

'CALLING PATHFINDERS'

*A document presented to new
Pathfinder crews upon their arrival
at Gransden Lodge to join
405 Squadron RCAF*



-A little difficult to read . . . Setting to 200% is best



CALLING

WITHIN THE

405
SQUADRON



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TO THE NEWBORN PATHFINDER CREW ON ARRIVING AT 405 SQUADRON

ROYAL CANADIAN AIR FORCE.

You are now a member of 405 Squadron, the oldest and the most famous Canadian Squadron of Bomber Command.

Joining the R.A.F. in the Allied air blitz of Germany in 1941, it has weathered times of gravity and grievous loss when the enemy's powers of resistance were at their peak. From these hours of darkness it emerged victorious with its flag - though scorched and frayed - still whipping at the mast-top.

Late in 1942, when the Battle of the Atlantic was reaching its crisis and the life-line to America was receiving the unrelenting fury of the U-boat packs and Pocket-Battle Cruisers, this Squadron was summoned to assist sorely taxed Coastal Command. That situation, fortunately for us, was saved; helped in no small way by the efforts of this Squadron.

Bomber Command then turned on the heat, and the inauguration of Path Finder Force was decided upon in the Summer of '42 under the leadership of Group Captain (now A.V.M.) R.C.T. Bennett, C.R., C.B.E., D.S.O.

About this time, the first Canadian Bomber Group was formed, from which one Canadian Squadron was to receive the honour of joining P.P.F. The Squadron chosen for this job would have to be good, for it was realized that Path Finder Force took only the best, had a very exacting task to perform, and called for the steepest skill and determination from all its members. Kindness was essential, and such phrases as "press on" and "keep your finger out" were soon catch-words which, basted from lip to lip at first in a jovial manner, were soon packed with sincerity, for they expressed the feeling of the P.P.F. crews who realized the immensity of the job they had been given. They were prepared to give their utmost and to do the job well.

The Group motto "We Stand or Fall by our Accuracy" does not need explaining - it speaks for itself.

This was the bill the chosen Squadron would be required to fill, and the task, yes, and the honour, fell to 405 Squadron, R.C.A.F.

Recalled from Coastal Command, it fell into the job with the same keenness and determination so magnificently displayed by other Squadrons in the Group. The training was intense - many failed to make the grade - but those who did, formed the nucleus of what was to become in a few months time, the most reliable and conscientious Squadron in P.P.F. Group.

Competition became intense, each Squadron vying for the coveted honours, but 405 set a pace which was to soon outstrip all competition. As a result, the fame of the new Squadron spread. On many occasions it was referred to by people of authority, as the finest Squadron in Bomber Command.

This good name and reputation can only be held and maintained so long as you, the new crews, future Flight Commanders and Section Leaders, are willing to carry on the good work.

We old "die-hard" - some of whom you will have the pleasure of meeting later in this booklet - began our P.P.F. life just as you are, with few clues but a willingness to learn. We settled down and soon became enshrined with the spirit, that not only had we a job to do well, but one which was to be done far better than was expected, no matter how small it proved to be. That spirit and responsibility is handed down to you by the older crews as they end their tours.

They have done their work well, and are deserving of all the praise they receive, and it is to be hoped that you too, will one day look back with silent pride on your stay with Path Finder Force.

After the war, the history of Path Finder Force will make graphic reading - particularly to yourselves - for you will be part of that story. If it is to end the way it has begun, it will call for a continued maximum effort, combined with accuracy, from you who have joined our ranks. The unwritten story of 405 Squadron and P.P.F. lies in your hands.

Having read it for the first time, don't forget it is where you found it every day of every week of every month - completely amended as new Orders appear; so to prevent silly and perhaps serious mistakes, indulge in the regular reading habit of the Pilots' Bible.

Any other time you have to spare can be spent profitably in (a) the Intelligence Library, which is completely up-to-date, or (b) out with your ground crews. They are the finest in Command, and will never let you down. The majority of them have been over here longer than you (if you are a Canadian), and know the difference between a good and bad Pilot. There's nothing they hate more than a Pilot who misuses their aircraft. Watch your engine handling, and if you find yourself at the wrong end of some black looks, find out where you are going wrong. They have far more respect for a Pilot who asks them for explanations, than one who goes blindly ahead undoing all their work and ignorantly wrecking their pride and joy. Don't be spared to ask them questions, for they love a Pilot who takes a real interest in his aircraft. Aside from that, you are learning something.

Finally the crew drills. These are most important, and before you operate run through them thoroughly. You are probably on a strange aircraft and it would be a serious "boob" to come down in the Channel without the foggiest notion of ditching drill. There is a Ditchy and Parachute Drill Officer who will take you out to an aircraft and put you through the paces. He'll see that you don't make any mistakes. If it binds you, think of him, he has probably gone through those same actions, offering the same advice for the past year or so.

Until knowing you more personally, I trust this preface will help bridge the gap between the time of your arrival and settling down, when the strangeness of surroundings and faces can be so disheartening.

You have taken on a big job, for the subjects of P.F.F. technique are varied and exacting, but once you have overcome the initial stages, you will be surprised to find how easily you adjust yourself to all the mysterious technicalities which surround and comprise our work.

The continued good reputation of 405 Squadron and No. 8 P.F.F. is in your hands. Don't maltreat or scar the honour which you have been entrusted with.

Good Luck, and a Good Tour.



BOMB AIMERS.

Chapter. 1.

Your first impression of Granada will be the great distance between all the buildings upon the camp. Various people who would have you appreciate the place say this is regarded as a fire-guard, but don't you believe them, as rumour has it that the Group Captain has a shoe business in the village, and in your travel necessitated by the signing of your arrival chit, this will probably be brought to your attention. However, do be conscientious in getting your chit signed, especially by your Section Leader, as he is, believe it or not, most anxious to meet you. If possible, bring your Captain and Navigator along with you to "show them off" as we do like to get to know everyone.

Having made yourself acquainted with your new home and task matters, your next desire is equipment - of which you will receive more than you have ever been accustomed to having in your possession. Of course, first and foremost in your mind will be the obtaining of a bicycle, carry this out by the legal and recognized procedure as our local "Gestapo" are the best little finders of the two-wheeled rascal in creation.

Now that you have settled down, we sincerely hope you will show a great thirst for "gun" - spell with an "S" please, not an "I" as we often wish ourselves. The Navigational Training Unit started you off we hope, on the right foot, but before you have been here a week you will realize they have only scratched the surface of what you are required to know. Our methods are so different as to be revolutionary, when compared with the "accepted" methods of Main Force. Because of this, you will be expected to forget in many cases, former implanted ideas, and to accept new ones with a minimum of delay.

We have all been through these stages ourselves, and realize the difficulties confronting you, so we shall only be too anxious to help you. If your Section leader is busy, never be afraid to approach the more experienced Bomb Aimers on the problem which is puzzling you. They will help you out even if only to display their superior knowledge; but really, you will find them a pretty fair bunch of fellows, and quite easy to get along with.

All we ask of anyone is the average intelligence, and a considerable amount of commonsense. While on this question of "gun", we want it understood that we don't under any circumstances want you to let any of your questions go unanswered. If it's a technical question and we don't know, find out about it and come and tell us, because we would like to know too.

During your stay with us you will do a great deal of training both flying and ground, which will lead to a great deal of bonding on the parts of all crew members. However, we are quite accustomed to this, and if we seem to turn a deaf ear, don't be discouraged. It is said that even we are human enough to break down once in a while to give you a day-off!

But seriously, we ask you to remember that we are all very proud of our Squadron, and what it has accomplished. We set a high standard which is being raised continually, and for that reason you may feel at times that you can never reach the top, but just persevere and you will.

At the present moment, the Group has a Bobbing Shield which is presented monthly to the Squadron with the best bobbing errors. In as much as you are the best in the business, we expect you to get that shield and retain it, so "bud", get crackin' and impress upon your skipper that his flying is as important in bobbing as your instructions. We also ask you to remember that training flying is one of the best types of life insurance you can have, for in it you develop a knowledge of your job, aircraft, crew cooperation and crew discipline which will stand you in very good stead if ever you are faced with an emergency.

We are very keen on all these things, and although you may be able to beat your driver at "drag-a-lug" leaning on the bar, he is the Captain of your aircraft in the air, and what he says goes at all times. As a crew member it is your duty to do your job, and six other guys expect you to do it to the best of your ability, as you probably expect them to do theirs.

We are very much in favour of you getting to know your ground crew and your Squadron Armoury Personnel. They do a damn fine job with little thanks and no glory, and you are wise to remember your life often depends on their work. Words of encouragement, and a display of interest and appreciation in the work they do means a great deal to them. They may be penguins, but it isn't from choice; if you think you are a better man than they are, take them down to the local filling station some night and see who goes under the table first. Don't worry though, as they are good guys and will see you safely to bed.

Having seen you from your arrival on the Station to your comfortable bed, I guess we'll close the book-doors and call it enough, but a parting thought. Remember a bomb brought back is a bomb wasted, and an unsuccessful attack means that victory has been prolonged by one more raid, and don't think twice about that brother, because we are going to win this war!

NAVIGATORS

Chapter 2.

This chapter is intended as a guide to Navigators newly arrived on the Squadron. It is hoped that after reading it you will know what is expected of you, and how to set about teaching yourself to obtain the required results. We'll tell you what to do, and how to do it, but the rest is up to you. The mere fact that you are here is sufficient evidence that you're a good Navigator. Whether or not you attain that extra efficiency we want depends on your brains and your ability to absorb and profit by the helpful suggestions you will be given.

After having his arrival chit signed by all and sundry, and having covered the necessary twenty or thirty miles involved on foot, all new Navigators will be sufficiently impressed of the salient fact that they must at all cost get mechanised. This is quite a simple process - simply get a chit from the Navigation Leader, and hustle round to the Guard Room (opposite the Mess). Of course, they probably won't have any in stock, but it's worth the effort, if only in self satisfaction.

He next makes himself acquainted with the place Works & Bricks constructed under the aegis of the Navigational Section, and hunts up the elusive creature known as the Stores Barber. From this worthy individual he draws his equipment navigation, plotters for the use of. It might be worthy of note here, that the navigation section is distinctive inasmuch, as it is set apart from the lovely mob past the M.F. Yard, and can be identified by four redundant astro-dress.

Now having acquired an iron steed and the necessary navigational equipment - and in the meantime having become thoroughly browned-off with everyone and everything, our worthy individual is expected to go to work, and brother, when we say work, we mean nothing short of hard labour!! You have come down here to do a mighty important job, and as your training progresses and you get the odd trip in, you will realize just how important it really is. Remember, you can't come back and blame it on P.M.F. squares, because you, my sons are it!

Our first advice is that you make the acquaintance of the Navigators with whom you will be working. They are the only people who can give you the real "gon" although there are the books, pamphlets and order books which are on the "must be read" list; but it is the old timers who are your best friends and advisors. You will find them the wickedest line-shooters God ever produced, but to give them their grudging due, they do know the so called "score". So, if you have a question, ask and you shall be answered.

You will do a great deal of training flying here, and doubtless you will become thoroughly "abused off" with it all. Doubtless too, after some time with us, you will consider the epithet "405 (R.C.A.F.) O.T.U." well deserved, but unfortunately we have never yet found a substitute for training. We set a very high standard here, and consequently constant practice is required. If this were our only worry, we should be quite happy; but you realize our methods are continually changing, we must be prepared to do any job at any time with little or no chance to prepare for it, and at the same time to do it well! We are always testing and using new equipment on operations, and it is often dependent on you and your results whether or not it is produced and later adopted by the rest of Barber Command.

Our marking methods are roughly divided into two classes, Visual and Blind. After a probationary stage, you will be placed into either of the two categories, dependent upon the duty for which your set-operation shows the most aptitude. Of course, we always hope for the exceptional types who can do both, but they are few and far between, and it is a lot to expect from any man. However, remember this - that there is no stigma attached to either class of marking. They are of equal importance and are dependent upon one another.

One thing we demand of all members of the crew is co-operation, especially between Captain, Navigator, and Set Operator; and we mean co-operation to the smallest detail. You are not a crew of individualists, but a team out to do a job well, and to bring yourselves and your aircraft back safely. Remember that the poor "Joe" called the driver is the captain of the aircraft, and he carries the can for your mistakes, so help him out. Remember too that you are no bloody good to us pushing up daisies, so do your job to the best of your ability, for seriously enough it promotes a long life.

You are being presented with the best equipment, the best aircraft, and above all, the best ground staffs in Barber Command. Get to know the boys who service your equipment and aircraft. They appreciate it a whole lot, and it pays dividends in the long run. You may not believe it, but to them you are pretty important people. They have a rather thankless job and a damned hard one, so do your utmost to keep them happy.

A point which has not been mentioned before, but is most important is that this is NOT a suicide outfit. We expect you to do your job, but we do not condone foolhardiness, as the sticking out of necks. Our adage, if not noble, might well be "Safety First", as we cannot afford to lose trained crews; they are much too difficult to train or replace.

We might go on indefinitely with this introduction, but for fear of boring a bore, we shall sum up and call this sufficient. All we ask is common sense, average intelligence, the ability to do as you are told, and to accept ideas which may conflict at times with your own opinions - and at all times, please be patient with your poor Navigation Officer who does his very poor best. If you will do all these things, and have reasonable luck, we will be screwing you. So get cracking!

From you should see if you have any trouble with your equipment, or where you can drink from the Cup of Gr.

Expenses. (Based in the Navigation Section you will find the Expenses "Bashers.") Should your expenses give trouble in the air carry out full checks while you're airborne - such as synchronization of I.R. repeaters, putting the I.R.C. on "setting" for a while, and then back to normal in case of stickiness, and checking that P and D.R. on various headings if a discrepancy exists, and tell the expense "bashers" exactly what trouble you found. It helps them to do their job properly, and the source of the faults will be found more quickly and easily. Give a similar report in person to the instrument section at the first opportunity.

Instrument. C.P.I., A.P.I., R.N.C. or any other instrument trouble should be reported to the Instrument Section (the building next to the W/H) immediately. They won't complain about you worrying them with details - they like it, and you'll pick up lots of odd facts you didn't know.

R.A.P. Aide. Any faults in your equipment or reception, no matter how trivial, should be reported to the Radar Section. If it occurred on ops, you'll find a Radar Officer on duty at interrogation, tell him about it. Whenever you have time call on the Radar Section taking your Nav. II along - they have a good RBE trainer, and you can never get too much practice on the set. They're usually busy, but they're always pleased to talk over faults you have struck in the past, and suggest remedies, give you advice, and help with any snags in "Geo" or RBE which you have encountered.

Weather. Drop into the Met Office occasionally, and talk occlusions, anticyclones, troughs, icing, and anything else you like to discuss. The forecasts are often haywire these days, but the more you know about met, the less surprised you will be at the astounding things that can happen, and the less you'll be tempted to discard winds you find just because they "don't agree with Met."

Intelligence. The Intelligence Library (in the Flight Office building) is the most comfortable, most interesting, and most useful room on the Station. Visit it regularly -- it's good!

Briefing. In this Group, we have the main briefing first, followed by the Navigation briefing. However, the route is immediately put on the board 15 minutes before briefing time, so you have a chance to get the route drawn in and charts stuck together (if necessary) before briefing commences.

You're told at briefing what heights to use, what air speeds to use, how much time to have in hand at set course, on top of your flight plan time marked back from time on target, and how and where to waste any time you accumulate.

YOU MUST OBEY TO THESE INSTRUCTIONS.

Tracks, distances, and set course times are put on the board, but these are only a guide and rough check on your own work.

Interrogation. In addition to interrogation (with your crew), by the C.O. and the Intelligence Officer, you must also yourself see the Duty Navigator, the Radar Officer, and the Met. Man (if you get in before he leaves). Before you go to eat, leave your log and chart with the Duty Nav. or falling him, the Intelligence clerk.

WIRELESS OPERATORS

Chapter 3.

Having completed your training at N.T.U. no doubt you are wondering what Squadron life on Pathfinders is like, and what is expected of you. Well here you are!

Having operated on a Main Force Squadron, you will realize that a Wireless Operator needs an unlimited number of eyes and hands - as well as running shoes - to operate efficiently and carry out all duties expected of a Wireless Operator on operations. No wonder we are called "Flying - Stoges" or "G.D.'s. (Airborne)." Well, on P.F.P. you are more qualified to be a stooge than ever before, but your extra training and initiative enables you to be acknowledged as a Gen Man when things really go wrong.

You will report to the Briefing Room for roll-call at 09.30 hours, not 09.35, but 09.30 in good Pathfinder time. This main briefing room is situated behind Station Headquarters, it is in this building where all Squadron lectures, cinema shows etc., take place. After roll-call you must report to your Section, not the W/T Leaders office, but the training room. You will report again to your Section at 14.00 hrs. (the only exception to this rule applying after you have been on an operation the night before); and remember, when on "day-off" you have until 10.00 hours the next day.

On joining the Squadron you will be given the usual arrival chit which you will proceed to get signed by each individual section throughout, leaving the Squadron Orderly Room to sign last of all. This arrival chit and the dispersed nature of the airfield go well in hand, if you like gravel bashing, so my friend, after the first day, the word "no-convince" really sticks in your brain; with sore feet and weary bones you will sleep dreaming of the luxurious Coronation Scot, Bucks and Hills Express, and even luxurious air liners during your first slumber bid at Gussden.

Having had this wonderful night, you will realize anything mechanical is a wonderful invention, but unfortunately the only powered vehicle issued to personnel of this Station is a bicycle, so visit your Section leader and persuade him to write out the necessary 'rough' which will take you before the N.C.O. 1/c Police. Now there is nothing to be afraid of, and it's worth making the attempt. By the way, it's a good idea too, to see the N.C.O. 1/c Quik's Winterman, sometimes he has spares just finished repairs, and you can never tell! Remember, if you can't get one, don't be misled into the idea that you can ride anyone else's without official authority, it's strictly forbidden, not encouraged, and anyway it's a very serious offence.

Now that you are a fully authorized wireless-operator, go to your Wireless Leader again, and prepare yourself to receive his sincere welcome and assistance. Anything you fail to understand, ask him, (if he doesn't know he will soon find out). At the W.T. office you will be issued with one pliers, one screwdriver, and a general service watch for your operational use. You will find the watch comes in very handy at 09.30 hours and at 14.00 each day. This is all the equipment we are permitted to issue, but an efficient and conscientious Wireless Operator can always acquire pieces of wire etc., which inevitably come in handy at the critical moment. Spare helmets are issued for each operation, being tested by the unfortunate individual who does not happen to be operating on that particular night. They are issued at W/T briefing in N.C.O. Signals after main briefing. Don't forget to bring them back the next day, someone else may need them.

On this Squadron we have two complete sets of GGS, one for operations, and the other for training. Operational gas is issued at W/T briefing, and returned at interrogation. The training gas is signed out in the Squadron Sign. Office, and will be returned to the Signals Officer after the completion of flying training. In the mess office you can get the colours of the period. Remember here you are once again the stooge. You are personally responsible for the colours, yes, this means the W.O.P.!!!

Maybe you have heard of the WPS Order Book, well, just in case of complete ignorance, one exists on this Squadron. This book contains more or less the "Do's" & "Don't's" of a WPS duties. It also contains gun of first rate importance, read and weep, but don't forget. Remember, we have a signature for each order. We also have a Pathfinder Bible - read and inwardly digest. This is very important.

In the building next to the Squadron Offices, stands the Wireless Quartermaster training room, containing all kinds of gun. In this room all WPS in turn contact group on one of their famous exercises. You may say these are a damned nuisance, just as you want to go to the Mess, but never fret, these things are essential to keep your Mess and procedure on top line. The notice-board in this room has attached all the latest gun, together with a periodical reminder of some past gun you may have forgotten. These notices are not there to decorate the wall, but for your benefit.

Get acquainted with the N/T mechanics and their men. They can give you quite a bit of gun. These boys rectify all the snags which occur, they can certainly give you some hints so that those snags do not repeat themselves on operations. Get into conversation with some of the old boys who have had a few trips with this special equipment. They will no doubt "give you the gears" but they do know the score. The safety of aircraft and crew depends on the efficiency of the WSP from now on. YOU are the WPS of the aircraft. You cannot become too proficient with this equipment.

Well, my lucky lads, you can't blame P.P.F. anyone for erratic bombing. You are one of them now. The whole striking force of Bomber Command depends on you, so gun up! Learn all you can. If a few hours training per day will finish this war sooner, let's do it and do it conscientiously.

If you have any new ideas about training and its equipment, or any new modification to make operations 100% faultless, don't be afraid to let us know. Our helmet modification will show you how we appreciate new ideas.

FLIGHT ENGINEERS.

Chapter IV

After making the great discovery that the food is not bad, and we have three pilots within crawling distance of the Mess, forget your barracks pretty fair - through way to a trifle scattered - we would like you to give your (whatever P.P.F.'s. give) and make your way to the Flights' enquiring for the Orderly Book. You will find "Bulking Back" there, the veteran of many an aerial visit, who will give you all the gun there to go, who to see, and where your boots go for repair.

Having accomplished your first bit of Path Finding, we would suggest you contacting your leader in the building adjoining Squadron H.Q.'s. The first thing to do, is to ask him for a chat to draw a bicycle and unobtrusively wish good to the Chief Squad Mess before the rest of your crew get there. Then return to your Section to draw out all that you can get in the line of - watch, P.P.F.'s. notes, spare knife etc., then to Squadron Store for your kit, vacuum flask and thermos. Refrained to say is any at all otherwise we stick to the above papers.

Now a brief outline of what you are expected to know. Everything. But seriously, these are the things that are essential. (1) Your own Engineering Gen, (2) Good Landing, Takeoff, (3) Being conditions, trouble and operation of such.

With regard to No. 2, you will, in all probability be dropping bombs before you draw any very breaths. This will be important, for the Group has a Bombing Shield which we mean to have and keep. This can only be accomplished by accurate bombing, and that to you may seem difficult.

In reality it is quite simple. There are two things that count, firstly, correct barbsight settings, and secondly, don't push the tit if the target is not in the graticule. You do this and your errors will never be over 200 yards, which is still not deadly accurate bombing and can be greatly improved upon. You can get this "gen" from your leader and the Bombing leader.

Any spare time you have, try to coax your pilot into coming over to your Section, where he can pick up so much gen he'll probably get a head-ache, if he hasn't got one already from the local beer.

Bombardier - not only is it for your own safety that all this "gen" is necessary, but also for your Pathfinder Exam. You are expected to know a hell of a lot, but nothing that you shouldn't know.

You'll notice after you've been here a while, that P.F.F. crews never stop training, and that applies to all members of the crew - it's up to individual members to learn and know all they possibly can about P.F.F. methods.

Briefing. Can be explained in a few words - "Keep your ears open", and your mind on what's going on. Listen to the man who is doing the Briefing, he's 'got some in'.

Interrogation. On entering the Interrogation Room, get scarce for the Engineering Officer, or representative, and give him all unserviceability of the kite in which you have just 'diced', together there is no complaint too small, and he seems to be very disappointed when you stroll up to utter "Everything O.K." Next hand in your log to the duty Engineer, then you are free to go and nooch the run from the rest of the crew.

Roll Call is at 09.30 hours every morning, (that is when you haven't been flying the night before), after which you will report to your Section and sign the book to prove you are really out of bed.

Time-off will be given to a number of crews each day, depending upon how many crews are available at the time, providing of course, there are no Ops. on. This will be decided by the Flight Commanders, and will run from the time you are free that morning, until 10.00 hrs the next morning.

Transportation.

There is a bus nightly, or nearly always, to either Cambridge or Bedford - seats are booked at the Main Guard Room - handy place that Guard Room, isn't it?? That covers about all the essentials, anything you wish to know, just ask!

Incidentally, we have about the best ground crew in England, please treat them as you would a rare piece of Brocken, for most of them were working on the Squadron when you were in Canada, or just thinking of joining up. Honour GSE Canadian Bomber Squadron you know!!

GOOD LUCK AND GOOD BOMBING!

AIR GUNNERS.

Chapter V.

Greetings fellow gunners, and congratulations on your posting to 425 Sqdn.

We call this corner of old England, Canadian Lodge, and as it is to be your home, let's lose no time in striking up an acquaintance.

Firstly, you arrived here on foot - we all made that mistake - so out of the sheer goodness of our hearts we'll start walking with you in the direction of the Squadron Orderly Room, proving your aptitude as a Pathfinder by allowing you to pinpoint our "target" with no other aids than the local "markers" strategically placed enroute.

As time goes by, (with apologies to songwriters and fellow composers' the world-over), the necessity of becoming mechanised will reach crystal clarity; so acquiring a "Cycle Guit" from your Section Leader, approach the Main Guard Room wearing that favoured expression of the down and out, turning your shoe bottom to Heaven and showing the S.P.'s your turquoise blue socks, and/or your tender blue skin. This should have the all important effect of his considering your cause sufficiently worthy to warrant placing your nose at the foot (you quite unintentionally), of the column. You are now assured of eventually becoming the proud but somewhat wearisome possessor of a Station bicycle.

In the meantime, let's walk on.

Having met your Section Leader, FIRSTLY for the purpose of obtaining a more comfortable means of transportation, and ECONOMY of course to be introduced, you'll find he will welcome you with numerous questions regarding former gunnery experience!!

After you have given him the good old line of flying 33's, he will take you tenderly aside, and in a fatherly manner proceed to outline your future daily life with the Squadron.

Conducted tours are then arranged to ease the burden of drawing the necessary flying kit, etc., and with due respect to N.T.U. training, a visit to a Squadron Lancaster will help to clear up many points.

If you have not been dining the previous night, (not including social rounds), you will report for roll-call at 09.50 hours in the Briefing Room where you will be enlightened as to your first duties of the day.

Being a staunch believer in "practice makes perfect", all spare time will be spent in assimilating some of the vast knowledge available in the Gunnery Instruction Centre and the Squadron Intelligence Library.

This ground training is most vital in preparing you for the important role to be played in the air. Remember fellows, that when you were in Main Force and your kite failed to reach the target, it might have got "paid" to HQ activities, but the raid still carried on, whereas, if you don't reach the target now, your portion of the raid may fail. So protect your aircraft and allow the other five men in your team to press on with their "working".

Fire-off will be given to a number of crews each day, depending on the number of crews available, and operational requirements.

If not recalled due to "lack of support", there will be a nightly bus to Cambridge or Bedford. Seats are booked at the Main Guard Room. Oh, by the way, don't get hooked down by blanda night fighters!

Now that you are comfortably settled, we would like to suggest that you visit your ground crew, who are always pleased to see you - and incidentally, can take a nice horse-ride!

Kill, and look and Good Shooting --- and for the time being,

GOD BLESSING.