



No. 15 S.F.T.S., Claresholm, Alta.

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Vice-Regal Visit : : *Souvenir Edition*



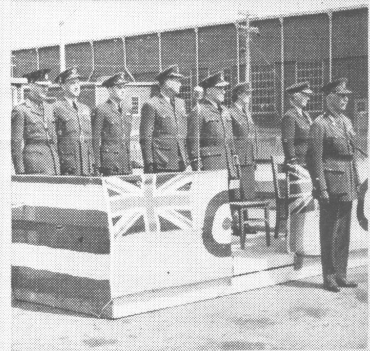
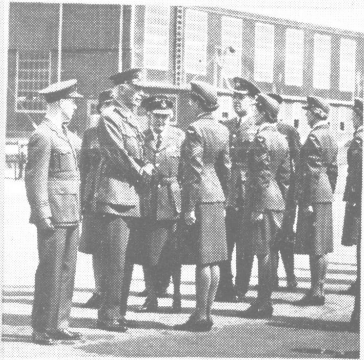
Course 74 Graduating May 25th., 1943.

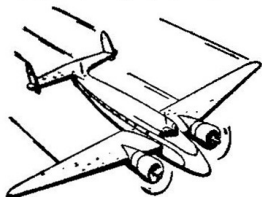
FRONT ROW (Left to Right): LAC. Hutchison, A. J.; SGT. Herbert, H. M. R.; SGT. Sinclair, J. A.; LAC. Mackay, R.; LAC. Clerihue, W. R.; LAC. Ham, K. M.; LAC. Hart, C.; P/O Calaghan; SGT. Gill, J; LAC. Hammond, D. M.; LAC. Lahay, B.; LAC. Keys, M. R.; LAC. Lewis, P.

SECOND ROW (Left to Right): LAC. Gore, L. A.; LAC. Wilkinson, M. T. W.; LAC. Kluczny, E. G.; LAC. Lough, G. F.; LAC. Beck, A. J.; LAC. McCallum, N. G.; LAC. Haynes, C. C.; LAC. Wilkinson, K. A.; LAC. Macdonald, R. H.; LAC. Bruce, J.; LAC. O'Reilly, H. W.; LAC. MacKenzie, A. K.

THIRD ROW (Left to Right): LAC. Bray, L. M.; LAC. Branch, K. A.; LAC. Mathews, A. L.; LAC. Lemiski, E.; LAC. Hickman, W. R.; LAC. MacGregor, D. S.; LAC. Hall, G. A.; LAC. Murrell, J. A.; LAC. Fearon, W. H.; LAC. Martello, R. J.; LAC. Lucking, H. W.; LAC. Beakhouse, L. E.

REAR ROW (Left to Right): LAC. Young, A. W.; LAC. Mahood, J. S.; LAC. MacFarlane, J. A.; LAC. Wood, H. J.; LAC. Taylor, R. L.; LAC. Garraway, A. A.; LAC. Taylor, G. M.; LAC. Weir, G. E.; LAC. Linton, W. B.; LAC. Henry, A. J.; LAC. Halerow, J. Y.





"WINDY WINGS"

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By kind permission of the Commanding Officer
Group Captain W. E. Kennedy

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This paper does not knowingly accept or print material of an objectionable nature and every precaution in the power of the Editorial Staff is taken to keep its columns clear of matter of this kind.

It is hoped that all ranks will accept this paper in the same spirit with which it is intended.

**His Excellency The Earl of Athlone,
Governor General of Canada, and
Her Royal Highness Princess Alice,
Visit No. 15 S. F. T. S.**

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(By Sgt. R. H. Macdonald)

History was made on the tarmac of No. 15 S.F.T.S. Tuesday, May 25, when the shiny silver Lockheed aircraft touched down and carried His Excellency the Governor General, The Earl of Athlone, and Her Royal Highness, the Princess Alice, to the greeting party and the Guard of Honor.

Group Captain W. E. Kennedy, commanding officer, greeted the Vice-Regal party which included Captain Leveson-Gower, A.D.C., Lady Grenfell, lady-in-waiting to Princess Alice, Sir Shuldham Redfern, K.C.V.O., the Governor General's secretary, Air Vice-Marshal G. R. Howsam, M.C., air officer commanding No. 4 Training Command, Wing Commander C. F. Falkenberg, D.F.C., senior organization officer at Command Headquarters, and Squadron Leader T. W. O'Brien, the A.O.C.'s personal assistant.

The pilot of the Vice-Regal party's aircraft was Wing Commander M. Kennedy, A.F.C., officer commanding No. 2

Communications Squadron. Ferry pilots were F/L R. D. Miller, No. 3 S.F. T.S., F/L D. J. Tyler, No. 4 Command Communications Flight, and F/O W. R. Hall. Aide to Her Royal Highness was Flight Officer S. I. Evans. F/L R. O. L'Ami, of the public relations department at No. 4 Command, travelled with the party.

On arriving at the Station the Governor General and Princess Alice separated and were escorted by their guards of honor under the command of F/L Marshall and S/O Macdonald to make an inspection of the Station.

Princess Alice inspected the W.D.'s barrack blocks and officially opened the renovated W.D. Canteen which was gutted by fire some months ago. In opening the Canteen Her Royal Highness commented on the well chosen coloring of drapery and upholstery and appeared delighted with the general appearance and the homely atmosphere of the place. She spent consid-

erable time there and gave the work of the W.D.'s a thorough going over.

Among the things she noticed was that one could purchase Kleenex at the canteen and she remarked how difficult it was to purchase that article in the larger cities. She arrived at the canteen at 11:30 and it was a good half hour before she left its cosy surroundings. She commented in passing on the large reproductions of work done by well known Canadian artists which decorated the canteen. Showing her around were S/O Macdonald, S/O Moodie and A/S/O Williamson.

Accompanied by the Commanding Officer, His Excellency made a tour of the Station and inspected barracks and then went to the Officers' Mess where a number of officers were presented to him. This was done while waiting the arrival of Her Royal Highness, who was resting after her journey and after the inspection of the W.D. quarters.

When Her Royal Highness arrived she was asked if she would care to meet some of the officers. Said Her Royal Highness, "Why yes, I should like to meet all of them!" A line was immediately formed and all officers present were presented to His Excellency and Her Royal Highness.

Luncheon was served in the Officers' Mess, the menu conforming with meatless Tuesday. No meat was served but guests were given a choice of creamed chicken in timbale cases or crabmeat salad. The only civilian guests at the luncheon were Charles S. Gaskell, Deputy Mayor of Claresholm, and Harold Beddall Smith, who was a despatch rider in the Boer War when His Excellency was a young cavalry officer serving on Sir Ian Hamilton's Staff. Writing to the Governor General previous to his visit here Mr. Smith had said, "You probably will not remember me but you surely will remember the little sorrel mare I used to ride," and sure enough, this was the point that welded bond of memory. Mr. Smith chatted over old times in Africa with His Excellency, who had sent him a special invitation to meet him in Claresholm at the luncheon. As Mr. Smith said afterwards, "We fought the whole South African War over again, and won it."

At 1400 hours the Vice-Regal party repaired to the tarmac where a formal reviewing stand had been set up in front of the control tower, where His Excellency presented wings to the

graduating members of Course 74.

An interested couple were Lady Grenfell and Sir Shuldham Redfern. Squadron Leader McKiechan, chief administrative officer, sat with the two during the presentation of wings and was closely questioned throughout the ceremony regarding training and the requirements of the various courses in aircrew. They remarked particularly on the length of time it took a student pilot to graduate and on the additional time that had been added to the course since the opening of the British Commonwealth Air Training Plan.

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HIS EXCELLENCY PRESENTS THE WINGS TO COURSE 74

The wings parade for Course 74 was a feature of the Governor General's visit to No. 15. Hundreds of civilians were on the grounds for the occasion.

Wing Commander C. W. Burgess was the parade marshal, with Flying Officer Baillie as wing adjutant. Flight Lieutenant Lewis was aide to the Commanding Officer. Several squadrons of Airmen and one squadron of W.D.'s were in the parade formation, and the Station Band, under Flight Lieutenant Finn, provided the martial music.

Promptly at 1400 hours the platform party arrived and were greeted by the Royal Salute by the Band.

Air Vice-Marshal G. R. Howsam, M. C., air officer commanding No. 4 Training Command, spoke briefly, greeting the Airmen as a whole and congratulating the graduating class in particular. He felt it a great honor to introduce His Excellency the Governor General to the parade.

His Excellency spoke but briefly, congratulating the graduates upon the completion of their course, "without such thorough training," he said, "you could not survive when you met the enemy in the combat areas." He paid tribute to the instructors who so diligently carried out their duties, some of whom had seen bitter combat and were withdrawn from actual operations so that the men in training could gain benefit from their experience.

He paid a great tribute to The King, who, he said, was not only a great King but a fine soldier and a worthy example before the nation. He hoped that many of the men before him would have an opportunity to see the King when they got to England, during one

of his many tours of inspection among the armed forces.

The graduating class was under the command of Flying Officer Callahan, himself a U.S.A. enlistment in the R.C. A.F. previous to the time the United States entered the war.

His Excellency pinned on the flying badges and at the conclusion of the wings ceremonies presented the top-ranking student, M. T. W. Wilkinson of Cambridge, England, with the gold-plated identification bracelet awarded for that honor.

Following the presentation of wings His Excellency took the salute during the march past. The crowd waited to see them take to their Lockheed plane and wing their way off to Macleod for another formal ceremony on Station No. 7 S.F.T.S.

The graduates had themselves photographed and then were entertained at tea at the Officers' Mess, along with their visiting relatives and friends. In the evening they were entertained at a smoker in the Knights of Columbus Hut at 1900 hours. Later in the evening they celebrated with their ladies at a graduation party held in the I.O.O.F. Hall in town.



TOP-RANKING STUDENTS

Heading Course 74 was a young man from the university city of Cambridge, England, LAC. M. T. W. Wilkinson, aged 20. Before enlisting in the Royal Air Force, Wilkinson was engaged as a teacher in a junior school in the Old Country. His mother is living and he has two brothers in the services, one in the Royal Navy and one on General Montgomery's 8th. Army Headquarters Staff in North Africa. His group of student pilots took their elementary flying at High River. He found Canada most hospitable right from the start. His party was welcomed by the Mayor and his wife at Moncton, N.B., and found equal hospitality in Winnipeg and Vancouver, as well as around Claresholm. By his own request he is taking an immediate overseas posting. Wilkinson passed with the mark of Special Distinction, which won him the gold-plated identification disc presented to him at the conclusion of the wings ceremonies by The Earl of Athlone.

The second ranking student in Course 74 was LAC. W. R. Clerihue of Vancouver, B. C., graduating with a Dis-

tinguished Pass. Clerihue was born in B. C. and is but 19 years of age. He had completed one year of study in the University of British Columbia towards an Arts degree, and after the war he hopes to graduate and qualify as a chartered accountant. His father was a proud witness to his graduation, coming from Vancouver specially for the occasion. He has two brothers, one in the Army Pay Corps at Vancouver. Clerihue goes to the G. R. School at Charlottetown, P.E.I., for advanced training.

Ranking third in Course 74 was another English boy, LAC, H. W. Wood, aged 26, of Wolverhampton, Staffordshire, England. Like the other British boys in the course he has been in Canada since last October, taking his elementary at High River. He was an actual witness to the German air raid on Coventry and saw most of the devastating raids pulled off by the Germans against the great industrial centre of Birmingham. Before joining the Royal Air Force he was employed by the Boulton-Paul Aircraft Corporation as a designer in the gun turret department. Wood also goes to the G. R. School at Charlottetown, P.E.I., for advanced training. His standing was, of course, a Distinguished Pass.

Another Distinguished Pass student was LAC. R. J. Martello of Rossland, B. C. He is 27 and still single, and was employed by the Consolidated Mining and Smelting Company before enlisting. He has one brother, a school teacher in B. C., and also two sisters. Martello is a fine husky chap and has been selected as potential instructor material, being posted to No. 1 F.I.S., Trenton, Ontario, for advanced training.

Also with a Distinguished Pass was a Medicine Hat boy, LAC, G. E. Weir, aged 22. Weir went off the farm and took an aircraft vocational training course and then worked in an aircraft factory at Longueuil, Quebec. Upon enlistment he came back west to the Manning Depot at Edmonton, and also took his I.T.S. there. His elementary he got at High River. He has one brother and three sisters, two of whom are married. His ambition is to become a pilot on one of the heaviest types of bomber used on active service. He goes to the G. R. School at Charlottetown, P.E.I., for advanced training.

LAC. K. A. Wilkinson of Yorkshire, England, was the third English student

pilot in Course 74 to make a Distinguished Pass. He likewise is very young, merely 20, and was employed by the Yorkshire Electric Power Company offices before enlisting, a concern which generates and distributes power for practically the entire north of England. His parents are living and he has one sister. He took his elementary at High River. He too found Canada very hospitable, and was particularly impressed by the arrangements at Winnipeg where a dance was staged for their entertainment right at the station during the forty minute divisional check-up of the train. Wilkinson is posted to No. 1 F.I.S., Trenton, Ontario, to be trained as an instructor.

It is taken for granted that all the Distinguished Pass students win their commissions.

THE GRADUATES

The list of Course 74 graduates include:—

F/S Herbert, R., Didsbury, Alberta; Sgt. Gill, J., Birchcliffe, Ontario; Sgt. Sinclair, J. A., Edmonton, Alberta; LAC. Martello, R. J. (Distinguished Pass), Rossland, B.C.; LAC. Fearon, W. H., Edmonton, Alberta; LAC. Hickman, H. R., Vancouver, B.C.; LAC. Kluczny, E. G., Winfield, Alberta; LAC. Mahood, J. S., Cochrane, Alberta; LAC. Lucking, H. W., Medicine Hat, Alberta; LAC. McCallum, N. G., Royalties, Alberta; LAC. Hart, C., Lincolnshire, England; LAC. Taylor, G. M., Wainwright, Alberta; LAC. Lough, G. F., Victoria, B. C.; LAC. Lahey, B., Port McNicol, Ontario; LAC. Young, A. W., Canmore, Alberta; LAC. MacKay, R., Halifax, N. S.; LAC. Hutchison, A. J., Vancouver, B.C.; LAC. Macdonald, R. H., Prince Alberta, Saskatchewan; LAC. Matthews, A. L., Winnipeg, Manitoba; LAC. Lemiski, E., Vegreville, Alberta; LAC. Branch, K. A., Diamond City, Alberta; LAC. O'Reilly, H. W., Vancouver, B.C.; LAC. MacKenzie, A. K., Vancouver, B. C.; LAC. Bruce, J., Vancouver, B. C.; LAC. Wilkinson, M. T. W., (1st. in Entry, Special Distinction), Cambridge, England; LAC. Clerihue, W. R. (2nd. in Entry, Distinguished Pass), Vancouver, B.C.; LAC. Wood, H. J. (3rd. in Entry, Distinguished Pass), London, England; LAC. Hammond, D. M., Birmingham, England; LAC. Beck, A. J., Czar, Alberta; LAC. Beakhouse, L. E., Edmonton, Alberta; LAC. Wilkinson, K. A.,

(Distinguished Pass), Yorkshire, England; LAC. Ham, K. M., Calgary, Alberta; LAC. Haynes, C. C., Cranbrook, B.C.; LAC. Halcrow, J. Y., Penticton, B.C.; LAC. Weir, G. E. (Distinguished Pass), Medicine Hat, Alberta; LAC. Linton, W. B., Islay, Alberta; LAC. Garraway, A. A., Edmonton, Alberta; LAC. Murrell, J. A., London, England; LAC. Gore, L. A., London, England; LAC. Bray, L. M., Edmonton, Alberta; LAC. MacGregor, D. S., Port Alberni, B.C.; LAC. Hall, G. A., Yorkshire, England; LAC. Lewis, P., Ashland, Kentucky, U.S.A.; LAC. Taylor, R. L.; Vancouver, B.C.; LAC. Keys, M. R., Zurich, Ontario; LAC. MacFarlane, J. A., Edmonton, Alberta; LAC. Henry, A. J., New South Wales, Australia.

OUR FEATURE ARTICLE

● THE HISTORY OF FLIGHT

Editor's Note—This is the content of an address delivered by Group Captain Kennedy to a gathering assembled at St. Paul's Residential School on the Blood Indian Reserve near Cardston. The occasion was the induction of G/C Kennedy into the tribe as Chief Potaina. There is published herewith only half of the address, the second part will be published in the next issue.

The art of flying is a most engrossing subject and since earliest time man has had the desire to fly. Primitive man watched birds dart and wheel through the air and no doubt flapped his arms in an attempt to follow them. The legends of many races show that this desire was universal. Magic carpets, flying coats, and birdlike wings figure in the mythology of the Anglo-Saxon, Latin, Asiatic, and even the Indian and Inca civilizations. No doubt much of this feeling was connected in one way or another with the religion of these people. Most of these traditions were, of course, mere flights of fancy but others seem to refer to actual attempts

to fly. The Greeks had the legend of Daedalus and his son Icarus. These two were said to have attempted to fly across the Aegean Sea to Greece by means of wax and feather wings. Icarus was so pleased at being able to fly that, in spite of his father's warnings, he flew too close to the sun which melted the wax in his wings causing them to fall apart so that he fell into the sea and was killed. This was probably the first fatal accident through disobedience of flying regulations. Again, tradition says that at the beginning of the Christian Era Simon the Magician mounted a fiery chariot and flew over Rome, and that the Saracen of Constantinople rose from a tower by means of a long robe stiffened with rods, only to fall and die. It is unfortunate but true, however, that man is so constructed that his strength is not sufficient to maintain his weight in the air, and so while these tales are interesting we should class any reported successes as fables. There is one ray of hope in this connection however. According to scientific fact the bumble bee cannot fly but there is proof obvious that scientific fact cannot always be relied on since the bumble bee does fly and quite successfully too.

There is no way of telling whether these tales were founded on facts, but more recent history contains many references to serious efforts to fly. Most of these early experimenters tried to imitate birds and fly by flapping artificial wings. Others made stiff wings of whalebone and feathers and other similar materials and so succeeded in gliding for short distances. Many of the early experimenters, however, were seriously injured or killed in their attempts to imitate the casual and graceful flight of birds. To some extent these early studies, based on imitating the shape of a bird's wing, helped the more successful men who followed, although no large practical ornithopter, which is the technical name for a machine which has flapping wings rather than the fixed type as in the aeroplane, has ever been built, and all our studies would indicate that it never will be.

The first real practical experiments and work which are recorded were the work of Leonardo da Vinci, an Italian who lived around 1500 A.D. Da Vinci was a genius in science as well as art. He made a parachute that worked and is said to have made small model air-

craft which lifted themselves from the ground. He left many notes which showed a good understanding of the principles of flight. It is a curious fact that for the next four centuries of aeronautical endeavour the experimenters took no notice of da Vinci's work. In the meantime they continued to grope in the dark, beset by errors and delusions which seemed both inexplicable and ridiculous in view of this scientist's work so many years before. He knew that a bird with outstretched wings cannot fall perpendicularly, but must glide down. He pointed out that birds use tail and wings as air-brakes to check their descent and he argued that birds must on occasion take advantage of rising currents of air—as do modern gliders today to gain altitude and continue flight without effort. The leaders of scientific progress, until very recent times, scoffed at the idea of human flights, and it was left in most cases for men in humble circumstances to make the much derided experiments which have led us to the modern aeroplane of today.

There were exceptions to this general view. The learned Francis Bacon, in quaint phraseology, declared his belief in the possibility of the realization of the wonderful dream of flight. Again, John Wilkins, Bishop of Chester, dug up the old legends, speculations, and traditions, and reproduced them in his work, "Mathematical Magic" published late in the 17th century. The works of all these men, however, betrayed great scientific errors, many of them thinking that flight would be easier the higher one rose because the attraction of gravity would be less, and, again, that by ascending to a great height, and waiting while the earth rotated, one could get from one point to another—a pleasant thought but a false one.

By the end of the 17th century the parachute, the glider, the mechanical airscrew and flapping wing flight had all been tried, and more or less accurately investigated. The science, in fact, merely awaited the invention of adequate motive power but it had to wait nearly one hundred and fifty years for Stringfellow, and two hundred years for Wilbur and Orville Wright.

The balloon, however, was the vehicle by which man first lifted himself into the air. As the knowledge of physical phenomena increased, experimenters in the Middle Ages conceived the idea of the balloon. One monk

proposed to exhaust the air from thin copper globes so that they would weigh less than the air displaced, and would thus lift a basket which would be guided by oars and a sail. His theory of the balloon was sound, although there is no material that is light and strong enough for such a purpose. The true balloon idea arose from the proposals of an English chemist, who suggested the filling of a bladder with heated air, which he demonstrated would be of less density and therefore lighter than the surrounding atmosphere. There were other workers in the field during this time and when the gas hydrogen was isolated about the same time and its weight determined, it was shown to have lifting properties which would be ideal for the purposes of a balloon.

The honour of building the first practical balloon fell to two French paper makers, Stephen and Joseph Montgolfier, who had amused themselves by filling paper bags with hot smoke over a fire and watching them rise to the ceiling. In 1783 they built a large balloon and filled it with hot air. It travelled several miles before coming down and was cut up by peasants who thought it must be some monster from the skies. Here is an obvious indication of the prejudice and suspicion which faced all early experimenters in their efforts to solve the theory of flight. Next the Montgolfiers sent up a balloon that carried several barnyard animals and when these had landed safely the two men made a successful flight. And so it was in 1783 that man finally achieved his ambitions and left the ground for the the unrestricted freedom of the skies. From here on the balloon progressed rapidly and only ten years later the balloon was used to make war during the French Revolution and has since figured in almost every conflict between nations. Even in this war the balloon plays a prominent part. It is used to protect cities and convoys from the attacks of enemy aircraft by holding suspended steel curtains around these areas.

The balloon has the disadvantage of being at the mercy of the winds. Sails, rudders and large feather oars were tried for steering purposes without success. Devices like rudders have no effect because the balloon travels at the same speed as the air that moves it. Finally in the middle of the 19th. cen-

tury a Frenchman made the first real progress towards controlling the movement of a free balloon. He attached a steam engine to a propeller suspended from a long cylindrical balloon, thus creating the first dirigible, the forerunner of the Zeppelin and semi-rigid dirigibles of today.

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**● COMMANDING OFFICER OF NO.
15 S. F. T. S. HONORED**

**Group Captain Kennedy Becomes
Indian Chief.**

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When you speak of Group Captain W. E. Kennedy as "The Chief", you are literally speaking the truth, because on Easter Monday, April 26th., he was inducted into the Blood Indian tribe in a colorful ceremony as Chief Pota-ina, which in English means "Flying Chief".

The occasion was the St. Paul's Residential School alumni dinner of the Blood Indian tribe on the Blood Reserve near Cardston. A progressive tribe, the Bloods have been well educated under the guidance of Canon Middleton in charge of the Anglican Mission there. For forty years the Mission School has trained Bloods for responsible positions in life. They have taken to ranching and farming with excellent results.

Every year the alumni of the Mission School gather and it was at their dinner this year that the tribe conferred on Group Captain Kennedy the honor which was in recognition of the part he is playing in Canadian aviation and the development of the Royal Canadian Air Force.

The Medicine Man of the Blood tribe, Chief Creighton, officiated at Group Captain's induction. Present and also playing their part in the traditional ceremony were other Indian Chiefs of the tribe.

The appointment is an honorary one and no official duties arise from it. However, Group Captain Kennedy will now have the right to attend formal occasions, smoke the pipe of peace with the other Chiefs of the tribe and take his place among them on such occasions—but he must be "properly dressed" (which means he must wear the headdress he now proudly owns).

It is believed that among the other whites who have shared this honor is

Edward, Duke of Windsor. Group Captain Jones of Lethbridge is also a chief of the tribe.

The ceremony is impressive. The nominee for the honor is required to take his part in the lengthy ritual, which is steeped in the tradition that has been handed down from the time when whites were not known on the rolling prairies. The title Chief Pota-ina is no freshly manufactured name pulled out of the bag for the occasion either. Many seasons ago there was a Chief Pota-ina who held council with his brethren in the Blood tribe of the Blackfeet nation.

In the noblest traditions of the North American Indian, Chief Pota-ina served his people well and gave wise council. There came the time when Chief Pota-ina must leave his tribe and take his place at the council of the Great Chief in the far beyond. His name was held in honor in the annals of the Bloods, and awaited the coming of a worthy successor. Group Captain Kennedy is now the living Chief Pota-ina.

Similar to the creating of knights of old, Group Captain Kennedy was called on by Chief Creighton to approach and kneel before him. As Group Captain Kennedy did this other chiefs gathered round and placed their hands on his head and shoulders. In the language of the Blackfeet nation the Medicine Man intoned the words as old as Canada. He gave the reasons why Chief Pota-ina's successor had been chosen and spoke of the successor's qualifications for such an honor. As this was accepted by the Chiefs in Council and by the members of the tribe, Group Captain Kennedy became - "Flying Chief".

At the dinner Group Captin Kennedy gave an address on "The History of Flight". With him at the ceremony were Mrs. Kennedy, also F/L J. M. Roe, Protestant Padre. From many parts of the country graduates of St. Paul's Residential School returned for the alumin dinner. Among them was one of the daughters of the tribe who has gained fame for being chosen as representative to attend the Coronation of King George VI.

REVIEW OF SPORTS

» «

● TRACK AND FIELD

We are expecting big things from No. 15 this season in the line of track and field. Last season we did very well at the inter-station meet at Calgary by placing 3rd. in total points in the men's events. The girls won every event in the W.D. races. If we can do that with a small team and with very little training, let's show them what we can do at full strength.

We have plenty of the best equipment now: javelins, shots, discus, vaulting pole and jumping standads; also, the track is being put into good condition.

Practices are being held on Tuesday and Thursday evenings for those who like company and coaching while training. The equipment is available to anyone at any time. Let's get into shape. Some of the boys have been seen running around the track before breakfast.

Inter-unit meets are being planned, starting early in June.; We also expect to have a big day in August.

Let's keep No. 15 right up on top in Sports!

● FASTBALL

The inside dope on Station fastball was inaugurated two weeks ago with a game between Bombers and Fighters with W/C Burgess leading a stellar lineup on the Fighters and F/L Pilling pulling all the strategic moves for the Bombers.

The game, which was played on the Station, took the nature of an informal free-for-all when it became known that the umpire, Capt. MacGregor, was a Bomber. It became very evident throughout the contest that he was very decided on the outcome, much to a certain Wing Commander's discomfiture.

Let it here be known that the final score by an unbiased scorekeeper was: Bombers 17, Fighters 15; but your correspondent fears that there might have been a lid left off an incinerator by the

smell of certain decisions held legal by this said umpire.

After the game finished, due to the strenuous playing incurred, both teams adjourned to the mess, where refreshments only caused the results to be argued more vociferously.

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The Station inter-unit games were played Monday, May 24, and were excellent types of entertainment. The games began with three innings of unexpected and very good results for the W.D.'s against a rather surprised G.I.S. It seems that the W.D.'s have several "dark horses" that they uncovered against the students. We can rest assured that all games the W.D.'s play this year will be hard fought ones anyway.

The second three innings were played by two more evenly matched teams with Maintenance bowling to a fighting and howling No. 1 Squadron team. Much arguing followed all decisions by the umpire and neither team would give an inch.

The last contest, and probably the loudest, with F/O Callahan adding his clarion call to encourage his teammates of No. 2 Squadron to get more runs against a rather demoralized Headquarters team, who took a shellacking in spite of the "Brooklynesc" umpire (or who called himself an arbitor).

The last game went five innings until darkness, much to the liking of the spectators who were loath to leave.

Until the next time this local rag reaches you, yours truly will gather more important news items for you.

Bye now!

—"Smokey".

● CRICKET

—†—

A keen match was played between No. 7. S.F.T.S., Macleod, and this Station on Sunday, May 16th., resulting in a winn for No. 7 by 37 runs. It is rumored that our C. O. lost a bet to the C.O. of No. 7, so don't let this happen again.

Coleman and Mackay opened for No. 15, but the partnership was soon broken when Coleman left his leg in front of the wicket to be out L. B. W. Mackay run up a sparkling 18 before being bowled. Wilcox top scored with a 33, made up by lusty hitting, and was nicely caught by Griffin, one of our No. 15 boys lent to Macleod to field.

Macleod's opening batsman, Pond,

started well and stayed in for the top score of the match before being bowled by Mankey.

The spectators enjoyed the match as much as the players, but we would like to know if it was the cricket in which the W.D.'s were interested.

No. 15 S. F. T. S.—		(runs)
Coleman L.B.W. bowled		
Osborn		4
Mackay bowled Miller		18
Mankey L.B.W. bowled		
Miller		13
Kogler caught Griffin		
bowled Robertson		15
Wilcox caught Griffin		
bowled Porter		33
Greenwood caught Osborne		
bowled Marshall		14
Goodall caught Percy		
bowled Marshall		0
Hobson bowled Marshall		
Griffin caught Smith		
bowled Marshall		3
Day caught Marshall		
bowled Knauer		9
Ewing (not out		5
Sundries		5

TOTAL 123

Course 76 Representatives LAC.
Robinson, LAC. Mulligan.

Course 78 Representatives, LAC.
Mankey, LAC. Mulligan.

N.C.O. Representative, Sgt. Goodall.
Officers' Representative, P/O Hobson.

Matches, P/O Ewing.

Grounds, P/O Ewing.

Practice nights, Tuesdays and Thursdays at 18:30 hours.

—†—

● SOCCER

—†—

Soccer is away to an early start this year with 5 teams participating in the Inter-Squadron League. The teams are: Headquarters, Maintenance, Nos. 1 and 2 Squadrons and G.I.S. Two games have been played on the schedules, No. 2 Squadron defeating No. 1 Squadron 3 to 1, and G.I.S. defeating Headquarters 5 to 0. The games are played on Monday and Thursday evenings. If you wish to participate in these games contact your Squadron Sport's Officer.

The Station team has also done very well. On May 5th., No. 15 played No. 11 Equipment Depot from Calgary and defeated them 2 to 0. On the return game at Calgary on May 13th. we again

defeated them by a score of 3 to 1.

If you participate in these sports you are excused from P.T. periods providing your team captain turns in your name to F/O Finn within 24 hours after the game. This is the responsibility of the captains. Let us all get out and cheer our Squadron teams along.

—T. Ellison, P/O.

ACTIVITIES ON THE STATION

» « ● VICTORY LOAN CAMPAIGN—

No. 15 S.F.T.S. doesn't do anything in half measures and as evidence just let us tell you about the Victory Loan campaign that soared so high over the top of the objective people began to talk about us minting our own money down this way.

Here's the story: The Objective was \$50,000.00 and we collected \$82,400.00. When I say "we" collected it, I'm wrong, because the guys who did all the work are the committee and those who helped the committee carry out their plans. The committee was composed of Wing Commander C. W. Burgess, F/L W. Leith, and F/L D. B. Hunter and helping them were Unit Commanders in every Section and behind these Unit Commanders stood an ever increasing number of wise small investors.

So we went \$32,000 over the mark. The upshot of the whole campaign is that Group Captain W. E. Kennedy, Commanding Officer, travelled to Calgary last month and had the enviable honor of receiving a Victory Loan Pennant from the hands of the Minister of Finance, Mr. Illsely, in behalf of No. 15 S.F.T.S. The pennant now flies beneath the Ensign on the mast outside the post office.

Big contributors or should we say investors, were Sgt. J. Inglis who invested \$1,500.00, F/O R. N. Young who invested \$1,000.00, P/O R. Henning who also invested \$1,000.00, and Cpl. T. L. Adkins (W.D.) who invested \$1,000.00

The training wing came through with \$53,000.00 worth of promises with

the top Flight being F/O Edmund's D Flight which invested \$7,000.00. Flights E, F and G all invested over the \$6,000.00 mark.

In the Maintenance Squadron, the Electric and Instrument Sections all came through with every man jack of their number investing—100% results. Flight Sergeant Brooks was the laddie in charge of canvassing in these men.

So that's the story of how the Station waltzed ahead of and did what she said she would do (and a - - - of a lot more) away in advance of the time she said it would take her to do it.

● MUSICAL EVENING—

Lovers of music were afforded a rare treat when Miss Jean Gilbert, L.R.S.M., pianist, and Miss Mary Tierney, L.R.S.M., violinist, gave a joint recital in the Recreation Hall Tuesday evening, May 11th., 1943. The artists were assisted by LAC. Wilkinson, M.T.W., of Course 74, who played a group of four preludes by Chopin.

The high standard of the artistry and the informality of the performance made of the event a wonderful success. The artists were introduced by F/L Wait and the various numbers of the program succeeded each other unannounced. The first half of the program consisted of four groups of numbers, two groups for the piano and two for the violin. Especially delightful was the rendering of Jesu, Joy of Man's Desiring, Bach, by Miss Gilbert, and the Rondo in G by Mozart, by Miss Tierney. In the second half of the program a group for the piano and one for the violin included the piano number Berceuse by Chopin, and Ave Maria by Schubert, which selections charmed the listeners to the utmost. The final number for piano and violin, Presto, (from Kreutzer Sonata), Beethoven, was the high light of the evening.

Both in solo work and as accompanist Miss Gilbert did a thoroughly masterful performance. Miss Tierney charmed her listeners by her competent and artistic playing. No words can adequately express the thanks of the personnel of the Station for the pleasure given by Miss Gilbert and Miss Tierney—they will always be welcomed.

Mr. Wilkinson gave an able interpretation of the Preludes in E Minor, B Minor, A Minor, and C Minor, by

Chopin, and provided a pleasureable interlude between the groups of numbers played by the Calgary artists.

At the conclusion of the performance Mrs. Atkinson presented flowers to the artists and expressed the appreciation of the audience.

● STATION DANCE

On May 18th. about five hundred of the Station personnel enjoyed one of the most successful dances ever held on this Station.

The dance was sponsored by the Sports Club to celebrate the successful conclusion of the Fourth Victory Loan Drive, and F/L Waring F/L Leith and F/L Pelton are to be congratulated on the excellent management of the affair.

The Drill Hall was transformed for the occasion into an enormous cabaret. The centre of the hall was used for dancing and around the dance floor were arranged small tables, chairs and chesterfields loaned for the occasion by the Sergeants' Mess and the Airmen's Canteen. The boxing ring at one end of the floor was beautifully camouflaged for the use of the orchestra and Brad and his Band lived up to their surroundings by giving out all evening with that superior brand of dance music which we have come to expect from them.

At one end of the hall were two "coke" bars and at the other a very charmingly arranged buffet for supper, which was prepared and served by the W.D.'s under the capable direction of A/S/O Grant.

Jack Taylor's troupe from Calgary put on a floor show which provided a fitting highlight to a lovely evening.

The climax of the affair, and the most appreciated part, was the Commanding Officer's gesture at the conclusion when he suggested that we all have an extra hour in bed the following morning.

● W.D.'s CANTEEN DANCE—

The W.D.'s celebrated Wednesday night. They were celebrating the fact that they had a new home, they had a new canteen which was some place to lounge around in comfortable pyjamas and gayly colored clothes after the somewhat subdued splendour of their uniforms.

They celebrated by throwing a dance in the recreation hall on Wednesday night. There was no charge, it was open to all the Station, there was excellent music with Brad and His Lads and also a pick-up orchestra from the ranks of the players of "Blackouts of 1943" who were on the Station to give their concert Thursday night.

All who had anything to do with contributing work, money and ideas were welcomed at the dance. It was the W.D.'s way of saying "Thank You" to a Station who got behind them and boosted them along to the time they would have a comfortable and homey canteen once again.

In the afternoon there was a tea from 17:00 to 18:00 hours for all those who had assisted the W.D.'s. The canteen looked its best for the occasion and everyone as delighted with the surroundings as well as with the refreshments.

THE RUNWAY

● POCKLINGTON GETS HIS WINGS

(By LAC. Macdonald, R. H.)

By this time you will have become fairly familiar with the human qualities of our old friend LAC. Pocklington. This time LAC. Pocklington is graduating . . . yep, the Governor General ("GG" as Pocklington calls him) is going to pin 'em on the left just above the pocket.

Of course the biggest worry Pocklington has is to determine just how much space to leave between wings and pocket for decorations. You see in his many reveries Pocklington has doped it all out how he's going to jump forward on the suicide job of bombing the Scharnhorst when it tries to get back through the English Channel. He's figured it out that he'll take a Mosquito craft which will be somehow fitted to carry a couple of torpedoes—one to break the outer shell of the ship, the other to do the dirty work in its innards. Were we permitted to get behind that thoughtful brow of the hero we would discover that he was first going to zoom at the Fritzi's aboard the battleship and scare hell out of them. They will then fit into his plans by in-

stantly putting up a smoke screen. That's where Pocklington has 'em—he'll dive into their own smoke screen, follow it up and, at the point where the smoke begins to get quite thick—well Pocklington will launch his torpedoes and start back home for Buckingham Palace to get the V.C., D.S.O., D.F.C. and a few assorted medals of all shapes and forms. France, Russia, United States and several of the South American Republics will be so overjoyed at Pocklington's work that they'll sling in a few more ribbons.

You can see from this why Pocklington is concerned with how much room to leave between wings and pocket.

Another worry is turning in his books and instruments to publications. He wanted so much to take a Dalton Computer home and astound the kids in the neighbourhood by asking them to ask him how much two times two is and then working it out rapidly on the Dalton. The six inch dividers were so handy for cleaning his nails too. He swiped a straight edge rule from one of the guys who in turn swiped one from another unsuspecting victim and it went on down the line and will go on down the line till one chap in Course 754 will have to put up the money for it. All in all, by devious means he has collected the number of pieces he started out with, defaced the numbers stamped on one or two of them and was ready to turn them in with a face as innocent as a babe . . . (not to be confused with a member of the opposite sex).

"Don't like the idea of these here fancy pants parades much," Pocklington was overheard saying. "Just a lot of goo - - - be just as happy if they issued my wings at stores when I went down to get a new pair of sox."

That was what Pocklington thought of ceremonials. Of course when he got out there in front of everybody he'd walk smartly and salute the GG in the same manner. As a matter of fact the other night when the rest of the Flight was asleep he sneaked in to the washrooms and gave several smart salutes at his reflection in the mirror. An S.P. almost caught him in the act but he bent over the drinking fountain and let on he was there for water—nuthin' else. When the S.P. had gone he took a few more quick ones and then returned to his bunk and went to sleep with a peaceful smile on his face. A little later he was heard to mutter in

his sleep—"Why, thank you very much Your Royal Highness, I'd be happy to dine with you and the Earl tonight."

If Pocklington had been awake it would have taken him a good twenty minutes pondering to figure out whether he would call Princess Alice "Mam" or "Your Royal Highness" when she stopped him to talk in front of the whole darned shootin' match. But then, as Pocklington said himself, "these ceremonials are just a lot of goo".

Postings caused the other guys a lot of worry but Pocklington didn't worry much. He knew pretty well that he was going to be posted overseas to fly with a Squadron of engine-busting Mosquitoes. Of course he didn't like to hurt the feelings of the other lads so he just kept quiet about that. He knew a lot of them would be made Instructors and some would be sent to General Reconnaissance for more navigation, more navigation and more navigation. "Why rub it in", thought Pocklington.

Then again he was going to be worrying about buying Officer's uniforms. He had it all figured out that he wouldn't buy a great coat until late in the fall. He rather expected to be made a P/O on graduation day and then, when he was well away from the rest of the lads, he was sure to receive a wire saying that he had become an F/O and would be boosted to an F/L as soon as it could be done without offending too many senior Officers. Said Pocklington to himself, "Glad they're going to do it when the rest of the guys aren't around—nice fellows—wouldn't want to hurt their feelings." Pocklington was even considering practicing walking with his hands outside of his pockets instead of thrust deeply inside. "Can't sluff around when you're an officer," said Pocklington as he toyed with the problem of taking the supports out of his flat hat so that it would droop like an old timer's.

Graduation Parade: Said Pocklington, "Hell—gonna be tough day—gotta keep stiff upper lip and all that—shoulder to the wheel and stuff like that there." For the first time in his career in the service Pocklington had showed up with boots, buttons and even his cap badge polished to the point where it was hard to look at them without the protection of smoked glasses.

His uniform was pressed and his

pockets done up and they didn't even bulge with old letters, tobacco, two pipes, a box of cigarettes as they usually did.

Pocklington was on parade on time too!!!

"These things leave me cool, calm and collected," Pocklington was heard to mutter to LAC. Slidsbury. As he was saying this Pocklington had difficulty in holding his thumping heart down to the usual easy 70 beats per. He was also tearing a box of cigarettes into shreds but didn't seem to notice what he was doing.

Pocklington stood in line waiting for the GG to pin 'em on. Pocklington watched his buddies walk out salute, salute and return. He watched them with pity in his eyes. "Poor Chaps", thought Pocklington, "just don't seem to be blessed with the natural grace I got—wait'll they see me strut out there—the GG is an old soldier—he'll appreciate class and smartness when he sees it."

The fateful voice boomed out Pocklington's name. Everything went blank, his heart pounded, he couldn't see, the GG was a big blurr surrounded by lesser blurrs. Somehow Pocklington angled across in front of his Flight, he sluffed to a halt on the left foot, forgot to salute, stood at ease, felt wings being stuck on, shook hands with somebody who said: "Congratulations, I'm sure you'll do a good job".

Said Pocklington—"Many Happy Returns of the Day".

He managed to whip off a borderline salute and find his place, or somebody else's, in the ranks of the graduating Flight.

Of course, as Pocklington himself said—"Just a lot of goo—ceremonials leave me cool, calm and collected."

● THAT POEM "HOME"—

In the edition of Windy Wings of February, there was printed a poem "Home", which attracted such attention that it was reprinted in the column Prairie Wool of the Calgary Daily Herald, and its reprint there acknowledged by the Herald as coming from the pages of Windy Wings. The poem appeared on the desk of the Editor-in-Chief of Windy Wings: the author according to the manuscript was R. Bellamy, R.A.F.: the poem was published. Subsequent events have established be-

yond all doubt that the poem "Home" was the work of Miss Pauline E. Malakoff, of Calgary, Alberta. Windy Wings is only too ready to acknowledge the authorship of this splendid poem and to express regret for an error, brought about by trust in the good faith of contributors. Furthermore, Windy Wings hopes that R. Bellamy, R.A.F., wherever he may be, may still be receiving issues of Windy Wings in order that he may learn that the rightful author of the poem "Home" has received credit for this worthy creation.

● FROM THE EDUCATIONAL OFFICER'S LOG BOOK

On digesting the Personal Assessment Forms (remember that long sheet the Station Warrant Officer had you fill on reporting) that all Airmen are supposed (What! Did they miss you also?) to fill in when reporting, much interesting and useful information has come to light. For example, nearly fifty percent of the Airmen profess that they cannot dance but would attend classes for same if some kind souls would offer to teach them. How about it W.D.'s?

Many Airmen profess interest in the organizing of classes for current events and the study of foreign languages. Spanish for some reason led the list closely followed by German. There were others who wished French, Norwegian and Japanese. Practically all ground crew wished to take some course that would fit them for Aircrew, while Aircrew were ready for any course that would further their efforts to get the coveted "Wings".

In the question dealing with books preferred, technical aviation books and journals far outranked all others. Over 90% stated that the Reader's Digest was their favourite magazine followed by aircraft magazines.

Hobbies ranged from model building to collecting birds' eggs. A large percentage of the Airmen have built model planes for a hobby. Markmanship, fishing, stamp collecting, painting, insect collecting are other active hobbies.

If everyone at No. 15 S.F.T.S. follow the desire of his heart for a life's work, there'll be few left for other than white collared positions. School teachers, druggists, chartered accountants and engineers should be a dime a dozen. Strange as it may seem but a very

small percentage intend to make flying their life's work. One Airman is figuring on becoming a golf professional, another is headed for the ministry, and several wish to follow journalism.

The average age of student pilots is considerably higher for the Aussies than the Canadians. Many of our prospective pilots have come directly from school, postponing a higher education until a not to distant future we hope.

‡

● **HEROINE WORSHIP**

‡

Bombing Squadrons
Don't appear,
Things like that
Can't happen here.
In our hearts
There is no fear,
Auntie's in the Air Force.

Blacked out windows,
Stuffed up cracks,
Imminence of
Jap attacks,
Can't send shivers
Down our backs,
Auntie's in the Air Force.

If in the night
The sirens blared,
We wouldn't feel
The least bit scared.
We know the country's
Well prepared
With Auntie in the Air Force!

—Written by Ethel Dee Quinn
for her "Auntie" in the
Air Force.

‡

● **FAREWELL FROM COURSE 72—**

‡

To the personnel of No. 15 S.F.T.S., which has been our sometimes happy, sometimes detested home for the last four months (depending entirely upon what words our instructors used to describe our flying) we say solong and keep happy.

Some of us hate to leave. The reasons for this may be seen if you take a couple of quick looks at the comely W.D.'s seen about the Station. Others are glad to leave—you'll see those reasons walking about in the uniforms of the R.A.A.F. with the pick of the W.D.'s on their arms.

Most of us hate to leave one thing—and that is the girl we picked as the Sweetheart of Course 72. We don't

know her name but she has greeted us with a smile every day since our arrival here. Almost every day she has placed herself behind the serving counter in the Airmen's mess and has shoved plates of food across at us—never failing to break out into that sunshiny smile she became noted among us for. Some of the guys would enter the mess feeling pretty low—especially the last few weeks of our course when we were being rushed off our feet with day, twilight and night flying. But there would be that Sweetheart of our Course with that ready and cheery smile . . . what can a guy do against such pretty odds but smile back? To that girl who is going through life sowing happiness and millions of happy smiles we say farewell.

To our instructors we say solong and thanks. You did a great job against terrific odds. At times when we were flying our heads off you might have ducked off on us and sneaked back to your barracks for a nap . . . but you didn't, you were there when we came back and you were flying just as hard as we had. Thanks, instructors, we owe much to you.

To our O.C. who headed the instructors, F/O Edmonds, we say "we'll be seeing you". It was nice seeing you and you helped us along the road to these prized wings . . . we won't forget it.

Then there is the fellow whose job it is to stand by with a fire extinguisher while we start the aircraft in the morning. When it was winter and the wind was like ice we pitied you and made a mental note to thank you somehow for the work you were doing. We thought it must be awful hard for you guys and your buddies in the other flights to have to shove the old craft in and out of the hangars, to have to gas and oil them and care for them without being able to fly them yourselves. Your work and your help did not go unnoticed and if we didn't mention it to you well—hell—we're just about as shy about those things as you guys are yourselves. But between men and in the way that men have of saying it we say "thanks bud!"

Then there was Mae the timekeeper. We liked her, there wasn't a guy who didn't. She was the one we'll remember saying "You haven't signed the L-44". Many a dollar she has saved us in rumbles by gently suggesting that

we sign this or that or whatever you have to sign to take a craft up into the air.

That's about all we've got to say now . . . but it isn't what we've said or would like to say that's important, it's what we think.

FLIGHT AND SECTION NEWS

» « ● WOMEN'S DIVISION

The W.D.'s are breaking into print this month . . . , a little out of breath from all the "Joe" jobs entailed by visiting celebrities. The point is that the W.D.'s had a fair share of the limelight only once during the Vice-Regal visit: that was on the Wings Parade when one flight of W.D.'s in the entire parade of approximately four squadrons of three flights each (add it up for yourself, it's twelve flights) were in a reasonable ration to the total personnel—R.C.A.F. and W.D.—on this Station. Apart from the Wings Parade it was a different story:—

Half the Guard of Honor—Women's Division;

The only barrack block of them all to be inspected—the W.D.'s.

The only recreational centre on the entire Station visited officially—the W.D. Canteen.

We admit that Their Excellencies popped up all over the Station, but "the powers that be" must also admit that the places picked for the official inspection belonged to US.

We didn't know or realize how much we were appreciated until now.

SOME OF THE HIGHLIGHTS OF THE OCCASION AND THE EVENTS LEADING UP TO IT

Cpl. Morison raking half a dozen pebbles around and around in vague circles between the barrack blocks and wondering, aloud—

1. What to do with them, and—
2. Where they came from.

Miss Williamson, Cpl. Aglassinger

and Hansen doing a tug-of-war in a vain endeavor to stretch a piece of cord four feet long around a chesterfield four seats wide.

Cpl. Rooke making a mouse trap work overtime. One mouse trap to do the work of ten entailed leaping out of bed every ten minutes during the night and re-setting it every time she got a bite. The haul was excellent—Cpl. Rooke was exhausted, but the day was saved and no mice marred the vista of B. B. No. 9 when Princess Alice looked in.

Those W.D.'s who were temporarily remustered to furniture movers, practically tearing each others eyes out over the arrangements of chesterfields, chairs, etc. Excusable, when you consider that it was about eleven o'clock at night and that the girls had polished the floor on their hands and knees just before the remuster.

Cpl. McLeod, the envy of all the girls, not on the parade because she had a very important and highly secret and confidential job in a certain part of the Control Tower.

One of the Corporals, arrayed in a pair of bright red panties, scrubbing her floor for the first time since she arrived on the Station—having a job too, manoueuering around the feet of the audience who had gathered to watch—It isn't often that a miracle is performed, right before your eyes.

It looked like a whirlwind but it was really the 105 club dashing madly from the Parade ground to the bus every evening after practice.

● THE AIRCRAFT RECOGNITION ROOM

It was advised by Command that a room should be set aside for use as an Aircraft Recognition and Intelligence Library. A chance visit by W.O.1 MacKinnon to the High River Elementary School and the idea of landscaping the room was the result. A few wires stretched by W/C Burgess and F/S W. (Bill) Ostrom arrived on the Station to supervise the effort which has resulted in a work of art second to none in Canada, we'd venture to say.

F/S Ostrom, Cpl. Denbigh and Cpl. Johnson shared honors in the finer work. The less exacting dabbling was done by various members of G.I.S. staff with W.O.1 MacKinnon plying the

brush many fatiguing hours.

The room pictures the good earth in all its stages of development—plowed fields, wheat fields, meadows, hills, valleys, mountains and above it all the blue sky with the fleecy clouds scattered here and there. Over the mountains is the graceful bow of a chinook arch.

This room is not intended as an art Gallery but as a study room for Aircraft Recognition: so, superimposed over the whole landscape, seascape and sky are aircraft of Allied and Axis countries. These are carefully and skillfully painted and camouflaged, but the country markings are absent. Omitting the marking places the student in the position where he must recognize friend or foe—not by roundel or swastika, but by essential identification features of the aircraft.

The room will be equipped with a library of all current issues of aircraft magazines as well as standard issues such as Janes' and The Aeroplane. In addition to these there will be an Intelligence Library with the latest information ("gen" to Aussies) on our own and the Axis aircraft, methods of attack, evasion of A.A. fire, etc.

The room is fitted with comfortable chairs and large reading tables. A screen is fitted for use with Kodascope, Delineascope or Movie Camera.

On May 25th. The Earl of Athlone, Princess Alice, Air Vice Marshal Howsam, A.O.C. No. 4 Training Command, visited this classroom and expressed deep satisfaction with the progress practical training is making in this school.

COURSE 72 WINGS PARADE

» «

● 19TH. WINGS PARADE—

—†—

No. 15 S.F.T.S. celebrated the nineteenth wings parade Thursday afternoon, April 29th., when Course 72 received its wings at the hands of the Commanding Officer, Group Captain W. E. Kennedy. This was one of the largest classes to be graduated from No.

15 and included Australian, English and Canadian fliers. The English group comprised 13 boys who are anxious to get back to their homeland and into the thick of the big fight to clear out Hitler.

The graduates were lined up in two groups or flights, No. 1 Flight paraded by LAC. W. E. T. Cawsey, of Sydney, Australia, and No. 2 Flt. by LAC. T. B. Newton of London, England. The top ranking student was the squadron commander for the graduation parade, LAC. H. E. Simmons of Vancouver. Pilot Officer Winter was the officer in command of the graduates. Wing Commander C. W. Burgess marshalled the parade, and the Commanding Officer was assisted by the Station Adjutant, F/O E. C. Smith. The usual formal inspection of the lines was made and the address to the students delivered before the flying badges were presented.

The Station Band provided the martial music for the occasion.

After the March Past and dispersal the graduates were photographed and then went on up to the Officers' Mess with their friends and relatives where tea was served.

Commanding Officer's Address

Guests and personnel of No. 15 S.F. T.S.:—

The monthly parade, at which we present the Pilot's Flying Badge to the Graduating Course, in time becomes so much a routine to those of us who remain behind that we are liable to forget, on occasion, just what it means to the successful graduates. The privilege of wearing wings is an honour that is given to very few. It represents the culmination of many months of hard work, separation from friends and family and the loss of the home life that is so vital to human happiness. The reward makes all this well worth while, however, and I know that the men, who form the ground crews on these Stations, would more than willingly change places with the Graduates of today.

The Course that graduates today represents three of the Allied Nations: Australia, Great Britain and Canada. They are to be commended for the manner in which they have worked while on this Station and deserve our heartiest congratulations on having successfully completed their Course. We hope that when you leave this Station, your memories of it will be happy and that

you will go away feeling that your tour of duty here was profitable from every point of view. The Pupils who have gone before you have set a high standard wherever they have gone and we trust that you too will be a credit to the men and women of this Station, who made your training possible. Wherever you may be employed, your services will be an essential part of our great war effort and your value to your country will depend entirely on your own efforts.

Again, on behalf of the men and women of No. 15 S.F.T.S., I say "Good Luck and a Happy Future".

Distinguished Pass

The top-ranking student flier in this class of graduates was LAC. H. E. Simmons of Vancouver, who on April 26th., only this week, attained to the age of 19. It has been his life-long ambition to fly and graduation is but one fulfillment of his dreams to this end. Eleven months ago in the North Vancouver High School his Grade XII standing was so assured that he was permitted to terminate his studies and enlist in the R. C. A. F. He took his I. T. S. and Elementary training at Regina and came on to Claresholm. He has a brother in the Air Force now at the Edmonton Manning Depot. He had lived in Edmonton ten years before his family moved to the Coast so the prairies were not new to him. Simmons gets his commission and goes to No. 2 F.I.S., Pearce, to be trained as an instructor. His aunt, Mrs. E. N. Sturrock of Calgary, proudly represented the family at the wings parade.

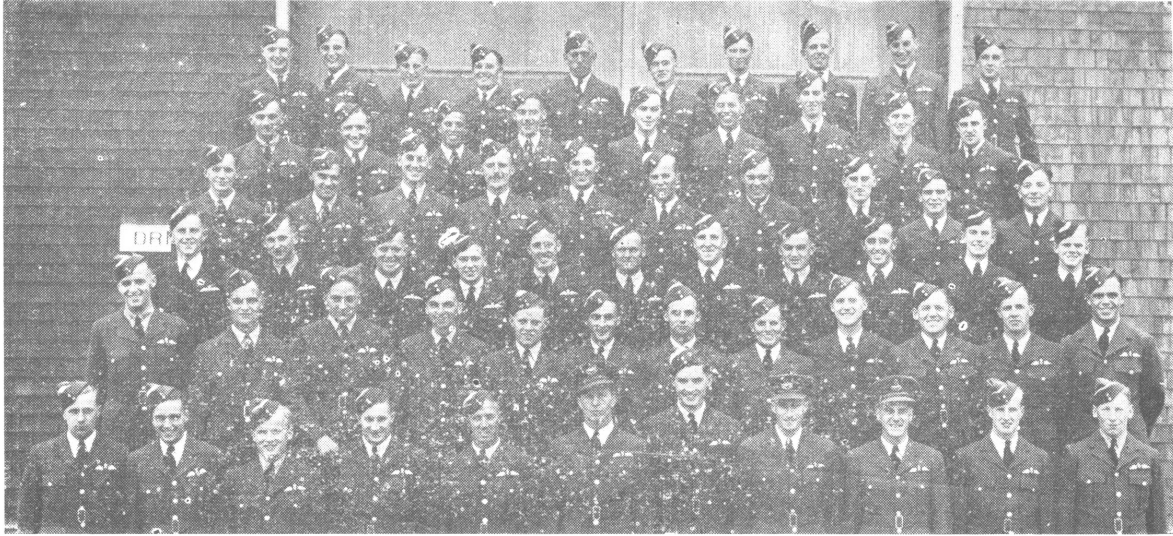
LAC. W. E. T. Cawsey of Sidney, Australia, received a Distinguished Pass. He is 22, his parents are living and he is the only child. The graduation was brightened for him by receiving 4 letters from home the day previous. His father lost a leg in World War I at the battle of Bullecourt, France. Cawsey had spent three years in the Sydney University studying economics and will complete these studies at the close of the war if his luck holds. He is posted to a General Reconnaissance School at Summerside, P.E.I., with a commission, and his ambition is to pilot an ultra-speedy type of reconnaissance plane in active service. Like many other Australians, Cawsey found Canadian hospitality in wartime simply amazing.

LAC. D. S. Parry of London, England, was the senior of the thirteen British boys in the Course. He is a married man, a construction engineer by profession and was in London through the blitz and witnessed the evacuated troops from Dunkirk being transported back from the coast. Speaking of Dunkirk, Parry told us that the portrayal of Dunkirk veterans in the picture "In Which We Serve" was so true to the real thing that it could possibly have been cut from an official war film. Life in besieged Britain has changed so much that even Britains themselves find it hard to orient themselves. Food is rationed, but the general acceptance of the situation is that Britains are now better fed than ever before, and decidedly more healthy. The evolution of Britain's anti-aircraft defences to their present state of comparative effectiveness was a marvel to observe. Early in the blitz the anti-aircraft guns were withheld over London for fear of shooting down a bomber with its deadly load right on top of the people. This idea was quickly discarded, and now the raiders are kept high and boxed off by the intense fire. Britain has not yet shown any signs of manpower exhaustion, says Parry, but every man and woman is directed into his or her most effective post of service, either in the army, industry, or other vital services. Parry and the party of English boys found wonderful hospitality on a leave after completing their elementary training at Virden when they went in to the City of Winnipeg, so they are taking their graduation leave there as well.

LAC. Simmons, H. E., Vancouver, B. C., was the leading graduate with a Distinguished Pass and was Squadron Commander of the graduating class. LAC. Cawsey, W. E. T. also passed with a Distinguished Pass and was No. 1 Flight Commander while LAC. Newton, T. B., was No. 2 Flight Commander.

● A CORRECTION—

Due to an error in last month's Windy Wings, a donation to the W.D. Canteen was acknowledged from Bill's Koffee Shop, when it should have been Jimmie's Grill. We wish to take this opportunity of thanking Jimmie's Grill for their generous donation.



Course 72 Graduating April 29th., 1943.

FIRST ROW (Left to Right): LAC. Parry, K. V.; LAC. Parkinson, E. T.; LAC. O'Toole, J. W.; LAC. Sullivan, G. M.; LAC. Steele, G. C.; P/O Winter; LAC. Simmons, H. E.; F/O Edmonds, R. C.; F/O Davies, D. O.; LAC. Simpson, D. B.; LAC. Labrie, N. J.

SECOND ROW (Left to Right): LAC. Williams, A. W.; LAC. Motley, R. J. W.; LAC. Moseley, C. W.; LAC. Palmer, A. E. J.; LAC. Paines, D.; LAC. Hamilton, J. E.; LAC. Newton, J. B.; LAC. Cruickshank, L. A.; LAC. Buzza, A. G.; LAC. Hodgson, E. D.; LAC. Gillam, H. H.; LAC. Bleakley, R. M.

THIRD ROW (Left to Right): LAC. Stanwix, D. H.; LAC. Bodley, J. T.; LAC. Tocchini, S. A.; LAC. Williams, J. I.; LAC. McKay, W. D.; LAC. Gilbert, L. J.; LAC. Cawsey, W. E. T.;

LAC. Miller, R. D.; LAC. O'Connor, L. J.; LAC. Young, C. R.; LAC. Bates, J. J.

FOURTH ROW (Left to Right): LAC. Galbraith, L. J.; LAC. Peatley, C. A.; LAC. Moss, J. D.; LAC. Parry, D. S.; LAC. McNeill, D.; LAC. Cembrowski, J.; LAC. Harper, C. D.; LAC. Hibberd, N. V.; LAC. Poirier, J. A.; LAC. McMorris, K. S.

FIFTH ROW (Left to Right): LAC. French, S. A.; LAC. Parker, E. J.; LAC. Nancarrow, F. V.; LAC. Nicholson, R. D.; LAC. McGillvray, D. I.; LAC. Gilson, V. B.; LAC. Annesley, L. A.; LAC. Monaghan, J. K.; LAC. Nicholson, K. C.

SIXTH ROW (Left to Right): LAC. Pinder, G. H. M.; LAC. Sernyk, A.; LAC. Oswald, E. A.; LAC. Dorgan, J. A.; LAC. Bellamy, R. J.; LAC. Davies, L. W.; LAC. Bailey, T. R.; LAC. Milne, J. F.; LAC. Gargett, J. F.; LAC. Spencer, W. E.

● **DONATIONS FOR BUILDING
AND FURNISHING CLARESHOLM
RECREATION HALL FOR THE
SERVICES—**

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As the buildings and furnishings of the Claresholm Recreation Hall for the Services are now completed, and paid for, the sources of funds used for this purpose are herewith printed in full.

The generous co-operation and support of the airport, business men, Men's Club, various other organizations, and wholesalers and utilities doing business in Claresholm and the airport made this possible. Thanks are extended to them.

The building fund included the building, canteen, various utility installations etc.

The furniture fund took care of the furniture, the balance of this fund being turned over to open the operating account.

Donations to Building Account

Braren, Geo.	\$ 10.00
Burns & Co.	50.00
Beaver Lumber Co.	15.00
Claresholm Garage	10.00
Claresholm Bakery	5.00
Claresholm Men's Club	300.00
Claresholm Men's Club Sweepstakes	401.29
Claresholm War Charities	500.00
Claresholm Salvage Corps	475.00
Claresholm Oil Co.	100.00
Calgary Power	50.00
Canada Western Gas Co.	150.00
Clark, L. D.	10.00
Carroll, Dr. P. J.,	25.00
Coutts, C. A.	5.00
Claresholm Creamery	10.00
Crown Lumber	15.00
Cruickshank, A.	5.00
Cookshaw, L.	5.00
Doyle, R. J.	25.00
Fairbairn Bros.	25.00
Falconer, Dr.	5.00
General Construction Co.	25.00
Godley, Geo.	25.00
Gaskell, Chas.	10.00
Granum Meat Market	10.00
Haywood, F/L	200.00
Hobkirk, Wm.	25.00
Hutchison, Alex	5.00
Harwood, B.	5.00
Hart, James	15.00
Halverson, A. E.	2.00
I.O.O.F. Lodge	1,000.00

Jenkins, M. E.	25.00
Jackson, Gordon	10.00
Jenkins' Groceteria	25.00
King, R. L.	10.00
Leeds & Granum	10.00
Lee, Chas.	25.00
Lethbridge Laundry	10.00
Markus, L. H.	5.00
McCrimmon, J. L.	5.00
McCartney, Wm.	15.00
Mormon Church	25.00
Norgard, V.	5.00
Premier Laundry	25.00
Poir Aereated Water	25.00
Palm Dairies	50.00
Purity Bottling Works	50.00
Plunkett & Savage	50.00
Qually, A. E.	5.00
Queen's Hotel	100.00
Reinecke, O. L.	25.00
Robinson, Bruce Electric	25.00
Rolly's Taxi	25.00
Rose, Dr. G. B.	10.00
Soby & Smith	25.00
Slette, Joe	5.00
Scott Fruit Co.	50.00
Seymour, F.	10.00
Tru-Tex Dry Cleaners	15.00
Wong Wing	25.00
Western Steel Products	20.00
Wilton Hotel	25.00
Watt, J. R.	10.00
Yokom, C. B.	5.00

Total \$4,268.29

Furnishing Account

Town of Claresholm	500.00
Town of Claresholm, Piano.	
Godley, G. M., Radio and Phonograph.	
Municipal District of Argyle	100.00
General Construction Co.	100.00
2 Ice Jamborees sponsored by No. 15 S.F.T.S.	713.55
Canadian Jewish Congress	200.00

Total \$1,613.55

Spent on Furnishings 1,492.00

Balance forward to Operating Account	121.55
Donation by Men's Club to Operating Account	100.00

Operating Account Total \$ 221.55

WM. CROOKER,
Chairman Building Committee.
P. J. CARROLL,
Secretary-Treasurer.