 12; *DD*, No. 33 EFTS (RAF)
13 March 1942	Course no. 40 (the first at No. 33 EFTS) graduates. A "Passing Out" dinner is held at the CPR Banquet Hall. 29 of the original 89 pupils washed out. The remainder were above average. The pictures in the *MM* show 85+ pupils in the two flights. The pictures were obviously not taken at graduation, since only 60 "passed through." Perhaps they were taken at the commencement of training? LAC Darbyshire of "A" flight was the top student.	*DD*, No. 33 EFTS (RAF) *MM*, April 1942, 6
18 March 1942	On this date, LAC Michael Foster reported that a passing grade of 50% was required in each GIS subject as well as an average of 60% across all subjects. Pupils were permitted to fail up to two subjects, but these would have to be made up with a subsequent passing grade.	Foster, "Letters Home_2," in Student Pilots Archive
18 March 1942	LAC Michael Foster reports in his journal that on this date he was given an Aldis Lamp test.	Foster, "Journal," in Student Pilots Archive
21 March 1942	17 student pilots from Caron (likely graduates of course no. 40) arrive at No. 35 SFTS (RAF), North Battleford, to be part of course no. 51.	RCAFORB, reel C-12356, image 735
22 March 1942	On this date, LAC Michael Foster reported that the instructors made notes on their pupils' progress in a book kept in the Timekeepers Office. Apparently, students could get an off-the-record look at the book to see how they were doing.	Foster, "Letters Home_2," in Student Pilots Archive
22 March 1942	On this date, LAC Michael Foster reported that he had Flare Path duties for the night flyers. He put out the flares, lit them, and helped with planes after they landed.	Foster, "Letters Home_2," in Student Pilots Archive
4 April 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that he has been recommended for a commission in the Administrative Branch. As part of his application, he appeared before a selection board.	H. V. Peters, letters to his wife

5 April 1942	On this date, LAC Michael Foster offers his parents an excellent account of the proper way to prepare for a flight and to execute the take-off.	Foster, "Letters Home_2," in Student Pilots Archive
April 1942	Cockpit covers (coupe tops) are allegedly provided for Tiger Moths to prevent frostbite. [In light of the carbon monoxide incidents in Jan. 1942, and the subsequent investigation, this claim is dubious.] In his own letters home, LAC Michael Foster mentions that they were finally able to almost close the coupe tops after having to leave them open after the CO incident in January 1942.	Foster, 1990, 12; Barris, 2005, 222
17 April 1942	The *MM* mentions a large dust storm in April. The dust went as high as 4000 ft. According to the *DD*, visibility was nil. The administrative offices had to be dusted three times during the day, removing up to ¼" of dust at a time.	*MM*, May 1942, 3; *DD*, No. 33 EFTS (RAF)
18 April 1942	Tiger Moth no. 5992 is involved in a crash 12 miles NW of No. 33 EFTS (RAF). See picture.	"De Havilland"
23 April 1942	Tiger Moth no. 5974 is involved in a crash at 1900 hours. Pilot LAC W. G. Bruce is not injured; LAC Mullock, flight mechanic, was struck while fleeing. He fractured a finger on his left hand and injured his shoulder.	RCAF2CR, reel C-5932, images 1265–80
24 April 1942	33 student pilots from Caron arrive at No. 38 SFTS (RAF), Estevan.	RCAFORB, reel C-12357, image 559
30 April 1942	As of this date, the establishment at No. 33 EFTS (RAF) included: 29 officers; 92 NCOs, 357 ORs, 11 civilians, and 180 trainees. It also includes 74 Tiger Moths.	RG24, vol. 5388; ODF, 12
1 May 1942	RCAF Secret Organization Order No. 27 is cancelled, thus disbanding No. 33 EFTS (RAF), effective 25 May 1942 (file No. Ss-25-36-1 [DofC]).	Secret Organization Order No. 27 Cancellation
7 May 1942	CPL C. P. R. Fido (service no. 591631) faced a District Court Martial on 7 May 1942 for striking AC1 John B. Paterson in the face and body. He was found guilty and severely reprimanded.	RCAFCM, reel T-21791, images 394–467
7 May 1942	AC1 Henry Williamson Smith (service no. 639999) faced a District Court Martial on charges of using insubordinate language, resisting arrest, and attempting to escape. He was found guilty and sentenced to 21 days detention.	RCAFCM, reel T-21791, images 679–732
7 May 1942	AC1 Edward A. Mason (service no. 651141), a flight mechanic (airframe), faced a District Court Martial on charges of using violence on a superior officer, using threatening language, and conduct unbecoming to good order. He was found guilty of only the latter charge and sentenced to 7 days detention.	RCAFCM, reel T-21791, images 1294–1346
11 May 1942	A rumor is circulating that a civilian-operated school from Boundary Bay, BC will soon take over No. 33 EFTS. Although official word has not been received, it is known that 6 trucks of equipment from Boundary Bay were awaiting off-loading at the railroad siding in Caron.	*DD*, No. 33 EFTS (RAF)
11 May 1942	CHAB (Moose Jaw) announces that No. 33 EFTS (RAF) is about to be taken over by a civilian flying company from BC. H. V. Peters discusses the turmoil and rumours of these days in his retrospective essay, "Looking Backward," published in *The Tailspin*, July 1943, 5.	"An Elementary Flying Training School," 105
14 May 1942	A large quantity of equipment from No. 18 EFTS (Boundary Bay, BC) sits on the sidings at Caron and Swift Current amid speculation as to what this means for No. 33 EFTS (RAF). Personnel from Boundary	MJ *Times-Herald*

	Bay have also arrived in Moose Jaw, and are temporarily housed at a local hotel, the YMCA, and the YWCA.	
15 May 1942	LAC Vernon Peters, in writing to his wife, Vera, mentions that the CO just announced that No. 33 EFTS (RAF) will be broken up and scattered all over Canada. "Everyone, from the C.O. down, is wandering around looking thoroughly lost and fed-up." He continues: "It is rotten when you get used to a dump like this, make up your minds to make the best of it, succeed up to a point and get towards making a rattling good home of the place, all the entertainments and games and fun organized for spare moments, and then BANG out of the blue you get the boot."	H. V. Peters, letters to his wife
16 May 1942	At the Allies' air training conference in Ottawa, the sub-committee on the civilianization of the RAF EFTSs recommends: (a) that the management and direction of the schools be under the civilian operating company; (b) that the flying instructional staff be drawn from the RAF and wear uniforms. There are to be no secondments to civilian employment on leave without pay [as was the case with RCAF personnel serving at civilian-run RCAF bases]. With the exception of the appointment of Link Trainer instructors, S. A. I's [service armament instructors?] and others where desirable, all other staff will be civilians; (c) that since under the arrangements outlined in (b) above, there will be no need for a supervisory staff, the administrative work presently done by the air force supervisory staff will be undertaken by an admin. staff, an establishment for which will be drawn up. The conference is also in agreement that the RAF transferred schools should be subject to inspection as are the JATP Schools, by CFS [Central Flying School] Visiting Flights.	RG24, vol. 5389; ODF, 11
16 May 1942	The following present and projected attributes are proposed for Nos. 31–35 EFTS (RAF) at the Ottawa air training conference. Present pupil population = 180, projected = 240; present pupil intake = 90, projected = 60; present aircraft = 74, projected = 88; present hangars = 1.5, projected = 2; present flying instructors = 47; projected = 62.	RG24, vol. 5388; ODF, 13
16 May 1942	Nos. 31–36 EFTS (RAF) have the current attributes: Pupils = 180; length of course: 8 weeks; hours to be flown = 60–75; intake = 90; intake frequency = every 4 weeks; output = 80; output frequency = 4 weeks; aircraft establishment = 74; output per annum per school = 1040.	RG24, vol. 5388; ODF, 14
16 May 1942	Hours allotted to various types of flying and ground school instruction are listed.	RG24, vol. 5388; ODF, 15
16 May 1942	Personnel from No. 18 EFTS arrive in Moose Jaw, awaiting the move to No. 33 EFTS (RAF). The current staff at No. 33 EFTS (RAF) will be dispersed.	MJ *Times-Herald*
18 May 1942	Many of the RAF personnel from No. 33 EFTS (RAF) will be transferred to SFTS and OTU stations. Approximately 30 per cent of the instructional personnel at No. 33 EFTS (RAF) at this time are highly experienced pilots; some 80 per cent had served in operational units prior to coming to Canada as instructors.	MJ *Times-Herald*
19 May 1942	Confirmation arrives from No. 4 TC that the management of No. 18 EFTS is to take over the Caron airbase including the buildings, equipment, and pupils under training. A command party under G/C Flinn visited No. 33 EFTS (RAF) to arrange the necessary details. The posting of RAF personnel was imminent; details were in the post from DAPS.	*DD*, No.33 EFTS (RAF)

20 May 1942	All sections and departments were working "at full pressure" to hand over the station on 24 May. Detailed instructions regarding clearance actions appeared in the Daily Routine Orders (DROs).	*DD*, No. 33 EFTS (RAF)
20 May 1942	In keeping with the RAF policy to minimize the personnel sent to operate RAF schools in Canada, Secret Organization Order No. 65 authorizes the re-organization of No. 33 EFTS (RAF) on a civilian-operated basis, effective 25 May 1942.	"Caron, Saskatchewan;" Secret Organization Order No. 65 (file S-25-36-1)
20 May 1942	Organization Order No. 200 officially disbands No. 18 EFTS, effective 25 May 1942.	*DD*, No. 18 EFTS
20 May 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that he is to stay behind to "clear up" the place [on behalf of the RAF]. It is a sad time for all those, including Peters and Padre Crankshaw, both of whom did so much to get things going.	H. V. Peters, letters to his wife
21 May 1942	Posting instructions for all personnel arrived and final clearance action is being taken.	*DD*, No. 33 EFTS (RAF)
23 May 1942	No. 33 EFTS (RAF) officers are being transferred to other bases, including Moose Jaw and Nova Scotia.	MJ *Times-Herald*
23 May 1942	A category "C" accident occurs on the aerodrome at 0815 hours. AC1 Reid, who is not aboard Tiger Moth no. 5981, is injured.	
24 May 1942	20 aircraft were transferred to No. 18 EFTS; 30 aircraft were ferried to No. 32 SFTS in Moose Jaw and placed in storage; and 13 aircraft were ferried to Vulcan, AB and placed in storage. No. 18 EFTS began operations with 53 aircraft. On this date, 179 NCOs and other ranks left Caron for postings elsewhere.	*DD*, No. 33 EFTS (RAF)
24 May 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that he has been posted to No. 33 ANS (RAF) near Hamilton, ON.	H. V. Peters, letters to his wife
25 May 1942	The Boundary Bay Flying Training School officially takes over No. 33 EFTS (RAF). The officer appointed to command the RAF personnel at No. 33 EFTS (RAF) will henceforth be re-designated, Chief Flying Officer. Both the civilian manager and the CFO are responsible to the AOC, No. 4 TC.	"An Elementary Flying Training School," 105; Caron, Saskatchewan"
25 May 1942	The flying instructors are wholly RAF, with S/L F. B. H. Hayward (service no. 28188) as CFI. His appointment is effective 29 May 1942.	*MM*, July 1942, 3; *DD*, No. 33 EFTS (RAF)
25 May 1942	All No. 18 EFTS personnel are now at Caron. Word has been [unofficially] received, however, that No. 18 EFTS is being disbanded and that the RCAF supervisory personnel attached to it will be posted.	*DD*, No. 18 EFTS
25 May 1942	No. 18 EFTS, which was folded into No. 33 EFTS (RAF), was the first flying school in Canada with women in trades other than clerical and domestic.	"An Elementary Flying Training School," 105
25 May 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that just a few of the original RAF contingent remain at Caron. He noticed an immediate transformation issuing from the "spirit of Private Enterprise" brought to the base by the civilians. Within a day of their takeover, the entire place was scrubbed clean. Most noticeable was the professional-looking kitchen staff—they were real cooks and not "ex-bus-drivers." For Peters, this is a great lesson in the "difference between Private Enterprise & state control." Gordon and Evangeline Deagle mention in a post-war interview that after the civilians took over No. 33 EFTS (RAF) flying was conducted 7 days a week, unlike under the RAF. [The spring weather may have had something to do with the increased flying time, too.]	Vernon Peters, "letters to his wife;" Gordon and Evangeline Deagle interview

25 May 1942	The officers and equipment needed for the re-establishment of No. 33 EFTS (RAF) as a civilian-run base are listed.	Secret Organization Order No. 27
26 May 1942	LAC Vernon Peters, in writing to his wife, Vera, mentions (again) the great change in atmosphere now that the civilians have descended on the place. The civilian population is loud, cheerful, and optimistic. Young and giggling females now dominate the admin. offices. The dress among the civilians is eclectic and disorderly. The station headquarters has become a "madhouse."	H. V. Peters, letters to his wife
26 May 1942	Not all RAF officers will be transferred from No. 33 EFTS (RAF) as previously announced. A good number will stay and work with the new civilian authorities.	MJ *Times-Herald*
27 May 1942	SGT Frederick Henry Bouchard (service no. 914682, RAFVR) was involved in a Tiger Moth (No. 5955) accident at 1420, which proved fatal for him on 28 May 1942, along with his pupil, LAC Vardigans (service no. 658793), who survived. The accident occurred 1 mile NE of Archydal. According to the *DD*, instructor Bouchard was demonstrating low flying after carrying out a forced landing approach south of the authorized low flying area when the crash occurred. The court of inquiry came to the view that the loss of control was due to stalling or mishandling of the elevator trim lever and may have been caused by a momentary dive accentuated by bumpy weather conditions at low altitude. The low flying area is mapped out in RCAF2CR, reel C-5937, image 2461.	*DD*, No. 33 EFTS (RAF), 31 May 1942; "De Havilland" LAC Accident Reports, in JLF files
May 1942	Course no. 44 graduated from No. 33 EFTS (RAF). The course extended to 74 days, largely because 27.5 days were unfit for flying. Fifty-eight of the 95 pupils completed the course, with a wastage rate of 26.6 per cent. Further data regarding various types of flying time are also included.	DHH 181.005 (DI 790); ODF, 109
3 June 1942	A/M P. R. Garrod, AOC, No. 4 TC and A/V/M Robert Leckie visited several bases on this day, including No. 33 EFTS (RAF).	*DD*, No. 4 TC HQ
4 June 1942	A/M P. R. Garrod, AOC, No. 4 TC, proceeded by rail to inspect No. 32 SFTS, Moose Jaw.	*DD*, No. 4 TC HQ
5 June 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that very few of the original members of No. 33 EFTS (RAF) are left at Caron.	H. V. Peters, letters to his wife
6 June 1942	No. 18 EFTS ceased operations by RCAF Organization Order No. 200 (20 May 1942). The Boundary Bay Flying Training School is appointed to take over the management of No. 33 EFTS (RAF).	"Caron, Saskatchewan"
6 June 1942	F/L Frank Fredrickson, chief supervisory officer, RCAF, complains bitterly that the move from Boundary Bay to Caron has been fraught with miscommunication, some of which appears to be deliberately intended to keep the RCAF supervisory staff in the dark. He also laments the uncooperative spirit displayed by the civilian company.	*DD*, No. 18 EFTS
6 June 1942	Twenty-nine student pilots from Caron arrive at No. 36 SFTS (RAF), Penhold, comprising part of course no. 57.	RCAFORB, reel C-12356, image 1752
17 July 1942	Course no. 2 graduates from No. 2 FIS, Claresholm, AB, on this date. A flying instructor from this group is posted to Caron. [No. 2 FIS was attached to No. 15 SFTS, Claresholm, from April to Sept. 1942.]	RCAFORB, reel C-12350, images 864–65
28 June 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that he is left alone with the registry. Down the corridor are two corporals and two airmen in the orderly room and the adjutant. "That's all."	H. V. Peters, letters to his wife

19 July 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that he has just returned to No. 33 EFTS (RAF) after a 4000-mile round trip to No. 31 ANS, Hamilton.	H. V. Peters, letters to his wife
19 July 1942	Twenty-seven student pilots from Caron arrive at No. 41 SFTS (RAF), Weyburn, comprising part of course no. 60.	RCAFORB, reel C-12357, image 206
20 July 1942	Course no. 60 begins.	G. J. Earnshaw, Pilot's Log Book, RAF Museum, #B1225
21 July 1942	LAC Vernon Peters, in writing to his wife, Vera, recalls his week-long excursion to Hamilton and back. Even though he was only in the Hamilton area for a day or so, he managed to visit Niagara Falls. He met some former colleagues at Hamilton who wished they were back at Caron. He feels the same way. Regarding Caron, Peters writes, "I feel I can breathe here." Other advantages include clean, tidy, "happy atmosphere of this civvy unit;" the pride of representing the RAF; the good food, and the way it is served. In his 25 August 1942 letter, Peters suggests that conditions at Caron "are simply perfect by comparison [with Hamilton]."	H. V. Peters, letters to his wife
22 July 1942	The first pupils under the new civilian training authority at No. 33 EFTS (RAF) graduate. Celebrations are held at the Grant Hall Hotel [401 Main Street N. at Cardova Ave., built in 1926 by Smith Bros. & Wilson (Regina)]. No. 33 EFTS (RAF) is the first RAF school in Canada to be civilianized.	MJ *Times-Herald*
23 July 1942	Course no. 50 graduates. The adjusted intake for this course = 99. Thirty-eight student pilots did not complete the course; four were transferred. Of the 57 who graduated, 35 are posted to No. 35 SFTS, North Battleford, and 21 are posted to No. 32 SFTS, Moose Jaw.	*DD*, No. 33 EFTS (RAF)
29 July 1942	An accident occurred 2.5 miles north of Archydal at 1800 hours involving Tiger Moth no. 1144. P/O G. W. S. Moseley and his pupil, LAC G. A. Lyburn, were both uninjured. Apparently, the engine failed to pick up after a preliminary landing approach. The pilot made an emergency landing in a wheat field. The aircraft suffered a broken propeller, damaged rudder, and damage to the edge of the port upper mainplane.	*DD*, No. 33 EFTS (RAF)
9 August 1942	LAC Vernon Peters, in writing to his wife, Vera, informs her that he is learning to drive by accompanying the civilian postman to the village of Caron in the mornings. He has been learning to drive the station wagon. He can now drive but needs more practice, especially with turning around and backing up.	H. V. Peters, letters to his wife
12 August 1942	A category "B" crash involving P/O D. G. Davies (service no. 48776; u/t pilot) occurred at the Boharm relief landing ground at 1010 hours. The aircraft was Tiger Moth no. 4339. The pilot was not injured.	*DD*, No. 33 EFTS (RAF)
14 August 1942	Course no. 3 graduates from No. 2 FIS, Claresholm, AB, on this date. Five flying instructors from this group are posted to Caron. [No. 2 FIS was attached to No. 15 SFTS, Claresholm, from April to Sept. 1942.] According to the *DD*, No. 33 EFTS (RAF), 21 Aug. 1942, these instructors include: P/O J. A. Corbishley; P/O N. D. Kelly; P/O D. C. Marshall; and, P/O H. Fraser.	RCAFORB, reel C-12350, image 884
20 August 1942	F/L Rees, No. 4 TC, W&B, and F/O McKnight, AFHQ, visit No. 33 EFTS (RAF) to inspect the runways.	*DD*, No. 33 EFTS (RAF)
24 August 1942	A category "A" crash of Tiger Moth no. 5990 involving W/O A. Edgley (service no. 754036), flying instructor, and SGT W. R. Marsden (service no. 536336, u/t pilot) occurred 8 miles NE of the Caron aerodrome at 1035 hours. The instructor sustained abrasions to his face and hands; the pupil was uninjured.	*DD*, No. 33 EFTS (RAF)

28 August 1942	Course no. 59 graduates. The top pupil obtained a grade of 91.8% in his GIS examinations, the highest grade yet achieved at No. 33 EFTS (RAF). In this course, 7 pupils flew solo at night—the first since the school opened. The average flying time per pupil—75 hours, 30 minutes—was the highest yet obtained.	*DD*, No. 33 EFTS (RAF)
29 August 1942	A category "B" crash involving Tiger Moth no. 4283 and LAC R. W. Snell (service no. 1601681) occurred on the Caron aerodrome at 1620 hours. The pilot was not injured.	*DD*, No. 33 EFTS (RAF)
29 August 1942	Sixty pupils arrive for course no. 63 from No. 31 PD, Moncton.	*DD*, No. 33 EFTS (RAF)
3 September 1942	Two brothers are coincidently united at No. 33 EFTS (RAF): one as a flight instructor and the other as his pupil. More details and a picture of the brothers are in the *MM*, October 1942, 26–27.	MJ *Times-Herald*
4 September 1942	A category "A" crash occurred 7 miles NE of the aerodrome with Tiger Moth no. 4296. The pilot, SGT J. Haines, was slightly injured; the passenger, SGT P. Desjardins, was uninjured.	*DD*, No. 33 EFTS (RAF)
8 September 1942	P/O Dalis George Davies (service no. 48776, RAFVR, u/t pilot), aged 24, was killed when Tiger Moth no. 4294 crashed near Lake Valley, SK.	*DD*, No. 33 EFTS (RAF); "De Havilland"
9 September 1942	Course no. 60 concludes.	G. J. Earnshaw, Pilot's Log Book, RAF Museum, #B1225
10 September 1942	A court of inquiry assembles to investigate the death of P/O Davies on 8 September 1942. The members of the court are listed in the *DD*.	*DD*, No. 33, EFTS (RAF)
14 September 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that about a dozen RAF wives had accompanied their husbands to No. 33 EFTS (RAF). Most of them lived in Moose Jaw.	H. V. Peters, letters to his wife
18 September 1942	LAC Vernon Peters, in writing to his wife, Vera, reports that he just had his first airplane ride. He was even permitted to take the controls for a while. The experience was "like standing over a huge map."	H. V. Peters, letters to his wife
25 September 1942	Course no. 61 graduates (n = 38).	*DD*, No. 33 EFTS (RAF)
28 September 1942	A category "A" crash occurred on the Caron aerodrome, involving Tiger Moth no. 4102. The pilot, LAC W. S. Wilson, was slightly injured. See RCAF flying accident signal reports.	*DD*, No. 33 EFTS (RAF)
25 October 1942	Twelve student pilots from Caron arrive at No. 35 SFTS (RAF), North Battleford.	RCAFORB, reel C-12356, image 840
27 October 1942	S/L Gladden and F/L Rees, No. 4 TC, visit No. 33 EFTS (RAF). A board of officers is to take over the runways.	*DD*, No. 33 EFTS (RAF)
October 1942	The director general of medical services visits No. 33 EFTS (RAF). After a favourable review, the hospital can now offer full medical and hospital treatment to the civilian personnel on base.	*MM*, October 1942, 25
October 1942	The station hospital has a small puppy "Punch" in its possession. Nonetheless, "Paddy" remains the official airbase mascot.	*MM*, October 1942, 9, 25
6 November 1942	Course no. 64 graduates.	*DD*, No. 33 EFTS (RAF)
7 November 1942	Course no. 68 arrives at 2130 hours (n = 60).	*DD*, No. 33 EFTS (RAF)

11 November 1942	Two minutes of silence is observed throughout No. 33 EFTS (RAF). All aircraft are grounded at 1055.	*DD*, No. 33 EFTS RAF)
17 November 1942	LAC Vernon Peters, in writing to his wife, Vera, laments that Beverley Martin, daughter of the manager, Leslie Martin, will be on site for the holidays. She is making the trip out from Vancouver. The general view is that she is a "nuisance." Her nickname is "The Menace." She appears in the group photo in the September issue of the *Moth Monthly*, 11.	H. V. Peters, letters to his wife
19 November 1942	LAC Browne is involved in a category "B" accident in Tiger Moth no. 5931 at Boharm. He is uninjured.	RCAF flying accident signal reports
20 November 1942	Course no. 65 graduates (n = 52). Thirteen were posted to No. 41, SFTS, Weyburn; 3 to No. 38 SFTS, Estevan; 22 to No. 39 SFTS, Swift Current; 10 to No. 12 SFTS, Brandon; and, 4 to No. 34 SFTS, Medicine Hat.	*DD*, No. 33 EFTS (RAF)
23 November 1942	Ten student pilots from Caron arrive at No. 35 SFTS (RAF), North Battleford, comprising part of course no. 69.	RCAFORB, reel C-12356, image 866
November 1942	Several officers are sent away for conversion courses. Several officers are later sent to conversion courses on Ansons and Harvards. See *DD*, especially 4 and 8 January 1943.	*DD*, No. 33 EFTS (RAF)
3 December 1942	The RCAF announces that all EFTSs will come under direct RCAF control.	MJ *Times-Herald*
4 December 1942	Course no. 66 graduates.	*DD*, No. 33 EFTS (RAF)
5 December 1942	Course no. 70 arrives at 2130 hours, consisting of 50 pupils.	*DD*, No. 33 EFTS (RAF)
12 December 1942	The RCAF clarifies its statement of 3 December 1942. The operation of EFTSs will remain unchanged except for the service status of some of the RCAF officers. [The previous practice was to put RCAF officers on leave so that they could be employed by the civilian management. This announcement indicates the new policy which allows them to continue to serve as active members of the RCAF.]	MJ *Times-Herald*
21 December 1942	The highest ranking official to visit No. 33 EFTS (RAF), A/C/M Sir Arthur Longmore, arrived. He was accompanied by G/C Ellis.	*DD*, No. 33 EFTS (RAF); *MM*, January 1943, 27
25 December 1942	Course no. 67 graduates (n = 49).	*DD*, No. 33 EFTS (RAF)
January 1943	The *MM* receives a notice from Leslie Martin, general manager, expressing thanks for the many flowers sent to him during his recent illness.	*MM*, Jan. 1943, 20
6 January 1943	LAC William Vincent Edmundson (service no. 1548854), aged 19, is killed when Tiger Moth no. 5959 crashes approximately 1.5 miles ESE of No. 33 EFTS (RAF) at 1942 hours. P/O John Eugene Whitehead (service no. 131526, 1450274) is seriously injured in this category "A" crash. He survives. Apparently, Edmundson was flying too close to the ground when he momentarily lost control of the aircraft. He was unable to get it out of its spin before it hit the ground.	*DD*, No. 33 EFTS (RAF); "De Havilland" LAC, Accident Report, File 1700-5959, in JLF files
8 January 1943	A court of inquiry is assembled to investigate the fatal accident of LAC Edmundson on 6 January 1943. The members of the court are listed in the *DD*. The court completed its inquiry on 27 January at 1430 hours.	*DD*, No. 33 EFTS (RAF)
9 January 1943	Course no. 72 arrives at 2130 hours (n = 50).	*DD*, No. 33 EFTS (RAF)

12 January 1943	Course no. 68 graduates (n = 53). They are posted as follows: 7 to No. 34 SFTS, Medicine Hat; 16 to No. 32 SFTS, Moose Jaw; 6 to No. 39 SFTS, Swift Current; 9 to No. 38 SFTS, Estevan; and, 15 to No. 41 SFTS, Weyburn.	*DD*, No. 33 EFTS (RAF*)*
12 January 1943	Conversion to Fairchild Cornells begins with the arrival of the first two. The *MM* reports, in its February 1943 issue (p. 35), that the instructors will sit in the rear seat of these trainers, as opposed to their forward position in the Tiger Moths.	*DD*, No. 33 EFTS (RAF)
19 January 1943	A further 19 Cornells arrive.	*DD*, No. 33 EFTS (RAF)
18 January 1943	The supervisory board, BCATP, receives a report on the percentage of days unsuited to flying in December 1940, 1941, and 1942. In No. 4 TC, the percentage of days unsuited to flying during each of these successive Decembers is 25, 19 and 31, respectively.	RG24, vol. 5232; ODF, 152
20 January 1943	Secret Organization Order No. 65 (20 May 1942) is amended [Amendment No. 2] to clearly specify the relation between the general manager and the chief flying officer. In general, the civilian manager is responsible for all aspects of the base, although a grievance procedure is available to the CFO in case of an irresolvable dispute with the manager.	Secret Organization Order No. 65, Amendment No. 2
24 January 1943	Course no. 69 graduates (n = 46). For an account of their adventures, see *MM*, January 1943, 7. Nineteen are posted to No. 41 SFTS, Weyburn; 21 to No. 38 SFTS, Estevan; and, 3 to No. 33 SFTS, Carberry.	*DD*, No. 33 EFTS (RAF)
25 January 1943	Course no. 73 arrives at 0945 hours, having been delayed 36 hours by bad weather.	*DD*, No. 33 EFTS (RAF)
25 January 1943	Three more Cornells arrive.	*DD*, No. 33 EFTS (RAF)
27 January 1943	Another Cornell arrives.	*DD*, No. 33 EFTS (RAF)
28 January 1943	Another Cornell arrives.	*DD*, No. 33 EFTS (RAF)
1 February 1943	Nine more Cornells arrive.	*DD*, No. 33 EFTS (RAF)
1 February 1943	LAC Fearn and CPL Wickens are involved in an airfield collision (category “B” in Tiger Moth nos. 4051 and 5951, respectively). Neither is injured.	RCAF flying accident signal reports
12 February 1943	B. E. Wright is involved in a category “B” crash about 60 miles NW of the aerodrome in Tiger Moth no. 5952.	RCAF flying accident signal reports
19 February 1943	Course no. 70 graduates (n = 40). Eighteen are posted to No. 35 SFTS, North Battleford; 7 to No. 41 SFTS, Weyburn; and, 15 to No. 32 SFTS.	*DD*, No. 33 EFTS (RAF)
21 February 1943	P/O R. H. Nicholls (service no. 1525510) is involved in a category “C” accident at the Regina aerodrome in Cornell no. FH890.	RCAF flying accidents signal reports
21 February 1943	Eighteen student pilots from Caron arrive at No. 35 SFTS (RAF), North Battleford, comprising part of course no. 75.	RCAFORB, reel C-12356, image 934

21 February 1943	Tiger Moth no. 4082 from Caron landed at No. 23 EFTS, Davidson. It nosed over and broke its propeller.	RCAFORB, reel C-12339, image 475
25 February 1943	Two pilots arrive by rail at 2000 hours to ferry Cornells to No. 15 EFTS, High River, AB.	*DD*, No. 33 EFTS (RAF)
26 February 1943	Nine pilots arrive by rail at 0800 hours to ferry Tiger Moths to No. 32 EFTS, Bowden, AB.	*DD*, No. 33 EFTS (RAF)
28 February 1943	One member of course no. 70 at No. 3 FIS, Arnprior, is posted to No. 33 EFTS. Six members of course no. 69 had been previously posted to No. 33 EFTS.	RCAFORB, reel C-12325, images 347, 349
26 February 1943	Nine pilots arrive by rail at 0800 hours to ferry Tiger Moths to No. 32 EFTS, Bowden.	*DD*, No. 33 EFTS (RAF)
3 March 1943	S/L J. Blunden, No. 4 TC navigation officer, visited No. 33 EFTS (RAF) to confer with CFI and CGI on navigational instruction and to give a lecture to all flying instructors.	*DD*, No. 33 EFTS (RAF)
5 March 1943	Four members of course no. 71 at No. 3 FIS, Arnprior, are posted to No. 33 EFTS.	RCAFORB, reel C-12325, images 350–51
6 March 1943	Course no. 76 arrives at 2330 hours.	*DD*, No. 33 EFTS (RAF)
19 March 1943	Course no. 73 graduates (n = 41). Seventeen were posted to No. 32 SFTS, Moose Jaw; 5 to No. 34 SFTS. Medicine Hat; 13 to No. 35 SFTS. North Battleford; and, 6 to No. 39 SFTS, Swift Current.	*DD*, No. 33 EFTS (RAF)
20 March 1943	Thirty-six student pilots from Caron arrive at No. 35 SFTS (RAF), North Battleford, comprising course no. 77. They would commence training on 23 March 1943.	RCAFORB, reel C-12356, images 949, 952
21 March 1943	Four members of course no. 72 at No. 3 FIS, Arnprior, were posted to No. 33 EFTS. P/O Clive L. C. Mason, P/O G. J. I. G. Leslie, and P/O G. Fryer arrived at No. 33 EFTS on 23 March 1943 (*DD*).	RCAFORB, reel C-12325, image 353
April 1943	Female civilian staff have been fitted for the new-style hats, designed by the Canadian Flying Clubs Association. They are being adopted by EFTSs across Canada.	*TT*, April 1943, 8
12 April 1943	A category "B" accident involving Cornell no. 10537 occurs on Caron's taxi strip. Both LAC Godwin and his instructor, P/O M. Ross, were uninjured while taxiing during night flying circuits. Possibly involves the other incident of this same day (see below).	RCAF flying accident signal reports
12 April 1943	Category "D" accident involving Cornell no. 10540 on Caron's taxi strip. LAC Dalton was uninjured while taxiing during night flying circuits. Possibly involves the other incident on this same day (see above).	RCAF flying accident signal reports
15 April 1943	Course no. 75 graduates (n = 45). Thirty are posted to No. 35 SFTS, North Battleford and 15 to No. 39 SFTS, Swift Current.	*DD*, No. 33 EFTS (RAF)
18 April 1943	LAC F. Drake is involved in a category "C" accident on the tarmac at Caron in Cornell no. FH924. This wing tip collision is attributed to LAC Drake's inexperience as a pilot.	RCAF flying accident signal reports
27 April 1943	CPL M. L. Lloyd (service no. GB641515), a student pilot in "A" flight, course no. 76 at No. 23 EFTS, Davidson, became lost on a solo flight while practicing aerobatics and landed at Caron. He refueled and returned to Davidson without further difficulty.	RCAFORB, reel C-12339, image 488

28 April 1943	F/O Raymond Harry Nicholls (service no. 131530, RAFVR), aged 20, of Lancashire and LAC Stephen Octavius Nethercot (service no. 1587243), RAF Voluntary Service Home Guard, aged 20, of Bristol, (course no. 78) are killed in an mid-air collision at 0930 hours between their Cornell no. FH874 and another aircraft (Cornell no. FH875) ten miles north of Mortlach. The occupants of the other aircraft, P/O F. McKnight (service no. 129340) and LAC P. T. O'Reilly (service no. 1602487), bailed out without injury.	MJ *Times-Herald*, 5 May 1943; *DD*, No. 33 EFTS (RAF); *TT*, June 1943, 7
29 April 1943	A court of inquiry into the deaths of F/O Nicholls and LAC Nethercot is convened. Members include F/L E. H. Francis (service no. 43065) of No. 32 SFTS (president), and F/L H. F. Featherby (service no. 101469) and P/O P. Marsh (service no. 126059), both of Caron. The court concluded that the illegal formation flying of the aircraft under the command of F/O Nicholls, P/O McKnight, and SGT Farmer was a contributing factor, although the fatal error was committed by F/O Nicholls (RCAF HQ 1300-FH894-1).	*DD*, No. 33 EFTS (RAF); RCAF2CR, reel C-5937, images 2300–92
30 April 1943	Four members of course no. 77 at No. 3 FIS, Arnprior, are posted to No. 33 EFTS. P/O G. K. Bushell, P/O R. H. Stroud, and SGT G. A. Shearer arrived at Caron on 3 May 1943 (*DD*).	RCAFORB, reel C-12325, image 361
30 April 1943	Course no. 76 graduates (n = 55). Twenty were posted to No. 41 SFTS, Weyburn; 35 to No. 38 SFTS, Estevan.	*DD*, No. 33 EFTS (RAF)
30 April 1943	A record 10,369:40 hours of flying time were recorded at No. 33 EFTS (RAF) this month.	*DD*, No. 33 EFTS (RAF)
30 April 1943	Thirty student pilots from Caron arrive at No. 35 SFTS (RAF), North Battleford, comprising part of course no. 79.	RCAFORB, reel C-12356, image 969
Spring 1943	William McCready, BBFTS W&B superintendent, reports on the snow removal operations at Caron during the winter of 1942/43.	RG24, vol. 4781; ODF, 93
1 May 1943	Funeral is held for F/O Nicholls and LAC Nethercot at the Caron Anglican Church. Interment is in the Caron municipal cemetery.	*DD*, No. 33 EFTS (RAF)
3 May 1943	Course no. 80 commences training. It consists of 70 student pilots.	*DD*, No. 33 EFTS (RAF)
3 May 1942	LAC A. A. Lawrence (service no. 1615439) makes the first entry in his RCAF pilot's flying logbook at No. 33 EFTS (RAF).	A. A. Lawrence, *RCAF Pilot's Flying Log Book*
5 May 1943	The court of inquiry into F/O Nicholls and LAC Nethercot's fatal accident concluded. The final report is issued the following day.	RCAF2CR, reel C-5937, image 2384
5 May 1943	Category "C" accident in Cornell no. 10626 on the Caron aerodrome. LAC A. J. Assig and his instructor, P/O Money, are uninjured when an Oleo leg collapses on landing.	RCAF flying accident signal reports
14 May 1943	Four members of course no. 76 at No. 3 FIS, Arnprior, are posted to No. 33 EFTS. P/O L. P. Money, P/O G. H. Stott, SGT C. G. More, and SGT R. J. Thomas reported for duty at Caron on 15 May 1943 (*DD*).	RCAFORB, reel C-12325, image 365
14 May 1943	Course no. 77 graduates (n = 48). One is posted to No. 5 SFTS, Brantford, ON; 1 to No. 41 SFTS, Weyburn; 17 to No. 32 SFTS, Moose Jaw; 20 to No. 35 SFTS, North Battleford; and, 10 to No. 36 SFTS, Penhold.	*DD*, No. 33 EFTS (RAF)
15 May 1943	Ten student pilots from Caron arrive at No. 36 SFTS (RAF), Penhold, comprising part of course no. 81.	RCAFORB, reel C-12357, image 86

16 May 1943	SGT D. E. Berry (service no. 1316238) and LAC D. H. Smith (service no. 1607188) are involved in a category "A" accident in Cornell no. FH883 at 0645 hours 2 miles NNE of Grayburn, SK. Neither were injured. A court of inquiry determined that SGT Berry had been unauthorized to practice precautionary landings NNE of Grayburn (see RCAF flying accident signal reports).	RCAF2CR, reel C-5937, images 2439, 2440ff
17 May 1943	Course no. 81, consisting of 70 pupils, commences.	*DD*, No. 33 EFTS (RAF)
18 May 1943	SGT Gordon Alexander Shearer (service no. 1451605, RAFVR), age 21, and LAC Thomas Kelly Jameson Simpson (service no. 1566910, RAFVR), age 20 (course no. 79), are killed instantaneously when Cornell no. 10626 crashed one mile SE of Grayburn in a category "A" crash.	*DD*, No. 33 EFTS (RAF)
19 May 1943	A court of inquiry into the accident involving SGT Shearer and LAC Simpson is convened. Members are listed in the *DD*.	*DD*, No. 33 EFTS (RAF)
21 May 1943	F/L Osler, of No. 2 FIS, Vulcan, AB, reports to No. 33 EFTS (RAF) on temporary duty to investigate technical difficulties with the Cornell aircraft.	*DD*, No. 33 EFTS (RAF)
21 May 1943	Investigation into accident involving Cornell no. FH883 commenced at 1000 hours. S/L P. E. Barnes, No. 32 SFTS, is the investigating officer.	*DD*, No. 33 EFTS (RAF)
24 May 1943	In data dated 24 May 1943, Minister Power indicates (before the House of Commons on 16 March 1944) that Leslie J. Martin is the manager of No. 24 EFTS (Abbotsford) which is run by the VATC.	*Debates*, 1944, vol. II, 1536–37
25 May 1943	S/L R. T. Boyes, T. P. 3, mentions that a great deal of flying time was lost over the winter of 1942/43 which resulted in the cancellation of some courses and the extension of many others. At Caron, courses 67–71 were granted extensions totaling 49 days. Course no. 74 was cancelled outright. Course no. 73 graduated with an average of 72:35 flying hours, whereas courses nos. 75 and 76 only averaged 50:55 and 56:45 flying hours, respectively.	RG24, vol. 3389; ODF, 124
28 May 1943	Course no. 78 graduates (n = 37). Eight are posted to No. 37 SFTS, Calgary; 13 to No. 41 SFTS, Weyburn; and, 16 to No. 38 SFTS, Estevan.	*DD*, No. 33 EFTS (RAF)
31 May 1943	Course no. 82 commences, consisting of 70 pupils.	*DD*, No. 33 EFTS (RAF)
31 May 1943	Vernon Peters, in writing to his wife, Vera, announces that he is now a sergeant and has a new [unspecified] job. He hopes that he can stay at No. 33 EFTS (RAF) for the rest of his overseas posting.	H. V. Peters, letters to his wife
31 May 1943	LAC A. A. Lawrence (service no. 1615438) makes his final entry into his logbook, after only 12:35 hours of flying time. Perhaps not coincidentally, this termination comes immediately after his progress test.	A. A. Lawrence, *RCAF Pilot's Flying Log Book*
31 May 1943	Twenty student pilots from Caron arrive at No. 35 SFTS (RAF), North Battleford, comprising part of course no. 81.	RCAFORB, reel C-12356, image 866
3 June 1943	An internal RCAF memo indicates the F/O McKnight and LAC O'Reilly will not face section 29 charges but they will face the lesser charge of illegal formation flying.	RCAF2CR, reel C-5937, image 2303
4 June 1943	SGT. A. R. Farmer (service no. 1217177) will also be brought under disciplinary action for formation flying on the day of Nicholls and Nethercot's fatal accident (28 April 1943). It is not yet officially determined whether McKnight and Farmer will face courts marital.	RCAF2CR, reel C-5937, image 2304

4 June 1943	Minister Power indicates that construction is going on in many places, including No. 33 EFTS (RAF).	*Debates*, 1943, vol. IV, 3352
11 June 1943	Four members of course no. 78 at No. 3 FIS, Arnprior, are posted to No. 33 EFTS. P/O E. J. Clark, P/O J. T. Clarke, and P/O Ronald H. Weller reported for duty at Caron on 13 June 1943 (*DD*).	RCAFORB, reel C-12325, image 373
11 June 1943	Course no. 79 graduates (n = 38, or 58). Ten were posted to No. 36 SFTS, Penhold; 23 to No. 35 SFTS, North Battleford; 1 to No. 39 SFTS, Swift Current; and, 4 to No. 37 SFTS, Calgary.	*DD*, No. 33 EFTS (RAF)
13 June 1943	Ten student pilots from Caron arrive at No. 36 SFTS (RAF), Penhold, comprising part of course no. 83.	RCAFORB, reel C-12357, image 102
14 June 1943	Course no. 83 arrives; 70 pupils commence training.	*DD*, No. 33 EFTS (RAF)
22 June 1943	Tabular tables are set before Parliament regarding the insurance premiums and claims for the various EFTS and AOS operations run by civilian companies for the period 1 June 1940 through 31 March 1943. No. 33 EFTS (RAF) has paid premiums of $14,804.21 for air incident insurance and $15,133.50 for ground incident insurance. Four air claims have been reported; $3,745.63 has been paid out on these claims. Fifty-five ground claims have been reported with $3,801.06 paid out. $7,290 and $3,075 are still outstanding for air and ground claims, respectively. Total claims (paid out and outstanding) for No. 33 EFTS (RAF) come to $17,911.69. [How does this relate to EFTS 18 previously run by Boundary Bay Flying Training Co.? Why are these premiums so high if No. 33 EFTS (RAF) was only converted to civilian run in May 1942? Did the RCAF/RAF self-insure its own bases and those under its control in the BCATP?] For a further discussion of the insurance contracts issued to the various EFTS bases, see "History of Civil Flying Schools," 13–16.	*Debates*, 1943, vol. IV, 3923
24 June 1943	F/O Felix McKnight is tried by a General Court Martial. Members of the court are listed in the *DD*.	*DD*, No. 33 EFTS (RAF)
25 June 1943	Two members of course no. 79 at No. 3 FIS, Arnprior, are posted to No. 33 EFTS.	RCAFORB, reel C-12325, image 376
25 June 1943	Course no. 80 graduates (n = 48). Sixteen are posted to No. 38 SFTS, Estevan; 14 to No. 41 SFTS, Weyburn; 11 to No. 37, Calgary; and, 7 to No. 19 SFTS, Vulcan, AB.	*DD*, No. 33 EFTS (RAF)
28 June 1943	Course no. 84 arrives, consisting of 60 pupils.	*DD*, No. 33 EFTS (RAF)
30 June 1943	Twenty-three student pilots from Caron arrive at No. 35 SFTS (RAF), North Battleford, comprising part of course no. 83.	RCAFORB, reel C-12356, image 1020
3 July 1943	S/L Eric Bradley, CFI, and Mr, Long, CGI, visit No. 38 SFTS, Estevan, to discuss matters related to ground and flying instruction as well as pupil standards. They return the following day.	RCAFORB, reel C-12357, image 694
9 July 1943	Two members of course no. 80 at No. 3 FIS, Arnprior, are posted to No. 33 EFTS. SGT Walters, flying instructor, reported to Caron from No. 3 FIS on 11 July 1943 (*DD*). SGT T. Thom, flying instructor, reported to Caron from No. 3 FIS on 14 July 1943 (*DD*).	RCAFORB, reel C-12325, image 381
9 July 1943	Course no. 81 graduates (n = 48). Eight are posted to No. 34 SFTS, Medicine Hat; 35 to No. 36 SFTS, Penhold; and, 5 to No. 39 SFTS, Swift Current.	*DD*, No. 33 EFTS (RAF)

11 July 1943	Thirty-five student pilots from Caron arrive at No. 36 SFTS (RAF), Penhold, comprising part of course no. 85.	RCAFORB, reel C-12357, image 116–17
12 July 1943	Course no. 85, consisting of 60 pupils, commenced.	*DD*, No. 33 EFTS (RAF)
16 July 1943	A General Court Martial is held for F/O N. B. Jarrett. The members of the court are listed in the *DD.*	*DD*, No. 33 EFTS (RAF)
23 July 1943	One student pilot from Caron arrives at No. 41 SFTS (RAF), Weyburn.	RCAFORB, reel C-12357, image 1330
23 July 1943	Two members of course no. 81 at No. 3 FIS, Arnprior, are posted to No. 33 EFTS. P/O W. H. Harrison-Cripps and P/O F. P. S. Strickland reported for duty at Caron on 27 July 1943 (*DD*).	RCAFORB, reel C-12325, image 384
23 July 1943	Course no. 82 graduates (n = 55). Twenty are posted to No. 41 SFTS, Weyburn; and, 35 to No. 33 SFTS, Carberry, MB.	*DD*, No. 33 EFTS (RAF)
26 July 1943	Course no. 86, consisting of 60 pupils, commenced training.	*DD*, No. 33 EFTS (RAF)
6 August 1943	Course no. 83 graduates (n = 45). Ten are posted to No. 34 SFTS, Medicine Hat; 16 to No. 35 SFTS, North Battleford; 17 to No. 36 SFTS, Penhold; and 2 to No. 33 SFTS, Carberry, MB.	*DD*, No. 33 EFTS (RAF)
7 August 1943	Sixteen student pilots from Caron arrive at No. 35 SFTS (RAF), North Battleford, comprising part of course no. 87.	RCAFORB, reel C-12356, image 866
7 August 1943	Seventeen student pilots from Caron arrive at No. 36 SFTS (RAF), Penhold, comprising part of course no. 87.	RCAFORB, reel C-12357, image 131
8 August 1943	Course no. 87 arrives, consisting of 60 pupils.	*DD*, No. 33 EFTS (RAF)
8 August 1943	Twenty student pilots from Caron arrive at No. 41 SFTS (RAF), Weyburn.	RCAFORB, reel C-12357, image 1342
20 August 1943	Three members of course no. 83 at No. 3 FIS, Arnprior, are posted to No. 33 EFTS. P/O K. A. Kemmett and SGT Simpson, flying instructors, reported to Caron on 21 Aug. 1943 (*DD*).	RCAFORB, reel C-12325, image 396
22 August 1943	Course no. 84 graduates (n = 42). Eight are posted to No. 11 SFTS, Yorkton; 15 to No. 33 SFTS, Carberry; and, 19 to No. 41 SFTS, Weyburn.	*DD*, No. 33 EFTS (RAF)
22 August 1943	Course no. 88, consisting of 60 pupils, commences training.	*DD*, No. 33 EFTS (RAF)
September 1943	The *Tailspin* includes a picture of a Cornell wing severely damaged by hail stones.	*TT*, Sept. 1943, 20
September 1943	The September issue of the *Tailspin* indicates that a new navigation flight has been introduced to No. 33 EFTS. It is to be led by F/O Wroe. Apparently, some of the officers had been receiving navigation course training in Regina.	*TT*, Sept. 1943, 21
3 September 1943	Two members of course no. 84 at No. 3 FIS, Arnprior, are posted to No. 33 EFTS.	RCAFORB, reel C-12325, image 405
3 September 1943	Course no. 85 graduates (n = 42). Four are posted to No. 41 SFTS, Weyburn; 7 to No. 38 SFTS, Estevan; 6? to No. 34 SFTS, Medicine Hat; and, 25 to No. 35 SFTS, North Battleford.	*DD*, No. 33 EFTS (RAF)

5 September 1943	Course no. 89 arrives at 2130 hours, consisting of 66 pupils.	*DD*, No. 33 EFTS (RAF)
5 September 1943	Twenty-five student pilots from Caron arrive at No. 35 SFTS (RAF), North Battleford, comprising part of course no. 89.	RCAFORB, reel C-12356, image 866
17 September 1943	Two members of course no. 85 at No. 3 FIS, Arnprior, are posted to No. 33 EFTS.	RCAFORB, reel C-12325, images 408–09
17 September 1943	Course no. 86 graduates (n = 50). Seventeen were posted to No. 11 SFTS, Yorkton; 29 to No. 33 SFTS, Carberry; and, 4 to No. 34 SFTS, Medicine Hat.	*DD*, No. 33 EFTS (RAF)
18 September 1943	Course no. 90 arrives at 2130 hours, consisting of 65 pupils.	*DD*, No. 33 EFTS (RAF)
21 September 1943	A category "C" crash occurs at the aerodrome at 1320 hours. It involved Cornell no. 10527. The pilot, LAC Jacobs (service no. 1604929), was uninjured. He apparently applied the brakes too harshly while taxiing thus standing the aircraft on its nose.	*DD*, No. 33 EFTS (RAF)
21 September 1943	A category "D" accident occurred in No. 33 EFTS (RAF)'s Cornell no. 10528 at No. 23 EFTS, Davidson. LAC Hunt was uninjured. The accident occurred during a routine solo flight [likely a cross country flight] and happened during taxiing to the take off point. Hunt apparently paid insufficient attention to the brakes.	RCAF flying accident signal reports
24 September 1943	A category "B" crash occurred at 1440 hours at the NE end of No. 2 runway, involving Cornell no. 10528. The pilot, LAC A. MacDonald (service no. 1684655), was injured. He misjudged his height while landing and was only starting his check to the glide when the wheels drove in and the aircraft collapsed.	*DD*, No. 33 EFTS (RAF); RCAF flying accident signal reports
25 September 1943	AC1 J. H. T. Lea (service no. 632287) and AC1 G. D. Wallace (service no. 1079961) are subjected to district courts martial for absenting themselves for a period of one year from their posts at Caron. They are found guilty. Lea is sentenced to one year of imprisonment with hard labour. His sentence is later commuted by No. 4 TC to one year of detention. Wallace is sentenced to nine months of imprisonment with hard labour. His sentence is later commuted by No. 4 TC to nine months of detention.	RCAFCM, reel T-21790, images 3868–3975; RCAFCM, reel T-21792, images 657–765
27 September 1943	F/O Nathan was involved in a category "C" accident in Cornell no. 10642 at the Boharm relief field at 1940 hours. Apparently, he was testing the flare path when he struck an aircraft parked outside the boundary marker. The RCAF flying accident signal report indicates that F/O Nathan failed to see the boundary marker due to darkness.	RCAF flying accident signal reports
27 September 1943	A category "C" crash occurred at the Boharm relief field at 2030 hours, involving Cornell no. 10631. Both the instructor, P/O G. H. Stott (service no. 151574), and the pupil, LAC McLeland (service no. 1807219) were uninjured. The pilot made a low approach during night flying and struck a small outbuilding marked with obstruction lights, and thus breaking the starboard oleo leg.	*DD*, No. 33 EFTS (RAF)
28 September 1943	A category "B" crash occurred on No. 3 runway at 1800 hours, involving a Cornell no. 10546. The pilot, LAC J. D. Machin, who was conducting a routine solo training flight, was uninjured. He bounced badly on landing and appeared to put on throttle while moving stick forward, finally breaking the undercarriage.	*DD*, No. 33 EFTS (RAF); RCAF flying accident signal reports
29 September 1943	A category "A" crash occurred one mile west of No. 33 EFTS (RAF) at 1855 hours. LAC C. R. Owston crashed Cornell no. FH892 after he overshot the runway and tried to avoid the high-tension power lines	*DD*, No. 33 EFTS (RAF) LAC, 1300-FH892

	NW of the aerodrome. He was seriously injured. It was later determined that he had failed to switch over his petrol tanks and ran out of fuel.	RCAF flying accident signal reports
2 October 1943	Twenty-nine student pilots from Caron arrive at No. 36 SFTS (RAF), Penhold, comprising part of course no. 91.	RCAFORB, reel C-12357, image 171
7 October 1943	A category "B" crash occurred with Cornell no. 10537. The pilot, LAC A. J. Lowe, was not injured. Lowe was on a routine solo flight. As he approached the aerodrome, the aircraft dove in and bounced, thus collapsing the undercarriage.	RCAF flying accident signal reports
10 October 1943	A category "B" accident occurred to Cornell no. 10543 on the Boharm relief field. W/O P. Bayetto and his pupil, LAC Morl (sp?), were not injured. They were on a routine instructional flight when they collided with another aircraft while taxiing.	RCAF flying accident signal reports
11 October 1943	F/L William David Jarratt (service no. 128023, RAFVR), age 25, and LAC Wilfred Dennis Nethercott (service no. 1587887, RAFVR), age 19, were killed at 1000 hours when two Cornell aircraft (nos. FH890 and FH908) collided mid-air. LAC Nethercott was undertaking his 20-hour test. He was from Northam in Devon [*TT*, Nov. 1943, 3]. The occupants of the second Cornell, P/O Graeme Keith Bushell (service no. 550550) and LAC John Lionell Monks (service no. 1685361) were uninjured. The crash occurred as both aircraft attempted a landing at the force-landing field two miles north and three miles east of Archydal.	*DD*, No. 33 EFTS (RAF); LAC, 1300-FH890-1; RCAF2CR, reel C-5937, image 2472; RCAF flying accident signal reports
12 October 1943	F/O B. Moore, No. 4 TC, reported to No. 33 EFTS (RAF) as the investigating officer for the 11 October 1943 crash.	*DD*, No. 33 EFTS (RAF)
13 October 1943	The funeral for F/L Jarratt and LAC Nethercott took place in the Caron Anglican Church and Caron cemetery. F/L J. L. McRitchie was the officer in charge of the funeral parade. The service in the Church and at the graveside was conducted by Rev. S/L D. C. Mitchell and Rev. Jeary, rector of Caron. The [assistant] manager, Mr. C. J. Clark presided at the organ. F/L Boot, Assistant CFI, and many officers, NCOs, and student pilots attended.	*DD*, No. 33 EFTS (RAF)
15 October 1943	Course no. 88 graduated (n = 54). Twenty-five were posted to No. 33 SFTS, Carberry; 7 to No. 37 SFTS, Calgary; 5 to No. 41 SFTS, Weyburn; and, 17 to No. 39, SFTS, Swift Current.	*DD*, No. 33 EFTS (RAF)
16 October 1943	Course no. 92, consisting of 60 pupils, arrives at 2130 hours.	*DD*, No. 33 EFTS (RAF)
18 October 1943	The fifth Victory Loan campaign opens. A quota of $20,000 was set by the No. 33 EFTS (RAF) loan committee, which consisted of M. D. Darling (civilian) and F/L J. H. McRitchie. The figure before the official opening of the campaign stood at: civilian—$17,000; RAF—$3,600; total = $20,600. By 31 October, the total will stand at $35,450: civilian—$17,950; RAF—$17,500. When the campaign closes on 6 November 1943, the civilians will have contributed $20,850 and the RAF service personnel, $20,550 for a total of $41,400.	*DD*, No. 33 EFTS (RAF)
22 October 1943	The final report of the 11 October accident court of inquiry indicated that the cause of the same was the failure of the occupants of Cornell no. FH890 (Jarratt and Nethercott) to keep a proper look out. The officer of the accidents investigation branch also suggested that Jarratt's 5' 4" stature may have made the necessary observations difficult.	RCAF2CR, reel C-5937, images 2475–76

27 October 1943	The EFTS syllabus is amended with respect to the number of hours of classroom vs. armament range instruction. The new hours are listed. In total, some 38 hours are to be devoted to armament training, including 14 hours of aircraft recognition studies.	RG24, vol. 4955; ODF, 156
29 October 1943	Course no. 89 graduates (n = 64). Twenty are posted to No. 35 SFTS, North Battleford; 18 to No. 37 SFTS, Calgary; and, 26 to No. 33 SFTS, Carberry.	*DD*, No. 33 EFTS (RAF)
30 October 1943	Twenty student pilots from Caron arrive at No. 35 SFTS (RAF), North Battleford, comprising part of course no. 93.	RCAFORB, reel C-12356, image 1245
31 October 1943	Course no. 93 arrives at 0910 hours, consisting of 60 pupils.	*DD*, No. 33 EFTS (RAF)
31 October 1943	S/L E. Bradley, CFI, records that the health of No. 33 EFTS (RAF) is above average during the previous month. Discipline on the airbase (and off) is also above average. Town patrols [in Moose Jaw] carried out by personnel from No. 32 SFTS (RAF), do not report any incidents involving No. 33 EFTS (RAF) personnel. Overall, the deportment of permanent staff and trainees is excellent.	*DD*, No. 33 EFTS (RAF)
2 November 1943	LAC N. T. Durbin and LAC C. M. Young are involved in category "B" accidents in Cornells nos. 10547 and 14440. Both are uninjured. They collided as they were preparing to land after routine solo flights.	RCAF flying accident signal reports
4 November 1943	S/L Eric Bradley arrived at No. 39 SFTS (RAF), Swift Current, for temporary court martial duties. He would return to Caron the following day.	RCAFORB, reel C-12357, image 1066
12 November 1943	Four members of course no. 89 at No. 3 FIS, Arnprior, are posted to No. 33 EFTS.	RCAFORB, reel C-12325, image 423
12 November 1943	Course no. 90 graduated (n = 56). Fifteen are posted to No. 34 SFTS, Medicine Hat; 20 to No. 36 SFTS, Penhold; and, 21 to No. 35 SFTS, North Battleford.	*DD*, No. 33 EFTS (RAF)
13 November 1943	Course no. 94 arrives at 2130 hours, consisting of 60 pupils.	*DD*, No. 33 EFTS (RAF)
16 November 1943	Stewart McKercher departs by rail from No. 24 EFTS, Abbotsford, to Caron.	RCAFORB, reel C-12339, image 845
18 November 1943	A/V/M A. T. N. Cowley reports that a conference was held in his office between members of the AMP, AMT, and AMO as well as a representative of the financial advisor to the civil flying schools. Further discussions were also had with the minister and with A/V/M McKean of the UKALM. These conferences produced the recommendation that No. 33 EFTS be abandoned, with its possible use as a relief field for No. 32 SFTS.	RG24, vol. 3213; ODF, 9
19 November 1943	A/V/M L. D. D. McKean, liaison officer-in-chief, UKALM, in a letter to the RCAF CAS, indicates that they are proposing that only two RAF EFTSs be retained, namely, No. 31 (De Winton) and No. 32 (Bowden).	RG24, vol. 3213; ODF, 8
26 November 1943	Course no. 91 graduated (n = 53). Twenty are posted to No. 33 SFTS, Carberry; 20 to No. 41 SFTS, Weyburn; and, 13 to No. 38 SFTS, Estevan.	*DD*, No. 33 EFTS (RAF)
27 November 943	Course no. 95 arrives at 2130 hours, consisting of 57 pupils.	*DD*, No. 33 EFTS (RAF)

28 November 1943	Twenty-one student pilots from Caron arrive at No. 35 SFTS (RAF), North Battleford, comprising part of course no. 96.	RCAFORB, reel C-12356, image 1256
28 November 1943	Twenty student pilots from Caron arrive at No. 36 SFTS (RAF), Penhold, comprising part of course no. 95.	RCAFORB, reel C-12357, image 196
29 November 1943	All EFTS intakes are cancelled with the intake of course no. 95 at Caron. Course no. 94 will be the final course. Its syllabus will not be extended to 10 weeks.	RG24, vol. 3213; ODF, 4
29 November 1943	A/V/M Robert Leckie, acting CAS, indicates that the manpower situation in the UK is such that everything must be done to make up for deficiencies in ground crew. There will likely only be increases in Bomber Command. The maximum savings in RAF ground staff can only be achieved in Canada. This will be carried out by a temporary lengthening of courses and the complete disbanding of certain SFTS and EFTS schools. No. 33 EFTS is to be disbanded and possibly used as a relief field for No. 32 SFTS.	RG24, vol. 3213; ODF, 7
30 November 1943	S/L E. Bradley, CFI, records that the health of No. 33 EFTS (RAF) is above average during the previous month. Discipline on the airbase is also above average. Town patrols [in Moose Jaw] carried out by personnel from No. 32 SFTS (RAF), do not report any incidents involving No. 33 EFTS (RAF) personnel. The deportment of permanent staff and trainees is excellent. Drill instruction is given to staff and pupils, which helps to maintain this high standard.	*DD*, No. 33 EFTS (RAF)
November 1943	Picture of CO S/L Bradley and his administrative staff.	*TT*, Dec. 1943, 14
2 December 1943	The UK has advised that due to changes in operational commitments, the output of pilots can be reduced. A total of 5 SFTSs can be disbanded as well as three RAF EFTSs. Appendix A lists No. 33 EFTS as being disbanded effective 14 January 1944. It is to be used as relief field for No. 32 SFTS.	RG24, vol. 3213; ODF, 6
11 December 1943	No. 32 SFTS's R.1 at Buttress is only 15 per cent complete as of this date. Significant work was being done to bring Buttress up to a sub-station standard, including the provision of housing accommodation and a water supply.	RG24, vol. 3213; ODF, 5
13 December 1943	Pupils in course no. 95 are to be transferred to other EFTS bases, effective 28 December 1943. (Course no. 94 will be the final course to graduate from Caron.) Twenty student pilots were transferred to No. 35 (RAF), Neepawa, arriving on 29 Dec. 1943 (RCAFORB, reel C-12340, image 1004). Twenty-one student pilots were transferred to No. 31 EFTS (RAF), De Winton, arriving on 29 Dec. 1943 (RCAFORB, reel C-12339, image 1779). Twenty student pilots were transferred to No. 34 EFTS, Assiniboia, arriving on 29 Dec. 1943 (RCAFORB, reel C-12340, image 844).	*DD*, No. 33 EFTS (RAF
21 December 1943	Stewart McKercher departs No. 24 EFTS, Abbotsford, for Caron.	RCAFORB, reel C-12339, image 874
22 December 1943	Secret Organization Order No. 156 authorizes the disbandment of No. 33 EFTS (RAF), effective 14 January 1944.	Secret Organization Order No. 156 (file C-25-29-1 [DofC]); "Caron, Saskatchewan"

23 December 1943	Course no. 93 graduated (n = 59). Thirteen were posted to No. 32 SFTS, Moose Jaw; 17 to No. 4 SFTS, Saskatoon; 12 to No. 17 SFTS, Souris, MB; 5 to No. 33 SFTS, Carberry; and 12 to No. 15 SFTS, Claresholm, AB.	*DD*, No. 33 EFTS (RAF)
24 December 1943	No. 33 EFTS (RAF) is likely to be closed. Civilian and air force personnel are being transferred away. Work on the No. 32 SFTS subsidiary airfield at Buttress is halted leading to speculation that No. 33 EFTS (RAF) will serve as No. 32 SFTS's subsidiary airfield.	MJ *Times-Herald*
25 December 1943	Only course no. 94 remains at No. 33 EFTS (RAF).	*DD*, No. 33 EFTS (RAF)
29 December 1943	Thirty-five student pilots from Caron arrive at No. 36 SFTS (RAF), Penhold, comprising part of course no. 99.	RCAFORB, reel C-12356, image 1421
31 December 1943	An analysis of the flying accidents at No. 33 EFTS (RAF) is provided by No. 4 TC. Data is provided for each quarter in which training flights were conducted.	RG24, vol. 3280; ODF, 175
31 December 1943	The health and discipline of No. 33 EFTS (RAF) is at a high standard. Due to the disbandment of the unit, personnel were greatly depleted during the month and for the most part the usual drill parades were discontinued.	*DD*, No. 33 EFTS (RAF)
December 1943	Only two of the original staff of No. 33 EFTS (RAF) remain.	*TT*, Dec. 1943, 15
6 January 1944	Course no. 94 writes its ground examinations.	*DD*, No. 33 EFTS (RAF)
7 January 1944	Course no. 94 continues with its ground examinations.	*DD*, No. 33 EFTS (RAF)
8 January 1944	All Link trainer personnel are posted elsewhere.	*DD*, No. 33 EFTS (RAF)
9 January 1944	Last day of flying at No. 33 EFTS (RAF). In total, 160,787:57 hours of flying time were conducted over a period of 24 months. A total of 1,837 student pilots completed the program; all but four were British citizens.	Kennerley, 42, 44
12 January 1944	Officers on the equipment disbandment board arrive on temporary duty.	*DD*, No. 33 EFTS (RAF)
12 January 1944	Five student pilots from Caron arrive at No. 33 SFTS, Carberry, and are included in course no. 100.	RCAFORB, reel C-12353, image 1278
14 January 1944	Course no. 94 graduated (n = 64). Twenty-nine were posted to No. 39 SFTS, Swift Current; 15 to No. 34 SFTS, Medicine Hat; and, 20 to No. 32 SFTS, Moose Jaw. They proceeded on leave and posting effective 28 Jan. 1944. This is the official disbandment date (14 Jan. 1944).	*DD*, No. 33 EFTS (RAF); RG24, vol. 3213; ODF, 2, 4
14 January 1944	Stewart McKercher departs No. 24 EFTS, Abbotsford, for Caron.	RCAFORB, reel C-12339, image 901
18 January 1944	Orderly room staff is posted and proceeds to No. 31 PD.	*DD*, No. 33 EFTS (RAF)
21 January 1944	F/L R. H. Nicholls (service no. C7291), No. 2 ITS, Regina, reports to Caron as president of the documents disposal board. F/L J. H. McRitchie serves as Caron's member on the board. G/C F. P. Holliday, F/L J. F. Arthur, and F/L C. H. C. Hoseason (sp?) arrive from No. 10 Repair Depot, Calgary, to assist.	*DD*, No. 33 EFTS (RAF); No. 10 Repair Depot, RCAFORB, 19–20 January 1944

22 January 1944	There is no further flying at No. 33 EFTS (RAF).	*DD*, No. 33 EFTS (RAF)
25 January 1944	Moose Jaw General Hospital received a thank you letter from S/L Eric Bradley on behalf of the former No. 33 EFTS (RAF) and Dr. Soutter, senior medical officer.	MJ *Times-Herald*
23–31 January 1944	No. 33 EFTS (RAF) equipment disbandment board acts.	*DD*, No. 33 EFTS (RAF)
28 January 1944	By this date, some 32 personnel from No. 33 EFTS have been posted to No. 24 EFTS, Abbotsford.	*The Breeze*, 28 January 1944
31 January 1944	The church, cinema, and sports were not operational during this month.	*DD*, No. 33 EFTS (RAF)
31 January 1944	From 1 Jan., departments heads of the civilian company hold daily meetings. S/L Bradley or F/L McRitchie, also attend. These meetings are in no small measure responsible for the smooth disbandment of the base. Every consideration was given to the requirements of the service personnel, and the spirit of cooperation, which had always been a feature of No. 33 EFTS (RAF), was maintained up to the final closing.	*DD*, No. 33 EFTS (RAF)
1 February 1944	The buildings at No. 33 EFTS (RAF) are taken from the authority of the BBFTS and given over to a board of officers who, in turn, hand them over to representatives of No. 32 SFTS (Moose Jaw). Included on this board are W/C Pearce, No. 4 TC—president; S/L G. Wolff, No. 32 SFTS equipment officer; F/L J. Huey, No. 32 SFTS medical; F/L J. H. McRitchie, No. 33 EFTS (RAF). Two representatives from the civilian company were also included: Mr. C. J. Clark and Mr. E. L. ("Slim") Adames.	*DD*, No. 33 EFTS (RAF)
2 February 1944	Small initial advance party from No. 32 SFTS arrives. Civilian personnel leave the former No. 33 EFTS (RAF) for the last time. No. 32 SFTS will henceforth run all essential services. See Hank McDowell interview for details of the last civilian personnel leaving No. 33 EFTS (RAF).	*DD*, No. 33 EFTS (RAF)
3 February 1944	F/L J. H. McRitchie proceeded to No. 33 SFTS (RAF) in Carberry, MB. Only one F/L, administration, on temporary duty, remains at No. 33 EFTS (RAF).	*DD*, No. 33 EFTS (RAF)
4 February 1944	C. J. Clark, assistant manager, No. 33 EFTS, is given the same post at No. 24 EFTS. *The Breeze* includes some biographic info on Mr. Clark.	*The Breeze*, 4 February 1944
14 February 1944	Sixteen student pilots from No. 33 EFTS report to No. 4 SFTS, Saskatoon. They are among the 67 students who will make up course no. 100. Fifty-six students from this course will graduate on 25 Aug. 1944.	RCAFORB, reel C-12345, image 1791; RCAFORB, reel C-12346, image 233
February 1944	Chesterfield sets and tables from Caron are relocated to the Girls' Lounge at No. 24 EFTS, Abbotsford.	RCAFORB, reel C-12339, image 942
6 November 1945	The Vancouver Air Training Company Limited surrenders its charter to the Secretary of State for Canada.	*Canada Gazette*, 17 Nov. 1945
Undated	According to Hank McDowell, W&B personnel were paid $0.50 hour. Everyone who worked at the base had an identification tag. Everyone who worked at the base was fingerprinted.	WDM interview with Hank McDowell

Date	No. 33 EFTS (RAF) Auxiliary Services	References
10 September 1939	The national council of the YMCAs of Canada sends a telegram to the prime minister offering its services in Canada's war effort.	Hurst, 1948, 7
5 October 1939	The minister of national defence approved the formation of a directorate of auxiliary services.	RG24, vol. 3467; ODF, 105
October 1939	The government of Canada accepts the offers of four national voluntary organizations (YMCA, Canadian Legion, Knights of Columbus, and the Salvation Army) to assist in welfare and recreational work with the Canadian forces.	Hurst, 1948, 7
29 November 1939	By this date, four national organizations have offered their services to the DND to promote the physical, mental, and moral welfare of the Army, Navy, and Air Force.	RG24, vol. 3467; ODF, 105
30 April 1940	The national war services committee of the national council of YMCAs of Canada signs an agreement with DND specifying the welfare and entertainment services to be provided by the former. (See copy of formal agreement in Hurst excerpts in JLF files.)	Hurst, 1948, 317–23
25 November 1940	A general meeting is held at No. 4 TC, Regina, regarding the operation of auxiliary services. Representatives are present from the Navy, Army and Air Force as well as the Salvation Army, Canadian Legion, and Knights of Columbus. The new position, namely, the auxiliary services officer (in each TC), is discussed.	*DD*, No. 4 TC HQ
27 November 1940	By this date, the YMCA war services had entered a formal, and exclusive, contract with the RAF to provide dry canteens and recreational services at the RAF facilities in Canada.	RG24, vol. 3467; ODF, 106
5 February 1941	The senior secretary of the YMCA war services reports that he has recently been in discussions with the RAF regarding operating dry canteens and other recreational services for all transferred RAF bases. A draft memorandum of agreement is set before the YMCA war services executive committee on this date.	RG28 I 95, vol. 106; ODF, 162
24 March 1941	The national war services committee of the national council of YMCAs of Canada signs an agreement with the RAF specifying the welfare and entertainment services to be provided by the former. (See copy of formal agreement in Hurst excerpts in JLF files.)	Hurst, 1948, 324–28
4 October 1941	Arthur E. Etter, Jr. is approved for YMCA service by the YMCA war services personnel committee, pending the endorsement of the Saskatchewan/Manitoba district supervisor, Mr. Dimock.	MG28 I 95, vol. 106; ODF, 165
14 November 1941	The YMCA war services personnel committee has received an application from Harold A. Elliott of Bradford, Sask. His application is accepted pending clearance regarding his army draft status.	MG28 I 95, vol. 106; ODF, 164
12 December 1941	Art Etter, of Winnipeg, and H. A. Elliott, of Dafoe, SK have been accepted to YMCA appointments.	MG28 I 95, vol. 106; ODF, 163
17 December 1941	F/L G. A. P. Brickenden (service no. C1953), No. 4 TC auxiliary services officer, is the first visitor to No. 33 EFTS. He comes to help make the base as comfortable as possible and as soon as possible.	*DD*, No. 33 EFTS (RAF)

30 December 1941	William Dray, secretary of war services, Salvation Army, indicates that adjutant N. Belkovitch is serving at No. 3 AOS, Regina. Adjutant John Nelson is serving at No. 18 EFTS, Boundary Bay.	RG24, vol. 3472; ODF, 149
20 March 1942	P. C. 2199 of this date curtails the independent fundraising activities of the four national organizations providing auxiliary services to air force personnel. Their fundraising activities interfere with the government's own fundraising. In their place, the government will directly fund them in accordance with their reasonable operating expenses.	RG24, vol. 3467; ODF, 107
April 1942	The UKALM liaison officer-in-chief defends his decision to offer the operation of all RAF canteens to the YMCA.	MG28 I 95, vol. 106; ODF, 166
1 May 1942	William Dray, secretary of war services wires S/L Lee, DND auxiliary services, asking for authorization to transfer Salvation Army equipment and personnel to Caron. The matter is urgent.	RG24, vol. 3472; ODF, 149
25 July 1942	S/L Lee and F/L G. A. P. Brickenden, auxiliary services officers, visit No. 33 EFTS (RAF).	*DD*, No. 33 EFTS (RAF)
17 September 1942	LAC Vernon Peters, in writing to his wife, Vera, uses Salvation Army stationery. The stationery includes the Salvation Army red shield logo and two headers: "Keeping in touch with the folks at home" and "On Active Service with the Canadian Forces."	H. V. Peters, letters to his wife
18 September 1942	LAC Vernon Peters, in writing to his wife, Vera, uses an envelope with the following written in light blue on the back flap: "Boundary Bay Flying Training School Limited, No. 33 E.F.T.S. R.A.F. Caron, Saskatchewan." He also indicates that the "Sally Ann" has its own wagon at Caron.	H. V. Peters, letters to his wife
17 February 1943	S/L G. M. Hamilton (service no. C3833), No. 4 TC auxiliary services officer, and P/O M. J. Irwin, No. 4 TC canteen officer, visit No. 33 EFTS (RAF).	*DD*, No. 33 EFTS (RAF)
26 February 1943	A correspondence between Fred Hewitt, No. 33 EFTS auxiliary services officer, and Walter B. Herbert, executive secretary of the Canadian Committee begins. It runs through 18 November 1943. It deals largely with the assistance that the Canadian Committee is providing Fred Hewitt in his work. A brief history of the Canadian Committee is given in RG28 I 179, vol. 1; ODF, 170.	MG28 I 179, vol. 47; ODF, 43–44
February 1943	A full description of the aims and services of the Salvation Army war services is printed in the February 1943 issue of the *MM*.	*MM*, Feb. 1943, 22
March 1943	Beginning this month, the *Tailspin* will include articles on the various provinces of Canada, beginning with New Brunswick. The information for these articles has come from the director of the dept. of special publicity in Montreal and should have the effect of communicating that Canada is not entirely composed of "baldheaded prairie."	*TT*, March 1943, 3
March 1943	Fred Hewitt, auxiliary services officer at Caron, advises his readers that they will find Caron, "a homey spot, nothing soft, but mighty congenial."	*TT*, March 1943, 27
22 May 1943	S/L G. M. Homerton (service no. C3833), No. 4 TC, visits in connection with auxiliary services.	*DD*, No. 33 EFTS (RAF)
June 1943	The Salvation Army Canadian war services red shield newsletter mentions that "[a]n additional section is being added to the Library to accommodate a selection of Canadiana literature, supplied through the	RG24, vol. 3472; ODF, 149

	Canadian Committee in Ottawa. These books are of exceptional value and will be loaned only on personal application to the Educational Officer."	
6 August 1943	Mr. E. L. Holliday, Canadian Legion war services (educational), visits.	*DD*, No. 33 EFTS (RAF)
4 October 1943	Section officer, F. M. Funk, No. 4 TC auxiliary services, is reposted from No. 34 EFTS in connection with the repatriation of RAF families. She discussed the problem with the local welfare committee and received numerous suggestions for improving existing conditions. It was understood that all units had previously suggested that the current information was too vague, and that some more definite policy should be aimed at if considerable hardship was to be avoided.	*DD*, No. 33 EFTS (RAF)
14 October 1943	F/O Irwin, No. 4 TC auxiliary services officer, reported from No. 32 SFTS and discussed auxiliary services problems with Captain Hewitt, Salvation Army, the local welfare committee representative.	*DD*, No. 33 EFTS (RAF)
8 February 1945 2 March 1945	The YMCA's national war services committee received a thank you letter from Sir Archibald Sinclair, UK air ministry, thanking them for their service at the RAF schools in Canada, the last of which had just closed. J. W. Beaton, senior secretary for war services of the YMCA's national war services committee, responded to Minister Sinclair's letter. (See copy of these letters in Hurst excerpts in JLF files.)	Hurst, 1948, 376–78; MG28 I 95, vol. 273; ODF, 174
14 February 1945	The YMCA's national war services committee received a thank you letter from L. D. D. McKean, liaison officer-in-chief, UKALM. See copy of letter in Hurst excerpts in JLF files.	Hurst, 1948, 380–81
31 August 1945	The YMCA's national war services committee received a thank you letter from Colin Gibson, minister of national defense for air. (See copy of letter in Hurst excerpts in JLF files.)	Hurst, 1948, 375
Undated	H. A. Elliott's address: 1015 Melrose Ave., Saskatoon, Sask.; A. E. Etter's address: Box 472, Virden, Man.	MG28 I 95, vol. 110; ODF, 168

Date	No. 33 EFTS (RAF) Entertainment	References
9 December 1941	Although he is still in Moose Jaw, Vernon Peters writes his wife, Vera, on YMCA stationery [likely acquired at the YMCA at No. 32 SFTS]. This stationery includes an orange triangle YMCA logo with the words "Spirit-Mind-Body" inscribed on it. It also includes the header "On Active Service." Several of his letters penned from No. 33 EFTS (RAF) will be on similar stationery.	H. V. Peters, letters to his wife
20 December 1941	The YMCA canteen opens at No. 33 EFTS (RAF). It is supervised by Arthur E. Etter, Jr. (The MJ *Times-Herald* reports that the canteen opened on 19 December 1941.) The canteen will not be completed until 11 March 1942. By then, it will be decorated in dark oak and cream, with drapes to match.	MJ *Times-Herald*; *DD*, No. 33 EFTS (RAF)
25 December 1941	A special Christmas dinner is held for the airmen and officers, with turkeys, etc. donated by local organizations. After dinner, the CO made a brief speech.	*DD*, No. 33 EFTS (RAF)
26 December 1941	Vernon Peters, in writing to his wife, Vera, mentions that there was a Boxing Day concert—including songs, sketches, monologues—in the YMCA building [canteen]. Even some of the officers participated.	H. V. Peters, letters to his wife
31 December 1941	Vernon Peters, in writing to his wife, Vera, mentions that a more regular bus service to Moose Jaw has been promised—with a new, return fare of 60 cents.	H. V. Peters, letters to his wife
31 December 1941	Each mess (officers', sergeants', airmen's) had a New Year's Eve party.	*DD*, No. 33 EFTS (RAF)
January 1942	A model aeroplane club is formed.	*MM*, February 1942, 7, 30
January 1942	Art Etter of the YMCA formed an entertainment committee. A stage show is being prepared and produced. A choir and dance orchestra are also being formed.	*MM*, February 1942, 30
10 January 1942	LAC Vernon Peters, writing to his wife, Vera, mentions that he oversees the station registry where all the files are kept. He has a staff of five working with him. In the off-hours, there are table tennis, darts, and the usual games at the YMCA. They have organized spelling bees, singsongs, and are rehearsing a new show (which is to be performed in the theatre when it is completed). They are also starting a station magazine [the *Moth Monthly*]. The YMCA offers films three times a week. The residents of Moose Jaw, including the mayor and city librarian, have donated books to what Peters calls a "decent" station library.	H. V. Peters, letters to his wife
18 January 1942	LAC Vernon Peters, in writing to his wife, Vera, mentioned that he has been elected director-producer of an upcoming show. And, although he has no relevant experience, he is rehearsing the male voice choir on Tuesdays.	H. V. Peters, letters to his wife
22 January 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that the YMCA is quite noisy, with ping-pong, the beer bar [in a dry canteen?], piano, and radio all going at the same time. Peters gives a brilliant description of his first hockey game between the MJ Millers and the Flin Flon Bombers. The final score = 8–0 for MJ.	H. V. Peters, letters to his wife
22 January 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that there are now three regular buses scheduled between MJ and No. 33 EFTS (RAF).	H. V. Peters, letters to his wife
24 January 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that a new padre has arrived from England. He had been a Rover (a group like the Boy Scouts), as had Peters, and a producer of stage shows.	H. V. Peters, letters to his wife

24 January 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that a gramophone recital of "good music" is held on this evening.	H. V. Peters, letters to his wife
27 January 1942	LAC Vernon Peters, in writing to his wife, Vera, on 3 February 1942 indicates that a gramophone concert had been held on this date.	H. V. Peters, letters to his wife
27 January 1942	The YMCA reports on the activities of its war services division, including the canteen at Caron.	MJ *Times-Herald*
28 January 1942	According to LAC Michael Foster, the YMCA featured a wireless set (radio), two table-tennis tables, three dart boards, and a piano.	Foster, "Letters Home_1," in Student Pilots Archive
29 January 1942	The *MM* is set to debut on 30 January 1942. It is printed by the Times Company (Moose Jaw). The April 1942 issue indicated that a six-month subscription costs $0.75, post-paid, to any address in Canada or the UK. By January 1943, the monthly subscription rate will be $1.00 (*MM*, Jan. 1943, 24). The phone number for the monthly is 2349.	MJ *Times-Herald*; *MM*, April 1942, 4
30 January 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that the band instruments have arrived, and a band master has been appointed.	H. V. Peters, letters to his wife
January 1942	Movies shown: *The Mark of Zorro*, and *The Invisible Man Returns*.	*MM*, February 1942, 39
February 1942	Art Etter, YMCA supervisor, indicates that the RAF has contracted with the YMCA to provide recreational and canteen facilities at all RAF schools in Canada. At present, it is difficult to offer a full slate of entertainment activities since the station theatre is incomplete. Etter exhaustively itemizes the activities, facilities, and canteen items that are, or shortly will be, available. He assures his readers that although the YMCA charges prices comparable to local retailers, any profits made will be refunded to the CO of the local airbase. (See the March issue of *MM* (p. 42) for a further discussion by the canteen manager, L. Plisson, of this financial arrangement.)	*MM*, February 1942, 39
February 1942	A schedule of films to be shown by the YMCA is given. It includes: *Amazing Mr. Williams, Tin Pan Alley, Starmaker, Happy Landing, Golden Gloves, Stanley and Livingstone, Stage Coach War, Alexander's Ragtime Band*, and *Lloyds of London*. The stars of these films are also listed as are the short films that will precede the movies at each showing.	*MM*, February 1942, 37
8 February 1942	Sunday night social is held in the Sergeants' Mess. Entertainment is by the "Swing Quartet," which consists of student pupils.	*MM*, March 1942, 27
11 February 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that the No. 33 EFTS (RAF) concert party [performing group] will be called the "Caronadians." Their first show will be called "Rise and Shine."	H. V. Peters, letters to his wife
11 February 1942	In his journal, LAC Michael Foster indicates that he viewed *Back Street* at the YMCA.	Foster, "Journal," in Student Pilots Archive
13 February 1942	According to LAC Michael Foster, as of this date, the canteen offered milk, chocolate milk, Orange Crush, apples, oranges, and Zubes.	Foster, "Letters Home_1," in Student Pilots Archive
15 February 1942	Sunday night social is held in the Sergeants' Mess. Entertainment is by the "Swing Quartet," which consists of air pupils.	*MM*, March 1942, 27

17 February 1942	In his journal, LAC Michael Foster reported that the officers beat the airmen in a "Quiz" at the YMCA.	Foster, "Journal," in Student Pilots Archive
20 February 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that No. 33 EFTS (RAF) will be taking on No. 32 SFTS (RAF) in a quiz contest. It will be like the BBC's Sunday afternoon spelling bee and quiz show. Two officers, two NCOs, and 2 airmen will make up each team. Peters has applied for Vera to join him in Moose Jaw where, according to his 27 February 1942 letter, he intends that they will live. By his 28 June 1942 letter, he has changed his mind and strongly urges her to stay in England.	H. V. Peters, letters to his wife
20 February 1942	Art Etter, YMCA supervisor, reports on activities at the canteen during January 1942. Art was admired by the men since "he never lost his cool." The canteen screened three movies a week and ran a snack bar (see Foster, 1990, 12; also see JLF's "Arthur (Art) E. Etter, Jr." file.) For a history of the YMCA war services see the timeline in JLF's "Timeline for YMCA War and Military Services" file.	MJ *Times-Herald*
21 February 1942	In his journal, LAC Michael Foster indicates that he viewed *Lloyds of London* at the YMCA.	Foster, "Journal," in Student Pilots Archive
23 February 1942	In his journal, LAC Michael Foster indicates that he viewed *High Sierra* at the YMCA.	Foster, "Journal," in Student Pilots Archive
25 February 1942	In his journal, LAC Michael Foster indicates that he viewed *Invisible Woman* at the YMCA.	Foster, "Journal," in Student Pilots Archive
27 February 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that the airbase has been cleared of all stray dogs. A big black Labrador Retriever ["Paddy"] is retained as the base mascot.	H. V. Peters, letters to his wife
3 March 1942	On this date, LAC Michael Foster reports that due to several broken windows, soccer has been suspended in the Drill Hall.	Foster, "Letters Home_2," in Student Pilots Archive
5 March 1942	The Regina *Leader-Post* indicates that airmen from No. 33 EFTS and No. 32 SFTS will compete in a live quiz show originating from the studios of CHAB. The show will begin at 10:00 p.m. [At the time, the CHAB studios were in the Grant Hall Hotel. See *Henderson's Moose Jaw Directory* (Winnipeg: Henderson Directories Ltd., 1941), 34.]	Regina *Leader-Post*
8 March 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that No. 33 EFTS lost the quiz match to No. 32 SFTS by a score of 160–130. The outcome is also recorded in the No. 32 SFTS *DD* for 5 March.	H. V. Peters, letters to his wife
March 1942	Padre S/L Crankshaw will serve as the entertainment officer.	*MM*, March 1942, 42
March 1942	Vernon Peters is mentioned as the producer of the Caronadians concert party.	*MM*, March 1942, 33
11March 1942	In his journal, LAC Michael Foster indicates that he viewed *Freshman Yeart* at the YMCA.	Foster, "Journal," in Student Pilots Archive
13 March 1942	The first course (no. 40) graduates and celebrates its "Passing Out" with a dinner in the CPR Banquet Hall. LAC Darbyshire wins a cup and bracelet as the top pupil.	*MM*, April 1942, 6
14 March 1942	In his journal, LAC Michael Foster indicates that he viewed *Slave Ship* at the YMCA.	Foster, "Journal," in Student Pilots Archive

18 March 1942	In his journal, LAC Michael Foster indicates that he viewed *Streets of New York* at the YMCA.	Foster, "Journal," in Student Pilots Archive
22 March 1942	On this date, LAC Michael Foster reported that the canteen had been recently renovated with curtains and rugs. It now serves coffee, tea, and hot dogs.	Foster, "Letters Home_2," in Student Pilots Archive
28 March 1942	In his journal, LAC Michael Foster indicates that he viewed *Everything Happens at Night* at the YMCA.	Foster, "Journal," in Student Pilots Archive
30 March 1942	In his journal, LAC Michael Foster indicates that he viewed *South of Suez* at the YMCA.	Foster, "Journal," in Student Pilots Archive
March 1942	Since its arrival at No. 33 EFTS (RAF), the YMCA has shown over 20 miles of film to an aggregate audience of 3,025. The canteen served 13,903 customers in January 1942 alone. The YMCA has sold over 15,000 stamps and posted over 5,000 letters and parcels.	*MM*, March 1942, 42
March 1942	A schedule of films to be shown by the YMCA includes the following: *High Sierra, Invisible Woman, Hudson's Bay, Sante Fe Trail, Green Hell, Lillian Russell, City for Conquest, Parole Fixer, Slave Ship, Singapore Woman, In Old Chicago, Million Dollar Baby,* and *South of Suez*. The stars of these films are also listed as are the short films that will precede the movies at each showing.	*MM*, March 1942, 43
April 1942	The YMCA will soon offer a series of short travel films about the beauties of Canada, lest the airmen mistake the view from a roof in Caron for all that Canada has to offer. The YMCA can also furnish additional information on Canada.	*MM*, April 1942, 31; *MM*, May 1942, 36
1 April 1942	In his journal, LAC Michael Foster indicates that he viewed *Torpedo Raider* at the YMCA.	Foster, "Journal," in Student Pilots Archive
4 April 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that the stage in the Recreation Hall is decorated in maroon and cream. There is no heat in the building, but the contractors are working on it.	H. V. Peters, letters to his wife
6 April 1942	In his journal, LAC Michael Foster indicates that he viewed *Tugboat Annie Sails Again* at the YMCA.	Foster, "Journal," in Student Pilots Archive
8 April 1942	In his journal, LAC Michael Foster indicates that he viewed *Tropic Fury* at the YMCA.	Foster, "Journal," in Student Pilots Archive
10 April 1942	The Officers' Mess Hall is officially opened. Local people from Caron and Moose Jaw were invited to the opening reception and the dance that followed in the newly completed theatre. Music was provided at the latter by the station band.	*DD*, No. 33 EFTS (RAF); *MM*, May 1942, 3
11 April 1942	In his journal, LAC Michael Foster indicates that he viewed *Submarine Patrol* at the YMCA.	Foster, "Journal," in Student Pilots Archive
13 April 1942	The opening of the Officers' Mess Hall is celebrated with a cocktail party and a dance.	*MM*, May 1942, 3
13 April 1942	In his journal, LAC Michael Foster indicates that he viewed *Wagons Roll at Night* at the YMCA.	Foster, "Journal," in Student Pilots Archive

15 April 1942	Course no. 42 celebrates its "End of Course Dinner" at the Grant Hall Motel in Moose Jaw. (See dinner program and menu in ephemera collection.)	*MM*, May 1942, 38
15 April 1942	The first airmen's dance is held in the theatre.	*DD*, No. 33 EFTS (RAF)
April 1942	Padre Crankshaw has gone to great lengths in re-building the theatre stage, including special lighting. He is commended for these efforts in the *DD* on 11 April 1942.	*MM*, May 1942, 23, 36; *DD*, No. 33 EFTS (RAF)
April 1942	The theatre opens.	*MM*, May 1942, 36
April 1942	The schedule of films to be shown includes: *Torpedo Raider, Johnny Apollo, Tugboat Annie Sails Again, Tropic Fury, Submarine Patrol, Wagons Roll at Night, Man Made Monster, The Rains Came, Strawberry Blonde,* and *Range Busters.* The stars of these films are also listed as are the short films that will precede the movies at each showing.	*MM*, April 1942, 31
21 April 1942	Dress rehearsal for first station stage show, "Contact." This show is small replica of the show which ran for a year and a half at the Opera House, Blackpool, and which broke all records by raising nearly $221,000 for the Benevolent Fund at one matinee. This show was originally produced by S/L K. L. Warrington who is now the administration officer at Caron.	*DD*, No. 33 EFTS (RAF)
22 April 1942	The inaugural show, "Contact," is presented by S/L Warrington in the new theatre. Judging by the lengthy review of the show in the May issue of the *MM*, it was a complete success. In it, Vernon Peters gave a monologue entitled, "The Pigtail of Li Fang Fu." Artists from Moose Jaw were also involved. Guest officers (and their wives) from No. 32 SFTS as well as a small number of other guests from Moose Jaw and Caron are also in attendance. According to the label on a Gordon Elmer photo, Mrs. Ethel Hall also performed that evening in Caron. She would visit again. See entry for 10 October 1942.	*MM*, May 1942, 36, 37; *DD*, No. 33 EFTS (RAF)
24 April 1942	CO Worger-Slade, and his fellow officers, host a reception and dance at the newly opened Officers' Mess Hall. The guests of honour were the Moose Jaw [YMCA] war services committee who had helped to furnish it. The dance took place in the theatre. Entertainment was provided by the station orchestra.	*MM*, May 1942, 37
25 April 1942	In his journal, LAC Michael Foster indicates that he viewed *Tall, Dark and Handsome* at the Station Theatre (Recreation Centre).	Foster, "Journal," in Student Pilots Archive
29 April 1942	In his journal, LAC Michael Foster indicates that he viewed *Where Did You Get That Girl?* at the Station Theatre (Recreation Centre).	Foster, "Journal," in Student Pilots Archive
30 April 1942	The first all-station dance is held in the theatre. Vernon Peters is the master of ceremonies.	*DD*, No. 33 EFTS (RAF); *MM*, May 1942, 23
5 May 1942	The Moose Jaw Orchestral Society performs a concert. Vernon Peters writes a review for the *MM*.	*MM*, June 1942, 27
9 May 1942	A Ukrainian concert party from MJ gives a performance at the theatre.	*DD*, No. 33 EFTS (RAF)
15 May 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that even though everyone is discouraged by the recent news that the RAF will be vacating Caron, there will be a farewell dance on 18 May in aid of the Red Cross Society.	H. V. Peters, letters to his wife
18 May 1942	An all-station dance is held in aid of the Red Cross Society. $180 is raised.	*DD*, No. 33 EFTS (RAF)

20 May 1942	A farewell dance is held in the Sergeants' Mess Hall. During the event, a presentation was made to the CO.	*DD*, No. 33 EFTS (RAF)
May 1942	An equestrian club is being discussed.	*MM*, May 1942, 3
May 1942	The schedule of films to be shown includes: *Little Old New York, Radio City Revels, Little Bit of Heaven, Rose of Washington Square, Riding on Air, I See Ice, Second Fiddle, King Kong, Horror Island,* and *In Name Only*. The stars are listed as are the short films that will precede the movies at each showing.	*MM*, May 1942, 36
1 June 1942	LAC Vernon Peters, in writing to his wife, Vera, described a recent visit to Regina, including the food, dancing, and his visit to the legislative building.	H. V. Peters, letters to his wife
June 1942	The YMCA supervisor, Art Etter, the canteen manager, Mr. Plisson, and their assistants bid farewell to No. 33 EFTS (RAF). [The YMCA will no longer provide auxiliary services now that the airbase has changed hands. The Salvation Army's red shield war services will soon be on site to do the same work.] Etter was posted to No. 41 SFTS (Weyburn). See his article in the July 1942 edition of *The Flying Gopher*, 37, 42. He would later be posted to No. 35 SFTS (North Battleford) and then to Edmonton (see *The Flying Gopher*, Nov. 1942, 29.	*MM* June 1942, 35.
June–July 1942	The film schedule for June/July includes: *Mexican Spitfire Out West, Border Patrolman, Doctor Takes a Wife, Long Shot, Sea Devils, Argentine Nights, Swing It Sailor, Zenobia, Only Angels Have Wings, Girl Says No, Flying Deuces, House of Seven Gables,* and *Swiss Family Robinson*. The stars of these films are also listed. These films will be screened at 8:30 p.m. on Mondays, Thursdays, and Saturdays.	*MM*, July 1942, 36
9 July 1942	A station dance is held. Many young ladies from Moose Jaw were transported to the airbase. Music was provided by the No. 32 SFTS band.	*MM*, August 1942, 39
10 July 1942	Members of the MJ Kiwanis and Rotary Clubs visit for a tour and luncheon.	MJ *Times-Herald*
30 July 1942	A dance was held in the Officers' Mess Hall.	*DD*, No. 33 EFTS (RAF)
July 1942	Display advertisements for the canteen appear regularly in the *MM*.	*MM*, July 1942, 30 and October 1942, 6
July 1942	Captain Jack Nelson, supervisor, introduces himself and the Salvation Army red shield war services to the personnel of No. 33 EFTS (RAF). Captain Nelson commends Art Etter of the YMCA for his cheerfulness and helpfulness during the time of transition.	*MM*, July 1942, 35
August 1942	The Salvation Army sets up a sports and entertainment committee. GIS instructor Hugh Barclay has volunteered to head up the committee and to look after the cinema.	*MM*, August 1942, 36
August 1942	Excess proceeds allow the *MM* to donate money to the Moose Jaw General Hospital for the purchase of a wheelchair.	*MM*, August 1942, 3
10 August 1942	The female staff at No. 33 EFTS (RAF) is honoured with a dinner at the Grant Hall Hotel in Moose Jaw. After the dinner, Mr. Martin, general manager, gives a brief synopsis of the growth of the BBFTS. During his talk, Mr. Martin mentions that the number of female staff at No. 33 EFTS (RAF), which currently stands at 50, is expected to grow as more men are needed overseas. Mr. Martin also informed the group that the	*MM*, September 1942, 42–43

	BBFTS was the first in Canada to employ women. It is now also the largest D class EFTS in Canada. The meeting ends with very cordial responses from the women.	
19 August 1942	A dance is held from 2030 to 2330 hours. “Bevies of girls” from Moose Jaw are brought in; the place is crowded. The civilian ladies of No. 33 EFTS (RAF) decorated the stage.	*MM*, September 1942, 3; *DD*, No. 33 EFTS (RAF)
21 August 1942	A riding club opens using a renovated barn on the Charles McDowell (1881–1964) property. See Wilf Crosbie and Hank McDowell interviews. Also see *MM* picture, Dec. 1942 and JLF picture files.	*DD*, No. 33 EFTS (RAF)
23 August 1942	A special showing of the film *Target for Tonight* was screened in the theatre, led by one of the GIS instructors. This documentary film debuted on 25 July 1941 in London. It chronicled the preparation and execution of a RAF bombing raid over Freihausen, Germany. [See Martin Gilbert, *The Second World War*, I, 252.]	*DD*, No. 33 EFTS (RAF)
25 August 1942	LAC Vernon Peters, writing to his wife, Vera, notes that he has been appointed by the manager, Leslie Martin, to the riding club committee, even though he has never ridden a horse. He muses that he must have been appointed to represent the absolute novices. One of their horses is quite wild, an “untamed prairie kicker” [later identified as *Pride of the West*], but the others are mostly docile.	H. V. Peters, letters to his wife
8 September 1942	The inaugural corporate meeting of the riding club is held in the GIS building. About 50 interested persons were in attendance. The committee members, including Vernon Peters, are listed and in attendance. Membership will be open to all permanent staff. The policy regarding student pilots is still being discussed. Membership dues will be $1/month. Riding times will need to be booked in advance. P/O H. F. MacDonald, who has had considerable experience with horses, will serve as the stable manager. Mr. Harry Chipperfield, ringmaster, will offer riding lessons once the new ring is constructed. He hopes to be able to compete and cooperate with the MJ riding club. Miss Strong will handle the bookings for the horses; twice-daily time slots are available. The total number of horses on hand is eight. Peters writes a poem about the horses/riding club modelled on R. Kipling’s “If”. It appeared in the January 1943 issue of the *MM.*	*MM*, October 1942, 7, 9
15 September 1942	LAC Vernon Peters, in writing to his wife, Vera, indicated that he has been enjoying riding *Pride of the West.* He also reports that he can now drive a car.	H. V. Peters, letters to his wife
6 October 1942	LAC Vernon Peters, writing to his wife, Vera, describes at length a recent Ukrainian wedding and reception he attended in Moose Jaw. He has also recently fallen off a horse and has learned to ride bareback. Harry Chipperfield, an old cavalry riding instructor, is giving Peters lessons.	H. V. Peters, letters to his wife
10 October 1942	A social evening was held in the Sergeants’ Mess Hall. Many of the 100 guests were from Moose Jaw and the towns surrounding No. 33 EFTS (RAF). Mrs. Gerald (Ethel) Hall and her associates provided an hour of entertainment. This was apparently the second visit by Ethel Hall to Caron (see entry for 22 April 1942). The evening concluded with dancing to recorded music.	*MM*, November 1942, 17
11 October 1942	LAC Vernon Peters, writing to his wife, Vera, mentions that he has recently been out with friends on *Lady Diana*, *Toby*, and *Johnny*. As part of his club duties, he has recently interviewed a prospective member of the club who hails from Taunton, Somerset. [The PASK contains the original negative of a picture of Peters on *Lady Diana* (See R-1545.1, file No. 136). The photo is dated 11 October 1942.]	H. V. Peters, letters to his wife

13 October 1942	A dance was held in the Sergeants' Mess Hall. Nearly 200 people attended. The hall was decorated by F/S Harley of the entertainment committee. The buffet was prepared by Miss Agnes Green and Mr. Shortland of the BBFTS. Several competition dances were held.	*MM*, November 1942, 17
14 October 1942	A station dance was held in the theatre. Music was supplied by Al Wright and his band. Captain Jack Nelson of the Salvation Army provided a "bevy of beauties" from Moose Jaw. The evening included several dance competitions, ably refereed by emcee F/S Baskwill. The evening ended at 2330 with the playing of the "King."	*MM*, November 1942, 21
19 October 1942	LAC Vernon Peters, writing to his wife, Vera, mentions that he has been pressed at the last minute to conduct the musical appreciation night. Since he is both emcee and sound technician, he must announce the program (which is played from phonograph records) from the stage and then run up to the projection room to play them. On the previous Sunday afternoon, Peters went for an eight-mile ride on *Tip*, "an old, old horse."	H. V. Peters, letters to his wife
26 October 1942	Captain Jack Nelson, of the Salvation Army, is posted to England to look after RCAF men there. Vernon Peters enjoys a long, 12-mile horse ride.	H. V. Peters, letters to his wife
31 October 1942	A Hallowe'en dance is held in the theatre. 150 guests were in attendance. Al Wright and his orchestra provided live music. Competition dances were held. LAC Vernon Peters, in writing to his wife, Vera, the following day indicates that the girls at the airbase threw a Hallowe'en party for the male staff (Is this the same party as above?). Peters gives a lengthy description of the activities at the party.	*MM*, December 1942, n. p.; H. V. Peters, letters to his wife
October 1942	Vernon Peters reviews several weekly musical nights (held on Fridays).	*MM*, October 1942, 39
October 1942	The riding club enjoys a membership of about 40. Ridings lessons are offered in the volunteer-constructed ring. Several organized rides have been conducted under the supervision of riding master, Harry Chipperfield.	*MM*, January 1943
October 1942	P/O H. R. MacDonald was posted elsewhere and thus had to leave his position as the stable manager. Harry Chipperfield will take up those duties in addition to those of riding master. Several other postings have occurred and thus the committee will be restructured after a new organizational meeting. In the meantime, Mr. Martin will serve as chairman.	*MM*, January 1943, 25
8 November 1942	P/O Havard gives a gramophone recital in the theatre. Music by Bizet, Beethoven and Brahms was played.	*DD*, No. 33 EFTS (RAF)
9 November 1942	LAC Vernon Peters, writing to his wife, Vera, recalls the details of a recent lengthy horse ride in the snow. He recalls how previously *Pride of the West* had bucked him and sprained his elbow. Peters now prefers the much older *Tip*. *Pride of the West* has caused more than a few injuries. Peters gives a brilliant character description and assessment of the club's horses.	H. V. Peters, letters to his wife
12 November 1942	A dance is held in the theatre. Bob Heaps and his band provide the music.	*DD*, No. 33 EFTS (RAF)
18 November 1942	Vernon Peters was invited to the "White Collar Girls' Dinner and Dance" which was held in the YWCA [likely in Moose Jaw]. Admission cost = $1.00.	Vernon Peters' photo album
November 1942	The No. 33 EFTS (RAF) orchestra provided entertainment for the annual fowl supper at Caron. H. V. Peters delivered a monologue. The orchestra includes Lou Piper and Pete Rutherford, BBFTS mechanics.	*MM*, January 1943, 38

November 1942	The music appreciation hour has been changed to Sunday evenings at 8:30 p.m. Fine recordings of classical music are played on these occasions.	*MM*, November 1942, 9
November 1942	Every second Tuesday evening at 8:30 p.m. fans of swing music are treated to recorded selections.	*MM*, November 1942, 9
November 1942	An organized excursion to "Bizant" [i.e., Besant] was a great success. Eight members participated as did five horses: *Lady Diana, Toby, Tip, Johnny,* and *Pride of the West*. The out-going party reached Besant at about 4:30 p.m. where the other party had driven and set out a luncheon. After spending about an hour in Besant, the second party rode the horses back to No. 33 EFTS (RAF). Both riding parties were accompanied by Harry Chipperfield, ringmaster. Three pictures of the party are included.	*MM*, December 1942, n. p.
November 1942	Captain Jack Nelson of the Salvation Army, who has worked hard to coordinate the social and sporting events at Caron, is returning to England. He is replaced by Captain "Nick" Belkovitch of Regina.	*MM*, November 1942, 13 and January 1943, 27
November 1942	The following films will be shown in November: *Suspicion, Joy of Living, It's in the Air, Sky Giants, Breakfast for Two, Submarine Zone, Alleghany Uprising, Star of Midnight, Hellzapoppin, Last of the Mohicans, Danger in the Air, Open,* and *Cypher Bureau*. Stars or short films are not listed.	*MM*, November 1942, 13
6 December 1942	A. J. Wickens, KC, of Moose Jaw, gives a gramophone recital at the theatre. Wickens has over 15,000 records in his personal collection. [Mr. Wickens also gives almost weekly gramophone concerts to the personnel at No. 32 SFTS. According to the April 1943 issue of *The Tailspin* (p. 30), Wickens is CHAB's Sunday morning broadcaster.]	*DD*, No. 33 EFTS (RAF)
10 December 1942	The Mortlach Players present a play at the theatre entitled, "Hen-Pecked Henry."	*DD*, No. 33 EFTS (RAF); *MM*, January 1943, 38
10 December 1942	LAC Vernon Peters, writing to his wife, Vera, indicates that he will broadcast a radio program over CHAB tomorrow. He has compiled, produced, and spoken the entire program. [It took several trips to the studio to do all this work before the program aired.] The program is to be called "London Memories" and will consist of music, poetry, and Peters' own prose. He is to be paid $5.00 for his efforts. [On 25 October 2010, JLF spoke to Craig Hemmingway of CHAB about Peters' program. Hemmingway indicated that CHAB does not have records that go back to the 1940s.]	H. V. Peters, letters to his wife
11 December 1942	LAC Vernon Peters presents a self-produced radio program over CHAB (Moose Jaw) entitled "London Memories." It is dedicated to the goings on in the London theatre and music scene before the war.	*MM*, January 1943, 20
13 December 1942	The female staff hosted their families and friends at a tea in their lounge.	*MM*, January 1943, 27
22 December 1942	A Christmas concert is presented in the theatre. It was produced and performed by service and civilian personnel.	*DD*, No. 33 EFTS (RAF)
25 December 1942	A special Christmas dinner was served in all messes. The female members of the civilian staff joined the sergeants for their Christmas dinner.	*DD*, No. 33 EFTS (RAF); *MM*, Feb. 1943, 34
26 December 1942	On Boxing Day, the student pilots were entertained by a tea given by the female members of the civilian staff.	*DD*, No. 33 EFTS (RAF)

30 December 1942	A station dance is held at the theatre from 2030 to 2359 hours; music was provided by the station dance band.	*DD*, No. 33 EFTS (RAF)
31 December 1942	A dance is held in the theatre, sponsored by the officers' and sergeants' messes. It is offered on behalf of the Aid-to-Russia fund and raised $110 for the cause. Some 200 persons attended, including L. J. Martin, his wife, and daughter [Beverley]. Pete Rutherford's band provided the dance music. A picture from the event can be found in Vernon Peter's photo collection. The Aid-to-Russia campaign was begun by Clementine Churchill (wife of Winston) in September 1941. The response to her campaign was immediate and substantial (see Martin Gilbert, *The Second World War*, I, n.p.).	*DD*, No. 33 EFTS (RAF); *MM*, Feb. 1943, 34
3 January 1943	LAC Vernon Peters, writing to his wife, Vera, recalls the events (and somewhat stiff formality) of the officers' and sergeants' New Year's Eve dance, which was held in the theatre from 8:30 until 1:00 a.m.	H. V. Peters, letters to his wife
17 January 1943	Mr. Wickens (see 6 Dec. 1943 entry) gave a musical recital in the theatre.	*DD*, No. 33 EFTS (RAF); *MM*, February 1943, 14
17 January 1943	The concert party from No. 32 SFTS entertains members of the sergeants' mess and their guests.	*DD*, No. 33 EFTS (RAF)
19 January 1943	A dance is held in the theatre with music provided by the station dance orchestra.	*DD*, No. 33 EFTS (RAF)
28 January 1943	Mr. L. J. Martin hosted a dinner for the flying instructors and several others at the Grant Hall Hotel in Moose Jaw. In it, he reported on his recent meetings in Ottawa where some prominent military men spoke. Before the group sat down to dinner, A/C Collins, UKALM, stopped by and spoke for a moment about the RAF policy regarding dependants in Canada. He was accompanied by G/C Crabbe and S/L Widdows (service no. 85131), both of No. 4 TC, and G/C Morrison of No. 32 SFTS.	*TT*, March 1943, 22–23
January 1943	The *MM* masthead lists LAC Vernon Peters as a committee member.	*MM*, January 1943, 36, 1
January 1943	Captain Fred Hewitt of the Salvation Army war services is welcomed to No. 33 EFTS (RAF). A brief biography is included.	*MM*, January 1943, 25
7 February 1943	A farewell party is given in the Sergeants' Mess Hall for S/L F. B. H. Hayward (service no. 28188) who is posted to RCAF Trenton. [He will shortly be posted to No. 36 SFTS, Penhold.]	*DD*, No. 33 EFTS (RAF)
8 February 1943	The *DD* incorrectly gives this concert a 9 Feb. date. A Valentine's concert is given in the theatre by the No. 12 military district, Regina, band. The concert was followed by a dance that went until 2359 hours.	*DD*, No. 33 EFTS (RAF); *TT*, March 1943, 16, 25
16 February 1943	A dance was held in the Sergeants' Mess Hall.	*DD*, No. 33 EFTS (RAF)
17 February 1943	The student pilots from course no. 70 present an end-of-course show. A full account is given.	*TT*, March 1943, 11
21 February 1943	LAC Vernon Peters writes his wife, Vera, on war services club stationery picked up in Moose Jaw. The printed header reads: Phone 2861, War Services Club, Under Auspices of the, Moose Jaw War Services Auxiliaries, Bank of Montreal Building, Cor. Main and Fairford St., Moose Jaw Canada [commas indicate line breaks].	H. V. Peters, letters to his wife
22 February 1943	Leslie Martin hosts a dinner for the BBFTS department heads at the Grant Hall Hotel. Most of those gathered had been original members of the VATC. All were from BC. During the meeting, Mr. Martin	*TT*, April 1943, 32

	announces that a new EFTS is to be opened in Abbotsford, BC. He cautioned that not everyone from Caron would be able to transfer to the new base.	
February 1943	The *MM* announces that No. 33 EFTS (RAF) now has a station orchestra, band, and ladies' choir.	*MM*, February 1943, 35
March 1943	Vernon Peters writes an essay on the riding club. A further report is included in this same issue on p. 15.	*TT*, March 1943, 9, 15
2 March 1943	A station dance is held in the theatre.	*DD*, No. 33 EFTS (RAF)
4 March 1943	The student pilots of course no. 72 give a concert in the theatre.	*DD*, No. 33 EFTS (RAF)
18 March 1943	The girls' lounge entertained members of the hospital orderly staff, permanent air force staff, and course no. 73 in their lounge and recreation room.	*TT*, April 1943, 8
21 March 1943	A concert is performed in the Sergeants' Mess Hall by a concert party from No. 32 SFTS (RAF).	*DD*, No. 33 EFTS (RAF)
29 March 1943	A performance at the theatre had to be relocated due to a recent fire which had damaged the stage curtains.	*DD*, No. 32 SFTS (RAF)
31 March 1943	A dance is held in the Sergeants' Mess Hall. The station band provided the music.	*DD*, No. 33 EFTS (RAF); *TT*, April 1943, 30
1 April 1943	A meeting is held in the sergeants' mess lounge to form a miniature rifle club. Officers of the club are elected.	*DD*, No. 33 EFTS (RAF)
2 April 1943	The officers entertained the sergeants' mess with a games night.	*DD*, No. 33 EFTS (RAF)
5 April 1943	A concert is given by the RCAF band from No. 2 ITS, Regina. This is followed by a dance with music provided by the band. Vernon Peters, "in a bluff North-Country voice, reminiscent of Stanley Holloway," performed two amusing monologues. A picture of the band on the stage is included.	*DD*, No. 33 EFTS (RAF); *TT*, May 1943, 20; RCAFORB, reel C-12342, image 651
15 April 1943	Professor J. W. C. MacEwan, of the University of Saskatchewan, delivers a lecture entitled "Blazing the Trail in the Agricultural West" in the sergeants' mess lounge. For details leading up to the speech, see the correspondence between Captain Hewitt of the Salvation Army and the Canadian Committee. On 23 June 1943, professor MacEwan gave a lecture with the same title at No. 41 SFTS, Weyburn.	*TT*, May 1943, 33; *DD*, No. 33 EFTS (RAF); RCAFORB, reel C-12357, image 1315
5 May 1943	LAC Vernon Peters, writing to his wife, Vera, suggested that he was looking forward to an upcoming visit by an ENSA [Entertainments National Services Association] concert party. This will be the first UK concert party to visit No. 33 EFTS (RAF).	H. V. Peters, letters to his wife
8 May 1943	An ENSA [Entertainments National Services Association] concert is given in the theatre.	*DD*, No. 33 EFTS (RAF); *TT*, June 1943, 15
May 1943	The Salvation Army Canadian war services red shield newsletter reported that "the Riding Club and the Rifle Club are both active. Fifty new books have been added to the Library. . . . The supervisor aims to keep the boys in good trim and provides plenty of opportunity for their recreation and relaxation."	RG24, vol. 3472; ODF, 149
May 1943	The Salvation Army Canadian war services red shield newsletter, dated June 1943, mentions that "on a recent Sunday evening the Moose Jaw Boys' Choir visited the station and put on a good musical program to an audience of 150. Another music appreciation was held on Thursday evening. The records were all high-class musical recordings, obtained from CHAB, Moose Jaw."	RG24, vol. 3472; ODF, 149

May 1943	Pete Rutherford and his band are pictured in the May 1943 issue of the *Tailspin*. Included in the picture are: SGT Harry Hitchen, trumpet; Lou Piper, saxophone & clarinet; Bernie Gable, guitar; Joe Mayovsky, traps, and Pete Rutherford, piano. The accompanying article indicates that this is the third iteration of the band and that it too is being broken up. SGT Hitchen is posted to Calgary and Bernie Gable, has left for the east.	*TT*, May 1943, 15
May 1943	Several pictures of the riding club in action are included in the May issue of the *Tailspin*.	*TT*, May 1943, 25
June 1943	An update on the riding club is given. A new horse, *Roany*, has been added to the group. *Toby* has left for work down on the farm, *Elizabeth*, *Pride of the West*, *Johnny*, and *Puss* are in fine shape; *Tip*, the old faithful, is still at it, as is *Smokey*.	*TT*, June 1943, 12
1 June 1943	A dance was held in celebration of the anniversary of the civilianization of No. 33 EFTS. The August issue of the *Tailspin* includes a picture (p. 23) of the anniversary dance. It is labelled as occurring on 25 May 1943.	*TT*, July 1943, 28
9 June 1943	A combined sergeants' and officers' dance was held in the Recreation Hall. Music was provided by a band from Temple Gardens in Moose Jaw. See picture in August issue of the *Tailspin* (p. 23).	*TT*, July 1943, 28
21 July 1943	A dance was held in the Officers' Mess Hall. Music was provided by the Temple Gardens band.	*DD*, No. 33 EFTS (RAF); *TT*, Sept. 1943, 21
22 July 1943	P/O Vernon Peters, in a letter for his wife, Vera, reports that he has just been informed that the No. 33 EFTS (RAF) riding club has been broken up. The horses are to be sold. Poor *Roany* has been sold for a mere $25. Peters is disturbed that some officers on the Moose Jaw station have gained by this breakup. "They have some bargains for a quick sale." In a 9 August 1943 letter, Peters exclaims: "They've sold all the horses at Caron. The last one, Lady Diana, was raffled on Friday, they tell me. Poor Lady Dian [*sic*]! One of the Sergeants won her." In a letter to Vera, dated 22 Oct. 1943, Peters writes: "The Caron stable was broken up . . . because there was nobody left who was mug enough to carry on as Secretary of the Riding Club."	H. V. Peters, letters to his wife
28 July 1943	An ENSA concert is given in the theatre. The artists were entertained afterwards in the Officers' Mess Hall.	*DD*, No. 33 EFTS (RAF)
July 1943	The masthead of the *Tailspin* now only lists one committee member, having recently lost Vernon Peters and E. F. Porter. Only Miss Mary Smith remains.	*TT*, July 1943, 1
August 1943	Even though the riding club "is in the doldrums these days" several of its riders fared well in competition in the Moose Jaw show. Miss Mary Smith distinguished herself on *Puss* who is still not fully trained.	*TT*, August 1943, 7
20 August 1943	An ENSA concert party is given at No. 33 EFTS (RAF).	*DD*, No. 33 EFTS (RAF); *TT*, September 1943, 15
25 August 1943	The No. 1 RCAF Entertainment Group performs "Blackouts of 1943." By some accounts, it was the best performance to date at No. 33 EFTS (RAF).	*DD*, No. 33 EFTS (RAF)
28 September 1943	A quiz contest is held in the theatre. Teams from officers' mess, sergeants' mess, girls' lounge, permanent staff, ground school instructors, and student pupils took part. The officers' team won.	*DD*, No. 33 EFTS (RAF)

6 October 1943	"Command Performance," written by SGT E. P. Nicol (service no. R204614) and produced by SGT H. W. Cluff (service no. R206186), both of No. 4 TC, was presented to No. 33 EFTS (RAF). The No. 2 ITS, Regina, band assisted. The performance was recorded live before a large audience in the theatre. An impromptu dance followed with the ITS band playing.	*DD*, No. 33 EFTS (RAF); RCAFORB, reel C-12342, image 704
14 October 1943	Station dance held. Mr. "Slim" Adames, chair of the dance committee, emceed. The committee reported that they intend to offer bi-monthly dances with music from their own orchestra. The committee consists of Mr. Adames, Miss Rita Langdon (nurse), SGT Ken Greenaway, a pupil from one of the courses, Phil Temple, representing the engineering dept., Miss Sabina Dittrich, representing the girls from the various messes, and Miss Betty Edwards, representing the office girls.	*TT*, Nov. 1943, 11
31 October 1943	Four cinema shows are held each week; airmen's dances are held once a fortnight.	*DD*, No. 33 EFTS (RAF)
?? October 1943	Officers' mess dance on this date. Many old friends were in attendance including W/C Hayward, now of No. 36 SFTS, Penhold, F/O "Mickey" Marshall, now of No. 39 SFTS, Swift Current, and P/O Pryde, now of No. 35 EFTS, Neepawa.	*TT*, Nov. 1943, 9
October 1943	Enthusiasts from No. 33 EFTS take part in duck hunting on Pelican Lake. A considerable number of birds were taken (and eaten).	*TT*, Nov. 1943, 9
November 1943	The BBFTS donated a piano to the Officers' Mess Hall.	*TT*, Dec. 1943, 10
30 November 1943	During this month, the normal four cinema shows per week were given in the theatre by the welfare officer, Captain Hewitt, Salvation Army. Every Sunday evening, a music hour of classical music is organized by F/O Trueman, one the flying instructors. Two fortnightly dances for airmen were held in the theatre, at which there was a large attendance.	*DD*, No. 33 EFTS (RAF)
25 December 1943	The officers and NCOs served the airmen's Christmas dinner in the Airmen's Mess Hall at 1200 hours.	*DD*, No. 33 EFTS (RAF)
30 December 1943	During this month, the normal four cinema shows per week were given in the theatre by the welfare officer, Captain Hewitt, Salvation Army. Due to the reduction in personnel, the usual classical music concerts held in the theatre on Sunday evenings were discontinued after the first fortnight.	*DD*, No. 33 EFTS (RAF)
Undated	According to Hank McDowell, the airmen did not have a wet canteen, although the NCOs and officers did.	WDM interview with Hank McDowell

Date	No. 33 EFTS (RAF) Sports	References
February 1942	Some ground preparations (leveling, etc.) are made for an ice rink.	*MM*, February 1942, 7
3 February 1942	LAC Vernon Peters, in writing to his wife, Vera, indicated that there is a small ice rink at Caron.	H. V. Peters, letters to his wife
6 February 1942	An intra-station hockey game is held between the officers and airmen. The game was filled with the antics of novice players. The officers won by a score of 5–1. The three stars are listed.	*MM*, March 1942, 39
23 February 1942	The first hockey match between No. 33 EFTS (RAF) and No. 32 SFTS (RAF) takes place on this date. No. 33 wins the game, 4–2. A comical, lengthy description of the game is included. This game is reported in the No. 32 SFTS's *DD*. It includes the comment that the No. 32 SFTS team was "devoid of Canadians."	*MM*, March 1942, 13; *DD*, No. 32 SFTS (RAF)
February 1942	The officers at Caron have formed a bowling team and are interested in challengers.	*MM*, February 1942, 8
February 1942	Personnel from Caron attended regular season games of the Saskatchewan Senior Men's Hockey League held in the Arena Rink in Moose Jaw.	*MM*, March 1942, 11
March 1942	A search is underway for a suitable location for a football (soccer) field.	*MM*, March 1942, 11
March 1942	When spring arrives, the *MM* writer expects that the sports that the British like will be played: lawn bowling, soccer, cricket, swimming, tennis, and boating.	*MM*, March 1942, 11
March 1942	A *MM* editorial indicates that there is a sports officer at No. 33 EFTS (RAF).	*MM*, March 1942, 13
March 1942	Inter-section table tennis and darts tournaments are under way.	*MM*, March 1942, 39
4 March 1942	The Drill and Sports Hall is opened to great fanfare [and some hubris]. Competitions in tennis, badminton, basketball, and table tennis occur on opening night. The station band, led by LAC Hillier, is in attendance. The drill hall will be marked out for a basketball court, tennis court, two badminton courts, and a volleyball court. There are also two badminton courts laid out in the Recreation Hall.	MJ *Times-Herald*, 6 Mar. 1942; *MM*, April 1942, 9; *MM*, March 1942, 39
23 April 1942	The No. 33 EFTS (RAF) boxing team won four bouts and just missed bringing home the overall trophy at a match in Swift Current. The bouts were conducted under Inter-Service Association rules, which means, for instance, that the referee is stationed outside the ring. The referee was F/L W. S. McKie, of No. 34 SFTS, Medicine Hat. Although their training period had been short, the contingent from No. 33 EFTS contained "some quite useful material." No. 33 EFTS intends to offer Swift Current a return challenge.	*MM*, May 1942, 3, 9; *MM*, June 1942, 11, 29; *DD*, No. 33 EFTS (RAF)
May 1942	A singles tennis tournament is under way.	*MM*, June 1942, 11
May 1942	The first soccer match occurs on new sports grounds just west of the HQ/GIS building. [For the location, see the August 1944 site plan.] P/O Mitchinson oversees gopher "slaying" at the new soccer field. A practice pitch is laid out just south of the drill hall.	*MM*, May 1942, 3, 9
Early May 1942	No. 33 EFTS (RAF) has two soccer teams: the Nomads and the Wanderers. The Nomads won both of their games against No. 32 SFTS teams, the Casuals, and the Corinthians. The Wanderers lost their first game to the Casuals. Cliff Powell of the Nomads scored the first goal in the inter-station league. The season was officially opened by Carson Buchanan, chairman of the war services auxiliary and MJ alderman, D. H. R. Heming, who is also chairman of the city recreation committee. Team members are listed. In addition to	*MM*, June 1942, 11, 29; *MM*, May 1942, 9

	the four teams from Caron and Moose Jaw, Mossbank, Assiniboia, and Weyburn will enter teams into the Southern Saskatchewan Services Soccer League (SSSSL).	
May 16, 1942	The No. 33 EFTS (RAF) Wanderers tie the team from No. 38 EFTS, Estevan, 2–2.	*MM*, June 1942, 11
May 23, 1942	The EFTS 33 Nomads beat Weyburn 2-1 in Moose Jaw.	*The Flying Gopher*, July 1942, (No. 41 SFTS), Vol. 1, No. 2, 18
May 25, 1942	P/O H. J. Lewis, sports officer at Caron, is posted to No. 32 SFTS (RAF) as its new sports officer. The *MM* (July 1942) reports this transfer and indicates that LAC Smith has taken up the responsibility of coordinating arrangements for the soccer teams in Lewis's absence.	*DD*, No. 32 SFTS (RAF); *MM*, July 1942, 35
June 13, 1942	The EFTS 33 Wanderers lost to Weyburn by a score of 3-0.	*The Flying Gopher*, July 1942, (No. 41 SFTS), Vol. 1, No. 2, 18
June 1942	Thus far, sportsmen at No. 33 EFTS (RAF) have had fun with ice hockey, basketball, tennis, badminton, golf, and soccer.	*MM*, June 1942, 11
July 1942	The No. 33 EFTS (RAF) Wanderers lose 3–0 to No. 41 SFTS, Weyburn, thus reversing their win against the same opponent several weeks ago in Moose Jaw.	*MM*, July 1942, 13
July 1942	Approximately four soccer players from No. 33 EFTS (RAF) have represented their countries on international soccer teams.	*MM*, July 1942, 35
22 July 1942	The No. 32 SFTS (RAF) Casuals come back from a 5–1 deficit to beat the No. 33 EFTS (RAF) Nomads 6–5 in a SSSSL game. The hero of the game for Moose Jaw, Art Bowles, scored three goals in the second half, including the game winner in the last minutes of the game. The line-ups for both teams are included.	*MM*, August 1942, 13
22 July 1942	A table tennis tournament is held in the theatre. The event was organized by Captain Nelson of the Salvation Army. The winners of the three divisions are listed.	*MM*, August 1942, 14
July 1942	To date, three inter-sectional softball games have been held at No. 33 EFTS (RAF). Although most of the British airmen and officers are new to the game they seem to be catching on. Teams have been fielded from the following sections: GIS, Police Service, "A" flight, Squadron 2, Flying Instructors, and "D" flight.	*MM*, August 1942, 14
July 1942	The results of the inter-sectional competitions in soccer, softball, table tennis, etc. will be aggregated and the winning section will be awarded a trophy.	*MM*, August 1942, 14
31 August 1942	Sporting competitions between the civilians and the RAF 0ccur in tennis, badminton, softball, and basketball. The station football teams cancelled all engagements [in Aug., presumably] owing to bad roads.	*DD*, No. 33 EFTS (RAF)
2 September 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that he is still playing a bit of badminton.	H. V. Peters, letters to his wife
3 September 1942	The No. 33 EFTS (RAF) softball team is soundly defeated 10–0 in the first game of the provincial playdowns; the team wisely defaults on the second game.	MJ *Times-Herald*
7 September 1942	No. 33 EFTS (RAF) loses a Labour Day football match to No. 32 SFTS, 3–1.	*DD*, No. 33 EFTS (RAF), 30 September 1942

18 September 1942	LAC Vernon Peters, writing to his wife, Vera, reports that he bowled for the first time. Unfortunately, he also squashed his right-hand ring-finger "to a pulp."	H. V. Peters, letters to his wife
23 September 1942	An inter-station sports day was held on this "relentlessly wintry" afternoon. Most of the non-track events were postponed. The No. 33 EFTS (RAF) relay team defeated the team from No. 32 SFTS and won a silver cup. The No. 32 SFTS (RAF) *DD* complained that No. 33 EFTS's "smashing victory" was because its man, Harrison, was worn down by previous events.	*DD*, No. 33 EFTS (RAF); *DD*, No. 32 SFTS (RAF)
September 1942	Ten pin and a five pin bowling teams have been entered into the Moose Jaw City League.	*DD*, No. 33 EFTS (RAF)
13 October 1942	Caron places a team into the MJ Commercial Tenpin Bowling League. League play continues through October and November.	MJ *Times-Herald*
3 November 1942	The No. 33 EFTS (RAF) tenpin bowling team defeated Eiler's in three straight games in the MJ Commercial League.	*DD*, No. 33 EFTS (RAF)
10 November 1942	The tenpin bowling team is defeated in league play.	*DD*, No. 33 EFTS (RAF)
16 November 1942	Quite a few from No. 33 EFTS (RAF) showed up in MJ expecting to see the first game of the senior men's hockey league. They were disappointed to learn that MJ will not be fielding a team this season. In its place, two teams of youngsters played—the MJ Canucks and the Regina Sea Cadets. The game was observed by about 1,000 spectators. A 180-pound MJ defenceman put on a wild-man show. He fought one of the Sea Cadets players and then was engaged by a group of sixty Sea Cadets coming over the ice at him. He waded into the battle throwing punches at everyone he could. When the rumpus died down, he was given a five-minute penalty plus a 10-minute misconduct. A fight subsequently broke out in the penalty box. In the end, the Moose Jaw Canucks won 4–3.	*MM*, December 1942, 19
November 1942	The City Police team is still unbeaten in the MJ City BB league. They recently defeated the No. 33 EFTS (RAF) team by a score of 35–22. Dr. Gordon Howden had 16 points for the winners; Mr. Angle had 10 in the losing cause.	*MM*, December 1942, 19
November 1942	By the end of the season, No. 33 EFTS's SSSSL team is in 5th place in the league with only 8 points. Estevan and Weyburn are tied atop the league with 13 points each.	*The Flying Gopher* (No. 41 SFTS), Vol. 1, No. 6, 46.
27 November 1942	The Tenpin Bowling League continues through January 1943 with no break for the holidays.	MJ *Times-Herald*
December 1942	Many of those at No. 33 EFTS (RAF) take the evening bus to the MJ rink for skating.	*MM*, December 1942, 33
December 1942	The badminton club is ready for the winter. They are already playing and planning tournaments and other competitions.	*MM*, December 1942, 33
5 December 1942	The outdoor ice rink is officially opened. Bill McCready, head of W&B, is commended for his assistance. [Hank McDowell reported that he worked for Mr. McCready.] Rules of the rink are listed. Ice times will be posted in the canteen, girl's lounge, and the rink shack.	*DD*, No. 33 EFTS (RAF); *MM*, January 1943, 27
8 December 1942	The tenpin bowling team from Caron lost to Joyners in the MJ Commercial League. [It appears that Joyners did not have a team in this league.]	*DD*, No. 33 EFTS (RAF)

10 December 1942	The basketball team from Caron wins its second game of the season, 19–16, against the Prairie Airways team. They now have 2 wins and a tie after 9 games.	MJ *Times-Herald*
19 December 1942	No. 33 EFTS (RAF) enters a team in the MJ Commercial Hockey League. Team fees for the season are $30. In their first game, No. 33 EFTS (RAF) loses to No. 32 SFTS (Moose Jaw) by a score of 7–1.	MJ *Times-Herald*
24 December 1942	No. 33 EFTS (RAF) basketball team defeats the Kings Own Rifles of Canada (KORC), the army reservists, by a score of 27–9. Scoring for No. 33 EFTS (RAF): Hampton (4 pts); Becott (6 pts); Angle (3 pts); Mayovski (12 pts); and, McAllister (2 pts).	MJ *Times-Herald*
30 December 1942	In tenpin bowling, the No. 33 EFTS (RAF) team scores as follows in league action: Porter: 392/3 games; Beratlino: 344; Dreigel: 318; Dawes: 553. The team handicap = 468.	MJ *Times-Herald*
14 January 1943	The No. 33 EFTS (RAF) basketball team beats Prairie Airways 25–14, keeping them solidly in second place in the city league.	MJ *Times-Herald*
January 1943	The new ice rink is ready for use—if only the heavy snows would let up. Besides local volunteers, No. 4 TC and the BBFTS contributed financial support to the project. By AFHQ policy, schools with under 800 personnel were entitled to $500 for a skating rink. All other funds had to be raised privately.	*MM*, Jan. 1943, 27; *Hist. Constr. Eng.*, IV, 18
January 1943	The badminton club practices regularly on Tuesday and Thursday evenings as well as Sunday afternoons. About 20 persons are already active; more are invited. An intermural tournament has already identified some topnotch players. Future tournaments against No. 32 SFTS and other Moose Jaw teams are anticipated.	*MM*, Jan. 1943, 33
27 January 1943	The No. 33 EFTS (RAF) tenpin bowling team winds up in last place when league play ends.	MJ *Times-Herald*
24 February 1943	A badminton tournament is held in the drill hall.	*DD*, No. 33 EFTS (RAF)
25 February 1943 4 March 1943	The No. 33 EFTS (RAF) basketball team is upset in two playoff games by the KORC of MJ.	MJ *Times-Herald*
23 March 1943	A darts tournament is held in the theatre.	*DD*, No. 33 EFTS (RAF)
24 March 1943	No. 33 EFTS (RAF) enters a bowling team in the spring tenpin league.	MJ *Times-Herald*
24, 25 March 1943	The No. 33 EFTS (RAF) basketball team wins the first game of the provincial playdowns with Regina Navy but loses the second game by a greater margin than it won the first, and thus loses the two-game, total point, series.	MJ *Times-Herald*
15 April 1943	No. 33 EFTS (RAF) enters a team in the Moose Jaw men's softball league.	MJ *Times-Herald*
13 May 1943	No. 33 EFTS (RAF) suffers its second defeat in as many matches in the SSSSL. Team members include Owen, Norton, Kelly, Mahoney, Best, Lisner, Stewart, Ruston, Thompson, Pope, and Mason.	MJ *Times-Herald*
22 May 1943	No. 38 SFTS, Estevan, defeats Caron in SSSSL action, by a score of 9–1.	RCAFORB, reel C-12357, image 671
May 1943	The Salvation Army Canadian war services red shield newsletter reports that "the softball team is considering entering the Southern Saskatchewan Softball League. The Soccer Club is well in evidence and	RG24, vol. 3472; ODF, 149

	the indoor games are all well patronized. The Supervisor aims to keep the boys in good trim and provides plenty of opportunity for their recreation and relaxation."	
6 June 1943	No. 33 EFTS (RAF) loses 6–2 to Weyburn in the SSSSL. The game was played at the Exhibition Grounds in Weyburn. Caron's team members include Haines, Norton, Pope, Best, Thompson, Askew, Rushton, Stewart, Smedley, Mortimer, and Mason.	MJ *Times-Herald*; RCAFORB, reel C-12357, images 1310, 1320
12 June 1943	A SSSSL football match between No. 39 SFTS, Swift Current, and No. 33 EFTS was played in Moose Jaw. It ended in a 2–2 draw.	RCAFORB, reel C-12357, image 966
26 June 1943	No. 33 EFTS defeated No. 34 EFTS, Assiniboia, by a score of 4–1 in a football match.	RCAFORB, reel C-12340, image 792
June 1943	Pictures of the "Gymnasts of 33 EFTS" are published in the *Tailspin.*	*TT*, June 1943, 27
10 July 1943	No. 33 EFTS (RAF) plays a cricket match against the Regina RCMP, losing 71–68. The team was entertained by the RCMP after the match.	*DD*, No. 33 EFTS (RAF); *TT*, August 1943, 21
11 July 1943	No. 33 EFTS (RAF) is scheduled to play Swift Current in the SSSSL on the Saturday following (17 July).	MJ *Times-Herald*
22 July 1943	No. 33 EFTS loses 1–0 to No. 32 SFTS in the SSSSL. Caron's team members include Owen, Kelly, Greenwood, Fraser, Blue, Best, Mason, Tough, Faggiter, Needham, and MacDonald.	MJ *Times-Herald*
August 1943	A report is given on the first seven games played by the No. 33 EFTS soccer team, including their improved performance over the past three games.	*TT*, August 1943, 15
13 August 1943	No. 33 EFTS (RAF) swimmers participate in exhibition races. Both men's and women's teams are entered.	MJ *Times-Herald*
19 August 1943	No. 41 SFTS, Weyburn, defeats No. 33 EFTS 4–1 in SSSSL action. Caron's team members include Sheppard, Kelly, Thomson, Fraser, Best, Mason, Mahoney, Hayward, Faggiter, Mortimer and Flynn.	MJ *Times-Herald*; RCAFORB, reel C-12357, image 1341
22 August 1943	No. 33 EFTS loses a cricket match against No. 34 EFTS, Assiniboia, by a score of 52–99 for 6.	RCAFORB, reel C-12340, image 804
24 August 1943	No. 33 EFTS loses a soccer match to No. 39 SFTS, Swift Current, by a score of 15–0.	RCAFORB, reel C-12357, image 1002
27 August 1943	No. 33 EFTS swimmers are entered into the Moose Jaw Aquatic Club meet.	MJ *Times-Herald*
15 September 1943	No. 33 EFTS defeats No. 34 EFTS, Assiniboia, by a score of 1–0 in a football match.	RCAFORB, reel C-12340, image 810
16 September 1943	No. 33 EFTS plays No. 32 SFTS, Moose Jaw, in the first round of the SSSSL playoffs. The ultimate winner of the 6-team playoffs will face the Manitoba and Alberta champions for the western championship.	MJ *Times-Herald*
20 September 1943	No. 33 EFTS loses 3–0 to No. 32 SFTS and is thus eliminated from the SSSSL playoffs. Outstanding play by No. 33 EFTS goalie, Trevor Owens, prevents a much more lopsided loss. Caron's team members include Owen, McCreadie, Redfern, Osborne, Thompson, MacDiarmid, Masters, Morris, Miller, Mortimer and Young.	MJ *Times-Herald*

2 October 1943	No. 38 SFTS, Estevan, loses to No. 41 SFTS, Weyburn, by a score of 2–1 in the SSSSL championship game. On 30 October 1943 in Calgary, Weyburn, the Saskatchewan champion, played against No. 36 SFTS, Penhold, the champion of the Alberta Football League. Weyburn won by a score of 5–2.	RCAFORB, reel C-12357, images 1377, 1384, 1388, 1406
26 October 1943	No. 33 EFTS (RAF) bowlers compete in the MJ Commercial Tenpin Bowling League. Scores for three games include: McAllister, 413; Reid, 471; Dickson, 433; Bayetin, 403; Dawes, 475. Team handicap = 549.	MJ *Times-Herald*
31 October 1943	Inter-section sports are supervised by the unit sports officer, F/L W. G. Code, assisted by the PTI SGT T. Kent.	*DD*, No. 33 EFTS (RAF)
2 November 1943	Inter-sectional badminton match is held: the NCOs defeat the student pilots.	*DD*, No. 33 EFTS (RAF)
2 November 1943	No. 33 EFTS's bowling team wins unexpectedly, thus pulling them out of the league basement by one point.	MJ *Times-Herald*
3 November 1943	F/L W. Code, No. 33 EFTS's sports officer, attends a No. 4 TC eastern zone sports committee meeting in Moose Jaw to arrange fixtures for basketball and hockey leagues.	*DD*, No. 33 EFTS (RAF)
4 November 1943	F/L W. Code, officer in charge of sports, proceeds to No. 4 TC in connection with sports equipment and unit facilities.	*DD*, No. 33 EFTS (RAF)
8 November 1943	F/L W. Code held a general sports meeting to organize an inter-sectional basketball league.	*DD*, No. 33 EFTS (RAF)
11 November 1943	The NCOs defeat the officers in an inter-sectional basketball league game.	*DD*, No. 33 EFTS (RAF)
14 November 1943	The officers defeat the NCOs in an inter-sectional badminton match.	*DD*, No. 33 EFTS (RAF)
16 November 1943	The civilians "drew with" [tied] the servicemen in an inter-sectional basketball match.	*DD*, No. 33 EFTS (RAF)
19 November 1943	The No. 33 EFTS basketball team practices in the drill hall.	*DD*, No. 33 EFTS (RAF)
21 November 1943	The No. 33 EFTS basketball team practices in the drill hall.	*DD*, No. 33 EFTS (RAF)
22 November 1943	Lights are installed at the outdoor ice rink and the ground is prepared for flooding.	*DD*, No. 33 EFTS (RAF)
23 November 1943	The No. 33 EFTS basketball team practices in the drill hall.	*DD*, No. 33 EFTS (RAF)
25 November 1943	The HQ defeats the NCOs in an inter-sectional badminton match.	*DD*, No. 33 EFTS (RAF)
28 November 1943	The officers defeat the HQ in an inter-sectional badminton match.	*DD*, No. 33 EFTS (RAF)
29 November 1943	The No. 33 EFTS basketball team practices in the drill hall.	*DD*, No. 33 EFTS (RAF)
30 November 1943	The outdoor ice rink is flooded.	*DD*, No. 33 EFTS (RAF)
30 November 1943	Prairie Airways defeats No. 33 EFTS in a badminton match in the drill hall.	*DD*, No. 33 EFTS (RAF)
30 November 1943	During this month, F/L W. Code, Link instructor, assumed the duties of officer in charge, sports, and under his guidance considerable activity took place in basketball and badminton. All inter-sectional league in both sports provided very keen competition. F/L Code attended the eastern zone sports committee [of the No. 4 TC league] meeting in Moose Jaw and drew up a fixture list for inter-sectional basketball which should provide some very interesting matches, provided that the transportation problem does not prove insurmountable.	*DD*, No. 33 EFTS (RAF)

4 December 1943	The No. 33 EFTS basketball team defeats No. 32 SFTS 34–19, in an inter-zone basketball league game.	*DD*, No. 32 SFTS (RAF)
7 December 1943	No. 33 EFTS tenpin bowlers now sit atop the MJ Commercial league after an impressive team score of 3035.	MJ *Times-Herald*
11 December 1943	No. 33 EFTS lost a home basketball match to No. 39 SFTS, Swift Current, by a score of 22–12.	RCAFORB, reel C-12357, image 1080
14 December 1943	The No. 33 EFTS tenpin bowlers are now ahead by one point in the tenpin bowling league.	MJ *Times-Herald*
31 December 1943	During this month, sports at No. 33 EFTS (RAF) were severely curtailed due to a lack of personnel. Competition was confined principally to individual matches.	*DD*, No. 33 EFTS (RAF)
11 January 1944	The No. 33 EFTS tenpin bowlers continue to win.	MJ *Times-Herald*
18 January 1944	The No. 33 EFTS tenpin bowlers fall into fourth place in the MJ Commercial Bowling League.	MJ *Times-Herald*
25 January 1944	The No. 33 EFTS tenpin bowlers are soundly defeated.	MJ *Times-Herald*
15 February 1944	The No. 33 EFTS tenpin bowlers are defeated in an “off night.”	MJ *Times-Herald*

Date	No. 33 EFTS (RAF) Religious Services	References
24 February 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that a new padre has arrived from England. He had been a Rover (cf. the Boy Scouts) [as has Peters] and a producer of stage shows.	H. V. Peters, letters to his wife
25 February 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that he is now reading the lesson in the Sunday [evening] church service held in the YMCA canteen.	H. V. Peters, letters to his wife
25 February 1942	Padre S/L Rev. Frederick Francis Le Brun Crankshaw arrived on base.	*DD*, No. 33 EFTS (RAF)
3 March 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that he recently organized a church service at the base. The padre left the YMCA and cancelled the service even before it began due to the filthy conditions in the buildings and because nothing was set up. Peters and about a dozen airmen cleaned up. When everything was in readiness, they invited the padre back to lead the service—and he did.	H. V. Peters, letters to his wife
30 March 1942	LAC Vernon Peters, in writing to his wife, Vera, indicated that he is attending Sunday evening church services more regularly than before.	H. V. Peters, letters to his wife
April 1942	A room in the theatre [at the back of the balcony (see 20 May 1942 entry)], is set aside as a sanctuary or small chapel.	*MM*, April 1942, 5
May 1942	Padre Crankshaw holds Sunday evening services in the theatre. These services are followed by a travel film designed to educate the airmen on the attractions of Canada.	*MM*, May 1942, 5
20 May 1942	LAC Vernon Peters, in writing to his wife, Vera, indicates that the space set aside in the theatre for the sanctuary/chapel is in a room at the back of the balcony. The room includes a little oak altar and rail.	H. V. Peters, letters to his wife
July 1942	Padre Crankshaw departs for P.E.I. The *MM* article includes his biography. H. V. Peters reports in a 16 June 1943 letter to his wife, Vera, that Padre Crankshaw is now the command padre at Ferry Command.	*MM*, July 1942, 3, 5
20 August 1942	W/C G. W. J. Gresom, staff chaplain, visited No. 33 EFTS.	*DD*, No. 33 EFTS (RAF)
October 1942	Padre R. H. Vernon Vivian has been assigned to serve the spiritual needs of Caron and Assiniboia, even though he is still officially attached to No. 32 SFTS, Moose Jaw. It appears that he will only be able to conduct services at Caron every other week. A brief biography of Padre Vivian is given by the editor.	*MM*, October 1942, 5
15 October 1942	S/L B. S. Millar, No. 4 TC padre, visited No. 33 EFTS.	*DD*, No. 33 EFTS (RAF)
19 October 1942	LAC Vernon Peters, in writing to his wife, Vera, indicated that he has been pressed into leading the Sunday morning church service by Jack Nelson (of the Salvation Army) who is compelled to be away. Peters picks out a few records and plays them from the projection room in the balcony. The service consisted of recorded sacred music and many readings and read prayers. About a dozen attended. After having to conduct a musical appreciation program and now a church service at the last minute, Peters queries: “I can’t think why they pick on me.”	H. V. Peters, letters to his wife
30 October 1942	The padre, who only comes to No. 33 EFTS every other week has asked Vernon Peters to conduct services on his week away. Peters plays some well-chosen records, reads the Prayer Book over the microphone, and other “inspirational” pieces (from the *Readers’ Digest*, for instance).	H. V. Peters, letters to his wife

5 November 1942	S/L Vernon R. H. Vivian, padre, No. 33 EFTS, reported on temporary duty from his parent unit (No. 34 EFTS, Assiniboia). [Cf. this with the claim above that his parent unit was No. 32 SFTS]	*DD*, No. 33 EFTS (RAF)
10 November 1942	S/L Vivian, padre, returns to parent unit (No. 34 EFTS, Assiniboia) on cessation of temporary duty at No. 33 EFTS.	*DD*, No. 33 EFTS (RAF)
28 November 1942	W/C Rev. J. Rossie-Brown (service no. 90202), AFHQ padre, visits No. 33 EFTS.	*DD*, No. 33 EFTS (RAF)
November 1942	The station chapel holds its first christening. Those in attendance are listed.	*MM*, November 1942, 21
1 December 1942	W/C J. Lavin, staff Roman Catholic padre, visits No. 33 EFTS.	*DD*, No. 33 EFTS (RAF)
7 March 1943	A church parade is held for No. 1 Sqdn. at 1400 hours. S/L Vernon R. H. Vivian conducts the service.	*DD*, No. 33 EFTS (RAF)
21 March 1943	A church parade is held for No. 2 Sqdn. at 1100 hours. S/L Vernon R. H. Vivian and Captain Hewitt, of the Salvation Army, conduct the service.	*DD*, No. 33 EFTS (RAF)
20 May 1943	S/L Norman Slaughter reports to No. 33 EFTS (RAF) as padre. His parent unit is No. 32 SFTS.	*DD*, No. 33 EFTS (RAF)
6 June 1943	A new padre has arrived—a Methodist, by the name of Norman Slaughter. He trained at Oxford and Richmond. He preached for a time in Bristol. Regrettably, he is only at No. 33 EFTS part-time. CPL Vernon Peters took the new padre on a horse ride.	H. V. Peters, letters to his wife
17 June 1943	S/L J. G. Sperling, No. 4 TC chaplain, visited No. 33 EFTS.	*DD*, No. 33 EFTS (RAF)
29 August 1943	A church parade was held in the theatre.	*DD*, No. 33 EFTS (RAF)
10 October 1943	Rev. S/L J. Aydon, AFHQ, and Rev. S/L J. Sumner of No. 32 SFTS, the RC chaplain, visited No. 33 EFTS and said mass in the navigation lecture room [in the GIS building].	*DD*, No. 33 EFTS (RAF)
31 October 1943	Rev. S/L J. Sumner visits No. 33 EFTS every Sunday morning to conduct mass for RC personnel. Rev. S/L D. C. Mitchell spends alternating weeks at No. 33 EFTS—the other weeks are spent at No. 34 EFTS, Assiniboia.	*DD*, No. 33 EFTS (RAF)
30 November 1943	Rev. S/L D. C. Mitchell conducted the usual Church of England Church parades on alternate Sundays. The attendance at both services was approximately 50% of No. 33 EFTS personnel. On the alternate Sundays, the padre carried out similar duties at No. 34 EFTS (RAF), Assiniboia. Rev. S/L J. Sumner said mass for RC personnel every Sunday.	*DD*, No 33 EFTS (RAF)
31 December 1943	The usual Church of England church parades were carried out by the Rev. S/L Mitchell. Roman Catholic church parades were conducted by Rev. S/L J. Sumner of No. 32 SFTS.	*DD*, No. 33 EFTS (RAF)
Undated	According to Gordon and Evangeline Deagle, the church services at No. 33 EFTS were open to local people.	Gordon and Evangeline Deagle interview

Date	No. 33 EFTS (RAF) Visiting Personnel	References
1 December 1941	F/L A. S. Turnbull, No. 4 TC security officer, visited No. 33 EFTS (RAF) to inspect the security guards.	*DD*, No. 4 TC HQ
17 December 1941	F/L G. A. Brickenden, No. 4 TC auxiliary services officer, is the first visitor. He comes to help make the airbase as comfortable as possible as soon as possible.	*DD*, No. 33 EFTS (RAF)
2 February 1942	Inspector General A/V/M G. M. Croil, AFC, and his staff, inspect No. 33 EFTS (RAF). See entry under No. 33 EFTS (RAF) Operations (above).	*DD*, No. 33 EFTS (RAF)
February 1942	Visitors for the month include: S/L C. O. Shelfoon, CFS Trenton, F/L T. Jenkins (service no. C4304), No. 4 TC fire prevention officer, and S/L C. A. Cook, No. 4 TC SAEO.	*DD*, No. 33 EFTS (RAF)
6 March 1942	The following officers from No. 4 TC visited: S/L D. R. Easton; F/L N. N. Gill; S/: E. S. Howard; and, F/L G. A. Brickenden	*DD*, No. 33 EFTS (RAF)
13 March 1942	S/L Geach, No. 34 EFTS (RAF), Assiniboia, paid a visit to compare the general administration of the base with his base.	*DD*, No. 33 EFTS (RAF)
17 April 1942	S/L Gladden, No. 4 TC, visited on the same day as a massive dust storm.	*DD*, No. 33 EFTS (RAF)
20 April 1942	F/L A. S. McNeil, No. 4 TC, visited.	*DD*, No. 33 EFTS (RAF)
24 April 1942	F/L MacBain, W&B officer, Ottawa, visited.	*DD*, No. 33 EFTS (RAF)
28 April 1942	W/C K. Gray and Rev. W/C J. Rossie-Brown, No. 4 TC chaplain, visited.	*DD*, No. 33 EFTS (RAF)
11 May 1942	G/C P. R. Hampton inspected several airbases including No. 33 EFTS (RAF).	*DD*, No. 4 TC HQ
19 May 1942	G/C Flinn, No. 4 TC, visited to arrange the details necessary for the civilian takeover.	*DD*, No. 33 EFTS (RAF)
3 June 1942	A/M P. R. Garrod, AOC, No. 4 TC, and A/V/M R. Leckie visited several bases on this day including No. 33 EFTS (RAF).	*DD*, No. 4 TC HQ
22 July 1942	F/L J. C. Cadell (service no. 61601) reported on temporary duty from No. 4 TC.	*DD*, No. 33 EFTS (RAF)
24 July 1942	No. 2 Visiting Flight, RCAF Trenton, under the command of S/L W. M. Foster, arrived at 1520 hours. The flight departed for No. 34 EFTS RAF, Assiniboia, on 28 July 1942 at 1500 hours.	*DD*, No. 33 EFTS (RAF)
25 July 1942	S/L Lee and F/L G. A. P. Brickenden, No. 4 TC auxiliary services officers, visited.	*DD*, No. 33 EFTS (RAF)
27 July 1942	G/C Collins, deputy air member for personnel, visited for consultations with the civilian manager and the officer in charge.	*DD*, No. 33 EFTS (RAF)
6 August 1942	G/C C. H. Flinn, No. 4 TC, and Mr. D. K. Yorath, general manager of No. 5 EFTS, Lethbridge, visited.	*DD*, No. 33 EFTS (RAF)
19 August 1942	A/V/M Earl Godfrey, MC, AFC, deputy inspector general, visited. [A picture of some of the No. 33 EFTS (RAF) staff with A/V/M Godfrey was included in the October issue of the *MM*].	*DD*, No. 33 EFTS (RAF)
20 August 1942	W/C G. W. J. Gresom, No. 4 TC staff chaplain, visited.	*DD*, No. 33 EFTS (RAF)
20 August 1942	F/L D. B. Rees, No. 4 TC W&B, and F/O McKnight, AFHQ, visited to inspect the runways.	*DD*, No. 33 EFTS (RAF)

11 September 1942	G/C Banting, UKALM, G/C C. H. Flinn, No. 4 TC, and S/L Widdows, No. 4 TC RAF personnel officer, visited.	*DD*, No. 33 EFTS (RAF)
26 September 1942	S/L Millington, DAPS, RCAF HQ, visited to discuss personnel problems.	*DD*, No. 33 EFTS (RAF)
15 October 1942	S/L B. S. Millar, No. 4 TC padre, visited.	*DD*, No. 33 EFTS (RAF)
26 October 1942	F/L Gardiner, No. 4 TC surplus equipment board, visited.	*DD*, No. 33 EFTS (RAF)
27 October 1942	S/L Gladden and F/L D. B. Rees, No. 4 TC, visited. They comprised the board of officers taking over the runways.	*DD*, No. 33 EFTS (RAF)
October 1942	The director general of medical services visited. After a favourable review, the station hospital can now offer full medical and hospitalization services to the civilian personnel on base.	*MM*, October 1942, 25
2 November 1942	No. 4 Visiting Flight, CFS, Trenton, arrived under the command of S/L H. H. Langford (service no. C485). Their purpose was to test instructors and their methods of instruction as well as to ascertain and report on the progress and standards of training. In addition to S/L Langford, the party included F/L G. M. Gillespie (service no. C2004), F/L J. A. Munn (service no. C3923), P/O D. G. Laidler (service no. J10364), and F/L G. G. M. Barrett (service no. 43344). They departed on 7 November 1942 for No. 34 EFTS, Assiniboia.	*DD*, No. 33 EFTS (RAF); RCAFORB, reel C-12340, image 755
7 November 1942	S/L D. R. Easton (service no. C4172), No. 4 TC PMO, arrived.	*DD*, No. 33 EFTS (RAF)
28 November 1942	W/C Rev. Rossie-Brown, No. 4 TC padre, visited.	*DD*, No. 33 EFTS (RAF)
1 December 1942	W/C J. Lavin, No. 4 TC Roman Catholic chaplain, visited.	*DD*, No. 33 EFTS (RAF)
7 December 1942	F/O Hardie, No. 4 TC assistant examination officer, visited.	*DD*, No. 33 EFTS (RAF)
11 December 1942	F/L Jenkins, No. 4 TC fire prevention officer, visited.	*DD*, No. 33 EFTS (RAF)
13 December 1942	On this date, LAC Thomas Gerald Kvapilik (b. 1921; service no. R.225056), of No. 34 EFTS (Assiniboia), while attempting a cross-country flight to No. 33 EFTS, crashed one mile east of Lillestrom, SK. His body was discovered in his burnt-out Tiger Moth # 1194 twelve days later. He was buried in Limerick, SK.	*Canadian Virtual War Memorial*
21 December 1942	A/C/M Sir Arthur Longmore, GCB, DSO, the highest ranking official to visit Caron, arrived. He was accompanied by G/C A. Ellis, CBM.	*DD*, No. 33 EFTS (RAF); *MM*, January 1943, 27
6 January 1943	S/L J. Blunden, No. 4 TC navigation officer, reported on temporary duty.	*DD*, No. 33 EFTS (RAF)
14 January 1943	S/L J. H. Baillie, No. 4 TC hygiene officer, visited.	*DD*, No. 33 EFTS (RAF)
22 January 1943	F/L H. A. Sloane, No. 4 TC MT officer, visited.	*DD*, No. 33 EFTS (RAF)
25 January 1943	P/O J. A. R. Stevenson, conducting officer, arrived.	*DD*, No. 33 EFTS (RAF)
29 January 1943	A/C H. J. Collins, AFHQ, G/C H. P. Crabb, No. 4 TC, and S/L J. S. Widdows, No. 4 TC, visited.	*DD*, No. 33 EFTS (RAF)
4 February 1943	A/C A. L. Paxton, AFC, AFHQ, and G/C C. H. Flinn, No. 4 TC, visited.	*DD*, No. 33 EFTS (RAF)
5 February 1943	G/C C. C. Banting and G/C F. J. Fogarty, AFC, AFHQ, visited.	*DD*, No. 33 EFTS (RAF)

17 February 1943	S/L G. M. Hamilton (service no. C3833), No. 4 TC auxiliary services officer, and P/O M. J. Irwin, No. 4 TC canteen officer, visited.	*DD*, No. 33 EFTS (RAF)
25 February 1943	Professor Myers, air ministry statistics department, arrived by air at 1330 hours. That same afternoon he gave a lecture before the flight commanders and instructors.	*DD*, No. 33 EFTS (RAF)
2 March 1943	G/C P. R. Hampton, No. 4 TC senior personnel staff officer, visited. He discussed personnel matters with the civilian manager and CFI	*DD*, No. 33 EFTS (RAF)
3 March 1943	S/L J. Blunden, No. 4 TC navigation officer, visited to confer with the CFI and CGI on navigational instruction and to give a lecture before all flying instructors.	*DD*, No. 33 EFTS (RAF)
5 March 1943	S/L W. K. Stewart and S/L C. Gilson, RAF medical officers, visited to inspect flying clothing and interview instructors regarding the same.	*DD*, No. 33 EFTS (RAF)
7 March 1943	F/L Caschler and F/O Johnston, armament visiting flight, arrived. They departed for No. 34 EFTS, Assiniboia, the following day.	*DD*, No. 33 EFTS (RAF)
9 March 1943	SGT James, No. 10 Repair Depot, Calgary, arrived on temporary duty to inspect the Link trainer instruments. He returned to Calgary on 11 March 1943.	*DD*, No. 33 EFTS (RAF)
30 March 1943	W/C Cook, No. 4 TC, and Mr. Cheeney, Fleet Aircraft Company, visited to discuss maintenance matters with the engineer officer, Mr. Angle.	*DD*, No. 33 EFTS (RAF)
1 April 1943	P/O Shill, No. 4 TC, visited to inspect the main stores equipment.	*DD*, No. 33 EFTS (RAF)
6 April 1943	W/C J. L. Jackson, S/L J. S. Widdows, F/L J. M. V. Hambright, and F/L Wittup visited. They discussed matters related to personnel, air staff, and Link training. They left in the afternoon for Regina.	*DD*, No. 33 EFTS (RAF)
15 April 1943	Professor J. W. C. McEvan, University of Saskatchewan, gave a lecture entitled “Blazing the Trail in the Agricultural West” in the sergeants’ lounge.	*DD*, No. 33 EFTS (RAF)
16 April 1943	Colonel Drewery, No. 4 TC dental officer, visited.	*DD*, No. 33 EFTS (RAF)
20 April 1943	F/L Marriott, No. 34 SFTS, Medicine Hat, W&B officer, visited in connection with the board of officers [looking after the runways? See *DD*, No. 33 EFTS (RAF), 27 October 1942].	*DD*, No. 33 EFTS (RAF)
23 April 1943	S/L J. H. Baillie, No. 4 TC hygiene officer, visited on an inspection.	*DD*, No. 33 EFTS (RAF)
28 April 1943	G/C G. A. Davidson, No. 4 TC W&B officer, visited.	*DD*, No. 33 EFTS (RAF)
28 April 1943	A/V/M G. R. Howsam, AOC, No. 4 TC, arrived at 1530 hours.	*DD*, No. 33 EFTS (RAF)
28 April 1943	S. L. de Cartaret, deputy minister of defence for air, A/V/M R. R. Collard, and W/C Kennedy, AFC, arrived at 1600 hours. [For more information on A/V/M Collard, see the “Winter 1939–40” entry under “BCATP Planning, Finance & Operations” (above).] Deputy Minister de Carteret inspected parts of the base and later addressed the officers about the combined air training plan. A/V/M Howsam also addressed the officers. The party departed by air at 1750 hours.	*DD*, No. 33 EFTS (RAF)
30 April 1943	W/C E. J. Ellis, No. 4 TC air staff, visited.	*DD*, No. 33 EFTS (RAF)

4 May 1943	F/L McClellan, No. 4 TC W&B, visited to inspect the water and sewage systems.	*DD*, No. 33 EFTS (RAF)
5 May 1943	S/L Rees, No. 4 TC W&B, visited in connection with aerodrome surface and tree planting.	*DD*, No. 33 EFTS (RAF)
10 May 1943	S/L S. Jackson, AFHQ and S/L J. S. Widdows, No. 4 TC, visited to discuss routine matters of postings and personnel.	*DD*, No. 33 EFTS (RAF)
15 May 1943	A/V/M Colyer, Mr. G. W. Dyke, UKALM, and S/L J. S. Widdows, No. 4 TC, visited in connection with personnel matters.	*DD*, No. 33 EFTS (RAF)
21 May 1943	F/L Osler, No. 2 FIS, Vulcan, AB, reported on temporary duty to investigate technical difficulties with the Cornell aircraft. He departed on 23 May 1943.	*DD*, No. 33 EFTS (RAF)
22 May 1943	S/L G. M. Homerton (C3833), No. 4 TC, visited in connection with auxiliary services.	*DD*, No. 33 EFTS (RAF)
25 May 1943	W/C C. A. Cook (service no. C1388), No. 4 TC engineer officer, and Mr. S. Knowles, Ranger [Aero-Engine] engineer, visited.	*DD*, No. 33 EFTS (RAF)
27 May 1943	F/O S. T. Malach (service no. C11380), No. 4 TC, visited in connection with aircraft recognition procedures.	*DD*, No. 33 EFTS (RAF)
27 May 1943	Mr. J. L. Apedaile, civilian schools financial advisor, visited.	*DD*, No. 33 EFTS (RAF
27 May 1943	G/C Davidson, No. 4 TC W&B, made a routine visit.	*DD*, No. 33 EFTS (RAF)
3 June 1943	A/V/M G. R. Howsam, AOC, No. 4 TC, called informally and stayed for lunch.	*DD*, No. 33 EFTS (RAF)
9 June 1943	F/L J. F. James and F/O Swenson [sp?], No. 4 Care and Maintenance Unit, visited in connection with road maintenance and general repairs at the Boharm relief landing ground.	*DD*, No. 33 EFTS (RAF)
10 June 1943	F/L Hanbridge, No. 4 TC, visited to discuss training matters.	*DD*, No. 33 EFTS (RAF)
12 June 1943	F/L A. C. Bentley, DAPS, visited in connection with personnel matters.	*DD*, No. 33 EFTS (RAF)
16 June 1943	F/L F. P. Downie [sp?], No. 4 TC physical training officer, visited in connection with drill and physical training matters.	*DD*, No. 33 EFTS (RAF)
22 June 1943	S/L T. C. Anderson (service no. C2682), No. 4 TC engineer officer, visited to discuss technical matters.	*DD*, No. 33 EFTS (RAF)
24 June 1943	G/C Douglas Iron, OBE, No. 37 SFTS (RAF), Calgary, departed by air for Caron for presidential duties in connection with Felix McKnight's General Court Martial.	RCAFORB, reel C-12357, image 386
29 June 1943	F/L McQueen and F/O Malach, No. 4 TC aircraft recognition supervisors, visited to discuss general matters related to aircraft recognition procedures.	*DD*, No. 33 EFTS (RAF)
29 June 1943	F/L J. F. James, No. 4 Care and Maintenance Unit, visited for the purpose of carrying out an inspection.	*DD*, No. 33 EFTS (RAF)
9 July 1943	F/L G. Roberts, No. 4 TC equipment officer, visited in connection with equipment matters.	*DD*, No. 33 EFTS (RAF)
13 July 1943	S/L Manning, No. 4 construction and maintenance unit, visited.	*DD*, No. 33 EFTS (RAF)
14 July 1943	W/C Cook, No. 4 TC, visited to discuss engineering matters.	*DD*, No. 33 EFTS (RAF)

14 July 1943	F/L Jenkins, No. 4 TC fire prevention officer, visited for a routine inspection.	*DD*, No. 33 EFTS (RAF)
17 July 1943	A/C Collins, UKALM, G/C C. H. Flinn, and S/L J. S. Widdows, MBE, No. 4 TC, visited to discuss personnel matters.	*DD*, No. 33 EFTS (RAF)
20 July 1943	S/L W. B. Thompson, HQFTC, and F/L Hanbridge, No. 4 TC, visited to discuss training matters.	*DD*, No. 33 EFTS (RAF)
20 July 1943	F/L H. Wittup, No. 4 TC, visited in connection with Link training matters.	*DD*, No. 33 EFTS (RAF)
30 July 1943	F/L Malach, No. 4 TC aircraft recognition officer, visited.	*DD*, No. 33 EFTS (RAF)
2 August 1943	F/L Donaldson, No. 4 TC, visited in connection with hygiene matters.	*DD*, No. 33 EFTS (RAF)
2 August 1943	Mr. E. L. Holliday, Canadian Legion war services (educational), visited.	*DD*, No. 33 EFTS (RAF)
13 August 1943	F/L Beat (?), auxiliary services, reported on temporary duty.	*DD*, No. 33 EFTS (RAF)
19 August 1943	F/O M. S. Clark, No. 4 TC, visited to discuss messing matters.	*DD*, No. 33 EFTS (RAF)
24 August 1943	Mr. Gibson, Saskatchewan dept. of agriculture, visited in connection with tree planting.	*DD*, No. 33 EFTS (RAF)
27 August 1943	The OC, RAF personnel, inspected the airmen's quarters, dining hall, and canteen.	*DD*, No. 33 EFTS (RAF)
28 August 1943	The OC, RAF personnel, inspected the officers' and NCO's messes and quarters.	*DD*, No. 33 EFTS (RAF)
29 August 1943	A/V/M L. D. D. McKean, CB, OBE, liaison officer-in-chief, UKALM, and W/C E. J. Ellis (service no. 19109), No. 4 TC, inspected No. 33 EFTS (RAF) before departing for No. 32 SFTS (RAF), Moose Jaw.	*DD*, No. 33 EFTS (RAF)
4 October 1943	F. M. Funk, No. 4 TC auxiliary services section officer, visited in connection with the repatriation of RAF families.	*DD*, No. 33 EFS (RAF)
5 October 1943	F/L Woolley (service no. C6877), No. 4 TC re-selection officer, visited to discuss general matters related to pupil re-selection.	*DD*, No. 33 EFTS (RAF)
10 October 1943	Rev. S/L J. Aydon, AFHQ, and Rev. S/L J. Sumner, RC chaplain, No. 32 SFTS, visited and said mass in the GIS navigation lecture room.	*DD*, No. 33 EFTS (RAF)
14 October 1943	F/O Irwin, No. 4 TC auxiliary services officer, reported from No. 32 SFTS to discuss auxiliary services problems with Captain Hewitt, Salvation Army, the welfare committee representative.	*DD*, No. 33 EFTS (RAF)
14 October 1943	F/L R. C. Ward, No. 4 TC technical officer, reported from No. 15 EFTS to discuss technical and spares matters with Mr. Sambrook, engineer officer.	*DD*, No. 33 EFTS (RAF)
17 October 1943	F/O J. Barton, No. 4 TC navigation officer, reported in connection with navigation instruction.	*DD*, No. 33 EFTS (RAF)
21 October 1943	A/V/M A. A. L. Cuffe, deputy inspector general, G/C C. H. Flinn, No. 4 TC, and F/L E. H. Carson, PA to DIG, carried out an inspection. A station parade was held at 1430 hours and an inspection of personnel was carried out by the DIG after which he took the salute. The party departed by road at 1630 hours.	*DD*, No. 33 EFTS (RAF)
22 October 1943	F/L D. E. Morder [sp?] and P/O Driscoll, No. 4 TC navigation officers, visited in connection with navigation instruction.	*DD*, No. 33 EFTS (RAF)

22 October 1943	F/L M. B. Donaldson, No. 4 TC medical officer, visited and then proceeded to No. 34 EFTS by air.	*DD*, No. 33 EFTS (RAF)
27 October 1943	F/L G. E. Kerley (service no. J4540) and F/L H. Wittup (service no. C3855), No. 4 TC Link training, visited to discuss training problems with the CFI and Link trainer section.	*DD*, No. 33 EFTS (RAF)
2 November 1943	W/C S. R. C. Nelson, UKALM medical officer, and W/C D. R. Upton, No. 4 TC PMO, arrived from No. 32 SFTS by air in connection with RAF medical officers in Canada.	*DD*, No. 33 EFTS (RAF)
10 November 1943	F/L K. Hale (service no. 89203), No. 32 SFTS education officer, reported for purpose of classification tests for RCAF personnel. He returned to Moose Jaw the same day.	*DD*, No. 33 EFTS (RAF)
10 November 1943	F/L S. M. Stephens, No. 4 TC medical liaison officer, reported for temporary duty. He left the same day.	*DD*, No. 33 EFTS (RAF)
16 November 1943	S/L N. W. Helwig (service no. C3297), DFC, AFHQ armament officer, and F/L S. Malach (service no. C11380), No. 4 TC, reported to discuss aircraft recognition problems and policy with the CGI.	*DD*, No. 33 EFTS (RAF)
17 November 1943	F/L G. D. Woolley (service no. C6877), No. 4 TC re-selection officer, reported on temporary duty in connection with the re-selection of ceased-training pupils.	*DD*, No. 33 EFTS (RAF)
19 November 1943	W/C C. A. Cook (service no. C1388), No. 4 TC senior aeronautical engineer officer, and Mr. W. Neilson of the Ranger Aircraft Company, arrived by air on temporary technical duties.	*DD*, No. 33 EFTS (RAF)
26 November 1943	F/L J. A. Pogus, No. 4 TC armament officer, reported on temporary duty to discuss armament instruction with the GIS staff.	*DD*, No. 33 EFTS (RAF)
6 January 1944	F/O LeClair (service no. C28446), No. 10 Repair Depot, reported on temporary duty.	*DD*, No. 33 EFTS (RAF)
21 January 1944	F/L R. H. Nicholls (service no. C7291), No. 2 ITS, Regina, reported as president of the documents disposal board. F/L J. H. McRitchie, No.33 EFTS (RAF) served as a member of this board.	*DD*, No. 33 EFTS (RAF)
22 January 1944	F/L G. Roberts (service no. C4208), No. 4 TC, and F/L J. Hemill (service no. C6316), reported on temporary duty on the equipment disbandment board.	*DD*, No. 33 EFTS (RAF)
1 February 1944	The buildings at Caron are taken from the authority of the BBFTS and given over to a board of officers who hand it over to representatives of No. 32 SFTS, Moose Jaw. Included on this board are W/C Pearce, No. 4 TC (president); S/L G. Wolff, No. 32 SFTS, equipment officer; F/L J. Huey, No. 32 SFTS, medical officer, and F/L J. H. McRitchie, No. 33 EFTS (RAF). Two representatives from the civilian company are also included on the board: Mr. C. J. Clark and Mr. E. L. (“Slim”) Adames.	*DD*, No. 33 EFTS (RAF)

Date	No. 33 EFTS (RAF) Post-Closure	References
3 February 1944	This is the official date on which No. 32 SFTS took over the former No. 33 EFTS (RAF) from the BBFTS. The takeover was entirely satisfactory. Fire-fighters, guards, cooks, and aircraft hands (ACHs) now occupy the station. It is proposed that Caron replace Buttress as No. 32 SFTS's official R.1.	*DD*, No. 32 SFTS (RAF)
4 February 1944	The first Organization Order re: Caron is issued today. (No details are given.)	*DD*, No. 32 SFTS (RAF)
7 February 1944	The relief landing ground at Buttress ceased to operate on this day. Caron became the official R.1 for No. 32 SFTS.	*DD*, No. 32 SFTS (RAF)
12 February 1944	Movement Order No. 1 re: the former No. 33 EFTS (RAF) is cancelled owing to a change of policy. Caron will be used as the R.1 field; Buttress is immediately shut down.	*DD*, No. 32 SFTS (RAF)
22 February 1944	A corporal and six airmen of the maintenance wing were withdrawn from Caron since night flying will not take place there for some time.	*DD*, No. 32 SFTS (RAF)
March 1944	Three minor aircraft (Oxford II) incidents occur at the Caron relief field.	*DD*, No. 32 SFTS (RAF)
28 March 1944	W. James Doney, of Boharm, wrote DND indicating that he would like to purchase the Boharm airfield as he previously owned a part of it.	RCAF2CR, reel C-5877, image 1486, 1493
18 April 1944	A senior equipment officer from No. 32 SFTS (RAF) checks the gasoline supply at Caron. The film, *Mission to Moscow*, is shown at the theatre.	*DD*, No. 32 SFTS (RAF)
20 April 1944	Mr. Doney, of Boharm, is informed by DND that the Boharm aerodrome has been turned over to the DoT for maintenance until it is finally disposed.	RCAF2CR, reel C-5877, image 1491
25 April 1944	The film, *Casablanca*, is shown at Caron.	*DD*, No. 32 SFTS (RAF)
28 April 1944	By this date, the Crown Assets Allocation Committee had formulated a standard procedure whereby Crown assets would be disposed. Priority—in descending order—would be given to federal government departments; provincial government departments; municipal bodies; and, public organizations.	RG28, vol. 134; ODF, 46
15 May 1944	The Caron airbase is owned by DND (Air). It is proposed that it become a RCAF station containing an Aircraft Holding Unit (AHU) and operate a Pre-Aircrew Training School for 240 trainees. By 6 November 1944, this use/disposition of the airbase has been deleted from the chart.	RG24, vol. 3213; ODF, 3
16 May 1944	The film, *Young and Willing*, is shown at Caron.	*DD*, No. 32 SFTS (RAF)
18 May 1944	Oxford II (No. BG433) crashed at Caron. Neither the pilot, F/O G. C. K. Needham, nor his pupil, LAC A. T. Brooks, was injured.	*DD*, No. 32 SFTS (RAF)
20 May 1944	The Boharm airfield, which is owned by DND (Air), is declared surplus by the RCAF. Since the DoT will not be able to take it under care, it will remain under the care of the CO of No. 32 SFTS.	RG24, vol. 3213; ODF, 3
23 May 1944	The film, *Woman of the Town*, is shown at Caron.	*DD*, No. 32 SFTS (RAF)

23 May 1944	W. James Doney acknowledged the receipt of the DND letter informing him that the DoT now has control of the Boharm aerodrome. The aerodrome is only ½ mile from his place and he would like to mow the hay for his dairy herd.	RCAF2CR, reel C-5877, images 1487, 1488
29 May 1944	Mr. G. B. McRae of Moose Jaw writes the dept. of munitions and supply inquiring whether the Boharm aerodrome can be purchased or rented for farming.	RCAF2CR, reel C-5877, image 1480
3 June 1944	DND informs William James Doney of Boharm that his inquiry regarding mowing the nearby aerodrome has been forwarded to the DoT who is responsible for the same.	RCAF2CR, reel C-5877, image 1481, 1486
18 June 1944	W/C D. L. Townsend, AFC, No. 32 SFTS CFI, visited Caron.	*DD*, No. 32 SFTS (RAF)
Spring/Summer 1944	Lloyd Kilby is pictured with ground crew staff at No. 1 Relief Field, Caron. See Michael DesMazes photo in RCAF personnel folder.	
20 June 1944	Padre J. Sumner, No. 32 SFTS Roman Catholic chaplain, visited Roman Catholic personnel at Caron. Later that evening, the film, *Silver Queen*, is shown in the theatre.	*DD*, No. 32 SFTS (RAF)
22 June 1944	F/L T. Jenkins, No. 4 TC fire prevention officer, visited and tested the fire appliances at Caron.	*DD*, No. 32 SFTS (RAF)
28 June 1944	The DoT informs DND that since Boharm has not been transferred to it, responsibility for haying the land still rests with DND.	RCAF2CR, reel C-5877, image 1477
12 July 1944	By Privy Council order (P. C. 5949), the Boharm aerodrome is declared surplus to DND.	RCAF2CR, reel C-5877, image 1468
13 July 1944	DND turns over the Boharm aerodrome to the CAAC. The original cost is listed as $53,070.68.	RCAF2CR, reel C-5877, image 1475
18 July 1944	DND inquires as to when the CAAC will take over the care and maintenance of the Boharm aerodrome.	RCAF2CR, reel C-5877, image 1476
3 August 1944	A memorial service is held at the Caron cemetery for the RAF servicemen buried there. The No. 32 SFTS Church of England padre as well as S/L Norman Slaughter and the Caron United Methodist Church pastor, Rev. H. A. McMahon, officiated. Floral tributes are placed on the RAF graves. W/C G. Taylor and airmen from Caron attend the service.	*DD*, No. 32 SFTS (RAF); MJ *Times-Herald*, 3 Aug. 1944
3 August 1944	Caron residents are hopeful that the high vacancy rate in the village will be remedied if some industry is established at the former No. 33 EFTS (RAF).	MJ *Times-Herald*
4 August 1944	A category "A" crash involving Oxford II T1317 (108) occurred at the Caron aerodrome at 18:05. The pilot, P/O Albert Bikkems (Belgian) (service no. 138216, b. 12 Feb. 1912), was slightly injured. The aircraft stalled during a practice precautionary landing, crashed from low altitude, and ground looped. The airframe was totally destroyed; both engines were seriously damaged. CPL A. L. Pemberton (service no. 1252687), a member of the Fire Tender crew, was also injured. See Lloyd Kilby photos (n = 4) in "Post-Closure" folder. On 7 August 1944, Oxford T1317 was sent to No. 10 RD, Calgary, to be reduced to spares.	RCAFORB, reel C-12353, images 816, 820, 827
8 August 1944	The Boharm airport is transferred to the DoT; two buildings and 100 per cent of land is declared surplus.	RG24, vol. 3213; ODF, 2

17 August 1944	Harvard II AJ745 crashed at 11:40 hours at Caron. F/O S. L. Ward (service no. 152864) was uninjured.	*DD*, No. 32 SFTS (RAF)
25 August 1944	At 1205 hours, an accident occurs at Caron, involving Oxford II AS603. Its pilot, LAC D. L. Morgan (service no. 985188), is uninjured.	*DD*, No. 32 SFTS (RAF)
6 September 1944	The Boharm aerodrome is transferred to the DoT.	RCAF2CR, reel C-5877, image 1468
6 September 1944	Harvard Mk II s/n 2779 ground looped at 20:45 after it blew out the starboard tire. It was piloted by F/O D. H. Smith (J14009) of No. 170 Ferry Squadron. His passenger was W/O T. W. Simpson (R133252). See Lloyd Kilby photo.	Chris Charland BCAPT Facebook group post (10 Sept. 2020); RCAFORB, reel C-12262, image 1461
25 September 1944	Mr. G. B. McRae of Moose Jaw writes the dept. of munitions and supply (a second time; cf. 29 May 1944) inquiring whether the Boharm aerodrome can be purchased or rented for farming. It is covered with Crested Wheat Grass and weeds and contains only one small building.	RCAF2CR, reel C-5877, image 1471
4 October 1944	The dept. of munitions and supply forwards Mr. McRae's letter of 24 Sept. 1944 to DND.	RCAF2CR, reel C-5877, image 1470
6 October 1944	DND, in responding to his letter of 25 Sept. 1944, informed Mr. McRae that the Boharm aerodrome is now in the hands of the DoT who control its disposal.	RCAR2RC, reel C-5877, image 1469
17 October 1944	No. 32 SFTS (RAF) is officially disbanded on this date by Organization Order No. 453 (file No. 192-10-16/32).	*DD*, No. 32 SFTS (RAF)
17 November 1944	The BCATP is to be shut down. Previous plans that the former No. 32 SFTS (RAF) become the new western HQ of the BCATP have been abandoned. It will, instead, become one of only three new Reserve Equipment Maintenance Units (REMU). The former No. 33 EFTS (RAF) will be attached to this new reserve unit as a satellite centre. Other satellite bases are expected in Mossbank, Assiniboia, and Weyburn. Since aircraft must be constantly active, four satellite bases are necessary. They will be shuttled in and out of Moose Jaw as they are being checked and repaired. The former No. 33 EFTS (RAF) should expect a staff of 10–15.	MJ *Times-Herald*
20 November 1944	The BBFTS applies to the secretary of state for Canada for the purpose of surrendering its charter.	*Canada Gazette*, 25 November 1944
2 December 1944	Official establishment date for No. 203 REMS, Caron, Sask.	RG24, vol. 3213; ODF, 2
9 December 1944	DND receives a letter from W. J. Elliott of Moose Jaw inquiring about the Dental Clinic building at Caron. He would like to move it to Moose Jaw as a home.	RCAF2CR, reel C-5877, image 4773
22 December 1944	DND informs W. J. Elliott (who had written on 9 Dec.) that Caron was still being used as a REMS. In any case, the RCAF has no authority to sell property even when the time comes. The WAC will handle all such matters.	RCAF2CR, reel C-5877, image 4772
8 February 1945	No. 203 REMS (Caron) is given a complete inspection.	RCAFORB, reel C-12395, image 374

7 March 1945	The DoT proposes to declare the Boharm aerodrome surplus to its needs and dispose of it through the usual channels.	RCAF2CR, reel C-5877, image 1468
12 March 1945	The acting CO of No. 2 REMU, Moose Jaw, received a letter from George Spence of the SK dept. of agriculture inquiring about the use of storage space at Caron for their motor vehicles and earth-moving equipment.	RCAF2CR, reel C-5877, image 4771
19 March 1945	Three firefighters from No. 203 REMS (Caron) are posted to Prince Albert.	RCAFORB, reel C-12395, image 379
24 March 1945	DND informs the DoT that it has no future use for the Boharm aerodrome.	RCAF2CR, reel C-5877, image 1466
3 April 1945	Negotiations are underway between the Saskatchewan department of reconstruction and rehabilitation and the Dominion government to convert surplus airbase buildings to desperately needed temporary housing. A project of this sort is already under way in Regina; Swift Current is also in critical need.	MJ *Times-Herald*
5 April 1945	An internal DND memo recommends against George Spence's proposal (see letter of 12 March 1945) chiefly because additional storage will be needed by the RCAF in the next six months.	RCAF2CR, reel C-5877, image 4769, 4768
11 April 1945	The Crown Assets Allocation Committee is notified that the DoT had proposed to declare Boharm surplus. DND has no further use for it as well.	RCAF2CR, reel C-5877, image 1465
26 May 1945	The Boharm property and buildings [5-bay garage with control tower, coal shed, and latrine] are declared surplus and handed over to the WAC for disposal on the authority of P. C. 6204.	RG24, vol. 2336; ODF, 97
May 1945	William Langstaff, who had leased the Boharm airfield land prior to the war and who served as its caretaker during the war, had expressed interest in purchasing it by this date.	RG24, vol. 2336
13 June 1945	No. 2 REMU (Moose Jaw) as well as its satellites: No. 202 REMS [Repair Equipment & Maintenance Satellite], Mossbank; No. 203 REMS, Caron, and No. 204 REMS, Assiniboia, are inspected by Chief Staff Officer A/C B. F. Johnson (see also RCAFORB, reel C-12395, image 390.)	*DD*, No. 2 Air Command, Winnipeg
28 June 1945	Organization Order No. 588 outlined the proposed formation of REMUs and their satellites in lieu of AHUs and EHUs. No. 2 REMU, Moose Jaw, and its satellites at Dafoe, Mossbank, Caron, Assiniboia, and Davidson are to come under the functional control of No. 11 Equipment Depot, Calgary, for storage of all equipment other than aircraft, and are to come under the AOC, No. 2 Air Command, Winnipeg, for administrative control.	*DD*, No. 2 Air Command, Winnipeg
4 July 1945	In an internal DND memo, the AOC, No. 2 Air Command, recommended that the REMSs at Assiniboia, Caron, Davidson, and Virden be declared surplus to RCAF requirements.	RCAF2CR, reel C-5877, image 4765
16 July 1945	According to No. 2 Air Command, Winnipeg, Caron's buildings were declared surplus to the RCAF's requirements on this date.	RCAF2CR, reel C-5877, image 4619; see also images 4759, 4760

24 July 1945	The formation of RCAF Maintenance Command Units will affect No. 2 REMU (Moose Jaw), although nothing is specified at this point. This new unit is to operate the supply, maintenance, construction, salvage, and disposal services of the RCAF. It is established by Organizational Order No. 605.	*DD*, No. 2 Air Command, Winnipeg
1 August 1945	The airfield at Boharm is officially decommissioned as a military base as per the directive given by C. D. Howe, [federal] minister of reconstruction.	*The Canada Gazette*, 25 August 1945, 3686
7 August 1945	The RCAF advises DND that the existing services at Caron be terminated immediately.	RCAF2CR, reel C-5877, images 4758, 4761
10 August 1945	The former No. 33 EFTS (DND file 122.–C.29) is declared surplus by DND to the CAAC with a recommendation that the property be transferred to the DoT (as per the authority of the governor in council (P. C. 7643, 3 Oct. 1945). The total expenditure on this airbase = $1,169,319.70. A request has been received from W. J. Elliott, 426 Duffield Str., MJ, for the dental clinic building. A request has been received from George Spence, director of rehabilitation, department of agriculture, McCallum Hill Building, Regina, for the garage and W&B section buildings.	DoT file 5168-913; RCAF2CR, reel C-5877, images 4754, 4755, 4756
15 August 1945	F/L C. R. Cunningham, SAO, visited No. 203 REMS, Caron.	RCAFORB, reel C-12395, image 398
20 August 1945	No. 203 REMS is transferred to the DoT; 34 buildings have been declared surplus; 100 per cent of land has been declared surplus.	RG24, vol. 3213; ODF, 2
25 August 1945	Stanley Willfong, of the memorial committee of the village of Riverhurst, wrote DND requesting information on Caron's buildings. The committee hopes to build a war memorial nursing home.	RCAF2CR, reel C-5877, images 4749–50
27 August 1945	The DoT writes DND regarding the transfer of Caron from the latter to the former. DND officers will need to meet DoT's district inspector, E. Hickson, on site for a physical check, inventory, and signing the necessary papers.	RCAF2CR, reel C-5877, image 4752
31 August 1945	According to No. 2 Air Command, Winnipeg, Amendment List No. 2 to Organization Order No. 588 advised that No. 203 REMS was disbanded effective this date.	RCAF2CR, reel C-5877, image 4619
5 September 1945	DND informs Stanley Willfong, of Riverhurst, that only the WAC can dispose of surplus buildings. At present, however, the property is still under the jurisdiction and control of DoT.	RCAF2CR, reel C-5877, image 4748
15 September 1945	Official disestablishment date for No. 203 REMS, Caron.	RG24, vol. 3213; ODF, 2
15 September 1945	The city clerk, Moose Jaw, had been advised to terminate the water supply at Caron as of this date.	RCAF2CR, reel C-5877, image 4763
29 September 1945	John Kalmacoff, vice president, SRC, writing Minister Sturdy, indicated that the Caron airport has been declared surplus by the RCAF and is being turned over to the DoT. G/C Davidson, No. 2 Air Command, may be able to speed up acquiring it. Mr. Kalmacoff understands it is surplus to the DoT and will be transferred shortly to the CAAC, and then to the WAC.	PASK, R-221: SK Reconstruction Corp; box 4; file: "J. Kalmacoff—Correspondence."
3 October 1945	P. C. 7643 of this date transfers the former No. 33 EFTS to the DoT. See letter dated 20 August 1945.	DoT file 5168-913

6 October 1945	A board of officers completes an inspection and report on "the property and all services, buildings hangars and structures" at Caron.	RCAF2CR, reel C-5877, images 4621–4743
6 October 1945	According to No. 2 Air Command, Winnipeg, Caron's buildings were turned over to the DoT by a board of officers, effective this date.	RCAF2CR, reel C-5877, image 4619
20 October 1945	John H. Sturdy, Sask. minister of reconstruction and rehabilitation, wrote his assistant, Mr. John Kalmacoff, who was lodged at the Mount Royal Hotel and later, the Chateau Laurier, in Ottawa, indicating that they have a request from Lucky Lake to secure the hospital building at Caron. Hospital facilities in the Lucky Lake district are "entirely inadequate." Mr. Kalmacoff should negotiate this purchase with the WAC. He is also to negotiate the purchase of an H-Hut at Caron for use in an unspecified housing project. Perhaps a hangar can also be purchased cheap since "the salvage values on hangars are practically nil?"	PASK, R-221: SK Reconstruction Corp; box 4; file: "J. Kalmacoff—Correspondence."
24 October 1945	WAC sells the Boharm land, buildings, and fencing to William Langstaff (Sales order No. MTL 17482). The land consists of 640 acres. There are three buildings on the site: 1–5 bay garage and control tower, 1–latrine, and 1–coal shed.	RG24, vol. 2336; ODF, 97
Fall 1945	Minister Sturdy writes his assistant, John Kalmacoff, in Ottawa [the first page of his letter is missing so a precise date is unavailable]. In the letter he discusses the WAC requirement that all buildings be removed, and the land restored to its original condition. For rural airport buildings—esp. hangars, drill halls—the cost of removing the concrete floor is much greater than the salvage value of the building. He thinks that the WAC should reconsider this policy.	PASK, R-221: SK Reconstruction Corp; box 4; file: "J. Kalmacoff—Correspondence."
19 November 1945	The director general of real estate for the federal dept. of reconstruction indicated to E. E. Eisenhauer, deputy minister of the Sask. department of reconstruction and rehabilitation, that the buildings of the Caron airbase are now for sale to the Provincial government or its municipalities. They can be purchased for 8 per cent of the cost price but they must be removed from their sites. The cost price for the buildings listed in this correspondence are identical to those found in the 6 March 1946 WAC invoice Reg No. 807. This listing, however, includes the cost price for bldg. no. 9 (hospital), namely, $23,627.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
22 November 1945	According to No. 2 Air Command, Winnipeg, by this date all personnel stationed at Caron had been withdrawn. No civilian personnel were employed at No. 203 REMS. There is no record of any lease covering a railroad siding at Caron on file at command HQs.	RCAF2CR, reel C-5877, image 4619
3 December 1945	The air services branch, DoT, prepared a layout drawing of the former No. 33 EFTS.	DoT file 5168-913
10 December 1945	No. 2 REMU, Moose Jaw, and its satellites are transferred to RCAF maintenance command, Uplands, ON. [Dafoe, a one-time satellite of No. 2 REMU, had already been decommissioned.]	*DD*, No. 2 Air Command, Winnipeg
10 December 1945	The DoT declares the former No. 33 EFTS (RAF) surplus and transfers it to the CAAC. It is listed as "Category 6. Complete Establishment." Mr. Edwin L. Coates, Box 48, Caron, Sask. was appointed caretaker on 6 October 1945 at a salary of $20 per month. Mr. S. Willfong is interested in several buildings on behalf of the memorial committee, Riverhurst, Sask. Some 1,315.5 tons of stoker coal is reported to be stored in the coal compound. The requests by Mr. Elliott and Mr. Spence, noted in the 10 August 1945 entry, are noted once again.	DoT file 5168-913

20 December 1945	The CAAC transferred the former No. 33 EFTS (RAF) to the WAC for disposal. It is recommended that "priority be given to the Government of the Province of Saskatchewan which has requested this establishment."	DoT file 5168-913
Winter 1945–46	SRC is actively purchasing airbase buildings in Saskatchewan. In early December 1945, it purchased buildings no. 1 (HQ & GIS) and no. 9 (hospital) at Davidson for $4100 (See WAC Sales Order Reg No. 465, approximately Dec. 1, 1945; a duplicate of this invoice is issued on 14 Jan. 1946 as Reg no. 0392). Conditions on the sale include moving or demolishing these buildings and restoring the site to its original condition.	PASK, R-221: SK Reconstruction Corp; box 14; file: "Sales Orders July 12, 1945—July 30, 1946"
Winter 1945–46	The surplus coal at Caron is handed over to the DoT. In total, some 19 + 1296.5 tons of stoker coal are turned over as is some 27 tons of lump coal.	RCAF2CR, reel C-5877, image 4740
2 January 1946	John Kalmacoff, in a telegram to Minister Sturdy, indicated that he has placed an order for the Caron hospital building.	PASK, R-221: SK Reconstruction Corp; box 4; file: "J. Kalmacoff—Miscellaneous."
12 January 1946	DND receives a letter from J. McLafferty of Boharm inquiring about purchasing a building at Caron. He understands that servicemen have a priority.	RCAF2CR, reel C-5877, image 4618
15 January 1946	William Langstaff has still not signed the papers to purchase the Boharm airfield and buildings. In the view of the DoT, he is stalling so that he can continue his position as caretaker.	RG24, vol. 2336; ODF, 97
21 January 1946	The SRC issues P. O. no. 534 to purchase the hospital (Plan S-15-10) at Caron. According to the P. O., the building must be removed and includes no fixtures. It is sold for emergency purposes only. Its purchase price is $1890.16, that is, 8 per cent of its original cost price.	PASK, R-221: SK Reconstruction Corp; box 4; file: "J. Kalmacoff—Purchase Orders."
23 January 1946	DND informs J. McLafferty of Boharm that Caron's buildings are now vested in the WAC (cf. the latter's letter of 12 January 1946).	RCAF2CR, reel C-5877, image 4617
23 January 1946	With Sales Order Reg no. 634, WAC sells building no. 9 (hospital) at the Caron airbase to the SRC for $1890.16. The conditions include: remove the building and restore site; no fixtures are included; it is sold for emergency purposes only.	WAC Sales Order Reg No. 634 in PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport."
5 February 1946	John Kalmacoff has been informed that the WAC will sell all accommodation buildings at 8 per cent of cost and hangars, drill halls and other buildings of lesser salvage value at 5 per cent. Mr. Dinsmore of WAC tried to make this new arrangement conditional on SRC buying all Sask. airport buildings. Mr. Kalmacoff recommends that SRC pay a flat 6 per cent for all buildings and purchase all surplus airport buildings as they become available.	PASK, R-221: SK Reconstruction Corp; box 4; file: "J. Kalmacoff—Correspondence."
12 February 1946	Sask. deputy minister of reconst. & rehab., E. E. Eisenhauer, writes Mr. F. P. Gutelius of the WAC, Montreal, to the effect that his department is eager to purchase all the buildings at Caron. In another letter and telegram of this same date, Mr. Eisenhauer urges John Kalmacoff, his agent in Ottawa, to negotiate these deals at 6 per cent of the cost price, not the 8 per cent as stated earlier by the WAC.	PASK, R-221: SK Reconstruction Corp; box 4; file: "J. Kalmacoff—Correspondence."

20 February 1946	SRC issues WAC a purchase order (no. 180) for all remaining [the hospital building is already sold] buildings located on the Caron airport for the sum of $30,720. Also included is the memo line: "The area of land on which the buildings are located survey to be made by the Province. Price per acre to be set by WAC appraisal." [Hard copy in JLF files.]	SRC Purchase Order, No. 180 in PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport."
22 February 1946	WAC writes to Minister Sturdy regarding the negotiated arrangements for the sale of airbase buildings. Included are clauses to the effect that SRC will purchase all airbase buildings in Sask., a flat rate of 6 per cent of cost is offered on all buildings, all buildings are to be removed from their sites, provision can be made to purchase land or a portion of land to go with some buildings [like hangars, drill halls], all land sales require a [federal] order in council; buildings are to be used only for housing, institutional, and educational use, interior fixtures will be sold separately as will all special machinery (air compressors, refrigeration, water pumps, motors), and general services (power, telephone, electric, water and sewer) will be sold separately. [Hard copy in JLF files.]	PASK, R-221: SK Reconstruction Corp; box 7; file: "Agreement."
Spring 1946	Frank Wilson, who lived 3.25 miles south of Caron, purchased the dental clinic (building no. 21) at the former No. 33 EFTS (RAF) after his house burns down. He converts it into a small house, which by the summer of 2010, is laying in a heap on the property, adjacent to its former foundation.	*From Buffalo Trails to Blacktop*, 366
5 March 1946	SRC purchases most of the major buildings, including H1 and H3, at Davidson, from WAC for $28,243. (WAC sales order: Reg no. 803). Conditions on the sale include that these buildings are only to be used for housing, institutional, and educational purposes. Further, the buildings are to be demolished or moved and the site restored to its original condition.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Davidson Airport"
6 March 1946	WAC sells 27 buildings [counting bldg. No. 17A–D as four buildings] at the former No. 33 EFTS (RAF) to the Saskatchewan department of reconstruction and rehabilitation for $30,720. Stated conditions include: for educational or institutional use only; buildings must be removed, and site restored.	WAC Invoice Reg No. 807, 6 March 1946, in JLF files.
31 March 1946	At this time, the buildings at the Caron airport are insured by SRC for $50,000 as per Saskatchewan government insurance policy # 4722F.	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.;" file: "Inventories, Fund Balances"
March 1946	The civil aviation division, DoT, prepared a site map of the former No. 33 EFTS and its surrounding areas.	DoT file 5168-913
15 April 1946	Air services, civil aviation division, DoT, was released of its custodial duties for the Caron airbase. It had previously been relieved of its similar duties for building no. 9 (hospital) on 21 Feb. 1946.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
18 April 1946	The SRC intends to keep the Caron airbase intact, including the property, fencing, electrical, and water systems.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
25 April 1946	The WAC advises the SRC that the DoT does not plan to remove the water and sewage works at Caron.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"

8 May 1946	The Caron airbase caretaker, Mr. E. L. Coates, is authorized to release the dental clinic to Mr. Frank E. Wilson.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
9 May 1946	The WAC sells the workshop (for $372.00) and the recreation hall (for $1205.00) at the former No. 34 EFTS, Assiniboia, to the SRC (see WAC sales order Reg no. 1039). These buildings are to be used for emergency housing.	MJ *Times-Herald*
9 May 1946	The guardhouse/post office has been offered for sale.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
10 May 1946	J. A. Gass, branch sales manager, WAC, Regina, informs the DoT that the SRC is negotiating for the purchase of the land at the Caron airport together with buildings nos. 26 [pump house], 27 [reservoir], and 19 [firing range], as well as the power line and water system.	DoT file 5168-913
11 May 1946	The appraiser informs the WAC that the land which the Caron airbase occupies is worth $8080.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
13 May 1946	The Town of Caron purchases bldg. no. 22 (guardhouse and post office) for $650. The town also offers to purchase the skating rink and waiting room for $50. In this latter matter, the town is referred to S. A. Whittaker of BBI.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
18 May 1946	After an appeal from the Town of Caron, the SRC reduces the price of the guardhouse/post office building to $550.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport
21 May 1946	The Town of Caron plans to officially transfer the guardhouse/post office building to the Legion once the latter is legally able to receive the transfer. According to Al Kennerley (see interview), the Legion subsequently purchased the building for $1.00.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
22 May 1946	A document entitled: "CARON AIRPORT, Statement of Disposition of Buildings as at September 30, 1946" indicates that BBI purchased 18 buildings (H1, bldgs nos. 3, 4, 5, 6, 7, 8, 11, 13, 14, 15, 16, 17A, 17B, 17C, 17D, 22, 25) from SRC for $34,800. The following Caron airport buildings were sold to these other parties: H2 (minus the leantos) to Prairie Vegetable Oils for $5,000 Bldgs nos 1, 2 to Providence Hospital for $4720 Bldg no. 9 to Lucky Lake Memorial Community Hospital for $2,000 Bldg no. 10 to St. Agnes Separate School Division for $1,000 Bldg no. 12 to Lucky Lake Memorial Community Hospital for $800 Bldg no. 19 [Shelter portion] to Summerside School District (Archydal) for $15 Bldg no. 20 to the Town of Caron for $550 Bldg no. 21 to Frank E. Wilson, of Caron, for $250	PASK, R-221: SK Reconstruction Corp; box 7; file: "Airports"

	Bldg no. 23 to Patron Oil Co., Ltd. (MJ) for $500 Bldg no. 24 to Moose Jaw Heating and Plumbing for $15 Frame building to Mrs. A. W. Hewlett, of Caron, for $100 Hose reel houses to various parties for $65 and H2's leantos to salvage for $0. SRC sold these buildings for a total of $50,085, having paid $32,710.16, thus making a $17,374.84 profit.	
22 May 1946	SRC plans to demolish Hangar No. 2.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
22 May 1946	SRC cancels its insurance for the Caron airbase with Sask. gov't insurance since it has been sold.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
23 May 1946	Veteran's Land administration decides not to exercise its priority on the Caron airbase land.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
25 May 1946	Mrs. A. W. Hewlett of Caron purchases the small frame building located at the west end of the outdoor skating rink for $100. The 28 August 1944 site plan labels this building: the "Seed House".	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
29 May 1946	SRC offers to purchase all special machinery and equipment at the former Caron airbase, i.e., air compressors and refrigeration equipment, water pumps and motors, power system, telephone, electric, water and sewer systems.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
3 June 1946	The Summerside school district no. 269 (Archydal) purchased the shelter building for the 25-yard range for $150. The Caron history book, *From Buffalo Trails to Blacktop*, indicates that a new teacherage was moved to the Summerside school in the fall of 1946 (p. 46).	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
3 June 1946	WAC indicates in a letter to the DoT that all the land has been sold to the SRC.	DoT file 5168-913
6 June 1946	WAC inquires of the surplus property officer if Caron had an outer-marker site (for Standard Beam Approach) and, if so, what is status of its building and land.	RCAF2CR, reel C-5877, image 4609
29 June 1946	A special meeting of the SRC board of directors (J. H. Sturdy, E. E. Eisenhauer, G. W. Cadbury, J. Kalmacoff, George Oliver, and E. R. Bone) discussed the agreement presented to SRC by the WAC regarding the purchase of Crown land. In minute # 73, moved by G. W. Cadbury, and seconded by E. E. Eisenhauer, the board agrees to the terms of the contract for the purchase of the land at the Caron airport.	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.;" file: "Minutes of the Board."
29 June 1946	Two hose reel houses from the Caron airbase are sold to E. L. Coates of Caron who is the caretaker of said property (SRC sales order no. 391; total = $15.)	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"

2 July 1946	The WAC reaches an agreement with the SRC to sell the land at the Caron airport. (See 19 August 1946 entry below.)	DoT file 5168-913
10 July 1946	DND informs the WAC that there never was a Standard Beam Approach facility at Caron. (See inquiry regarding the same on 6 June 1946.)	RCAF2CR, reel C-5877, image 4610
24 July 1946	The administration building (building no. 1) and the officers' quarters (building no. 2) are moved to Providence Hospital [Lillooet Street at 2nd Ave., MJ] where they will serve as nurses' residences and instructional space, beginning fall 1946.	MJ *Times-Herald*; Elmer, 2
25 July 1946	The DoT receives a letter from H. R. MacKenzie, deputy minister of highways and transportation (Sask.), concerning a request he has received from the RM of Caron to open the road between sections 28 and 29.	DoT file 5168-913
Summer 1946	There is some concern in the community surrounding the former No. 33 EFTS (RAF) that it should have been sold to a public school.	Gordon and Evangeline Deagle interview
Summer 1946	Gordon Elmer, in his report on No. 33 EFTS (RAF), claimed that hangar no. 2, which could not be purchased by BBI, was dismantled.	Elmer, 2
9 August 1946	In a document in the "Caron Airport" file (see reference to the right) entitled "Caron, Sask." and labelled "Freehold," the cost price for the buildings on the Caron airbase site duplicates those in the 6 March 1946 sale of 27 buildings (see WAC invoice Reg no. 807) with the following additions: 25-yard range = $6870; incinerator = $991, and the flag pole = $490. The same document indicates that power is supplied to the airport by the Sask. power commission and has 4000/2300 volts, 3 phase, 4-wire, and 60 cycles. The following cost analysis is also included:	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"

Work	**Authorized**	**Expenditures**
Aerodrome	$343,086.47	$343,086.47
Buildings	$631,154.78	$629,358.52
Services	$165,517.14	$174,348.67
Totals	$1,162,284.43	$1,146,793.66

16 August 1946	E. R. Bone, manager of SRC, again inquires of the WAC regarding the purchase of the power line equipment at the Caron airbase.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
19 August 1946	The WAC sells 680 acres of land at the former No. 33 EFTS (RAF) to the SRC for $8280 (See WAC sales order HO 2-2716). HO 8348, dated 23 August 1946 is a duplicate of HO 2-2716. [It was directly observed by JLF on 20 July 2010.] It contains the following additional information. The sale of land consists of (a) that portion of the NW and SW quarters of section 28 (b) that NE¼ of section 20 (c) the NE and SE quarters of section 29, containing in all 680 acres. This sale is fully described in an agreement dated 2 July 1946 made between WAC and SRC. The power and telephone lines are not covered by this agreement.	*Third Annual Report*, WAC, 114; PASK, R-221: SK Reconstruction Corp; box 13: "Sales Orders, Aug. 1, 1946–Sept. 30, 1946"; file: "Sales Orders, Aug. 1–Aug. 30, 1946"

26 August 1946	Re: an appropriation of $275,000 for the care, operation, and maintenance of RCAF bases transferred to the DoT, Mr. Castleden asked the minister of munitions and supply, C. D. Howe, for a list of these properties. The minister indicates that there are 180 such bases. Included in the list for Saskatchewan is the former No. 33 EFTS (RAF).	*Debates*, 1946, vol. V, 5387
3 September 1946	The CNR is preparing to declare the road allowance between sections 28 and 29 abandoned. As such, it will revert to its previous owner, the Sask. dept. of highways and transportation.	DoT file 5168-913
14 September 1946	Mr. E. L. Coates, of Caron, is the Caron airport caretaker. He requested his unemployment insurance benefits from the SRC now that all the remaining lumber has been hauled off. On 21 February 1946, Mr. Coates was described as the caretaker working on behalf of air services, civil aviation division, DoT. His employment as a caretaker must have been taken over by the SRC on 15 April 1946 when it took over custody of the base from air services.	PASK, R-221: SK Reconstruction Corp; box 7; file: "Caron Airport"
18 October 1946	A notice of abandonment for the northern 800' of the road allowance between sections 28 & 29 is registered in the Moose Jaw land titles office as instrument D. C. 6085. This section of the road allowance was expropriated in addition to section 29 and 200 acres of section 28 in Sept. 1941.	DoT file 5168-913; See JLF copy of D. C. 6085
1946-	Don Black describes the post-war use made of the BCATP bases in Regina, Saskatoon, Prince Albert, Moose Jaw, Swift Current, Caron, North Battleford, Yorkton, Assiniboia, Dafoe, Mossbank, Davidson, Estevan, and Weyburn.	Black, 1989, 66–67

Date	Briercrest Bible Institute	References
Summer 1938	BBI exchanges the Community Hall for the Yale Motel in Briercrest, SK.	Budd, 1986, 8; Jeffery interview
Fall 1941	Some BBI students were engaged in the war effort as carpenters building airbases. They described one such base which had complete water and sewage facilities. Sinclair Whittaker remarks that such a facility could be used as a Christian training centre after the war.	Hildebrand, 1985, 86
March 1945	Sinclair Whittaker suggests that BBI may wish to move airport buildings to the village of Briercrest to alleviate their housing shortage. (See also Hildebrand, 1985, 87.)	*The Echo*, vol. 3, no. 15 (March 1945): n.p.
Summer 1945	BBI attempts to find water east of the village of Briercrest. No water is found.	Jeffery interview
Spring 1946	Sinclair Whittaker negotiates with federal and provincial officials regarding acquiring the former No. 33 EFTS (RAF). After a period of intense lobbying by Mr. Whittaker, the provincial cabinet exercises its priority (as per the WAC guidelines) on the former Caron airbase and sells it to BBI. For further details, including the role of a group of Regina businessmen, see Hildebrand, 1985, 86ff.	Palmer and Palmer, 1958, 54–61
March 1946	An article on the Scandinavian Alliance Mission of North America appears in BBI's *Echo*. The branch office of this organization in Canada is in Briercrest, SK.	*The Echo*, vol. 4, no. 27 (March 1946): 2
6 April 1946	A letter from Sinclair Whittaker to E. Eisenhauer, deputy minister of reconstruction and rehabilitation (Sask.), offered to purchase the Caron airbase. Whittaker's letter is accompanied by a $3,000 personal cheque certifying the offer's good-faith intention. This letter was found by Jean (Whittaker) Mahn, Sinclair's daughter, after his death. She mentioned this letter in a 30 August 1991 letter to John Barkman, president of Briercrest College.	BCS Archives
9 April 1946	The BBI board of directors unanimously approves the proposal to purchase the Caron airport. Sinclair Whittaker and Orville Swenson are authorized to borrow $50,000 for this purpose.	BOD
2 May 1946	BBI board of directors discussed the purchase of Caron airport, including procuring the water system and supply.	BOD
11 May 1946	The executive committee of the BBI board authorized that $35,000 be borrowed from the Canadian Imperial Bank of Commerce in Moose Jaw.	Executive committee of the BOD minutes
22 May 1946	BBI purchased the former No. 33 EFTS (RAF). The Canadian Sunday School Mission intends to move its offices to the former Caron airport as does the Summer Institute of Linguistics. The Scandinavian Alliance Mission has no immediate plans to move from Briercrest to the new location. (For further information on the latter, see the Jeffery interview.)	MJ *Times-Herald*
May 1946	Final governmental transactions for BBI to purchase the former No. 33 EFTS (RAF) occur. Water, sewer, power had been disconnected at the base for some time. The telephone lines, including the poles, had been removed. Several major water breaks occur when the water is turned on.	*The Echo*, vol. 4, no. 31 (October 1946): 6
23 June 1946	Orville Swenson announces on the young people's hour that a dedication conference will be held 29 June through 1 July 1946 at the newly acquired Caron airport. A meeting will be held on Saturday evening, three	Swenson fonds, BCS Archives

	meetings on Sunday, and three meetings on Monday, 1 July. Special speakers include: Dr. Robertson of Metropolitan Tabernacle, Vancouver; Rev. R. H. Bradley of Garside Gospel Church, Hamilton, ON; and a number of returned and outgoing missionaries, including Rev. E. V. Steele, Dr. and Mrs. Alexander Henderson, Dr. and Mrs. Andrew Karsgaard, among others. "There is a daily bus and train service to Caron and may I add that it will assist us greatly if you will bring along both blankets and rationed goods such as sugar and butter. Sleeping accommodations will be provided and meals will be available at the Institute dining hall."	
1 July 1946	Dedication service is held in building no. 22 (the former Recreation Hall) by the staff, faculty, and friends of BBI. Rev. Bradley of Garside Gospel Church in Hamilton and Rev. Roberts [Robertson?] of the Metropolitan Tabernacle in Vancouver speak.	Budd, 1986, 15; Hildebrand, 1985, 90
12 August 1946	Sinclair Whittaker, in a speech after the MJ Rotary-Kiwanis luncheon at the Grant Hall Hotel, briefly rehearses the history of the Bible school and the school of linguistics currently operating at the Caron airbase. The plan to convert BBI's facilities in Briercrest, SK, to a home for immigrant children had been thwarted by a recent change in governmental policy.	"Bible School's Growth Sketched," MJ *Times-Herald*
August 1946	"The Challenge of God to a Great Advance," in *The Evangelical Christian* (vol. 42, no. 8), suggested that although it could dispose of the great hangar, and thus lessen the financial burden, BBI is reluctant to do so.	"The Challenge," 391
10 September 1946	The summer institute of linguistics, which had been using the new (Caron) campus for their summer program, graduated 82 students.	"Closing Exercises," MJ *Times-Herald*
Summer 1946	The Hildebrands move into the former fire hall (bldg. no. 25) which was an open barracks at the time. Over the course of the fall, partitions are built by BBI students. Construction of these interior rooms and kitchen cabinets proceeds daily, leaving a mess every evening for the Hildebrands to clean up.	Hildebrand, 1985, 165
October 1946	Sixty-six tons of stacked hay was stored in the hangar [This confirms the recollection of Joy Rans—see her interview.]	*The Echo*, vol. 4, no. 31 (October 1946): 4
February 1947	The suites in the hangar are called "The Apartments." The term is also used in the April 1949 issue of *The* Echo, 17. Eighteen couples/families live in these apartments.	*The Echo*, vol. 5, no. 35 (February 1947): 3
19 September 1947	John Sturdy, minister of reconstruction and rehabilitation, wrote requesting an order in council from the lieutenant governor to transfer the Caron airport land to G. [*sic*] H. McDowell and BBI.	Copy in JLF files
25 September 1947	The Dominion government grants letters patent on this date to the SRC for the Caron airport. On 27 October 1947, these letters were forwarded to the SRC along with duplicate certificates of title.	See Title, dated 25 Sept. 1947; DoT Tile 5168-913, memo dated 10 January 1956
26 September 1947	The lieutenant governor of Saskatchewan issues an order in council (O. C. 1522/47) authorizing the SRC to transfer land titles to Mr. C. H. McDowell and BBI.	Copy in JLF files
30 September 1947	Sinclair Whittaker receives a letter from E. E. Eisenhauer, deputy minister of the Sask. department of reconstruction and rehabilitation, indicating that the department has not yet received a title transfer from the federal government for the land at the Caron airport. When that transfer has been received, the final transfer to BBI will proceed.	Copy in JLF files; original in BCS Archives

Late 1947	At the close of 1947, BBI received clear title to 18 buildings and 3 quarter sections of land, with a total assessed value of $124,000.	Regina *Leader-Post*, 27 January 1948, 2
12 November 1947	The Caron airport is called “Caronport” [perhaps for the first time] in the BOD minutes.	BOD
12 November 1947	Moving the buildings from the village of Briercrest to Caronport is considered and generally supported.	BOD
10 December 1947	The WAC sells several remaining buildings at the Caron airport to SRC. They are included in the WAC sales order no. Wpg 25515. The following buildings are sold: bldg. no. 26 (pump house) and bldg. no. 27 (reservoir) jointly for $639, bldg. no. 19 (remaining concrete portion) for no charge, 6 hose reel houses for $54.00 and the incinerator for no charge. Total invoiced = $693. Conditions of the sale include that the buildings be removed, and the sites restored to their original condition. This sales order is amended by Wpg 36107, of 10 May 1948, which reduces the salvage value of these buildings to $500, for a reduction of $193. Wpg 36107 is a credit invoice for $193.	PASK, R-221: SK Reconstruction Corp; box 11: “Sales Orders May 1, 1947—Dec. 29, 1947”; file: “Nov. 1—Dec. 29, 1947”
31 December 1947	As of this date, BBI has an account payable to the SRC in the amount of $31.82. See the financial statement of the SRC for the period 1 April to 31 December 1947.	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.; file: “Auditors Report”
31 December 1947	SRC inventory at the former Caron airport includes 4 hose reel houses, valued at $36, and a pump house and reservoir, valued at $639, for a total SRC inventory of $675.	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.; file: “Auditors Report”
30 June 1948	As of this date, BBI has an account payable to the SRC in the amount of $697.27. See the financial statement of the SRC for the period 1 January to 30 June 1948.	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.; file: “Auditors Report”
30 June 1948	SRC inventory at the former Caron airport includes 4 hose reel houses, valued at $36.	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.; file: “Auditors Report”
3 July 1948	S. A. Whittaker applies to purchase an “H” Hut at the former Moose Jaw airbase.	PASK, R-221: SK Reconstruction Corp; box 8; file: “Moose Jaw Airport”
October 1948	Large, filtered water well (adjacent to the first [SW] dugout) pumps water directly into the reservoir.	*The Echo*, vol. 6, no. 9 (October 1948): 5
Fall 1948	BBI sign and motto is painted on the 25-yard range.	*The Echo*, vol. 6, no. 10 (November 1948): 7

31 December 1948	As of this date, BBI has an account payable to the SRC in the amount of $222.33. See the financial statement of the SRC for the period ending 31 December 1948.	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.; file: “Auditors Report”
March 1949	The chapel balcony had a projector room which was demolished in 1949 to make more room. The chapel ceiling was framed in and insulated; the overhead ductwork was lowered. The platform was extended and the control room on the side of the stage platform was built.	*The Echo*, vol. 7, no. 2 (March 1949): 18–19
Spring 1949	A building is moved to Caronport to be the shell of the music/laundry/store/P.O. Lack of funds prevent further work until 1950. The store will be 50’ x 27’, the warehouse 14’ x 27’ and the P.O. 10’ x 16’. The institution’s laundry will be in the basement.	*The Echo*, vol. 8, no. 2 (April 1950): 17–18
30 June 1949	As of this date, BBI has an account payable to the SRC in the amount of $1,622.17. See the financial statement of the SRC for the period 1 January to 30 June 1949.	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.; file: “Auditors Report”
Summer 1949	3000 trees are planted. They originate from the experimental farm in Indian Head.	*The Echo*, vol. 7, no. 5 (July-August 1949): 15
Fall 1949	Music building/store/laundry basement walls floor were poured. [The building was completed in summer 1950; the furnace room addition completed in summer 1951.]	BOD
Fall 1949	A second dugout is dug. It is 200’ x 80’ x 14’ deep.	*The Echo*, vol. 7, no. 8 (December 1949): 20
8 September 1949	R. [Reginald?] W. Argue has a $100 deposit with the SRC for a site at the Moose Jaw airport (SRC Acct. no. 11323). Because his site is cleared, Argue’s deposit is returned by 12 December 1949 (no. 4622).	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.; file: “Ledgers—Loose Sheets”
Fall 1949	A second building [in addition to the music/laundry/store building?] is purchased from the airport in MJ to be home for a family [Sundbo/Argue home]	*The Echo*, vol. 7, no. 8 (December 1949): 20
November 1949	Music/laundry/store shell is on its foundation. It has been moved in three pieces [from MJ]. Interior work is yet to be done.	*The Echo*, vol. 7, no. 7 (November 1949): 15
12 December 1949	C. A. Clarke, manager with SRC, indicates that R. [Reginald] M. Argue has cleaned and leveled his site at the MJ airport [S 45’ of W wing, bldg. no. 5]. According to a SRC document, R. M. Argue’s deposit for site cleanup has been returned to him by 25 April 1950. See “Sites Cleaned and Deposits Returned at Moose Jaw Airport as of April 25, 1950.” In PASK, R-221: Saskatchewan Reconstruction Corporation; box 8: “Estevan Airport—Osler Airport” file: “Moose Jaw Airport.” [Hard copy in JLF files.]	PASK, R-221: SK Reconstruction Corp; box 1; file: “T. Morris”
17 April 1950	Mr. Fenske reports to the BOD on the estimated costs of moving two buildings from the village of Briercrest to Caronport.	BOD

25 April 1950	BBI still has a $150 site clean-up deposit outstanding on the W wing and centre section of building no. 13 (airmen's quarters) at the MJ airbase. The cost of this portion of building no. 13 is $1,348.33, that is, 6 per cent of its original cost. See "Deposits Not Refunded on Moose Jaw Sites as of April 25, 1950," in PASK, R-221: Saskatchewan Reconstruction Corporation; box 8: "Estevan Airport—Osler Airport" file: "Moose Jaw Airport." [Hard copy in JLF files.]	PASK, R-221: SK Reconstruction Corp; box 8; file: "Moose Jaw Airport"
Summer 1950	BBI vehicle inventory: 1946 panel delivery truck, 1.5-ton Chev. truck, an ancient Chev. truck, two teams of horses, a saddle horse, a rubber-tired trailer and wagon, and a Ford tractor. The article gives a detailed account of how each of these vehicles is typically used. (See Nelson and Winifred Jeffrey interview for further details on the ancient truck and the horses at BBI.)	*The Echo*, vol. 8, no. 3 (July-August 1950): 12–13
15 September 1950	A $150 deposit is returned to BBI since it has cleaned up the site of its building purchase at the Moose Jaw airport.	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.; file: "Ledgers—Loose Sheets"
Fall 1950	Music/Laundry/Store/P.O. building is still under construction.	*The Echo*, vol. 8, no. 4 (Sept.–Oct. 1950): 16
October 1950	A root cellar will be built in the firing range.	LEB
October 1950	Coal bins are adjacent to the "flour shed" [Simpson Hall].	LEB
30 October 1950	Sinclair Whittaker resigns as president of the BBI BOD. The BOD names him honorary president of the board.	BOD
5 February 1951	There are suites in the "flour shed" [Simpson Hall].	LEB
May 1951	A hospital reception room is mentioned. [According to Gordon Olmstead, the hospital was located in the extreme southeast corner of E dorm].	LEB
30 April 1951	Sinclair Whittaker buys bed ends and springs from the SRC for $86 (invoice no. 11264). On 3 May 1951, a SRC receipt (no. 14202) was issued to S. Whittaker for $153.47. This is for payment made on SRC invoices nos. 11263 and 11264. See PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.;" file: "Invoice Book, 1951."	PASK, R-221: SK Reconstruction Corp; box 4; file: "Dept. of Social Welfare."
17 May 1951	A receipt from SRC (no. 14231) was issued to BBI for $257.50 in payment of SRC invoice no. 11239.	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.;" file: "Invoice Book, 1951."
23 May 1951	Sinclair Whittaker buys striped mattresses from the SRC for $74.00 (invoice no. 11304). On 26 June 1951, a SRC receipt (no. 14283) was issued to S. Whittaker for the amount of $76.66. This is for payment made on SRC invoice no. 11304. See PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.;" file: "Invoice Book, 1951."	PASK, R-221: SK Reconstruction Corp; box 4; file: "Dept. of Social Welfare."

31 May 1951	Sinclair Whittaker buys striped mattresses from the SRC for $74 (invoice no. 11345)	PASK, R-221: SK Reconstruction Corp; box 4; file: "Dept. of Social Welfare."
4 June 1951	Mr. Ferguson is to be contracted to dig the basement for the high school.	LEB
20 June 1951	Poplar lumber was used for form work on the high school basement.	LEB
26 June 1951	A SRC receipt (no. 14284) was issued to S. Whittaker for the amount of $47.78. This is for payment made on SRC invoice no.11302.	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.;" file: "Invoice Book, 1951."
6 July 1951	A SRC receipt (no. 14301) was issued to S. Whittaker for the amount of $3.72. This is for payment made on SRC invoice no. 11305.	PASK, R-221: SK Reconstruction Corp; box 6: Audit Reports, Inventories, etc.;" file: "Invoice Book, 1951."
15 August 1951	High school and store/music/laundry buildings will be dedicated at Fall conference.	LEB
1951-	Wycliffe Hall = new H. S. building = Officers' Mess Hall = RAF building no. 2 Taylor Academy = NCO's Mess Hall = RAF building no. 5 Carey Court = A and B dorm = NCO's quarters = RAF building no. 4 Bunyan Row = Chicken Coup = M. T. Repair Shop = RAF building no. 17D Livingstone Lodge = E & F dorm = Airmen's quarters = RAF building no. 7 Dorcas Hall = C & D dorm = Airmen's quarters = RAF building no. 6 Calvin Court = B & W grounds = RAF building no. 15 [south wing] Sankey Hall = Q. M. & Tech. stores building = RAF building no. 13 Simpson Hall = Flour Shed = Workshop = RAF building no. 14 Bethel Hall = Hildebrand's house = Fire Hall = RAF building no. 25[3] Memorial Centre = Music/Laundry/Store/P.O. building = SFTS (MJ) building no. 13 [LEB, 22 Aug. 1951]	LEB, 1950–1959
22 August 1951	The little storage building is to be moved to an undetermined site.	LEB
Summer 1951	Allis Chalmers garden tractor is purchased from a Mr. Schmidt.	BOD, fall 1951
Summer 1951	Sundbo/Argue homes moved to Caronport in summer of 1951.	BOD, fall 1951

[3]Gordon Olmstead recalls that Joy Brygmann gave these buildings their "Christian" names. See JLF interview with Gordon Olmstead.

Summer 1951	The main BBI building in the village of Briercrest [Yale Hotel] is torn down and hauled to Caronport. 50,000 board feet of lumber is acquired therefrom. This lumber will help with the high school project.	*The Echo*, vol. 9, no. 3 (July 1951): [41]; Jeffery interview
Fall 1951	Improvements proposed for the gymnasium: quieting blower fan, covering large north doors, building an interior entrance over the northwest door, insulation [Much of this work was not done until 1953].	BOD
16 November 1951	The administration building from Briercrest has been moved to Caronport.	BOD
11 February 1952	The incinerator is mentioned.	LEB
3 March 1952	A potato planting machine has been ordered.	LEB
7 April 1952	Remnants of building no. 3 [after the high school bldg. had been removed and moved] are to be nailed up.	LEB
21 April 1952	A new barn was approved. Estimated cost = $9,202.25. It was to be 34' x 84', no loft, Quonset-style and sheeted with aluminum.	BOD
4 June 1952	Plans for a new root cellar were discussed, including the idea of using the old high school buildings [that is, the buildings left at the old Officers' Mess Hall site] for the roof.	LEB
August 1952	Irvin Rodin joins the general labour staff.	LEB
20 August 1952	The Neufelds request a basement under their suite [centre of the old M.T. Repair Shop, building no. 17D].	LEB
Summer 1952	Ten outer entrances constructed for dorms.	BOD, fall 1952
Fall 1952	Flagpole is erected outside of the administration building [near former airmen's mess hall].	LEB
Fall 1952	Lines are to be painted on the gym floor by Alvin Lewis and students.	LEB
20 October 1952	It was decided to sound the siren every day at noon [This practice had been recommended for discontinuation earlier in the year.]	LEB
26 January 1953	The old root cellar (in the firing range) is identified as the potato root cellar.	LEB
9 February 1953	Garden plots are to be established for the staff just south of the hangar (H1) tarmac.	LEB
9 March 1953	Summer work is to include building a public school, another root cellar and two homes.	LEB
9 March 1953	Some of the beams have split in the hangar. [Steel posts will be installed along eastern edge of the hangar in summer 1954.]	LEB
7 April 1953	An east entrance is proposed for the potato root cellar.	LEB
27 April 1953	"It was decided to build the new Grade School building near the present location [of the remaining buildings left after the high school was removed in 1951 [from RAF building no. 3] but facing south and parallel to the East and West road."	LEB
20 May 1953	Henry Fenske [1919 Montreal Str., Regina] is to be contacted regarding moving the grade school building.	LEB
Summer 1953	The public school was built for $2,990.68.	BOD, fall 1953

Summer 1953	The new grade school building is put on a foundation. The two buildings which will make up its shell were formerly the kitchen and canteen sections of the Officers' Mess Hall [bldg. no. 3]. Mr. Fenske, a Christian mover, will place the buildings on its new foundation. The combined building will be 72' x 24'. Heat will come underground from nearby A & B dorm [formerly bldg. no. 4].	*The Echo*, vol. 11, no. 4 (July–August 1953): 17
4 June 1953	An air hammer is to be rented to make a doorway in the potato root cellar.	LEB
15 June 1953	A ditching shovel is brought in by the Fraser Construction Co.	LEB
Summer 1953	Two homes (owned by BBI) were constructed for a total of $9,113.60.	BOD, fall 1953
12 August 1953	Gordon Diggins joins the BBI staff.	LEB
3 September 1953	The steam trench from A & B dorm to the public school has been completed.	LEB
3 September 1953	A campus phone (intercom) was approved to be installed in Reginald Argue's house (on the site of the old Link trainer bldg. no. 12).	LEB
16 November 1953	"The rafters have to be supported in the hangar. This means that posts will have to put in the east side causing the rink to be made narrower."	LEB
16 November 1953	The cement foundation near the Edwards house is to be broken up [remnants of the bldg. no. 1 heater room?]. It was apparently close enough to potentially cause damage to the house.	LEB
30 November 1953	The rink committee proposed that a smaller rink (40' x 90') be built to the west of the current rink in the hangar.	LEB
15 March 1954	The plans for the garage and workshops were submitted and accepted.	LEB
Summer 1954	The 1954 renovation projects include the following: Remodeled garage building 60' x 90' Carpenter shop 20' x 36' Heated storage for tractor and trucks 40' x 60' Electrical shop 12' x 20' Pipe shop 12' x 20' Shop office and stock room 10' x 36' Meeting room 20' x 30' Furnace room 16' x 20' Washroom 8' x 10' Garage and repair shop 30' x 36'	BOD, fall 1954
5 April 1954	There is a building which is to be used for storage above the new root cellar.	LEB
4 May 1954	Mr. Fenske is to be contracted about moving the garage.	LEB

Spring 1954	Gym trusses are being re-aligned (bolt holes and rings) and posts installed.	*The Echo*, vol. 12, no. 3 (May–June 1954): 28
Spring 1954	New garage and vehicle storage planned. Two buildings will be moved to the maintenance site. A new root cellar is also planned.	*The Echo*, vol. 12, no. 3 (May–June 1954): 29
10 August 1954	The new root cellar is to be built in proximity to the garage with the garage entrance as the approach to the root cellar.	LEB
Summer 1954	The root cellar was constructed in 1954 for $2,258.	BOD, fall 1954
Summer 1954	The new garage complex is 96’ x 60’.	*The Echo*, vol. 12, no. 4 (July–August 1954): 28
21 September 1954	The coal bin was located to the north of the store [that is, the Memorial Centre].	LEB
28 September 1954	The pipe shop used to be at the south end of the building currently occupied by the Lewis family [Simpson building]. The new pipe shop was part of the 1954 remodeling program.	LEB
25 January 1955	Windows on west side of hangar to be painted to keep sun off the curling rink.	LEB
1 February 1955	A second greenhouse is proposed.	LEB
15 February 1955	Reginald Argue requested supplies for the finishing the upstairs of his house.	LEB
15 February 1955	Additional posts will have to be installed in the gym and hangar to support the roof.	LEB
18 April 1955	Proposed filling station approved.	BOD
19 April 1955	Earl Potter offers his services to BBI for the following winter.	LEB
26 April 1955	There is a storage building west of the dining hall [south wing of the W&B grounds?]	LEB
26 April 1955	Basement is to be put under Simpson Hall.	LEB
8 June 1955	Basement dug for new B. A. filling station.	LEB
Summer 1955	Cement floor put into new root cellar.	LEB
15 August 1955	Basement dug for “Flour Shed”—aka, Simpson Hall.	LEB
Summer 1955	Flour Shed is moved [east], put on a cement foundation and made into suites.	*The Echo*, vol. 13, no. 5 (Summer 1957): 9
4 October 1955	The new filling station contained a suite.	LEB
25 October 1955	Arrangements to be made with Mr. Wells of Exalo (sp?) to take pictures at BBI.	LEB
29 November 1955	Stoker is purchased from Mossbank hospital.	LEB
6 December 1955	Inquiries made with the Sask. Wheat Pool regarding storage of grain in hangar.	LEB
6 December 1955	“Leonard From has been appointed monitor during periods of Public Skating.”	LEB

14 December 1955	The Sask. dept. of highways and transportation indicated that it might be interested in salvaging the materials in the runways if they can be acquired economically.	DoT file 5168-913
17 January 1956	The SK highway dept. asked about purchasing runways. Concern is expressed by the committee that the dugouts would no longer fill with runway runoff.	LEB
No Date	BBI proposes a figure of $10,000 to the SK highway dept. for the runway asphalt and gravel. BBI will, however, accept $5,000 for this material.	No reference
No Date	The Memorial Centre apparently provided heat, or at least hot water, to the Sankey and Simpson buildings.	No reference
1 April 1956	The Sandy Creek pumping station was turned over the BBI (from the City of Moose Jaw) on this date. Mr. Ed Nichol will be paid $65/month to operate it. [See *From Buffalo Trails to Blacktop* for more information on Mr. Nichol.]	BOD, fall 1956
Spring 1956	There are plans to rebuild the entrance to the high school—a new ground-floor foyer with interior stairs.	BOD
15 May 1956	Fire destroys the garage, storeroom, carpenter shop and root cellar. Henry Hildebrand gives a brief account of a service shop fire. He recalls that this fire occurred at night during the academic year. Both details do not apply to the 15 May 1956 fire which occurred during the summer season and during the day. See H. Hildebrand, 1985, 81. Perhaps there were two such fires?	LEB, 16 May 1956
15 May 1956	Garage fire causes $50,000 damage.	*The Echo*, vol. 14, no. 4 (July–August 1956): 15
16 May 1956	The root cellar will be rebuilt ASAP.	LEB
16 May 1956	The carpenter shop will be temporarily set up in Simpson Hall.	LEB
22 May 1956	A steel, Quonset-style garage will to be built. It will be 40’ x 40’.	LEB
11 July 1956	A new entrance to the high school is being built.	LEB
11 July 1956	The nuisance grounds were mentioned.	LEB
11 July 1956	The boys’ hospital is mentioned. This implies a separate girls’ hospital (According to the LEB, on 21 June 1958, the girls’ hospital was in C Dorm).	LEB
Summer 1956	The SK department of highways purchased land from BBI for $1906.85.	BOD, fall 1956
Fall 1956	Major equipment [from the 15 May 1956 garage fire] was replaced in fall 1956.	BOD, fall 1956
Summer 1956	Herb Shauf’s suite in south end of Simpson Hall is completed.	BOD, fall 1956
September 1956	The girls’ hospital moved to Calvin Court where there will be room for 18 more girls. [There is a picture of Calvin Court in the JLF collection that has a red cross on the door.]	LEB
16 October 1956 23 October 1956	Earl’s motel is purchased for $14,000, with a down payment of $1,000. The basement is to be dug immediately at a cost of $140. On 23 October, it is reported to the LEB that the basement will cost $180 since a deeper hole was required.	LEB

23 October 1956	Mr. Fenske from Regina will move Earl's motel to Caronport. The basement walls will be 10' high: 8' of concrete [supplied by Redi-Mix, MJ] and 2' feet of concrete blocks. The concrete will cost around $1,000.	LEB
30 October 1956	A truck is purchased and will be outfitted with a pump and tank to be the fire truck.	LEB
20 November 1956	Storage sheds moved to No. 2 Hangar site; they are to be used for tractor and truck storage.	LEB
20 November 1956	A roll of "Mink" wire to be purchased for hockey rink backstop.	LEB
1 December 1956	Bakery/butcher shop addition proposed.	BOD
1 December 1956	Sheds, designated as storage and carpenter shops, to be moved.	BOD
4 December 1956	Ice scrapers for rink to be purchased.	LEB
11 December 1956	Skate sharpener purchased for $137.	LEB
19 February 1957	Front basement room of new hospital to be used as typing room.	LEB
2 April 1957	Tall building (aka "Old Maids' Hope") will be lined up with south end of the Simpson and Sankey buildings. It is to sit on the former site of the workshop building. Upstairs is to be quarters for single, staff males; the lower floor is to be used for storage.	LEB
April 1957	Tall building (aka "Old Maids' Hope") has been moved. See picture.	*The Echo*, vol. 15, no. 4 (July–August 1957): 8
15 April 1957	The Sandy Creek pumping station is to be sold to BBI for $10,000.	BOD
15 April 1957	A home for the Swensons is to be built.	BOD
30 April 1957	The Swenson home will be 26' x 36', not 26' x 38', as requested by the Swensons.	LEB
14 May 1957	Entrance gate is mentioned.	LEB
22 June 1957	Cement blocks will be used to construct a fire hall bay next to the single men's quarters.	LEB
Summer 1957	Swenson house is under construction. See picture.	*The Echo*, vol. 15, no. 4 (July–August 1957): 9
Summer 1957	Major streets are paved.	LEB
Summer 1957	Print shop is installed in garage of Hildebrand's residence, the former fire hall.	LEB
21 August 1957	West windows in the gym are to be removed and boarded up and covered with shingles.	LEB
28 August 1957	Steam boiler for single men's residence [aka "Old Maids' Hope"] was already on hand, having been provided by Mr. Fenske.	LEB
4 September 1957	An annex is added to Olmstead's suite on the south end of Bunyan Row. [This is to keep Mr. Olmstead's barn clothes out of the suite proper.]	LEB
Fall 1957	New hospital building with guest rooms (later, the Infirmary) was 30' x 78' and cost $14,000.	BOD

15 October 1957	A full balcony for the chapel is proposed, that is, north and south wings to supplement the existing balcony on the west end.	LEB
Winter 1957	At least one trailer (living quarters) as well as cars are parked in the hangar over the winter of 1957.	LEB
11 February 1958	A new 12-room motel is proposed to house married students during the winter and travelers during the summer. This will free up space in D-dorm for single students.	LEB
25 March 1958	Mechanical failure of electric controls on the gym furnace is determined to be the cause of the major fire in the gym. Henry Hildebrand refers to the cause as a double failure in the automatic electric switches. [In the early days, the gymnasium was unheated in the winter. It was heated only for major events.]	LEB Hildebrand, 1985, 80
28 March 1958	Gym roof is to be replaced at the cost of $5,736. The insurance payout for the gym fire = $10,000. Nelson Jeffery and John Gray assisted with reconstruction work on the gym.	LEB; Jeffery interview
March 1958	See article and pictures of the gym fire.	*The Echo*, vol. 16, no. 2 (March–April 1958): 1–2
30 April 1958	New motel is to be built for $35,000.	LEB
Spring 1958	A water line replacement project is undertaken by Engel Bros. Construction. A total of 14,000 feet of 6" transit pipe will be laid between Caron and Caronport. See pictures in article.	*The Echo*, vol. 16, no. 3 (May–June 1958): 1
Spring 1958	The new motel is under construction. See picture in article.	*The Echo*, vol. 16, no. 3 (May–June 1958): 3
Spring 1958	Dining hall storage addition is begun. It will be 40' x 82' and will be used for food storage, refrigeration, vegetable storage and meat shop. See picture in this story and in the July–August 1958 *Echo*.	*The Echo*, vol. 16, no. 3 (May–June 1958): 2
September 1958	Dining hall storage addition is not yet completed. After the March 1958 fire in the gym, its wood frame construction was changed to cement blocks.	LEB
November 1958	Natural gas lines to be run on the campus in the summer of 1959.	BOD
31 March 1958	The original sites for Hildebrand, Bergren, Muirhead, and Fender homes: Hildebrands' was to be located next to his former residence, the old fire hall; Bergrens' was to be south of Brygmanns'; Muirheads' was to be west of the public school; and Fenders, between Edwards and Bunyan Row.	LEB
April 1959	A bid by Montgomery Bros., MJ, for providing gas lines and hookups for 21 furnaces for $15,104.80 was accepted.	BOD, April 1959
April 1959	Homes for Hildebrands, Bergrens, Fenders, and Muirheads were approved.	BOD
April 1959	New carpenter's shop proposed for a sum of $2500. Work will be done over the course of following winter.	BOD
June 1959	Gas lines have been connected to institutional furnaces. See pictures in article.	*The Echo*, vol. 17, no. 4 (July–August 1959): n.p.
23 June 1959	The service station is open for 24 hours a day during the summer.	LEB
3 August 1959	Sandy Creek pumping station is electrified, and electric motors installed.	LEB

1 September 1959	A building used for a granary is mentioned.	LEB
15 September 1959	Trailer court is just about finished [north edge of old parade grounds?].	LEB
22 September 1959	Carpenter shop is in the shed at the east end of hangar.	LEB
December 1959	Dressing rooms are added to the skating rink.	BOD
22 November 1960	New 40’ x 100’ store proposed. Cost estimated at $15,000 + labour from BBI’s staff.	LEB
Spring 1961	Summer 1961 building projects include: two new homes; Wycliffe Hall (G dorm) to be set on a full basement; a new store/post office; and the dining hall placed on a foundation.	BOD
Summer 1961	Unrah home on Elm Crescent and Amundsen’s house on south Centre Street constructed.	LEB
25 April 1961	J. J. Craigen, (MJ), is awarded the contract for the cement-block basement to be placed under G-dorm. He will also put in the basements under the Amundsen and Unrah homes. Craigen will also build the new store. Osbjorne Amundsen’s house will be framed by the Macleod Bros.	LEB
Fall 1961	CSSM home on Elm Street built.	BOD
12 September 1961	Gordon Diggins appointed campus policeman.	LEB
25 April 1962	New 6” pipe is to be laid between the Sandy Creek reservoir and Caron. Estimated cost = $1.58/ft for the pipe; $0.85/ft for laying it. The distance is approximately 17,000 feet. The McClintock Pitt Foundation provided significant funding for the project.	LEB Hildebrand, 1985, 125–26
21 August 1962	“Len From is working in the Dorms, setting up Beds and arranging rooms.”	LEB
Spring 1964	New classroom/administration building is constructed. The McClintock Pitt Foundation matches all donations.	Hildebrand, 1985, 125–26
Fall 1965	New sewage lagoon was constructed.	BOD
Fall 1968	Dairy herd, equipment, and ¼ section of land sold to Caroncrest Farms for $45,000.	BOD
1969	New post office building built.	BOD
Fall 1970	Major renovations to Service Station. J. J. Craigen does block work. [This is the first major project for Len From, the new maintenance foreman.]	BOD
Summer 1974	E-dorm (east wing of RAF bldg. no. 7) is disassembled and turned into used lumber. JLF helped with the demolition.	
1977–78	F-dorm (west wing of RAF bldg. no. 7) is partially demolished and hauled away. See Neudorf collection for 1977–78 in BCS Archives.	
September 1981	Dining room of Airmen’s Mess Hall [bldg. no. 8] is moved to maintenance area. See pictures.	
November 1990	Sankey building [aka Q. M. stores, bldg. no. 13] is demolished. See pictures.	
Summer 1991	A farmer from Dalmeny moves/dismantles A & B dorm.	