

Dear Mavis and Elsie,  
(109) Have written home earlier this week. But thought would drop you a line. Sunday night tonight and did not have anything to do so wandered up to our writing, reading, recreation room and sat down and wrote a 3 letters. Have been flying all day off and on and am weary but did not feel like going to bed. It is a beautiful evening. The weather is really good here at present but how long it will be before the snow and ice begin I don't know. I could have gone in to Dunnville for a while on the bus. Have plenty of invitations to go any time but was too weary to be bothered getting dressed. Flying is proceeding satisfactorily

2.

Have now over 20 hours up here - about 10 solo, and am quite satisfied with progress. It took most of my time learning to master that terrific instrument panel, and be able to watch it all. Keep everything where it should be, make the dozen adjustments necessary, and fly the thing at the same time. Luckily, we haven't had icing conditions, as then you have to watch all your temperature gauges like a hawk and keep them up to a certain thing with artificial heat. - carburettor, cylinder head, pitothead, oil, de-icers, pumps, etc.

Have black<sup>ed</sup>out a few times in aerobatics, and it's a funny feeling believe me. These things drop like a bullet if you get in a dive. You lose 2 or 2000' before you know you are in it properly. Fell out upside down, while trying to slow roll one the other day. Came out in an inverted dive and she was going 300 mph. By the time I straightened her out at the bottom I got a bit panicky, and pulled back too hard on the sticks, and



## ON ACTIVE SERVICE

and it felt like 10,000 tons pulling me down on to that seat. The next thing every thing went grey and then I blacked out for about a second. The next thing I remember the nose was in the air and she had lost most of the 300 mph.

Went into Dunnville with some laundry Friday night and called in at W. McKee's for a while. He had some friends there who had just come back from a trip to Alaska. They had a little movie camera and a lot of colored shots of the trip. So we were entertained with movies in Technicolor of Alaska for an hour or so. He certainly had some great shots.

Tomorrow is a big day over here and we are getting a half holiday. There is a ~~public~~ sports and athletic meeting open to public on the camp sports ground also an aerial display by the instructors of formation flying and stunt flying they say that they always have

a big crowd of the public. The public will certainly get their moneys worth from the aerial display as they are fast crates and these instructors certainly can fly them.

We pupils had quite an audience ourselves today. One of our auxiliary fields is over at Whelliam and we go over there to practice forced landings, precautionary landings, powered gliding landings and take offs etc. The fences were lined today with Sunday sightseers. I think they get a few thrills from the suspense of wondering whether each one is going to come down whole or not. I often wonder myself when I flatten out to high or bounce up that runway at 80 to 90 m.p.h. However so far I havint buckled any undercarriage or ~~ground looped~~ ~~any~~ wings off. Well I guess there's not much more news so will close.

Give my regard and the news to all.

Yours.

Reg.

shall number this letter with the other it is number 9.