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THE WIND.

Control Tower.

Editor - Bud Sorge  
Assistant Editor - Bill Walker  
Artist - Vic Rouse  
Staff - Al. MacDonald  
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Norm Magnusson.

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Greetings - Salutations And Farewells.

Starting off with a mad dash and hoping for continuity and a certain amount of clearness of expression, we wish to offer Greetings and Salutations and a hearty welcome to those Officers who have lately been posted to this station. At the same time we wish to extend our sincere regrets at the loss of some very valuable members of our staff, and Student body.

To Flight Lieutenant R.J.Dooley, who has arrived here from No. 11. S.F.T.S., Yorkton Sask, and who now has charge of our hospital, we extend our heartiest greetings, and a promise of the fullest co-operation from all on the Station.

To Flying Officer M.F.Hall also from Yorkton, to you, Greetings and all success. May your stay here be pleasant and worth remembering.

To One whom we all know; respect and admire, One who has been with and among us for some time past, but who has only lately been received officially into the R.C.A.F., as Hon. Flight Lieutenant, Our Pastor and Chaplain, Rev. W.A .Osborne, we offer our assistance and co-operation, as well as congratulations on his appointment.

To Flight Lieutenant A.C.MacPhee, who but a short time since, was taking care of the health of the personnel of this station as Medical Officer, we say Adieu; Farewell and all success in No. 11 S.F.T.S, where he now abides.

To Flying Officer B. Fernie, we extend our heartiest congratulations, on obtaining his ambition, and wish him every success and Happy Landings in his new post.

To Flight Sergeant W.J.C. Jackson we wish a pleasant journey and all success in the Orderly Room at Dauphin, where he has been sent on transfer. And to A.C.l. J.H. Edwards, recently of our orderly Room a safe journey, and success in his new surroundings.

To members of the student body, those are men who are leaving here for further training in Service schools, and to those not so fortunate who are also leaving, we wish all success in their future activities.

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The Station Hospital.

The Station Hospital, at Virden E.F.T.S. is what is classified as a fifteen bed hospital, that is, it has space for fifteen beds; although that number of beds may not always be in use.

As one enters the front door, the first thing one notices is curtains and pictures - That is to say it really is a friendly hospital, in spite of what people think and say.

The Dispensary is the first room on your right. Here are kept all those medicines necessary for looking after the illnesses man and airmen are heir to. Yes sir - we have an aspirin handy.

The next room of interest is the Medical Inspection room. This is the place where airmen reporting sick are seen first, The place where throats are painted or sprayed, corns are removed, ears examined, and what is the best form of indoor sport, Inoculations are given.

At the far end of the corridor is the main ward. There are eight beds in this room. Through the efforts of the members of the Ladies Auxillary of the Station and the generosity of the Red Cross the ward is tastefully decorated with drapes and pictures, has an excellent radio, and possess a library with reading material sufficient to satisfy any taste.

In addition to the large ward there is a small ward set aside as a crash ward. This Ward like a parachute, is one of those things that we hope never to have to use - yet just by its very presence gives a sense of comfort in case the unexpected should happen.

But the best way to appreciate the hospital, is to be a patient - How about somebody being sick for a day or two?

Flt. Lt. R.J.Dooley M.O.

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A LETTER TO THE EDITOR.

During the long and monotonous trail that a pupil Pilot follows from the time of his enlistment to his entrance to an Elementary School, he gets many bitter dissappointments, which are not very satisfactorily offset by the hours; days and weeks of Monotony during which time he becomes discouraged, resentful, bored and has decided to quit about a dozen different times. When each rumour of postings or other sudden moves come up; a temporary wave of excitement exists and only makes it harder to endure the unknown and uncertain movements ahead. The subjects that are covered in these different stages appear to the pupil to be inconsequential and to be maliciously set forth by someone whom everybody is wondering about. Why he didn't learn something about his own subject, why he feels so important when he knows so little, where he came from, and the only thing everyone seems to know, is where he should go.

It is not the wish of the writer to rub it in, as it were, but rather by proving, to have at least a fair conception of what they have so recently gone through, request with some authority that they put confidence in their requests, warnings and promises, of that which they have as yet not gone through.

To those boys of Class "37" just finished, my sincere congratulations and the earnest hope that they carry these principles through Service School.

(1) The earnest effort, without fail, will reward itself even though no recognition seems to be forthcoming at the time.

A Letter to The Editor )Contd).

(2) That conscientious practice multiplies the value of the teachings that the instructors have given them.

(3) A person always gets more credit for being good, when it is discovered that they are, rather than from their own expoundings and expostulations.

To the Junior Class, who are now to become the seniors, my sincere appreciation of the effort shown so far, and the suggestion that they might benefit from the remarks to the departing seniors, keeping in mind that when the new class comes in, they can be of infinite value by helping in every way they can, and also by telling the truth of the manner, time and history making excitement of what they have learned so far, instead of, as in many cases happened, after learning of some of the adventures and exciting episodes which are supposed to have taken place, the oldest instructors are made to shiver with fear at the prospect of having shared such episodes. The mystery is that in actual practice, none of these hair-raising experiences actually exist.

To the new class, presumably "41", Our genuine welcome, with the firm hope that the latent ability to learn, will equal that of one or two of our previous courses. This new class is encouraged to remember that although strange experiences are coming they are "Common Place", and the important thing is to practice and learn as much as possible, and not, to overcome the demands in their minds, which appear so terribly important at the first, but which vanish into nothingness eventually leaving only the study and practice which is necessary; These, please take my word for it, will bring reward.

A.F. Madore.(C.F.I.)

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A WORD TO THE WISE - A WORD OF ADVISE.  
(By Flying Officer Fernie.)

Class #37

Farewell or shall we say "Au Revoir"? to a grand bunch of boys. Good Luck - Keep your tails up and Happy Landings.

Remember You have learnt to land without drift (I hope; I hope; I hope) on Tigerschmidts at the expense of a few wing tips, numerous close shaves and many blasphenes, from instructors. You are now playing with bigger stuff. Use your knowledge of drift to land safely at Service School and save the government money.

Only one of our Graduates has lost his life at Service School (And we do not hold him as an example, because he has passed on, for we never shall know who was flying the machine.) It occurred on a day of ceiling unlimited in a LOW FLYING ACCIDENT on a cross country. Save your life and that of others (A \$30,000 aircraft to boot) by abiding by regulations.

Class #39.

You must learn to land without drift on Tigerschmidts with a view to Service Training. You must cultivate your own principles, founded on your Instructors teachings and the mistakes you make every day - hence airman-ship.

Remember When you bounce on a landing - ENGINE - eased on fully - is the only thing that will hold you in the air. If the engine fails you need "Gliding" speed - The wind- a field and judgement. Two of these should always be in your mind:-

The wind

A field.

To get gliding speed you put the stick forward

To judge - You judge.

SIMPLE?

P.S. Please Fellas when Class "41" arrives - The grass is green enough We haven't sufficient shovels and the new boys won't have been issued gum boots yet.

Class "41" We ask only that you apply yourself. That you be on time. That you carry yourself and conduct yourself, both on the Station and off the Station as a gentleman and an Airman of the youngest of the services but the best of the services - The R.C.A.F.

