

FOOTHILL FLIERS No. 3 S.F.T.S



WILEY

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Milestones at No. 3 S.F.T.S. . . .

JANUARY

Squadron Leader Miller, our Senior Equipment Officer, was married.

Course 72 was welcomed on the station by the usual teas at the 'Y' Hut in the afternoon and the Rec. Centre (W.D.) in the evening.

First Aid Courses started for all personnel.

A Talent Contest was held at the Rec. Hall under the supervision of Mr. Carter, our 'Y' Supervisor, with Corporal Ellwood winning the award.

Air Commodore Middleton, Wing Commander Jackson, Wing Commander Young and Section Officer Moles from Ottawa did a brief station inspection.

Typing classes at Western Central High report full classes and high average attendance.

Macleod Concert party entertained us at our Rec. Hall with an outstanding troupe and were most enthusiastically received by a full hall. A reception was held in the 'Y' Hut for the troupe and guests "after the show". The outcome was an inspiration and a challenge to No. 3's budding artists.

Flight Officer Graham, Sergeant Schuldt and Corporal Levagood paid respects as escorts at the station while Section Officer Goodman's body was entrained. Section Officer Goodman was the first fatal air accident among the Womens Division in Canada.

The Rec. Centre (W.D.) is now equipped with a most colorful set of dishes and facilities necessary for putting on a tea, thanks to the generosity of the Officers' Wives Auxiliary.

FEBRUARY

Jan and Michel Cherniavsky, famous international pianist and cellist, entertained the personnel of No. 3 at a recital in the Rec. Hall.

Course 74 arrived and were greeted in the evening by the W.D.'s acting as hostesses at a tea in the Rec. Centre (W.D.).

First three W.D.'s left on their embarkation leave prior to an Overseas posting.

Valentine's tea was held in the Rec. Centre (W.D.) at which the I.O.D.E., Eastern Star, Officers' Wives Auxiliary and other friends of the Airwomen were guests. Musical background was supplied by Mrs. Farqharson and her troupe and Corporals Ellwood and Daniels.

Major General Sir William Glasgow, Australian High Commissioner to Canada, visited the station and talked to the boys from "Down Under."

Our station basketball team won the championship of the Garrison League.

The National Selective Service Conference paid the station a visit under the leadership of Squadron Leader Pugh, C.O. of No. 2, R.C. The purpose was to acquaint the National Selective Service Officers with a general idea of service work and living conditions.

Deputy Inspector General of Canada, Air Vice-Marshall P. Cuffe and entourage, made an official station inspection.

First station concert was held in the Rec. Hall under the direction of Flying Officer Walker and Flying Officer Rouse, LAC Hutchinson and Al. Carter. Thanks is due the I.O.D.E. for so capably taking over the responsibility of making the costumes for the opening chorus.

Flying Officer "Buzz" Beurling was luncheon guest of the Officer's Mess later talking informally to the aircrew on some of his experiences over Malta.

MARCH

First broadcast was made from the Rec. Hall over C.F.A.C. Artists from No. 3 S.F.T.S. included F/O's Rouse and Walker, AW1 Corbin and LAC Hughes. Musical continuity was supplied by No. 2 Wireless Band.

Wings Parade broke routine when the C.O. gave special permission to Wing Commander Byers to present the wings.

Squadron Leader Sparkling, Command Chaplain, was guest Padre at Church Parade.

The Commanding Officer, Group Captain G. P. Dunlop A.F.C. held his last station parade at No. 3 S.F.T.S. He has been posted to No. 2 Command much to the regret of all the personnel.

New Books in Station Library

<i>Old Lover's Ghost</i>	Leslie Ford
<i>One Foot in Heaven</i>	Hartzell Spence
<i>That's My Story</i>	Douglas Corrigan
<i>Robber's Roost</i>	Zane Grey
<i>The Way of the Stars</i>	L. Adams Beck
<i>Arizona Ames</i>	Zane Grey
<i>The Mysterious Rider</i>	Zane Grey
<i>Other Gods</i>	Pearl S. Buck
<i>The Thundering Herd</i>	Zane Grey
<i>Under the Tonto Rim</i>	Zane Grey
<i>The Shepherd of Guadaloupe</i>	Zane Grey
<i>The Long Alert</i>	Philip Gibbs
<i>Sons</i>	Pearl S. Buck
<i>Tomasheen James</i>	Maurice Walsh

Education Notes . . .

P/O A. A. Aldridge

SINCE the last edition of the Quarterly, F/O G. J. Buck has been posted to command of No. 20 Pre-Aircrew Education Detachment at the University of Saskatoon and it has been my privilege to take over his duties at this school.

Education, in common with other diamonds, has many facets, and the perfect stone is found but rarely. Its objects and aims seldom are realized to the full. It is needless repetition to offer the old saying that one is never too old to learn, and this is amply borne out in the applications for correspondence and instructional courses which are met from day to day. One is deeply conscious of the desire for the bettering of oneself, especially now that the horizon looks a little brighter, and everyone realizes that preparation for fitting into the post-war scheme of things is logical. We all know that the present job comes first; that there must be no letting down until the final day of victory. This emphasizes much more the great need of preparation. Each of us can do a great deal to help win the peace, particularly through having a definite appreciation of the problems that will face the world and the particular problem that will face himself. Therefore, is it not logical to assume that effort exerted by anyone, in his spare time, to improve his knowledge, will make that person's contribution to Canada more vital in the days to come? We must all pull our weight to make this an even greater country.

As evidence of this we need only keep in mind the motives governing so many of the personnel who have prepared themselves for aircrew in their spare time. They are members of the ground trades who felt they could make a more definite contribution to the war effort as aircrew than in their previous capacities. Of course, they were actuated in part by the obvious satisfaction to be gained in piloting the finest aircraft that man has been able to perfect. Recently, the cycle of training was complete in that two of the airmen who were members of the first remuster class returned to the station for their service flying training. These are Cpl. Stubbins and Lac. Lepert. It is logical to assume that they will be the first of many to return. There are many at present in process of training for the first step in this cycle. It is a wholesome sign, indeed, when men are willing to put in three nights a week to study for several weeks in order that they can do, what they consider, a better job of work for Canada.

Our position adjacent to one of Canada's great cities has offered an opportunity for night study that the more remote stations cannot receive. To illustrate, some forty-five airmen and airwomen are spending two nights each week availing themselves of typing and shorthand classes and thus making it easier to qualify for higher groupings in their particular trades. Here, again, the Air

Force will be the ultimate gainer through improved efficiency. Still others are attending laboratory classes in Chemistry to qualify for University Entrance. May we extend to the Canadian Legion Educational Services and the Calgary School Board our appreciation of the work that has been done in this regard.

The Trade Improvement Plan recently inaugurated by Air Force Headquarters now embraces the greater part of the personnel. It offers those concerned a chance to receive instruction and thus qualify for higher groupings. This, in turn, means higher wages. It is to be expected that the percentage of those passing Trade Tests will increase as preliminary difficulties are overcome. The Education Department is responsible for organization of the plan on the particular station and for suggestions as to improvement in teaching techniques and procedures.

A recent development has been the incorporation of "Progress of War Study" into the instruction syllabus of the trainees. Thus, the Education Department is brought into direct contact with the various Courses receiving flying instruction, and the opportunity of taking up current problems and post-war planning leads to discussions that are productive of some worthwhile ideas. We do not need to fear that the young men of today are not interested in tackling any problem that needs to be solved. When one considers the calibre of the discussion, it is little wonder that the Royal Canadian Air Force and its sister forces are proving more than a match for the Luftwaffe or the Italian Squadri.

Reference was made above to Pre-Aircrew Education Detachments. These have been organized at eight universities across Canada to prepare those entering aircrew for more advanced training. The syllabus taught is in direct relation to that which they will receive as their training advances. This step helps to relieve the next school of a great deal of preliminary work, provides an excellent introduction to the B.C.A.T.P. in general, and, possibly, gives an even more thorough training in the fundamentals necessary for the successful aviator.



READY FOR THE TRAIL AT KANANASKIS RANCH

The Padre's Corner . . .

Flt. Lt. W. J. Minto Swan

FAITH is one of the most necessary qualities in a successful life and work.

When man sets himself to any task, great or small, he does so because of faith that he can and will accomplish that particular task. The task today requires that faith be found in each in the services of His Majesty the King in all the following phases: First, there must be faith in God that He will continue to reveal His Cause as our cause. Then there is faith in the King, and all who are in authority that they may plan wisely and well. Then comes faith in those who make the weapons and materials for use in the cause. Next comes faith in the goods delivered to those actually engaged in fighting for the cause. These are all coupled together with faith in ourselves so that an ultimate victory will be recorded in the pages of history.

Faith, however, has a secondary level. It is not quite correct to say that the secondary level is a spiritual level because faith, after all, is a spiritual quality. But it can be said that the secondary level brings God more closely into the picture. The emphasis of faith moves from man's side to God's side. Hence faith becomes the definite conviction that God reigns, God rules and God works out His plan and purpose for His world. It follows that, when this level of faith is reached, human life is or should be geared to God's method rather than trying to make God fit into our method. One of the senior Chaplains overseas had this notice placed over the door of his office:

"Come in and pray for Victory as if God alone could give it, then go out to work and fight as if you alone could gain it."

During this season of Lent, when we are called to consider the spiritual things of life in a definite active manner, let us examine ourselves on the basis of our faith and ask, "Are we trying to run ourselves in a little human world on our own physical and moral strength or are we linked up by faith with the great spiritual source of all life, all strength and all power?"

The apostle St. Paul arrived at this place when he said, "I can do all things through Christ, who strengtheneth me."

Greetings and best wishes to one and all.

Flt. Lt. P. M. Dwyer

EVERY man must wonder sometimes about the presence of evil in the world. Christian philosophy has the only adequate answer and Religion the only cure.

Evil is not something positive but rather is it the negation of good. Man was created as a being of body and soul, capable of knowing and loving God, governed by reason but with freedom to choose between God's plan for him or to seek other ends of his own. By turning against God's rule, man himself dethroned the perfect rule of reason and put himself in three to the inordinate rule of his appetites, emotions and passions.

The Creator has a right to rule his creatures. The father has a right to demand the obedience of his children. A peaceful and happy home is that in which children and parents are united in mutual love, respect and co-operation.

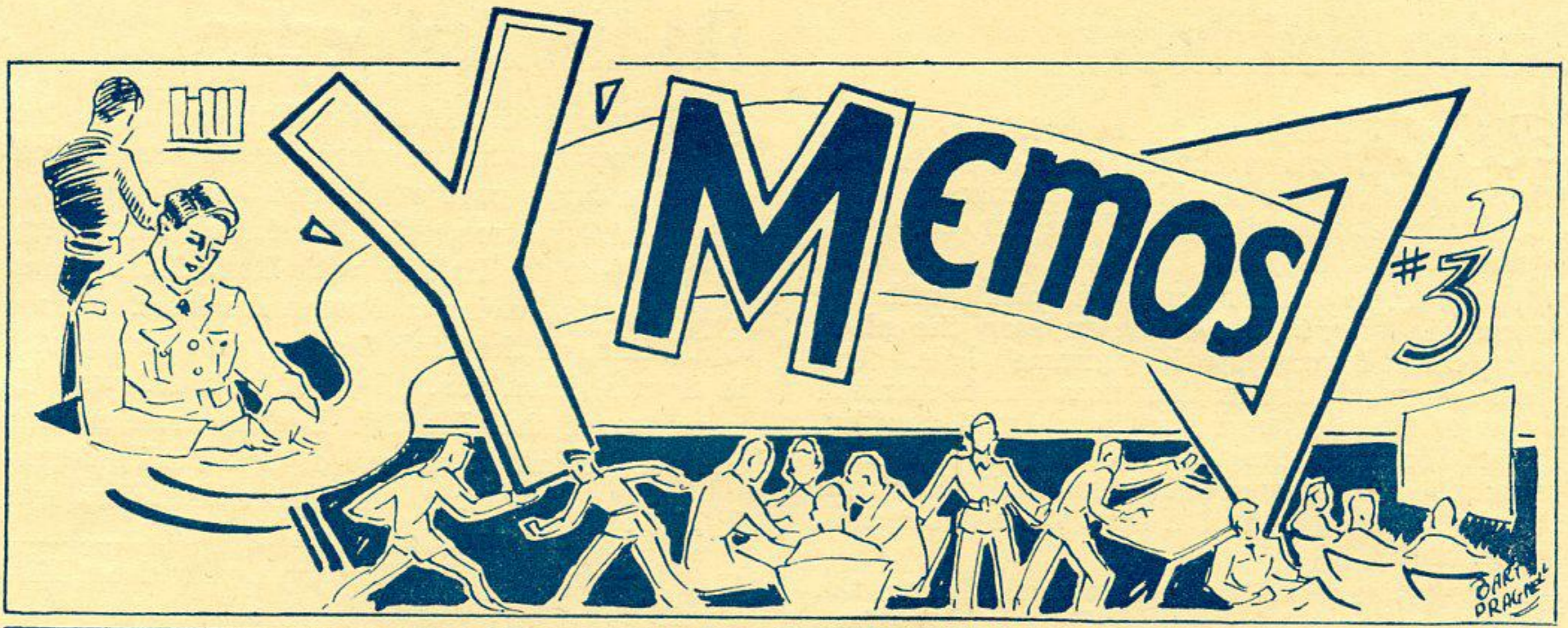
Only when man returns to God, submits himself to the Divine Will and chooses freely to work for the end for which he was made—eternal union with God—will evil be overcome in the world.

Individually the choice is ours. The law of God, of right reason, must once again become our rule of life. The children of God need His guidance and fatherly care and must again recognize the common brotherhood of man united in the household of the heavenly Father.

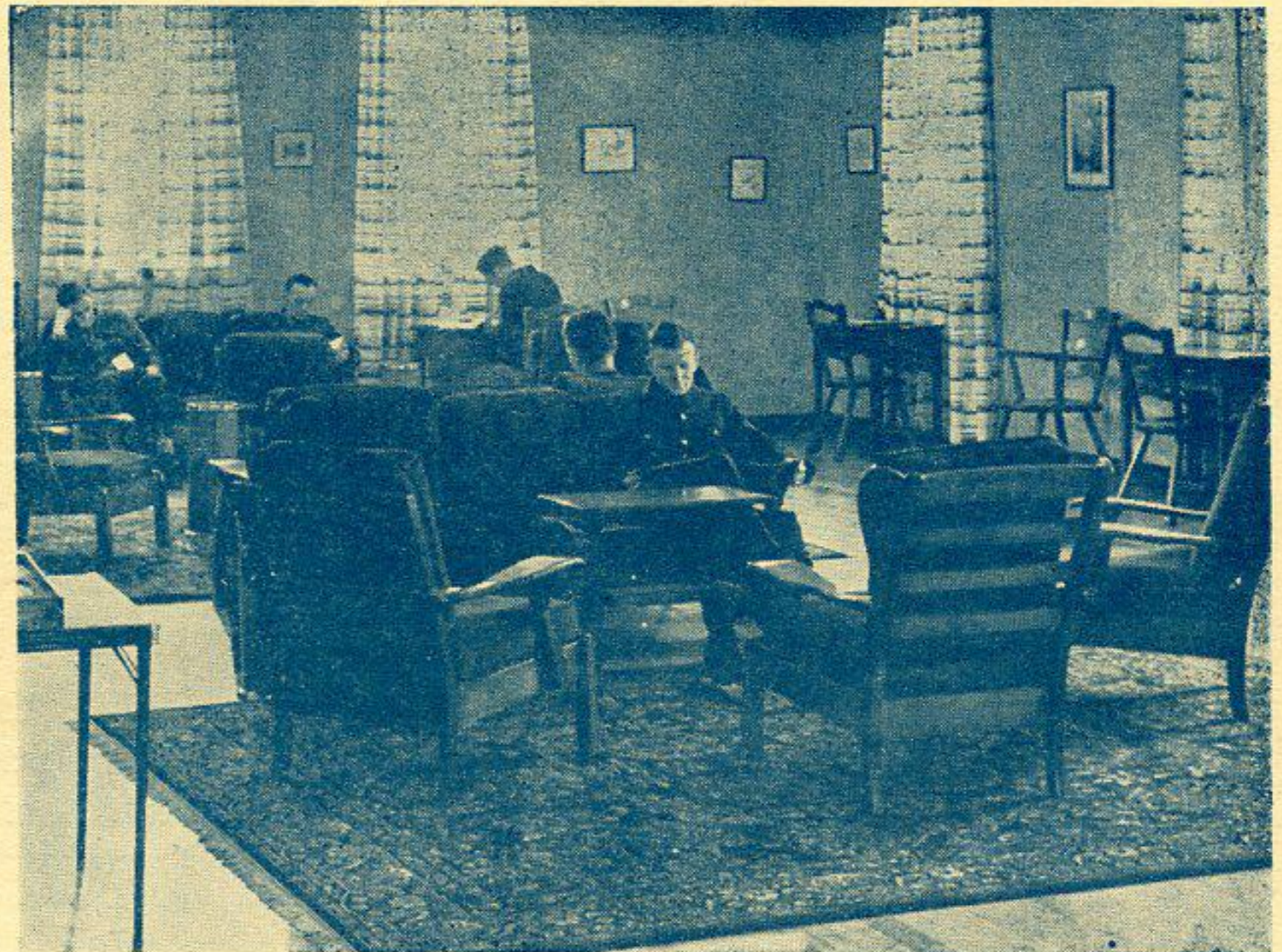
The Church at this season of Lent calls more insistently that we refrain our appetites and passions, get them into subjection, and do penance for our faults of the past so that we may be strengthened at the same time against the temptations of the future. "Unless ye do penance, ye shall all likewise perish". Our Father is waiting for His children to return.

Congratulations!

Corporal M. M. Daniels and Corporal C. McKinnon of the Women's Division have both been commissioned as Assistant Section Officers.



SINCE the publication of our last Station Magazine, much water had remained frozen under the bridges, but there has been nothing static about the "Y." It is amazing the way the days come and the weeks go—yet the programs carry on. In the past three months 13,000 have attended movies, 5,000 have danced in the Recreation Hall, 25,000 have taken part in sports and games, and over 9,000 have attended concerts and other programs.



The other day in the writing room I was talking to a New Zealander who was on his third letter. From this same room airmen have filled 37,000 sheets of writing paper and used 21,000 envelopes. Passing through the Lounge Room I noticed an airman reading one of our latest books. Library circulation of the 1,600 books in the Airmen's Library has increased weekly. Many new books are added monthly, and our Zane Grey titles now fill one section.

Y.M.C.A. funds are available on the station for many purposes. Since November 1st about \$585 has been spent on general program and supplies and about \$144 on sports equipment. This does not include prizes for dances and Bingo.

We at the "Y" spend our days doing things we believe will add to your comfort and pleasure on and off the station—from arranging to get your sox darned to providing a girl friend—from organizing Concert Parties to arranging Sunday

dinners. We are ready and anxious to serve you and suggest that if you have any problem that needs a willing ear, don't fail to give us a chance to help. Facilities available for your convenience include radio, electric gramophone, copies of recent magazines and current newspapers. The Library is located in the general office where you can also send telegrams or buy stamps. All these services are available from 1000 hours to 2100 hours daily, with the Lounge and Writing Room open until 2300 hours each evening. Our motto is, "Do unto others anything they haven't time to do for themselves."

E. I. "Al" CARTER,,
Supervisor, Y.M.C.A.

Y.M.C.A. STAFF

"Bart", "Lil" and "Lorne."

Station Workshops

WORKSHOPS are in the building between the Wireless shack and No. 5 Hangar. There is a sign over the Main door reading "Out of Bounds" it should read, "Come one, come all, Welcome".

There are no dull moments, and plenty of headaches, the biggest one being to stop the place being carried away by the "gimme" lads. The staff as a whole are on their toes and to mention a few of the old hands, we have Duno, Smithy, Baker, Warren, Stang and "I have no gas" Majeau; also the "how about promotion" ulcer man and the bicycle man and "I have to see the Padre" Jones.

Amongst some of the pebbles pitched from the little glass house where a good many characters had taken root we can hardly refrain from aiming one at the "Droll Drone" who waves his magic wand beneath the roof of his little beehive of industry and who is just a little skeptical of the part played and the buzz made by the four "queen bees" added to his swarm.

We would like to know why you blushed, Andy when "Ducky" asked you what you wanted?

What puts all the spark in our spark plugs these days? Must be the Army fellas, seeing we have two W.D.'s interested—but definitely.

A familiar expression going around is one—"Don't call me sergeant, call me Maxine". Could you enlighten us a little further on the details, Lyle?

Who are the two "Canteen Songbirds" who spend so much of their time drowning their sorrows—or are they sorrows?

Then there is the proverbial timid soul who makes his daily visit to the little hive.

I wonder why Baker treads the beaten path to stores so frequently? — Could it be business? Monkey Business?

New arrivals are—"Do I have to bend it too?—the girl welder and "Rosy the Rivetter." The whole being presided over by our "Let's have some production" Tattersall, who could also answer as "Der Feuher."

Heard in workshops:—"Wonder when I'll get my posting to the coast, from Casey: "I wonder if I am now a Metal Worker?"

Monday a.m. after a 48—I must go to the M.I. room—by "frozen face".

"Does it look cold enough to curl this weekend"? says Warren to Duncan, with hope of an extra 48.

"Why is it you eat so many meals on the Station when you have such a good cook at home Eh, Copper Smith Jack?

Grand opening for two young W.D.'s seeing Watt and Hoss are the only two eligible on the roster.

Last and also least is that big little man who fiddles his way into the hearts of all our W.D.'s (eh, Bud?)

The Electrical Section

IT was with real regret that, during the last two months, we were forced to say Good-bye to a large part of electrical section. Cpl. Burk, LAC Watson, AC1 Harris and AC1 Conquergood left for Halifax with LAC Mitchell and LAC Curtis leaving a few weeks later. Genial Cpl. Mills, of the Link Section, was also posted to Souris, Manitoba. Best of luck fellows! It is rumoured that Flt. Sgt. Deacon chose a chair to sleep behind on the eve of Cpl. Burk's departure. Can it be that one honored Flt. Sgt. was under the "affluence of incohol." Well..... he is human after all. However we're from Missouri!

Our new section in 6 Hangar is really one of the best, where Flt. Sgt. Deacon reigns supreme. It contains a very complicated and useful test bench, which even boasts of a cigarette lighter, concocted by the fanciful and fantastic Corporal "Andy" Anderson, at present in charge of inspection in 6 Hangar. The shop used is under the able management of Cpl. Rothel who spends most of his time cussing. Bob Walter, agrees with Harry Hannah and tries to understand the unfathomable intricacies of the new test bench. The flights and night flyers are kept flying by Cpl. "Ding" Dingman and his gang of excellent trouble shooters.

Cpl. "Bud" Blackhall and his night owls are a night maintenance crew any electrical section anywhere would be proud of, while LAC Earl Corbett and LAC Johnny "Casanova" McLeod keep things cracking in the Per. Hangar. When batteries are dead they are turned over to Wilson and Stewart who are almost the same way. It's not long before the batteries are fully charged and ready to be topped off from our own still, one of Flt. Sgt. Deacon's "masterpieces." Since liquor rationing has really hit us hard we can't take a hopeful glance at the still.

Our Link Section is in the capable hands of Sgt. "Ralph" Kidd, who claims he has lost a lot more hair "if possible" since Cpl. Mills was posted. We couldn't understand why LAC Jack Livock was trying so hard to get posted to Link until we learned one day that a W.D. had been added to the Link Trainer Staff. We passed Jack the other day on his way to the mess hall, around his second supper time—"he had to see what there was".

Guess that's all except there's some guy out here beefing about a generator that isn't charging and as usual I'm Joe!

Welcome Hero! . . .



F/O GEORGE BEURLING
D.S.O., D.F.C., D.F.M. and BAR

His father tried to interest him in commercial art, the former's vocation, and an uncle offered to put him through medical school but Buzz wasn't having any of it. He wanted to fly and that was all there was to it. In 1939 at the age of seventeen he set out for Vancouver, riding the rods, and tried to enlist in the Chinese Air Force. Next, he tried to enlist in the Finland Air Force and the R.C.A.F. but with no success.

Thinking that he might have better luck with the R.A.F. he managed to get across the ocean as a deck-hand on a munitions ship. This was the summer of 1940 and the ship had to dodge torpedoes several times as the convoy was attacked. Leaving in such a hurry he neglected to take his papers with him and the R.A.F. officials advised him to go home and get them. So he signed on for the return voyage, got his papers, made the next trip with the same ship and, finally, landed in the R.A.F. Such determination had met with success.

His training period brought out two particular abilities—a natural keenness of sight enabling him to see planes at distances beyond those of ordinary vision, and unusual accuracy in shooting. Particularly did he concentrate on “deflection shooting”, possibly the most vital factor in success at combat fighting. So successful did he become in this regard that he has written a book on the subject which is now official for the R.A.F.

To anyone who saw Buzz Beurling demonstrate by words and actions how easy it was to shoot Eyties and Jerries out of the sky it is self-evident that this “Argonaut of the Skyways” is one in a million. It made one proud to realize that he was a Canadian boy who had made good in the toughest trade man has yet devised, made good to the extent that he holds an almost unique position among combat fighters. He is as wholesome as anyone could wish, without the least trace of conceit, and possessed of a natural sense of humour. In fact, as you listened to him you were envious, to a more or less pronounced degree, of the qualities that stood him in such good stead over the plane marked skies of Malta. You could not help but feel that little could go wrong with an Air Force that had such hands at the controls of its fighter planes.

Walking with a slight limp to the centre of the stage he immediately entered into the spirit of the gathering explaining how his work had to be done to survive, extolling the qualities of the world's best fighting planes, and showing by dramatic gestures just how some of his 29 victories had been wrung up.

Flying Officer Beurling believes that perfect condition is essential for combat pilots and his work does not give him either the time or inclination to taste of the fleshpots. He neither smokes nor drinks, and as for going out with the gals he says he has never had time. Probably we would not have, either, if we could ever become as good as he is. But the reference to the need for lots of P.T. is being received with mixed feelings by the trainees. It may be good for one, but bed feels mighty good also, about the time that Flying Officer McKenzie expects the boys on parade.

Hailing from Verdun, Quebec, he lived the life of a more or less ordinary Canadian boy building model aeroplanes, scrapping with the neighborhood kids, and hanging around the nearest aerodrome, the Curtiss-Reid Flying School at Cartierville. By the time he was fourteen he was taking flying lessons. These he paid for by selling newspapers and doing odd jobs around the aerodrome such as washing off planes, rolling them in and out of hangars, and running errands for the pilots.

One scrap over the English Channel with some F.W. 190's brought him his first victory and also a bit of shrapnel in the ribs. A month later he was in Malta, the hottest spot on the earth from the standpoint of air action. He destroyed 27 aircraft and helped boost the total of his squadron to over 300 planes brought down—a record not surpassed by any squadron anywhere. As his score rose he received citation after citation. First came the Distinguished Flying Medal followed by a bar to that medal. He turned down a commission at this time preferring to remain a sergeant. Later he accepted a commission as Pilot Officer and was also awarded the Distinguished Flying Cross. In October of last year he was shot down receiving a wound in the foot. While in hospital he was awarded the Distinguished Service Order.

At this time the R.C.A.F. asked that he be granted leave to come home. While enroute he narrowly escaped death in a plane crash at Gibraltar which took the life of fifteen of his fellow passengers. Can it be that St. Christopher is taking special care of him?

We welcome him back, and, also, to Calgary and No. 3. His visit was an inspiration that we shall all look back to with profit especially those of us who will have an opportunity to put some of his ideas into effect. He is now one of us—a member of the Royal Canadian Air Force, and how delighted we are that this should be. Fly on, Buzz, and may all good fortune attend you.

Library Notes . . .

A MONTHLY total of approximately 1,600 circulations indicates the extent to which the Airmen are making use of their library. With this figure in mind the Library Committee has inaugurated the policy of purchasing a certain number of books each month. The sum of \$20 per month has been apportioned by the Station Fund for this purpose. January was the first month in which the new books were added and some twelve titles became available. The total number now on the shelves is in excess of 1,400, of which 84 are purely of a reference or technical nature. Circulation of the latter made up 150 of the 1,600 mentioned above, showing that there is a definite need for books of this type. It is hoped that a reference library can be provided in the near future for the Maintenance Wing where its personnel can look for material relating to their particular work as well as the general field of aeronautical engineering. Such a venture would fill a need that the present supply of reference books cannot meet.

In case you are interested in some of the new fiction let me recommend to you two of Leslie Charteris' stories about the Saint, that amazing modern "buccaneer," who caused "worry to the plodding members of many police forces throughout the world, and to many members of the loosely knit fraternity which is popularly referred to as 'The Underworld'." These are "*The Saint in Miami*" and "*The Saint Goes West*." To those of you who are acquainted with Hercule Poirot, the master Belgian detective created by the facile pen of Agatha Christie, we would like to introduce Miss Marple, an innocuous old spinster, who had the happy faculty of apparently stumbling on the solution of the nearly perfect crime. Miss Christie introduces us to her in "*The Moving Finger*" which I am sure you will enjoy reading, especially those of you who find a murder mystery something of a brain teaser.

It is a pleasure to recommend "*See Here, Private Hargrove*," the best "best seller" so far written about the U.S. Army. Hargrove, prior to his induction into the American Army, was a cub reporter on the "News" at Charlotte, N.C. On his arrival at Fort Bragg as a rookie he did not take too kindly to the regulations imposed by the "powers-that-be" and soon earned the reputation as the camp's worst all-round selectee. The columns that he wrote for his paper drew the attention of a New York publisher and the resulting book has tickled the fancy of the entire American Continent. It has been called the funniest book ever written about any army. Perhaps you read the resume which appeared last October in the Readers' Digest. For those of you who like a little sport with your mystery stories I can recommend a collection written by Ellery Queen called "*Sporting Blood*." Ellery Queen has been appearing on the air this winter in a series of short dramas prepared from his own writings. A little humor is appreciated by every-

one, and Thorne Smith probably needs no introduction. This "Three-Decker," comprising three books in one, will offer you many laughs. If you are still in a humorous frame of mind pick up the book "*Especially Babe*" by Ross Annett. It may be that you have read some of his stories in the Saturday Evening Post about the doings of Big Joe, Little Joe and especially Babe, or the inimitable Uncle Pete, who in the dry years on the Alberta prairies could not find enough money to buy his liquor and was forced to brew his own mash from potatoes. This worked out until the new school teacher came to stay with the family. What a time Uncle Pete has trying to get a drink after that. You will fall in love, in spite of yourself, with Babe a tot of six whom Big Joe and the countryside called a little angel. Incidentally, Mr. Annett is a former Alberta School teacher and still a resident of the province. Among the best of the new books are Daphne Du Maurier's "*Frenchman's Creek*," Louis Bromfield's "*Until the Day Breaks*," Eric Knight's "*This Above All*," "*Signed With Their Honour*," by James Aldridge, and Sir Philip Gibbs' "*Ordeal in England*." The first of these by the author of 'Rebecca' and deals with a strange romance developing between the wife of a baronet and a mysterious French pirate. Its locale is the wild, rocky coast of Cornwall about which so many of the early pirate stories are written, but we can guarantee that you will find this one different. Of course, Bromfield is well-known, particularly because of his "Night in Bombay," so that nothing more need be said about "*Until the Day Breaks*." "*This Above All*" is probably the best book of its kind to come out of Britain since the war. The motion picture of the same name does not begin to do it justice. The author lost his life recently through a crash in the jungles of Papua while serving as a Major in the American Army. He was British born but an American citizen. The next of the new books is "*Signed With Their Honour*," the first novel of a 23-year-old Australian War Correspondent attached to the Australian Army during the Greek campaign and the evacuation of Crete. It is written around the experiences of the pilots of a Gloucester Gladiator squadron who had a good deal of fun with the Italian Air Force. Of course, it was a different story putting up the out-moded biplanes against Messerschmidts, but the boys made a good fight. The romance doesn't weaken the story at all, but with the Cretan episode it naturally leaves the reader in a more or less indecisive frame of mind. In conclusion, let me suggest that you do not pass up Gibb's impression of the ordeal through which the British people passed.

The Library Committee will welcome any suggestions you might have about new books. Please leave your choices with the Librarian and we will do our best to obtain them.

Officers' Mess Library

THE Officers' Mess library was started last October on the suggestion of Squadron Leader Miller and with the general approval of the members of the Officers' Mess. At that time an allotment of One Hundred Dollars was made to cover the cost of the initial supply of books which were to be selected by an appointed Library Committee composed of Squadron Leader Miller, Flying Officer Buck (now Pilot Officer Aldridge) and the two station chaplains. Approximately forty books were obtained, and in addition, a subscription to the Book-of-the-Month Club was taken out. From the first the selection was designed to satisfy as many reading tastes as possible, consistent with good reading matter and popularity, and that policy has been adhered to since.

To keep the library progressive a monthly allotment of Fifteen Dollars was made by the Officers' Mess for the purchase of current and popular books. This amount has enabled a monthly addition of between five and eight books to be made, with consequent expansion of the library. At the time of writing, the library holdings are approximately eighty books, of which over fifty are modern novels, including mystery novels. Typical examples are: "The Seventh Cross," "Thoroughfare," "Our Hearts Were Young and Gay," "Hostages," and "H. M. Pullam, Esq." The remainder consist chiefly of books on current war topics such as: "Berlin Diary," "Victory Through Air Power," "They Were Expendable," and "The Last Time I Saw Paris." There are in addition a sprinkling of books on biographies, politics, travel and science.

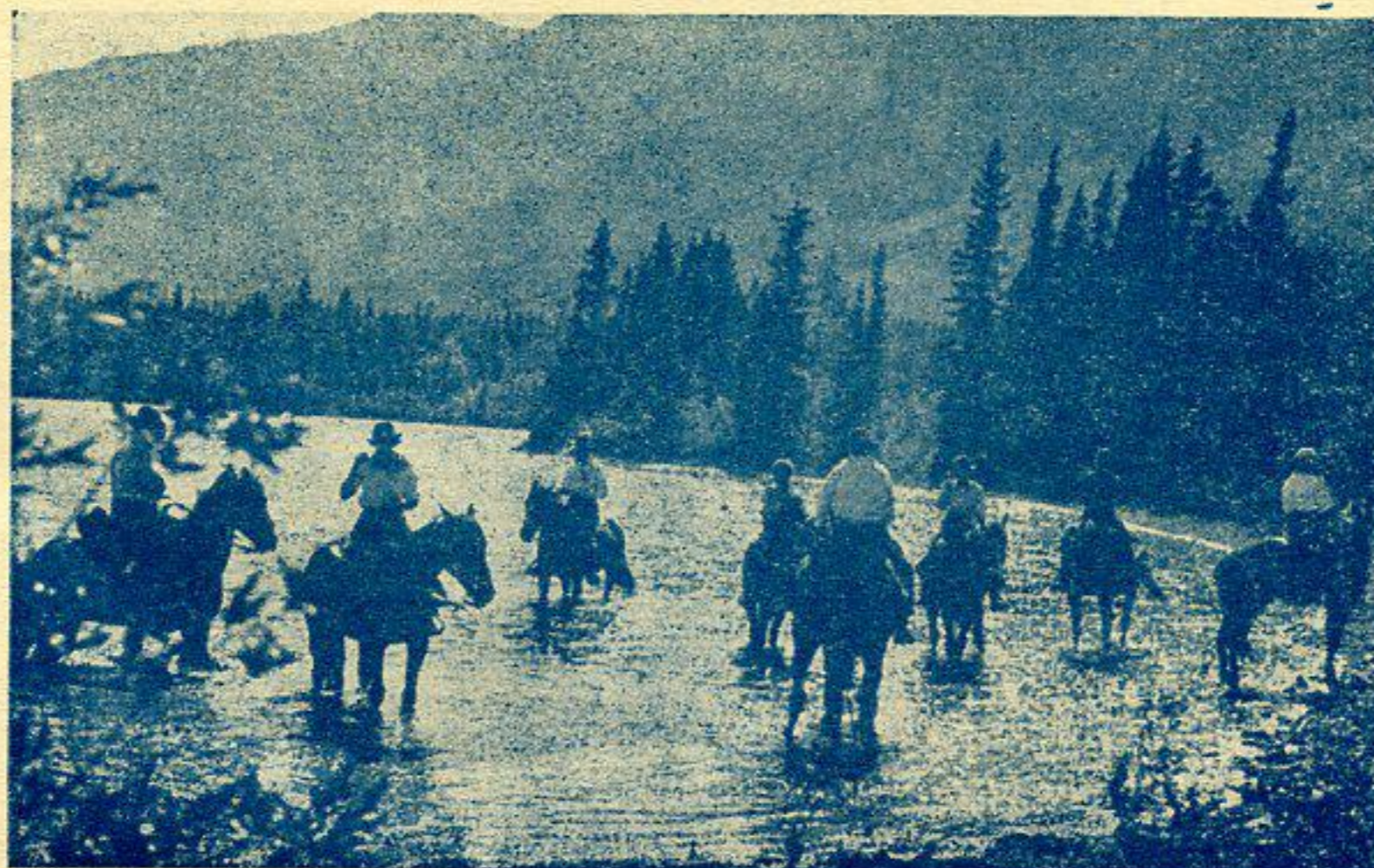
To facilitate the Library Committee to make a monthly selection the Mess members have an opportunity to put forward their suggestions, and providing such selections are considered by the Library Committee to be of general popularity, they are purchased and added to the Mess Library. Very recently the Library Committee took over the responsibility of looking after magazine subscriptions, and at the present time is engaged in selecting about twelve of the most popular magazines for the Officers' Mess.

Needle, Ball and Airspeed

WHEN the Link Trainer Section was approached for news of their personnel, and interesting details of their work, there was an apathetic shrug of the shoulders. Then finally these few words were uttered, "Nothing ever happens here; we just go on doing the same old job in the same old way." However, upon further inquiry it was discovered that there were a few items of interest which could be presented. The visiting flight under F/L Munn was very busy recategorizing the link instructors, which gave the element of tension and happy expectation. F/L Champ, the officer in charge, created the impression of strenuous activity around the whole section. We have no doubt, however, that within a few days everything will be back to normal routine.

The personnel of this unit has undergone a few changes in recent weeks. F/O Meyers, after straying to administration for several months, has finally come home to his old stamping ground. F/O Jones, noting F/O Meyers' return, decided that it would be his opportunity to go on a station jaunt, and finally arrived in Maintenance Wing, where he took up a steady position. Sgt. Hughes left his desk suddenly one day and is now reported to have turned up at one of the stations farther east. In his place F/O Hutchison came to occupy the vacant chair. Cpl. Mills, of the Electrical Section, who kept everything in running order, moved his headquarters to a new field, and we understand is doing the same fine job he has always done.

Apart from these things, the Link Section still goes about its work in the good old routine fashion, doing its share in the training of aircrew.



ONE OF THE MANY LAKES NEAR KANANASKIS RANCH

“Even I Can Speak”

“NEVER in the field of human conflict has so much been owed by so many to so few.”

These words are the words of Winston Churchill, the Prime Minister of Great Britain, who has electrified the world by his ability to speak “in headlines.”

Everyone realizes that it is a most important asset to be able to use words to express oneself. The use of good English, correct grammatical construction, clear enunciation, the modulation of the voice and a well constructed presentation are some of the requirements for public speaking.

Few, if any, of the world's famous speakers have attained their excellence by some natural gift. They have reached the heights of success by the two distinct methods so necessary in most spheres of life—training and experience.

THE OFFICERS' FORUM

In December last year, the first meeting was held in the Officers' Mess with fifteen officers present. The constitution was drawn up, setting out the purpose, membership and requirements.

Since then meetings have been held every two weeks and already a great improvement in public speaking has been noted.

The regular procedure includes the idea of every member giving a brief prepared address or a longer prepared address given by several members followed by the chairman calling upon each member to make his comment upon any of the subjects which have been presented by the main speakers. In this way, all members have the privilege of speaking before their fellows. A critic closes the evening's programme by giving his report on each speaker and makes corrective suggestions for weaknesses shown. The forum was very fortunate in securing the services of Mr. Ems Read, who acted as critic at one of the February meetings and gave a most complete and detailed and constructive suggestions for the members. From his psychological study, Mr. Read was not only able to assist in speech-making, but he also made some fine observations about many of the individuals and their personal temperaments and traits of character. Such important details as stance, quality of voice, pronunciation, enunciation, breathing and ability to interest others were not overlooked in the final summing up.

The members of the Forum are very serious in their efforts and good results will certainly be achieved. The growth of the Forum is an assured fact and the members are pleased to have the Commanding Officer joining in this excellent new departure in our station life.

Great credit is due to the officers of the Forum: President, F/O Ross Gray; Secretary, Mr. W. R. Fryers; Critic, F/L Dwyer. During the absence of the President on temporary duty his position has been taken over by P/O A. A. Aldridge.

THE AIRMEN'S FORUM

HERE is something about the art of public speaking that attracts everyone. How often have you heard another person say, “How much would I give to be able to talk like that fellow.”

After all, it is not nearly so difficult as it seems, and the sure way of overcoming nervousness is to seize every opportunity of speaking.

This was the primary purpose in organizing a forum among the airmen. Of course, another important consideration was the desire of those interested to meet together in order that they might study current questions, and problems that will face Canada in the future. Altogether some five meetings have been held to date, and interest is developing steadily. Certain ones are asked to prepare short papers on particular topics which will be presented during the first part of the meeting and the remainder are given the privilege of speaking on these questions or criticizing the material that has been brought up. It is difficult to avoid contentious topics, but is it not true that the term “contentious” is often applied to subjects about which some misconceptions exist, and airing these misconceptions serves to clear the air?

At one of our recent meetings we were privileged to have present Mr. Alexander Calhoun, Librarian of the Calgary Public Library, who addressed the forum on the Beveridge Plan, and then led a discussion on its application to Canada. Over forty airmen were in attendance and more than half took part in expressing their opinions. This meeting made evident the keen interest manifest in the always pertinent question of Social Security.

A panel of speakers has been drawn up by the Canadian Legion Educational Services for the Calgary District and it is hoped that we will be able to make considerable use of it for future meetings. This should offer material help to those who want to make the best use of the opportunity to learn public speaking. After all, those experienced in the art can offer good service by the demonstration of correct procedure.

The committee in charge of the forum is composed of Pilot Officer A. A. Aldridge, President; F/S Cairns, Secretary; Cpl. Baldock, Cpl. Spooner, Lac. Laycock and Lac. Sheaffer.

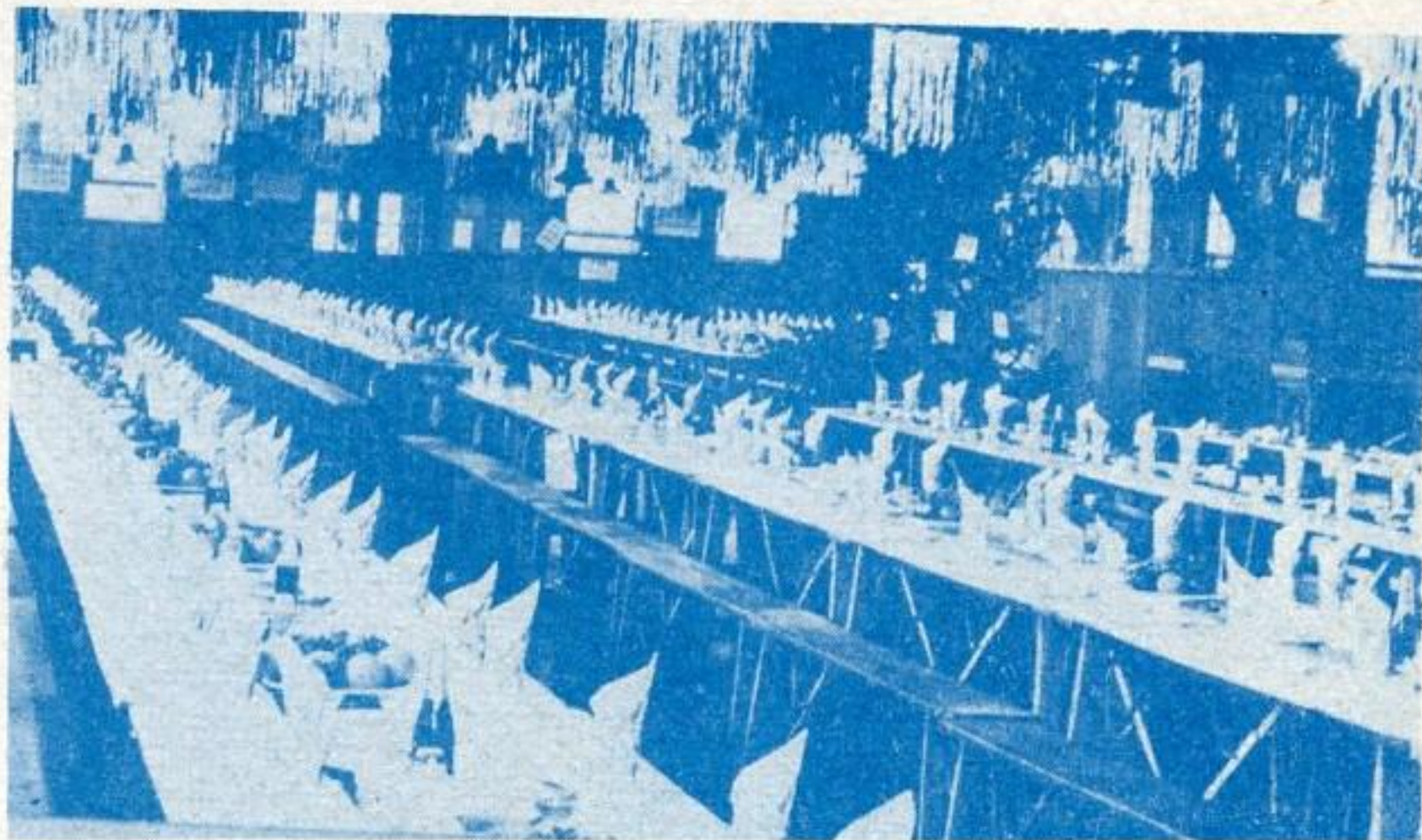
A cordial invitation is extended to anyone that is interested. Meetings are held every second Monday night in the YMCA lounge, commencing at 1930 hours, and ending when we get tired.

Gone but Not Forgotten

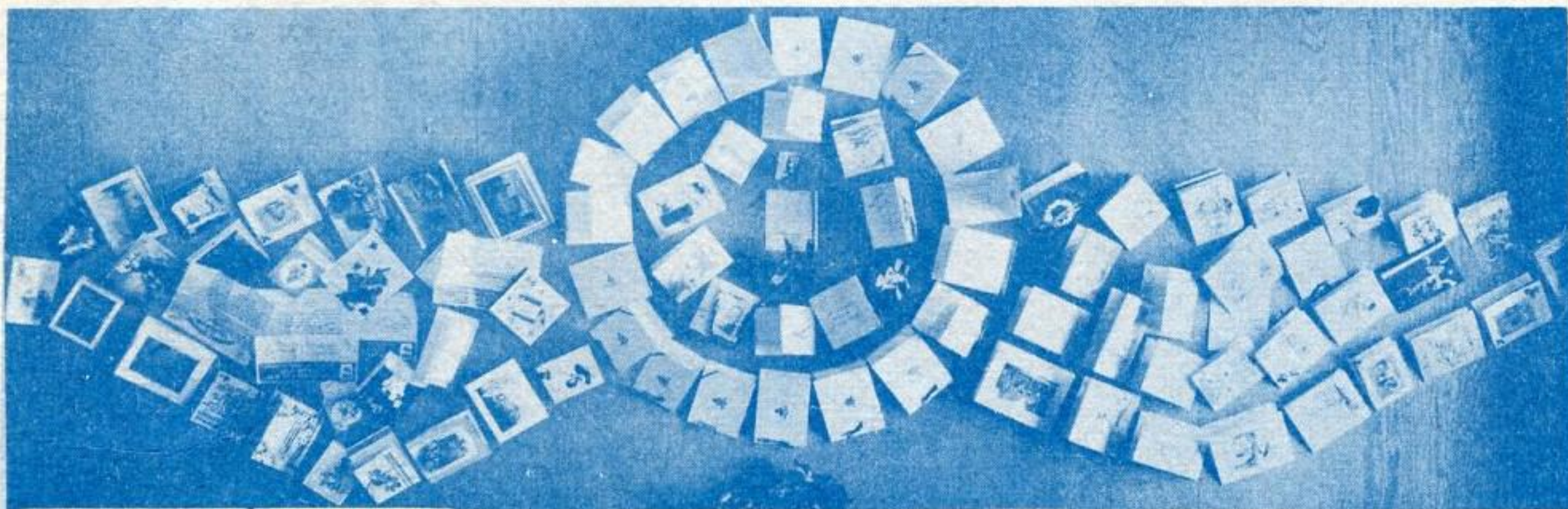
Christmas = 1942



CHILDREN'S CHRISTMAS PARTY



AIRMEN'S MESS



W. D. OFFICERS' QUARTERS



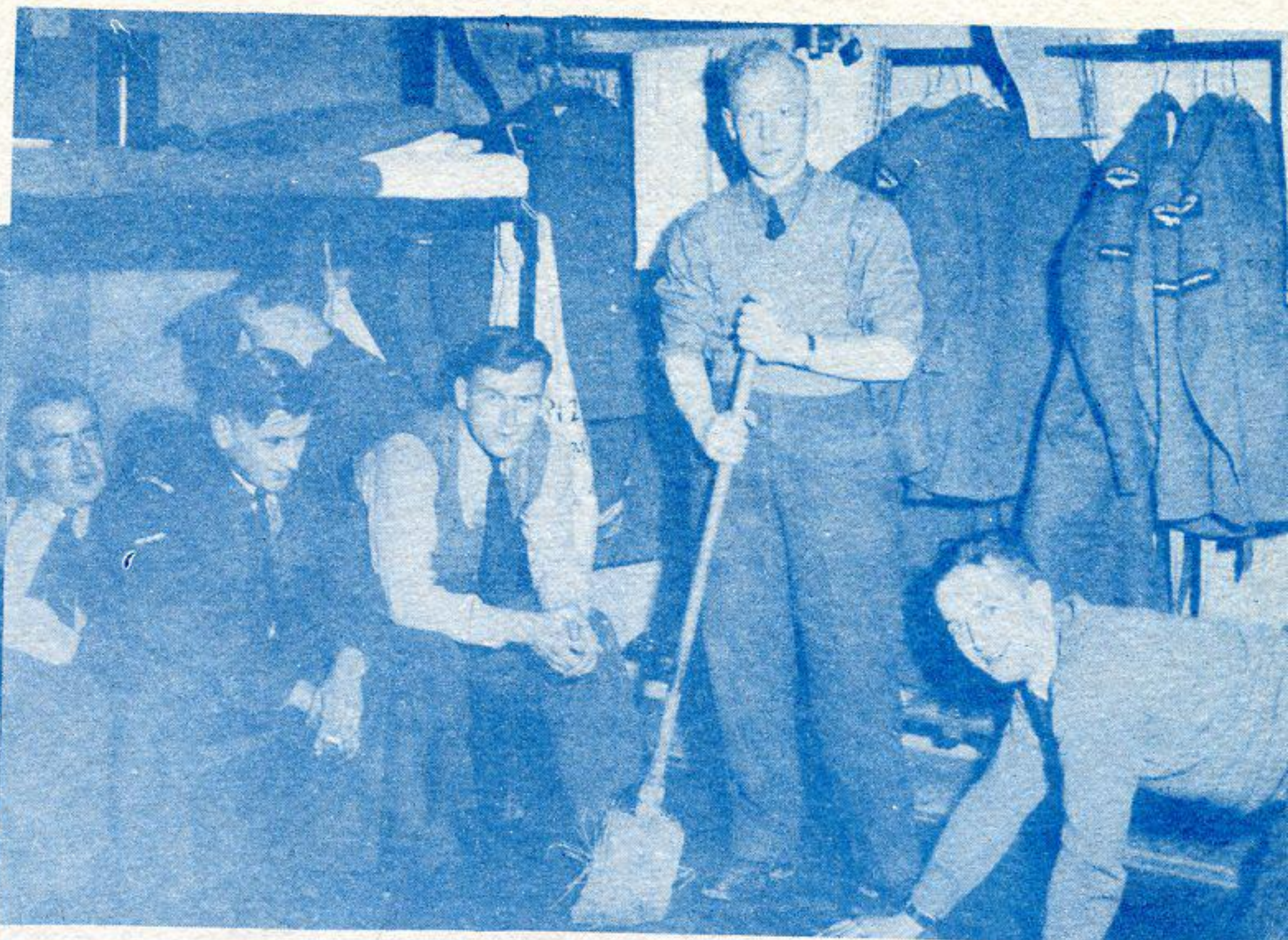
W. D.'s PARTY IN CANTEEN



W. D. SANTA CLAUS
and ASSISTANTS



L.A.W. HOLDENMEYER



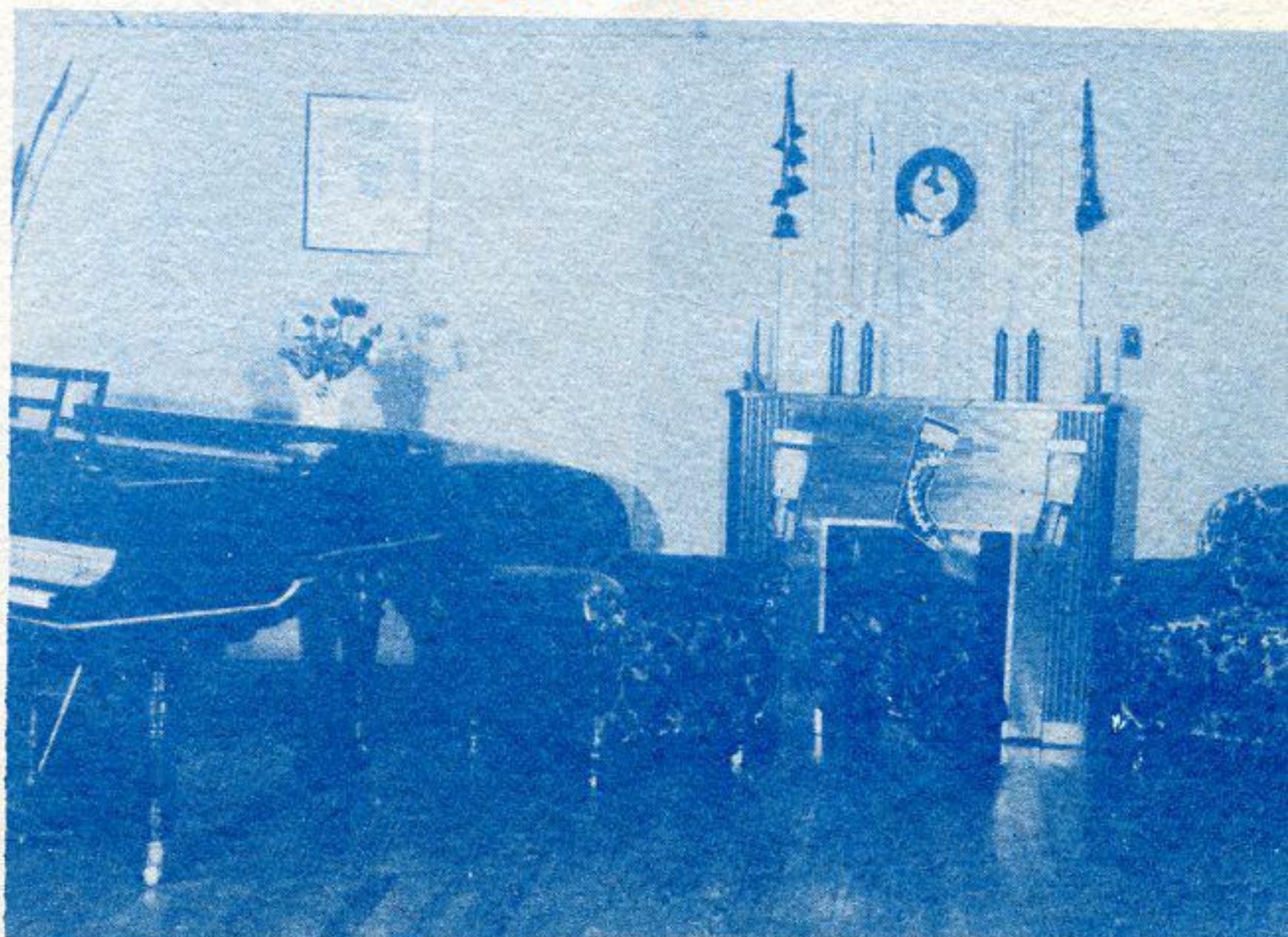
PREPARING FOR INSPECTION



IMPORTANT NEWS



**PHOTOGRAPHERS
L.A.C.'s TODD and JOHNSON**



THE W.D. CANTEN

SLIPSTREAM



F/O W. L. WALKER

The Station



BACK ROW— (Left to Right) LAC. J. Bochee, LAC. G. A. McMechin, S/L T. F. Allison, LAC. H. E. LAC. R. Labron, LAC. L. Pye, LAC. W. McCrum, FRONT ROW—(Left to Right) LAW. M. Cooper Elwood, LAW. L. King, LAW. M. Wilkinson, FLT. LT. LAW. O. Pike, F/O V. Rouse, AWI. G. Harvey, C. MacLachlan, LAW. M. Corbin, LAW. P. Thomson.

After taking several months to get started, "Slipstream Revue" suddenly went into high gear and came forward with a glorious presentation.

From the opening chorus of girls in their smart red, white and blue costumes to the grand finale of the entire cast appearing in uniform to sing "Land of Hope and Glory", the Concert Party rendered a programme of 23 numbers.

The enthusiastic audience which packed the Recreation Hall received this first presentation with vociferous applause. The standard of clever and varied entertainment was a great tribute to all who had a share in the grand success of this initial effort.

CORPORAL M. ELLWOOD



L.A.W. M. CORBIN

Mr. E. I. C. Y.M.C.

All sections of the station were represented in the vocal, instrumental or dance numbers. Flying Officer W. L. Walker as Master of ceremonies with Flying Officer C. V. Rouse and LAC Ken Hutchings kept the whole show moving at a racy pace with their clever gags and songs.

The numbers centering around these three talented artists were the clever skits of the two officers meeting the man with the bag which leaked and the "Winnie Shirthill" scene which was the conversation between two inebriates who met each other in a local "pub". In both bits, the facial expressions and the comical antics of these three kept the audience in fits of laughter.

AM REVUE



LAC. A. Hall, LAC. D. Wilson, LAC. D. Hughes,
L. Riley, LAC. O. L. Arnstead, LAC. W. Garding,
LAC. K. Hutchings,
AWI. H. Fields, AWI. E. Schmaus, CPL. M.
W. J. Keys, F/O W. L. Walker, Mr. E. J. Carter,
PL. M. M. Daniels, LAW. M. Bauman, AWI. S.

Concert Party



F/O C. V. ROUSE



CARTER
A.

L.A.C. K. HUTCHINGS

Three vocal solos were all received with great pleasure by the cheering crowd. Flight Lieutenant Keyes singing "Three for Jack" all complete in a sailor's uniform, Corporal Marian Ellwood singing "My Hero" from the "Chocolate Soldier" and LAC David Hughes singing "None but the Lonely Heart" were very excellent numbers. Each artist was encored and made to take three or four curtain calls before the audience would let them go.

Cpl. Daniels who was a well-known pianist on the Pacific Coast gave several excellent piano solos which were thoroughly enjoyed. Her numbers were: Tschaikowsky's Concerto and Beethoven's Moonlight Sonata.

CORPORAL M. M. DANIELS



The Hawaiian number won approval for the effective costumes and chorus work. The shredded wheat skirt worn by the dancer took the attention of all the airmen, and the attractive surroundings added much to this skit. The special number given by four masculine ballet dancers, all complete with special wigs, almost caused a riot.

Squadron Leader T. F. Allison thanked the members of the No. 2 Wireless Band for their assistance and congratulated the members of the Concert Party for staging one of the most successful entertainments yet given on this station. Tribute was paid to Mr. E. I. Carter, Y.M.C.A. Auxiliary Service Officer, as chairman of the Concert Committee.



FLIGHT OFFICER M. GRAHAM



SQUADRON LEADER T. F. ALLISON

THE STATION HOCKEY TEAM



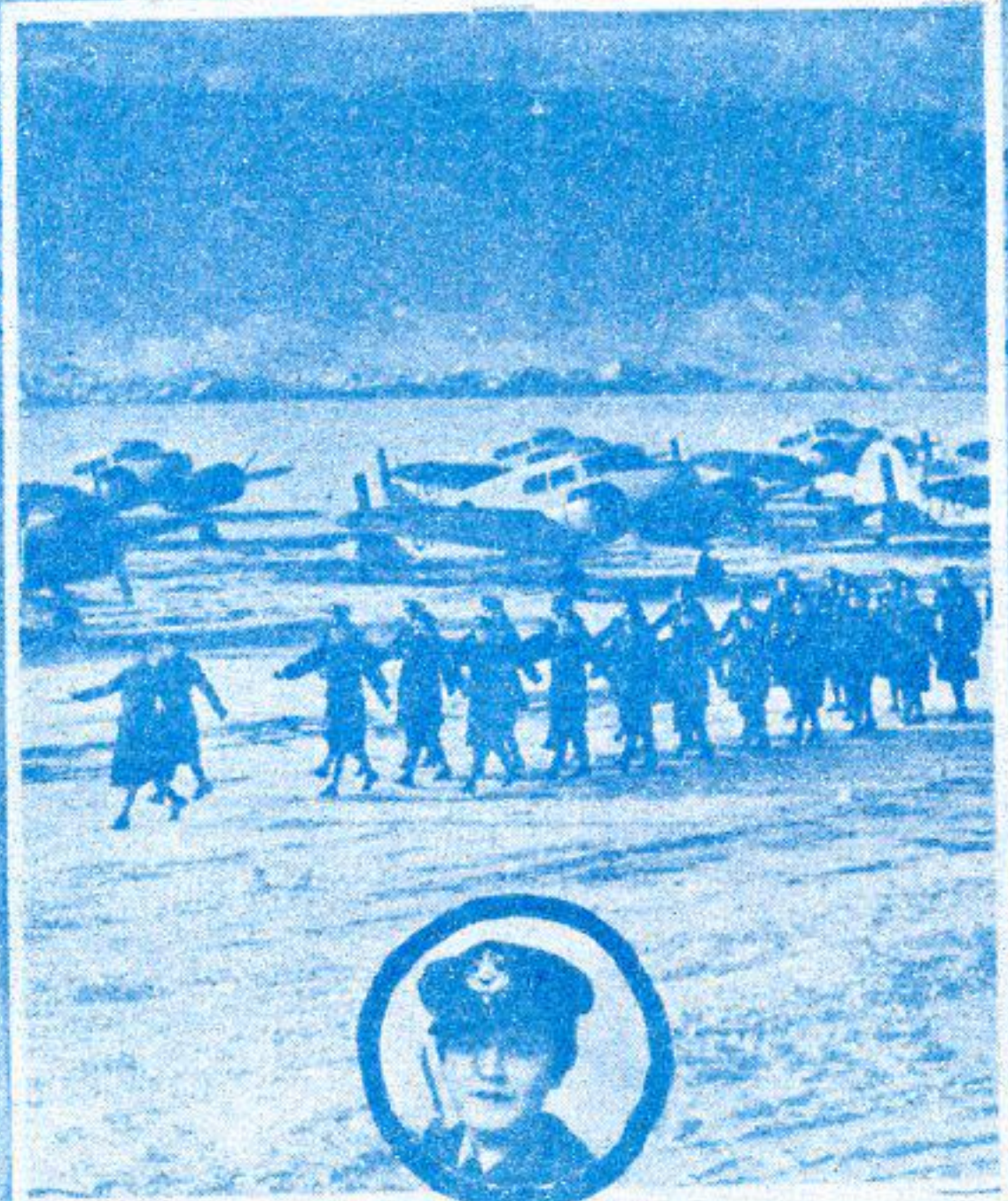
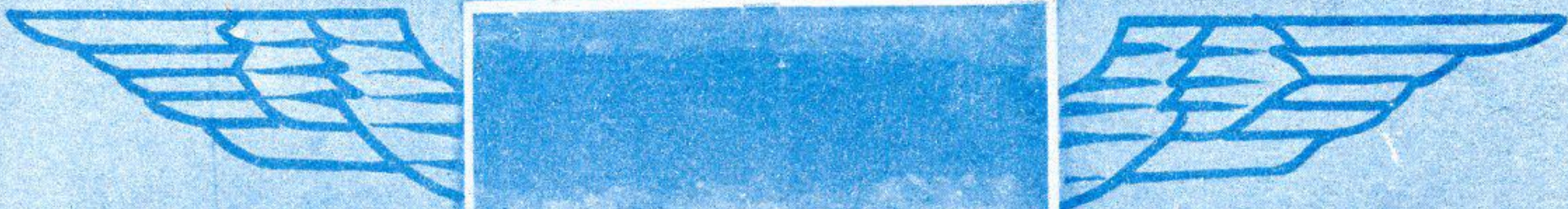
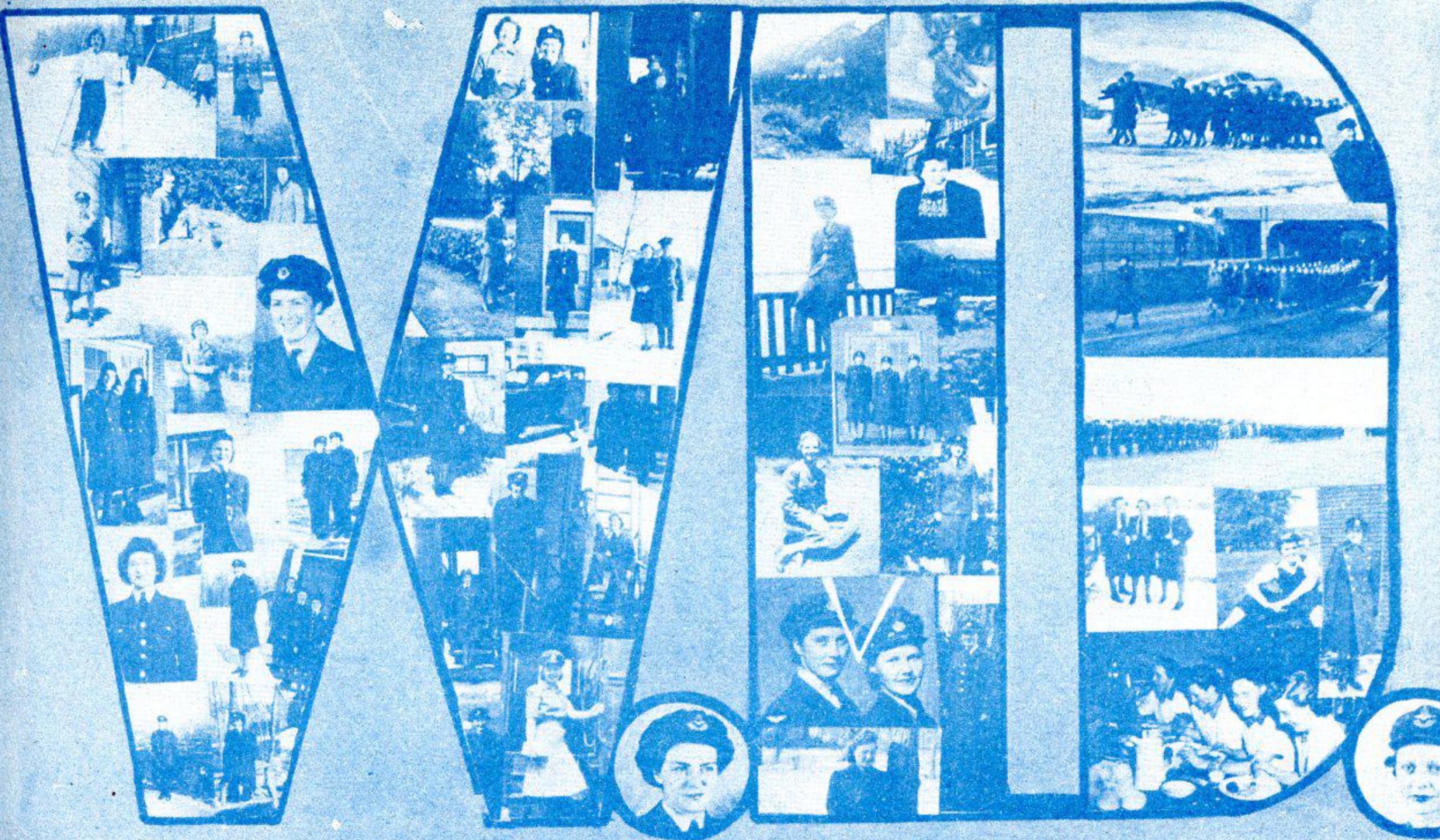
Back Row — F/O McKenzie,
L.A.C. Dwyer, L.A.C. Stewart,
Cpl. Robertson, Cpl. Levine,
L.A.C. Woods, A.C.2 Fields.
Front Row — L.A.C. Johnson,
L.A.C. Spelliscey,
L.A.C. Nadeau.



L.A.C. D. S. Martinson



A.C.1 BART PRAGNALL
Station Artist



3.
S.F.T.S.
CALGARY



MY PIGEONS
Ramon R. Nakamura
Fly

Sidelites AND Slips

#3



HURRY THIS—!!!
OR I'LL BE
A.W.O.L.

SIR? DID I SCARE
H— OUT OF YOU?

BOY WHAT
NIGHT FOR
FLYING!



YOU MEAN I HAVE TO ASK YOUR O.C.
BEFORE I CAN DATE YOU?

BARRY PRAGNELL

MISS DIM! DON'T YOU KNOW
ANYTHING ABOUT AIRCRAFT?

The Concert Party . . .

ACCOMPANIED by the "Banshee" wail of the "Greyhound Bus" horn, the thirty-one members comprising the No. 3 S.F.T.S. Concert Party got away to a roaring start on their four day tour of Vulcan, Macleod and Claresholm and points south.

The tour not only created goodwill and showed everyone that No. 3 had a really good show, but also served to prove to all just how fortunate they are to be stationed at No. 3 S.F.T.S. with all the advantages of the city of Calgary close by.

Arriving at Vulcan about 20 minutes before curtain-time, there was a great deal of scurry in order to get going. The show received a splendid reception, and the cheers that resounded in the "Rec" Hall, completely compensated by this demonstration the hospitable Vulcanites had more in mind when a super reception was held in the Instructors' Mess afterwards.

Then began the trip to Macleod. The boys retrieved their guitars, accordion and saxophone from the baggage racks, and all the favorite songs received an airing. Macleod was reached about 2.30 a.m., and everyone was very glad to fall into the "feather-filled" mattresses (?) of the Air Force Bunks. The W.D.'s were quartered in Barracks void of heat, and inspired by a gag in the show, sent the following telegram to Flight Officer Graham—"Never before have so many been so cold for so long!"

The next afternoon, the party left for Claresholm. Here the show had another appreciative audience, and an equally warm reception in the Airmen's Mess.

The trip back to Macleod was made the following afternoon. Everyone had a much needed rest, for they were determined to make Macleod break down and admit that our show was at least

equal to their own. The C.O. Wing Commander M. Brown in expressing his appreciation actually took partial credit for the formation of our Concert Party. This was accepted as a compliment of the first order "Enuf sed".

The Airmen's Canteen was the scene for a midnight Supper-dance. The music provided by the Fire Hall Trio, was excellent, and it was with reluctance that we departed, prodded by the sleepy Orderly Officer.

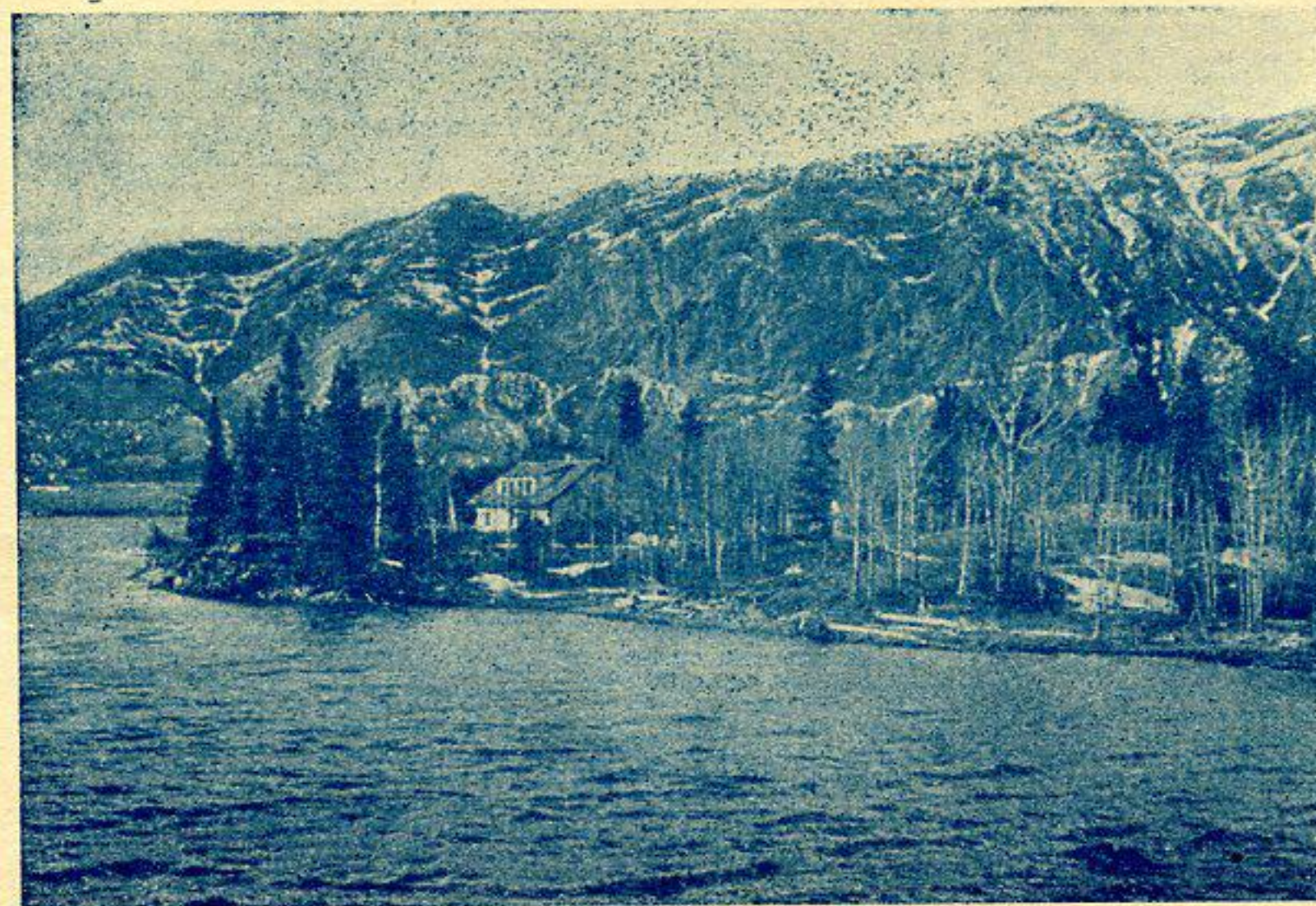
The excellent (but travel weary) Macleod Band accompanied each performance, giving some outstanding renditions. As they had front seats, they needed no urging to come, as all fell under the spell of the hypnotic movements of a well-tanned "Hawaiian" W.D.

On the return trip, a Claresholm Cafe heard—to quote a bystander—"A Jam Session such as they had never heard before!" After a light lunch in High River, the bus headed for Calgary.

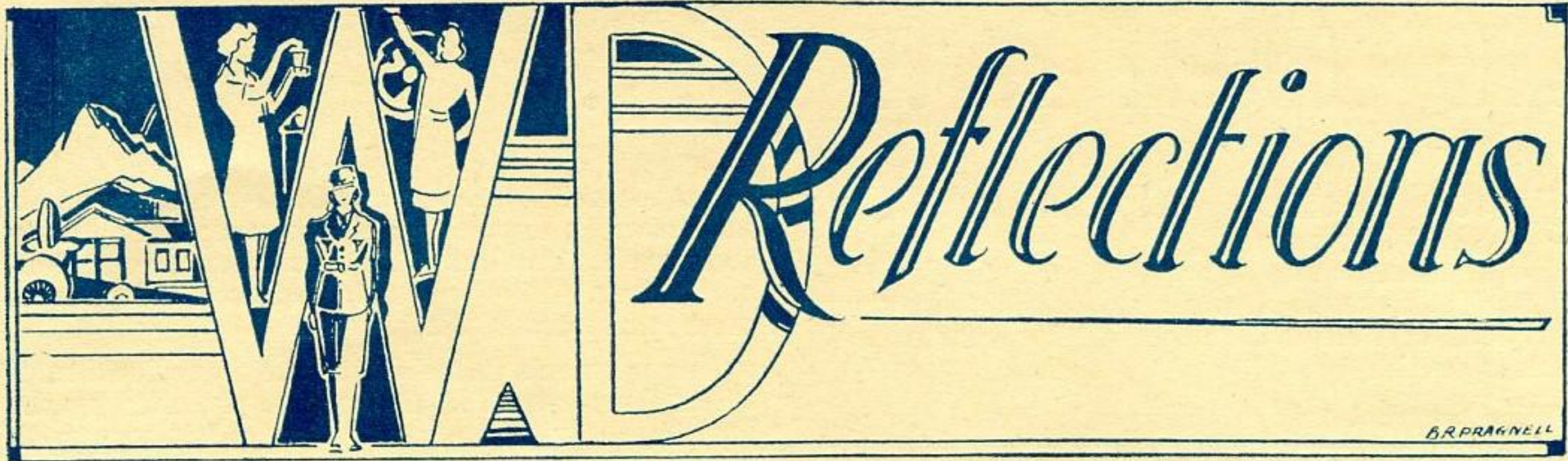
The tour was interesting—yes—but everyone was glad to get back "Home". Cheers went up as the bus entered No. 3 gate. A few minutes were allotted to have the accompanying picture taken, and then everyone departed to his or her favorite haunts. Another Milestone in No. 3's History was over!

W.D. CHORUS

From the Plains and Rocky Mountains
From the Shores of Newfoundland,
We come as helping Comrades,
We come to lend a hand
From early morn till late at night,
We have our jobs to do,
You will always find us close at Hand.
The Canadian Girls in Blue.



KANANASKIS DUDE RANCH BUILDING



Section Officer Coyle and Corporal McKinnon

WORK, Sports, Lectures, Parties, Inspections, Parades, Postings and Promotions! What more could be crowded into a W.D.'s life on No. 3 S.F.T.S? All airwomen from those employed in the standard trades, to those carrying on highly specialized work in various sections have been a part of all these activities.

PROMOTIONS

A great thrill shared by us all was the news of Miss Graham's promotion to Flight Officer and Miss Coyle's to Section Officer. Our trade Corporals are a source of pride and encouragement with Corporals Adams, Imrie, Lemon and Ronalds, Clerks Accounting, Gotreau, Cook, Anger, Dental Assistant, and Goulding, Postal Clerk flashing their newly acquired hooks. The new props in evidence are proof of the prompt advancement of the girls in every trade. Is it permissible here to mention the abundance of Admin. Corporals? Corporal Daniels, Chipman and McKinnon and Levagood.. Sergeant Schuldt carries on in her usual capable manner.

POSTINGS

Another thrill was the overseas postings of Linington, Dixon and Oatis the three chosen out of many who would forfeit hooks or props if it meant putting up a "Canada" badge. AW1 Gray posted to No. 3 R.D., Vancouver, has since joined them at the 'Y' Depot.

But other postings have thinned our ranks. From various parts comes news of progress keeping active the spirit acquired here on our station. Miss Horsman and Miss Burnette, now commissioned Officers, Corporals Myers and Ritchie and Pearton who left here on their Admin. Course, Partington to take the P.T.I. course and Corporal Cole, Clerk Educational, have set very high standards for others to follow. Corporal Johnson or "Johnny" as she was known to airmen and airwomen to whom she was an angel hovering over the steam table had to leave us to look after her husband invalidated home from overseas. Oliver, Simpson, Seale and Corporal Dewolfe are reconciled now to Ottawa but still miss the fun and scenery of No. 3.

However, postings here have brought many new friends in various trades. A.S.O. Ross has been with us several months as Dietitian and the results of the excellent menus may be seen everywhere on the station. Our "Roomers" from No. 10 R.D. and No. 4 C. & M. have overflowed east and west wings of block 32, so that the west wing of Block 44 is now W.D. quarters.

PARTIES

Apart from the regular dances on Wednesdays and Fridays, social evenings on Sundays in our own Recreation Room, and the Station Dances in the Rec. Hall, there have been special parties—with special gifts!!

At Christmas we really splurged! The decorations and Christmas Tree (with a beautifully wrapped but beautifully inexpensive gift for each girl) gave a real home atmosphere to our lounge. The fireplace with glowing hearth and filled stockings completed the picture. A group of singers serenaded the station with carols early in the evening before the party began. As our guests, we had Mrs. Dunlop, Flight Officer Evans, Section Officer Kier and A.S.O. Ball, all of whom joined in the fun led by Santa Claus (Ma'am Graham) and his Gnomes and Mickey and Minnie Mouse, (S.O. Coyle, Pike, Bennett and Swartman). The party was a success. Since then our very good friends members of the I.O.D.E., Eastern Star, Officers' Wives Auxiliary and our own friends were entertained at a Valentine Tea when they were able to see for themselves where we spend our time after work is over.

GIFTS

Prominent among the gifts we have received is the beautifully etched Crystal Bowl from Mrs. Dunlop. The Library from the I.O.D.E. has been most appreciated and very popular. Recently, Nellie McClung kindly sent us her latest book "More Leaves from Lantern Lane" as well as nine framed pictures. The I.O.D.E. and a few of the Officers Wives have provided us with a splendid selection of magazines which covers a wide range of subjects sure to supply entertainment or information as demanded by our varying moods and personalities. Our Library of records for the new grand combination has been built up around the nucleus provided by Miss Graham and Miss Coyle as their promotion presents, added to by the four girls posted to H.Q. Ottawa and by Squadron Leader Pugh, C.O. of No. 2 R.C. A beautiful plant given by Flight Officer Evans was a great joy to us at Christmas and several graceful ferns from Terrills thrive under the care of the canteen stewards. We, ourselves, have added a touch by each contributing a pretty cup and saucer for our own parties and teas. These make a colorful display with the bright pottery cream and sugar sets and plates kept on view in our Canteen between events. For this donation we are grateful to the Officers' Wives Auxiliary.

CONCERTS

Several concert parties have been welcomed on the station and have served to offer variety and spice after the days work. Outstanding and a treat to music lovers was the recital by Michel and Jan Cherniavsky. Our own station concert of course was the high-light and we are very proud of the talented and attractive girls who doffed Air Force Blue and donned their glamour clothes of former days.

SPORTS

Sports programme varies from early morning P.T. classes to evening dances. Bowling has been popular with a large group whose interest has never flagged. Skating was the downfall of several girls but that did not discourage them. Badminton has had its devoted adherents both on and off the station.

VISITORS

Our visitors have included individuals and groups, among the latter being the precision squad from Rockcliffe, which toured the Dominion. At this time the Command Precision Squad was quartered in our hut 44, the whole occasion being topped by a reception in the recreation centre W.D. which took the form of a floor show and cleverly arranged lunch. Since their return East we have been fortunate in having Marker AW1 Voorhees posted here as Met. Observer. The National Selective Conference met at the Canadian Legion Hall and the opening address "Women in Uniform" was given by Flight Of-

ficer Graham. They spent an afternoon with us and shared our evening meal in the Mess Hall before returning to town properly impressed, we hope, by the Barrack Blocks, Recreation Room and Canteen. Their limited time permitted visits to the Parachute Section, Navigation and the Met. Section where they showed keen interest in the work being done by the W.D.'s.

FIRST AID

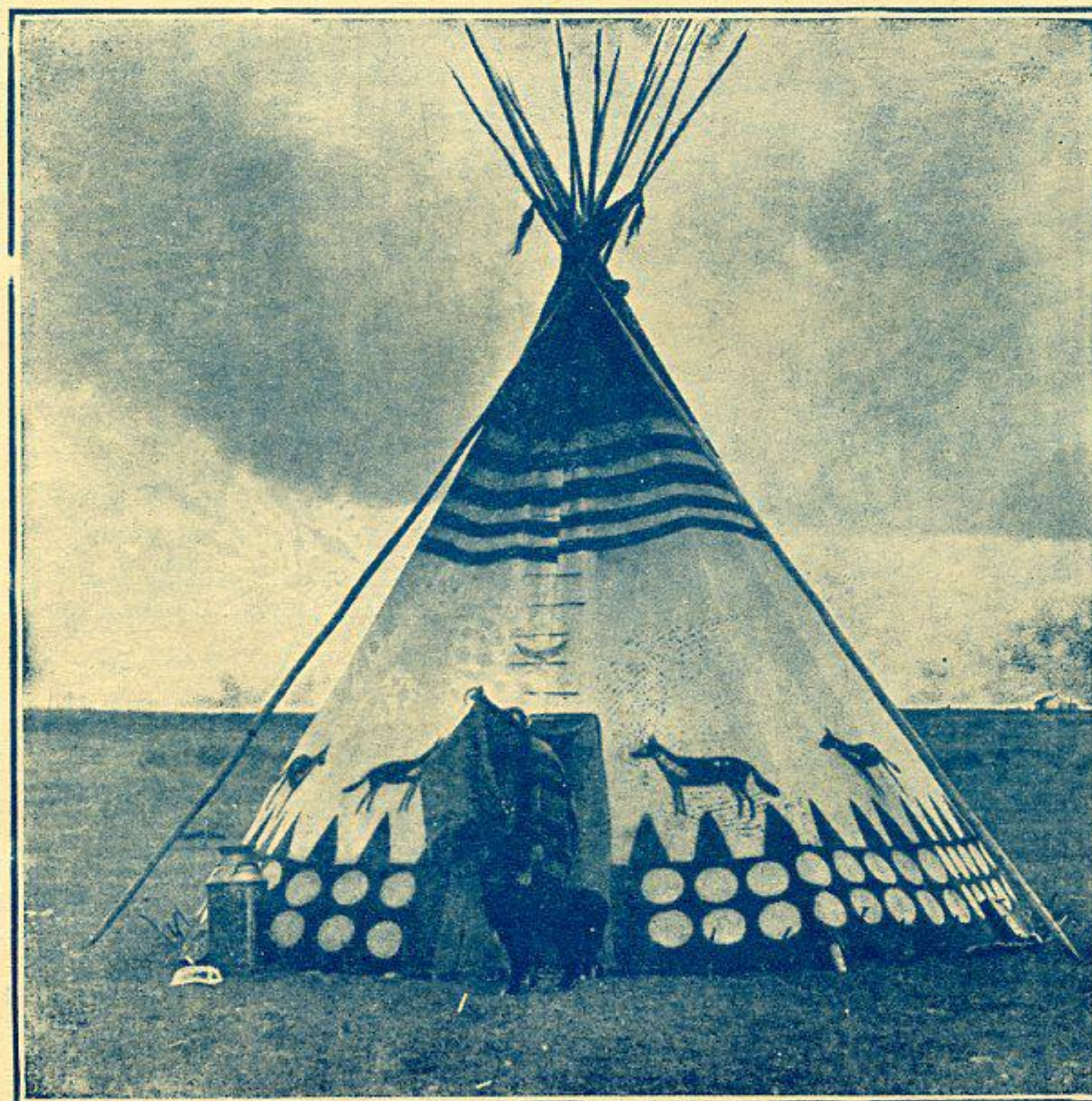
Would you take a sporting chance and break a leg, sprain a wrist or puncture an artery in the vicinity of a W.D? Have no fear! Flight Officer Graham has given lectures, made us tie bandages, apply splints, roll patients in coats, blankets, carpets and even handkerchiefs!! Have you a pale face? Then you need to hide it under your feet. Is it red? Then you must put it in a high position well above your body.

THE BAND

We're right out in front with our new Band. Thanks to Sergeant Lawrence. Our chief trouble now is to find the needed prerequisite of instruments to supply the goodly number of budding band enthusiasts who are turning out for practice.

Finally the new hats and uniforms are here! Special clothing parades have been held and our smart outfits are ready to welcome Springtime in the Foothills!

If more than 24 hours in a day could be arranged there's no doubt that we would find time for a little more mischief than our present schedule permits.. Or would we?



AN INDIAN TEEPEE - SARCEE RESERVE, CALGARY

Congratulations!



Wing Commander R. D. Byers, A.F.C.

Wing Commander Robert David Byers was born in Massena, N.Y., on November 30, 1911. His schooling took place in Toronto where he attended public, high and commercial schools.

He joined the R.C.A.F. in October, 1939. On May 20, 1940, he came West, being posted to No. 4 T.C. as Examining Officer, and progressed through various offices of the Training Command, and held positions of T.F. 3, 2 and 1, and was O/C the Ferry Flight No. 4 T.C. before coming to No. 3 S.F.T.S. on July 6, 1942, replacing S/L Gordon as O/C No. 1 Squadron.

Wing Commander Byers, who knows his craft thoroughly, was awarded the A.F.C. on the occasion of the King's list of honors on June 3rd last for his exemplary discharge of duty. He is married to Eleanor Burke, of Windsor, Ontario, and they have one daughter.

Good Luck on your posting!



Group Captain G. P. Dunlop, A.F.C.

Good Luck! Posted Recently

Group Captain G. P. DUNLOP, A.F.C.
Squadron Leader E. A. DIXON
Squadron Leader E. C. MILLER
Flight Lieutenant L. H. NETHERTON.
Flight Lieutenant J. H. WEST
Flying Officer J. COTE
Pilot Officer G. C. SWAN
Corporal M. M. DANIELS
Corporal C. McKINNON
LAC. J. E. McLEOD

Joys of a Warrant Officer

IF DON'T know who the gent was that invented statistics. He must have been a genius who did a great deal in the interest of civilization and human progress; and by the same token he lowered the odds on a few poor struggling individuals' chances of not finding an eventual domicile in an insane asylum. But that would seem preferable to the tortures of wading through vast reams of numbers and percentages to arrive at a point somewhere in the neighbourhood of an algebraic.

We have such a one of the poor individuals afore mentioned on No. 3 S.F.T.S. He is the bird, who, each Tuesday, Thursday and Friday gets himself snowed under piles of bump and numbers, and winds up wondering whether the air-force primary arm is an airplane or numerology. To complicate the number and percentage situation somebody got the bright idea that a few letters would help things out a spot; and after much juggling of the two sets of symbols the present Consolidated mechanical situation return developed to confound the most ardent investigator of percentage serviceability.

So, if at any time you should be passing No. 6 Hangar on any of the afore mentioned days and you see lights burning at hours unbecoming to a self respecting airman; or perchance you hear unearthly noises in the form of moans and groans, have no apprehensions regarding the health of the originator, but please, dear Reader, extend your sympathy to him, because, 10 to 1 it's either the unserviceability report, the unserviceability and priority return, or the consolidated mechanical situation that is the primary cause of the disturbance.

People We Meet Here and There . . .

Wing Commander Byers with a big smile on his face — no doubt due to his recent promotion . . . **Flying Officer Mallett** with his chest sticking out on account of the birth of a son . . . **Sergeant Sulman** dashing about looking for Administrative Orders . . . **Flying Officer Matthews** with his \$7.50 refreshments secured at the box social . . . **"A1" Carter** of the Y.M.C.A. looking very worried about the station concert Party . . . **"Walt" Fryers** the Met. man in a dither about the weather . . . **Flight Lieutenant Birrell's** still smiling after his marriage last month . . . **AC1 Warren** telling the boys about his curling rink at Banff . . . **AC2 Fields** limping slightly after his hockey accident . . . **AW1 Harvey** happy to be back after a trip to Newfoundland . . . **Sgt. Kocker** chasing around arranging the Maintenance smoker . . . **LAC Serra** who is a grand southpaw curler . . . **Corporal Robertson** talking about the hockey game . . . **Corporal Ajas** towering over a group of men as he marches them to the M.I. Room . . . **LAC Graham** having his usual grub at the Canteen during smoke period, **"Mac" McGill** at the barber shop advocating Glover's Mannege Cure, **Squadron Leader Miller** on a book buying expedition . . . **Flight Officer Graham** giving the low down on her pigeons . . . **Corporal Ellwood** singing beautifully to herself in the kitchen . . . **Sergeant Pominville** very voluble in his French-English combination speech between his routine jobs . . . **Sergeant Taylor** checking up on his first aid lectures . . . **Squadron Leader Allison** still administering excellently with his new half stripe . . . **Corporal Levine** with a very colourful unexplained "shiner" . . . **Sergeant Lawrence** having the same old problems with his musicians, **Squadron Leader Gorrill** checking over aircraft serviceability . . . **Flying Officer Meyers** looking very smart as Squadron Adjutant . . . **LAW Burgess** doing an excellent job in the Canteen . . . **Corporal McKinnon** escorting the new W.D.'s around the station in her cheery way . . . **Flight Lieutenant Hoover** going about the adjutant's job with his customary efficiency . . . **AC1 Ward** in the C.R. still a ray of sunshine . . . **Flight Sergeant McCallion** discippling in a big way . . . **Pilot Officer Aldridge** selling a Mathematics course . . . **AW1 Penfold** looking very gay in her smart braces . . . **WO2 Patterson** shouting "Who's on the phone . . . me!" . . . **LAC Haynes** talking about the Edmonton Bonspiel . . . **Corporal Shepherd** going into the Y.M.C.A. to having a look at the Calgary Brewery Trophy . . . **Section Officer Coyle** eating a hearty meal of bread and jam . . . **Flying Officer Metcalfe** praising the serviceability and saying "have a cigar" . . . **LAC Lebbert** once in M.T. back again as a Trainee . . . **Sergeant Mundrick** putting on more weight . . . **Flight Lieutenant Nash** trying to find a cigarette . . . **AW1 Harries** taking temperatures in the M.I. room . . . **LAW Pike** riding a hobby horse . . . **LAC Todd** lugging around his camera equipment . . . **Flight**

Lieutenant Staite quietly smiling as he concentrates on his bridge game . . . **Flight Lieutenant Keyes** making a smart looking able bodied seaman in the station concert party . . . **WO2 Titley** wearing "the" hat . . . **Flying Officer H. G. MacKenzie** climbing the rope in the Drill Hall . . . **Flight Lieutenant Wright** shooting baskets by the score . . . **Corporal Preston** making his face red blowing the trumpet in the band . . . **Flight Sergeant Armstrong** afraid of being too technical with his M.T. questions . . . **Flight Sergeant Young** sets up his new office in the Permanent Hangar . . . **LAC Stubbins** learning to fly planes instead of fixing them . . . **Corporal Gotreau** punching meal cards at Officers' Mess . . . **LAC Hall** playing and singing "somebody else is taking my place" . . . **AW1 Kingston** turning a mean wheel at M.T. . . . **LAC Antonacci** talking about the Navy . . . **LAC Hutchings** imitating Bing Crosby . . . **Flight Lieutenant Blackburn** taking on all comers at table tennis . . . **LAC Draper** still putting on stencils . . . **LAW McDougall** with another cold . . . **LAW Straker** making a grand bowling score . . . **LAW Henry** playing the piano at Church parade . . . **LAW Goodwin** still smiling as she drives . . . **LAC Headford** with his usual pleasant word . . . **LAC Volp** dropping them through the hoop . . . **Flying Officer Jones** meeting brother **LAC Jones** at the Link Trainer . . . **LAC Biehler** trying to remember the names of his ten children . . . **LAC Labron** as smart young flapper in Concert Party . . . **LAC Ochicupo** telling people how to pronounce his name . . . **LAC Siple** trying to raise the tone of the service . . . **LAW Danielson** working away in the W.D. Canteen . . . **SO Ross** pouring over the menus for next week's meals at the Airmen's Mess . . . **AC2 Wiener** a lone Toronto man arriving on the station with twenty Albertans . . . **LAW Bjore** listening to her name being murdered . . . **LAC Davis** talking up the very excellent idea of an Emergency Gift Fund . . . **LAC Pye** looking very happy after 6 months married life . . . **Sergeant Pearson** wondering where his class is at G.I.S. . . . **Flying Officer MacKenzie** getting ready for a parade . . . **LAC Malesku** with his little black beret . . . **Corporal Daniels** putting in a good word for Victoria, B.C. . . . **Corporal Morrison** signing up for his typing course . . . **Sergeant Schuldt** arriving home from the hospital . . . **Corporal Chipman** tripping lightly around again . . . **AW1 MacLachlan** doing the shopping for her fellow workers . . . **Corporal Levagood** joining quickly in the station life . . . **Corporal Plumb** looking very smart beside a dental chair . . . **AW1 Swartman** talking about Toronto . . . **LAW Prentice** always willing to do a good turn . . . **AW1 Fields** answering to the name "Gracie" . . . **LAC McLeod** trying to get posted to Winnipeg . . . **LAC Plenty** trying to make ends meet, and the **Commanding Officer Group Captain Dunlop, A.F.C.** still doing a very grand job.

Sport Flips . . .

FLYING OFFICER T. A. McKENZIE
E. I. CARTER, Y.M.C.A.

INTRODUCTION

During this last season sports have occupied a firm place in the recreational life of the station. Participation has been excellent, with all sections represented- in either inter-squadron competitions or games of various kinds. Thus physical well-being and true recreation of mind and body have been truly achieved. As the Spring and Summer season draws near even greater activity is anticipated.

The following are brief resumes of the more important station sports:

Basketball

The R.C.A.F. gained a measure of revenge over A-16 Currie when the "Fliers" from No. 3 S.F.T.S. won the Gas Trophy, emblematic of the Calgary City Basketball Championship, defeating the Army boys by two points in the league standing. Twelve league games were played during the season with a record of eleven wins and one loss. Twenty players represented the station team during the season. Coach, captain and general manager, F/L Dick Wright from G.I.S., started the year with a powerful team of "giants" and coasted down the home stretch with a collection of semi-midgets. A/C Tiny Harris, 6 ft. 5 ins.; Price, 6 ft. 5 ins.; Wilson, 6 ft. 3 ins., and Jack Edmandson, 6 ft., provided the height at the start. However, Harris, an electrician, was posted overseas; Price and Wilson went to Regina I.T.S. to start aircrew training, and Jack Edmandson, an A.E.M., was posted to an operationad station at Sea Island. Aiding the big fellows were W/C Byers, C.F.I.; S/L Ed Miller, Senior Equipment Officer; F/L Tommy Scholefield, O.C. "C" Flight; F/L Pete Bull, Examining Officer; F/O Bus Busby, Flying Instructor; Sgt. Ray Williston, Armament Instructor, and Cpl. "Smitty" Smith from Maintenance. Of these, W/C Byers found his new duties as C.F.I. too strenuous to allow him to continue; S/L Miller didn't manage to mix a recent marriage with basketball, and F/L Bull and F/O Busby were posted to High River and Regina respectively.

Lac. "Lefty" Volp, from Maintenance, joined the team soon after the start of the season and became one of the star players. Aircrew trainees provided replacements from time to time. Lac. "Mel" Sherwood, now a P/O overseas, joined the team and later was posted out. Lac's Kenny "Friday" Matheson, Lorne Steele, Len Sykes, Doug Kerr and Les Stone were with the team through the home stretch. Dick Wright, Tommy Scholefield, "Bombsight" Williston and "Smitty" Smith could be classed as "the old reliables" as they were with the team through the entire schedule.

Several team members were up near the top of the individual scoring race. Even though Dick Wright had to mother the boys, he managed to

lead the team in scoring and come second in the league standing. He was closely followed by "Friday" Matheson, whose three foul tosses made in the dying moments of a game with No. 10 Re-Repair Depot, brought victory from defeat in one of the big thrills of the year. "Lefty" Volp was getting better every game and was right on "Friday's" heels at the close. If Price had been able to stay through the schedule he might well have landed on top, as he averaged about 20 points per game while here. The team is grateful to F/O MacKenzie, Sports Officer, for his aid with equipment and the arrangements of games, and also to Al Carter of the Y.M.C.A. for supplying some of the much needed equipment.

Hockey

The Foothills Flyers, No. 3 S.F.T.S. Station hockey team, for the second winter finished tied for first place with the Navy, in the Garrison Hockey League. The league played twelve games, of which the Flyers won eleven and tied one. The Flyers for the second season lost in the play-offs for the league championship. No. 4 Training Command Headquarters, after a hard fought series, defeated No. 3 S.F.T.S. After winning one game each, the Flyers lost the deciding game on overtime.

The Foothill Flyers were managed by F/O Red Collins, and coached by Ac2 Wilf Fields, former N.H.L. star with New York Americans. A strong club was built around last year's stalwarts—P/O Dave Layden, P/O Hallett, Cpl. Levine, capt. and Lac. Wood, C. O. The new material included Ac2 Green and Ac2 Aronneus, potential aircrew on guard duty, posted before the season ended to Initial Training School to commence their aircrew training. Sgt. Cosman and Lac. Kennedy, the latter of the Dominion champion Regina Rangers, were completing their service flying training. They graduated midway through the winter. Both airmen, while being fine hockey players, found sufficient time to keep up their flying training and graduated with commissions. P/O Kennedy is Overseas, and P/O Cosman is taking an advanced course before going overseas. P/O Dave Layden, our goalkeeper, is now at High River. The Flyers were fortunate in getting Lac's Stewart, Dwyer and Martinson with an incoming course late in the season. What they lacked in weight they made up in speed, and were hard targets to hit. Lac's Johnston, McDonough, Spelliscey, of Maintenance Squadron, and Lac. Nadeau, of Equipment Section, completed the line-up and were with the club all season.

Inter Squadron Sports

During the Fall and Winter the drill hall walls have been the enclosure of a good many games with all the different sections on the station participating. Under the supervision of Al Carter, of the Y.M.C.A., and Sports Officer McKenzie,

Continued from

and assisted by Cpl. Rod McDonald, progress has been rapid even though at times Old Man Winter threatened to freeze out all competitive sport.

By now Borden Ball is pretty well the favorite inter-squadron game for both officers and men, although there are a number on the station who still have no idea of what this new game is, regardless of the fact that Sgt. (Muscles) Renauld, who introduced the game out on the grass in the sports field last Spring, has fought to make the game stick ever since.

In our inter-squadron borden ball, the trainees seemed to turn out in big mobs to try to defeat the station H.Q. and Maintenance staff, although it was pretty well even all the way through. H.Q. put on a big spurt at the first in a close game with G.I.S. and outscored the N.Z. Trainees of Course 70, by 2 goals to 1. Nadeau and Norette did some smooth playing, with Watson, Bradley and Boyd scoring goals.

There was a show of fast and furious action when the officers and trainees of the Training Wing took the floor. Course 64 took the first few games with the help of F/O Waddy, followed up by Course 66 and 68. Finally, with the schedule near the end, we found that Wing took top honours for their excellent team work in their fast games. We won't forget about Course 70's all New Zealand team. They took to the game when they first came on the station, so we are hoping to hear more from them, especially now that their Ground school is over. No—Maintenance is not forgotten, and we will hear more about them as we turn over to that fast and breath-taking game, Basketball. One game in particular which we remember was played early in January, when G.I.S. outscored Maintenance 18 to 15. Tiny Harris showed a skilled playing against some of our basketball stars in Course 72—Sykes, Stone, Steele. Another interesting game was played when H.Q. defeated G.I.S.—score 18 to 10. Kyle, McCaghey and Dunlop played a good game for H.Q., and Kerr and MacDonald of Course 72 came in with some hot, fast playing for G.I.S. Training Wing defeated Maintenance in a fast game, with Oakie, F/O Walker, P/O Dexter and P/O Northrup, and one star of Course 66, Lac., now P/O Sherwood, playing a smooth game; but Docker, Hooper and McCaghey of Maintenance made H.Q. work for their high score of 28 to 14.

When the Sports Schedule first came out, the authorities figured on some high inter-squadron hockey games, but when all the personnel dug to the bottom of their kit bag for their red flannels in that 40 below zero weather, a substitute for ice hockey came through, and luckily the Sports Dept. had on hand a bundle of broomsticks, thanks to Chism and Mills. H.Q. edged G.I.S. in a 3 to 1 victory, starring Nadeau and Watson, who played a speedy game. A good team from Course 68 represented G.I.S. Maintenance came out on top of Wing in a furious game and much loss of flesh, which leads us to the battle between Maintenance and H.Q., and the decisive victory of the H.Q. team starring F/O McKenzie, WO2 Titley and Sgt. Renauld, who played a fast game. This was

just a pick-up game, but one of the most interesting in the series. WO2 Titley is still trying to regain strength that he lost that night. Red Docked Showed up Maintenance, and scored several fast ones with the help of Hooper and McCaghey.

Last, but not at all least amongst the sports of our station, is that net-reaching game of volley ball in which the teams from G.I.S. scored victory over many of the other sections, although H.Q. did pull down a few top scores. Course 66 did fine while attached to G.I.S., but when they were transferred to Wing they played a two out of three match to declare H.Q. victorious over Wing and compete against No. 2 Wireless. They played No. 2, and came out on top with a 3-0 victory. Moore, Dunlop, Truscott, McCaghey, McIntosh, Lloyd, Todd and Irving represented No. 3. A return match was played against No. 2 Wireless School, and we again give credit to our volley ball team from Wing when they proved the better team by a victory of 3 games to 1 in a best of 5 match. Wing also played against the Business Men's Club at the Y.M.C.A., but were defeated by these smooth playing city men. No. 3 was represented by Edwards, Crockett, Campbell, Cameron and Dowdell, of Course 68; F/O McKenzie, Sports Officer, and Floyd Wilson, our Y.M.C.A. Supervisor.

Now that the Sports Dept. have a giant volley ball, we want to see more enthusiasts out for the game, and we guarantee that once you play it you will want to play it again.

Ping Pong must not be forgotten, and with as many enthusiasts as we have at our station, how could we lose when we went up to No. 2 Wireless School. Our station was represented by six top-notchers—Taylor, Rowell, Gillis, O'Connor, Lethbridge and Scott—and they scored 18 points to No. 2's 9, and on the return match the boys still outscored No. 2 by 19 to their 3.

Rifle Club

The Rifle Club has made great progress this winter. In competition with other stations a very good showing has been made. Against an old-established club at No. 2 Wireless we have held our own with scores of 590 against their 591, which is good shooting for any club.

Organized by the Y.M.C.A. and under the capable guidance of Lac. Blades of the Armament Section, the club is turning out some first class shots.

Regular practice night is Wednesday of each week at the Currie Range from 1830 to 2030 hours. A 25c membership is charged to join the club and ammunition cost of 5c per 10 shots payable each night as you shoot.

The club is affiliated with the Dominion Marksmen of Canada and the following members have received awards this winter.

Bronze—R. S. Anstey, P. A. Calnon, N. Lord, B. S. Murphy, L. T. Donald, S. H. Langdale.

Bronze and Silver—N. S. Irving, G. E. Peniket, B. D. Prime, G. Joblin, L. MacLachdan.

Gold, Silver and Bronze—N. H. Boyd.

Boxing

Boxing has been sadly neglected on the station, but with the construction of a new ring by our Works and Buildings, the future of this noble art seems brighter. Also with the arrival of classes of potential aircrew on tarmac duty, there is more material to draw from.

F/Sgt. McCallion has already discovered some good talent in Sgt. Britland, Lac's Moor, Moloney, Keough, and Ac2's Haynes and Maloney.

A boxing tournament is being planned for this Spring and should create much interest.

Curling

Some forty of the station personell have played in the competitions of one of the local curling clubs and have enjoyed a good season. Several of the station rinks have played in the Calgary and Banff Bonspiels and succeeded in winning a fair share of the jewelry. The Wood rink, composed of Flt. Lt. Minto Swan, Corporal H. Sheperd and LAC's Haynes and Wood brought four trophies to the station. This rink won the Grand aggregate in the Calgary bonspiel and two open competitions in the Banff bonspiel.

Mainten. Squadron Smoker

WEDNESDAY, Feb. 24th, at 8 p.m. was the date and the time for a general assembly of Maintenance Squadron in the Recreation Hall, to forget for awhile all the strife and turmoil of the days' efforts and to relax and participate in a Smoker. The event was an outstanding success. The programme was well received and appreciated by all. Several artists from No. 37 S.F.T.S. 10 RD, and our own station presented a series of varied offerings, melody, mirth and song. At intervals, after being lubricated somewhat by a certain species of neck oil, the assembled guests participated in a community sing-song; the beer hall baritones certainly came into their own. Towards the end of the proceedings a lunch was served.

The huge cake which adorned the centre of the table was a masterpiece; caterers, take a bow. The Commanding Officer, Adjutant, C.E.O., and Maintenance Technical Officers were there in force. Their worries appeared to have vanned for a while at least, judging by their continued expressions of amusement at the whole show.

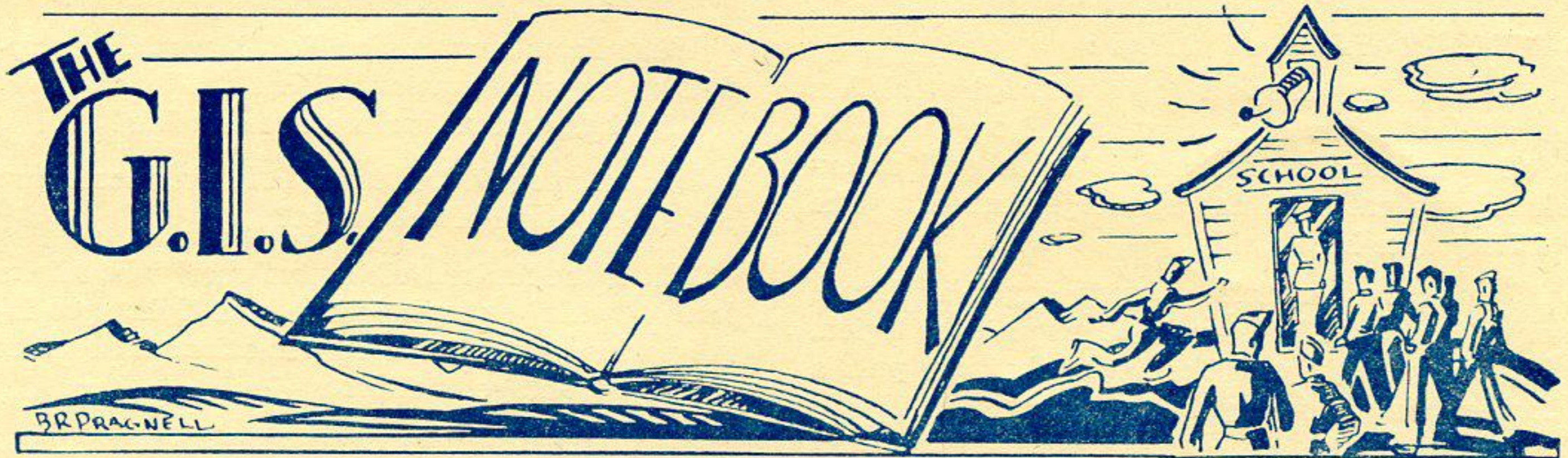
Navigation Flight

TAKing into consideration the fact that one month ago Navigation Flight sprang from the depths of comparative obscurity, we feel it our duty at this time to mention that our small but efficient organization exemplifies today the acme of perfection and smooth running operation. Hats off to Cpl's. Lee and MacDonald on whose shoulders rested the responsibility of homesteading No. 5 Hangar and, from chaos, achieving some semblance of order. Oh, yes, without the excellent co-operation of our neighbors, Communications Flight, the adjoining Hangars and their personnel we should have been indeed at a loss. "One for all and all for one" seems to yours truly an appropriate illustration of an axiom of ancient vintage put to practical use insomuch as it clarifies to the laymen some of the intricacies of our much touted Airforce co-operation. We are given an allotment of aircraft, half No. 5 Hangar and told bluntly by some chap, whose pay I might add is considerably higher than that of a P/O; and I quote, "Gentlemen these ships are now Navigation for the use of and are all for one", (alluding of course to half No. 5 Hangar) unquote. After the smoke and confusion had cleared away we find the former portion of the above mentioned axiom, "One for all" is quite true and I do mean our ships are situated all over the blasted station. Due to the overcrowded aircraft housing problem which exists on the station two of our ships were moored temporarily outside the Hangar one evening and the following day a phone call was received by the F/Sgt. instructing him to find Hangar space for these ships immediately. Possibly, if the chap with the redundant circles upon his sleeve, who made the call, had signed an E.42 for two skyhooks we could have moored the two ships from the hangar rafters, satisfying all concerned. The adiaborous conferences have as yet done nothing to alleviate the situation. The present system of housing the aircraft will be, we hope, "reductia ad absurdum" in the very near future and corrected to the benefit of all concerned.

Aside from all this, thanks to the congenial instructors and our charming timekeeper, Miss Dolly Pike, we are one big happy family.

Don't miss the next issue of your Flypaper for another thrilling installment of the story "Navigation Flight" or "The Trials and Tribulations of the "Two Flights a Day Gang."

Finis or continued next issue.



G. I. S. has carried on in its usual routine fashion during the past few months, and has been fortunate to have S.L. E. A. Dixon back again as its inspirational guide. The leadership given by this director has made the unit function smoothly and efficiently.

The school has been expanded considerably with the addition of two new class rooms for navigation instruction. Four officers have also been added so that the staff now have satisfactory accommodation.

The new schedule, which in reality is a return to the old schedule, calls for the student pilots to spend 12 weeks at G.I.S. instead of 10 weeks. The regular procedure is to have students spend half a day at ground school and the other half at the flights.

The Armament section has been giving an armament Flying Course to the Flight Commanders and Flying Instructors from other service flying training schools. At present the flying instructors at No. 3 are taking this course and it is hoped that later on the course will be given to all student pilots.

The Armament Section has been increased by the addition of WO1 East and Cpl. Williams.

There have been a number of changes in the ground school personnel during recent months. F. L. Smith, of Navigation Section, was posted to Pearce and P/O Merrett was posted to Claresholm. F/O Crosby is a new arrival on the staff. Old reliable Miss Marion "Blue" Maclean has been transferred to Headquarters and her place has been taken by Miss M. Wood.

G.I.S. continues to carry on in its usual good stride and there is the utmost co-operation between all sections of the school. We now have a fine building, excellent equipment, a grand personnel, so what more could we want.

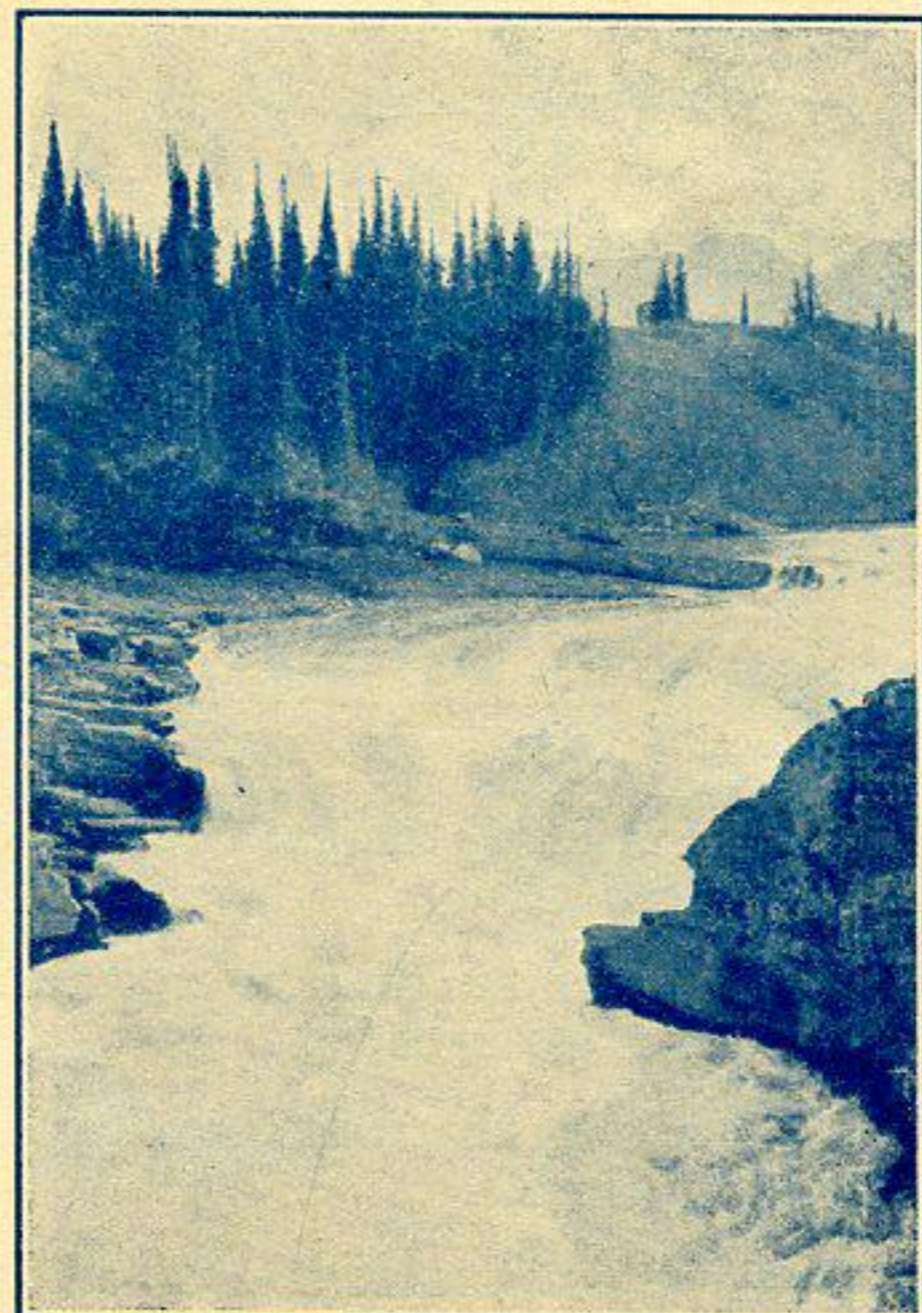
Supplementary Program Department

To qualify for his Flying Badge, each pupil must complete a given amount of supplementary training. This is in the form of Link Trainer, Bombing Teacher and Radio Talk.

He must also go to the Dentist, Innoculation parades, Navigation Flight, Clothing parades, Control Tower duty, etc. In short, there are many calls on the pupil's time other than the scheduled flying and ground school program. With this in mind it was decided to group these extras under

one Department, to allot pupils to the various places and to keep track of the times put in on the required exercises in an orderly manner.

Prior to the inception of our Supplementary Program Department the system in effect resembled a sheep pen. If a pupil happened to wander away from the fold, guarded by a glaring Flight Commander, he was snapped up and dragged off by some equally glaring Link Instructor, or Dentist, or Bombing Teacher instructor, who was trying desperately to complete his part of the syllabus. The story goes of one luckless pupil who was Linked, Bomber, shot in the arm, his teeth pulled out, got a new uniform, shot off four Very pistols in the Control Tower, all in about an hour, at least that was what he was supposed to do. So-o-o a star came up in the East and the Supplementary Program Department was born. The first thing after it got over its growing pains was to start wailing loud and long, "Lay off the pupils, you wolves; if you want pupils get out your ration books." So now, dear kiddies, the Wolves in the Link Section, the Bombing Teacher, the hospital all get their daily ration of pupils as issued by the Supplementary program. Now anyone caught snatching pupils will be taken off in a corner and told the facts of life. *Headquarters please note.*



KANANASKIS FALLS
ON BOW RIVER

No. 2 Hangar Scandal Sheet

RUMOUR HATH IT THAT:

(a) A French-speaking keeper of the tools has a sideline. His stock consists of one suit-case full, purchased at \$4 per ? ? to be sold at exorbitant rates to unsuspecting airmen. The thirsty take heed!

(a) Some patriotic riggers buy War Bonds or donate to the Red Cross. Ours visit the legion. We are going to pass the hat so they can puff a fag without mooching.

(c) The pipe smoking club has disbanded. Frequent visits from a F/S, with an oversize incinerator, used up all available supplies.

(d) Our Flight Sergeant proudly claims a daughter but D.R.O. credits him with a son. Of course D.R.O. is always right.

(e) Since the W.D. time-keeper arrived — officers and Senior N.C.O.'s fill the pupil's room. Where will the ground crew go? Don't answer.

N.C.O. i/c of Disorganization.

Things We Would Like to Know . . . No. 3 Hangar

What Flight Commander with a Mammoth cigar lighter fancies himself as an electrician only to find that his completed job runs backwards?

How is it, that, with the liquor situation the way it is, some Sgts. find it possible to go around breaking bottles of Scotch at hockey games?

What certain instructor of the Training Wing is under the impression that Ethylene Glycol is used as a Coolant in Jacobs engines?

No. 4 Hangar

Well, all we know is what we read in D.R.O. but F/S Packer's big ones are still eating up his little ones.

Cpl. Trafalet still does a little light fantastic at the Paralyzer.

Glen Raynes is doing a sweater for his Aunt Minnie in Nova Scotia so he says.

LAC Plenty practicing to be a Corporal — a-la-Toronto style.

LAC Wylie collects his mail every six months; says its easier on everybody.

Cpl. Kinlock is still the romeo of the outfit, at least so says our Jimmie.

No. 4's Bowling team is at the top of the heap; Good work, lads! Vince Richardson will like that.

Maintenance Musings - No. 6 Hangar

What Prominent Senior N.C.O. was the recipient of a goodly portion of that "rationed liquid stuff" at the recent maintenance smoker?

What Senior N.C.O. takes P.T. every morning but shows no ill effect as yet?

Who is the Senior N.C.O. "twitcher" who thinks he's a "whiz" and who when in a tight spot involves his opponent in conversation, then takes unfair advantage of him?

We would like to tender a vote of "thanks" to the "powers that be" for the kind invitation to hear Ace "Buzz" Beurling speak.

By the way if anyone breaks a leg or an arm or is injured in any way call on maintenance. We now have a fully trained squad of first aid "experts".

Permanent Hangar

We understand LAC Martin has acquired another bouncing baby boy.

As the saying goes he is more fortunate than others as he was not only there for the laying of the keel, but also for the launching.

We wonder who the LAC was that was awakened in a local down town hotel by some S.P.'s and the hotel manager in the morning; waiting to know who the lady was.

If you have never had your fortune told, see Johnston (Sgt.) in Permanent Hangar (for 3 beers).

Apparently one Flight Sergeant and one Sergeant from Permanent Hangar have found out that Macleod in a long way from Calgary.

After flying for 2½ hours freezing boots and other accessories, they finally came back to Calgary in disgust, as the pilot was unable to find the Southern town.

What about the Corporal who was sent to Macleod with his gang of men to change a Wing on a Cessna.

We understand he froze both his knees and nose on his way to the dance, then was asked if he was a stranger in town by a young lady who proceeded to ask him if he were looking for quarters? !! Never mind Corporal, you made a good job and changing a wing on a Cessna complete to test flip in 27 working hours is a pretty good show, and good credit to your men.

In Memoriam



F/O D. H. J. CHAPMAN
P/O E. W. CARLSON
L.A.C. G. M. WALKINSHAW
L.A.C. A. A. McDONALD

Killed in accident
13-2-43

Grant them eternal rest, O Lord, and
may light perpetual shine upon them.