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The WIND may blow from any angle. No matter which way it is blowing, one must always remember that the take off and the landing are both done into the wind.

There are several kinds of WIND. There is the gusty wind; the mild wind; the strong wind; the mild wind and of course there is always a certain amount of "HOT WIND"

Between you and me however amounts to anything and that

there is only one wind that is "THE WIND".

Control Tower.

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Course No 39.

To LACS Armitage; D.H.; Almond N.M.; Beatty G.P.; Berg H.F.; Carruthers A.B.; Currie A.A.; Dale J.P.B.; Dion W.L.; Dixon C.B.; Finlay W.D.; Forbes A.L.; Forsberg W.G.; Frostad G.C.; Fulton W.T.; Fulwider I.G.; Gillis M.L.M.; Hamill B.T.; Hammond J.W.; Harman R.E.; Harris W.S.; Hartrick G.B.; Heath V; Hunt L.W.; Johnstone R.A : Lacerte R.J; Lavender J; McCracken; R.E.; McCullough D.L.C; McRae A.G; Marean F.A.; Maxnen S.R; Headwell F.C; Montgomery G.E; Owen W.R; Owens D.H; Patterson A.G; Patterson W.H.; Plumer B.E; Pushcarrow M; Rae D.A.; Rechenmacher W;

(Continued Page 3.)

What is the correct procedure after a forced landing?

This is the first question in a column headed "Airmanship" in the second issue of the RAF Rag, the sprightly newspaper published by the lads at the Carberry air school. The answer follows:

The pilot after extricating himself from the wreckage, should summon the nearest onlooker, borrow a cigarette and enquire his whereabouts. If he has landed in an onion field he should fill his pockets with this rare and exotic fruit, explaining that the air ministry will pay for everything. By this time a Home Guard will have arrived. The pilot should explain in simple language that he is not an enemy parachutist and point out the more obvious irregularities of the Home Guard's uniform. He should then ask to be directed to the nearest house containing a telephone, a well stocked cellar and a pretty daughter who has not yet met the R.A.F. It is well to ring up the C.O. in the morning and have the staff car sent around.

And here's another:

Q. - Why should extreme care always be exercised when taxiing?

A. - Because if you are involved in a collision the other participant is bound to be a senior officer, so you will be in the wrong.

And a third:

Q. - What signals are displayed to denote that an airdrome is unservicable?

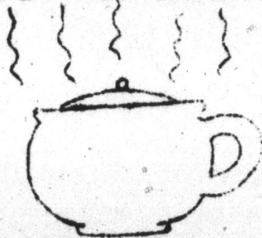
A. - Several aircraft with noses stuck in the mud and cries of "two no trumps" floating from the flight offices.

(EDITOR'S NOTE: If anyone of the boys of the R.C.A.F. can tie these definitions of "Airmanship - We would fell inclined to present him with a wooden medal and a leather string.)

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JUST A FEW LIMERICKS.

An innocent young maiden named Nell
Pulled petals: "Does he love me full well?"
The last petal was broken,
And thus was it spoken:
"Oh H-----l: You never can tell."



There was an old man from Madrid
Who went to an auction to bid;
The first thing they showed,
Was an ancient commode,
What an O. when they opened the lid.

A smiling young lady from Niger,
Went for a ride on the back of a Tiger,
They returned from the ride,
With the lady inside,
And the smile on the face of the tiger.



A flea and a fly in a flue
Were imprisoned, so what could they do?
Said the fly, "Let us Flee,"
Said the flea, "Let us fly,"
How through a flaw in the flue.

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(Contd. from page 1.)

Reed W.H.; Rouse C.V.; Sandgren H.W.; Schooley F.A.; Schurman G.M.; Seaman D.K.; Simons H.L.; Thompson J.E.; Treleaven D.H.; Walker C.G.; Walker H.F.; Walker W.L.E.; Waters A.H.H.; White B.W.; Wilkie C.S.; Wilson D.R.L.; Wright G.G.; Wyman L.B; we wish all success in the continuance of their training as pilots. They have so far successfully passed through the initial stages of their course, and are now on their way to Service Flying, where I am afraid they will find the going a little tougher, not in the actual flying end of the business, but in the disciplinary angle. It is to be hoped therefore that they have learned the true value of co-operation between themselves; their instructors and their immediate superiors, and that they will be willing and ready to perform whatever duties they may be called upon to do. To this end they will find that a prompt, willing and implicit obedience to all orders given by their superiors will make things a lot easier for them, in the long run.

Cpl. J.D.P.Nolan

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GRADUATION PARTY.

The High Lights.

On November 14th 1941, starting at 1800 hours, there was a Graduation Party given to the Boys of course 39. At this School, The Management of the Virden School went to a lot of trouble to make the affair the success it turned out to be.

The first matter of interest to everyone who attended was a sumptuous dinner of Turkey, greatly enjoyed by all. The King being toasted conversation became general, and livened things up till the real part of the entertainment began, namely the presentation of the three trophies The Garfield Madore Trophy; and the Two Murphy awards.

The presiding chairman for the occasion was one of the Students of course 39, LAC Walker W.L.E. who introduced to start with the Commanding Officer of the Station, Squadron Leader D.D. Atkinson.

In speaking, Squadron Leader Atkinson, congratulated the boys on their fine showing, and hoped that they would do as well if not better on completion of their Service Flying School Training. In passing, he remarked that it was probably the last speech which he would make in this school at a Banquet, as he was going to another Training centre in the near future. Squadron Leader Atkinson then introduced Mr. Morgan the Manager of the School, to the gathering, who was pleased to once again have the opportunity of presenting, on behalf of the Virden Training School the Madore trophy to LAC D.R.L. Wilson, who thanked him in a very shy manner, and claimed that it was his instructor who should be getting the Trophy and not himself.

Mr. B. Steffansson was next called upon, to present the Murphy Ground School award, and in his inimitable manner, gave joy to all who listened to his manner of presentation. Mr. Steffansson is one who can hold his listeners spell bound with his flow of oratory, and great as was the pleasure of LAC Currie A.A., at receiving the Trophy, the listeners were also overjoyed to have an opportunity of listening to Mr. Steffansson once again.

Following the presentation of the Ground School award, Mr. A. Madore was called upon to present the Murphy Flying award to LAC Plumer B.E. for being the best pupil in the flying, and continued on to say that the main thing for young flyers to remember was the slogan Practice what you were taught, and keep on practicing and you can never go wrong. For it is in an Elementary School, were you actually learn to fly. Mr. Osborne Station Chaplain, was then called upon for a few words, and he commended the boys on a very fine showing indeed.

Under the directorship of LAC Walker W.L.E. The evenings fun commenced, with some piano selections by LAC Hartrick, and a skit on Radio announcing, by that inimitable pair Walker and Rouse. Keeping the party in a gale of laughter for approximately one hour, at which time it became necessary to attend to other arrangements and to release the

boys to allow them opportunity to go to respective homes of their Ladies Fair, and so escort them to the dance which had been prepared for the evening.

To give a hint, and it is only a hint, as to the splendor of the Banquet, set out for this occasion, the following, is a rough sketch of the fare for the evening. Cream of Tomato Soup; Roast Turkey with Dressing; Pan Roast Potatoes; Fresh Green Peas; Assorted pickles; Ice Cream and cake; Tea or Coffe and Cigarettes.

Having mentioned the food, one must not forget the cooks, and it is only fair to say that on occasions of this kind, they really extend themselves. So from all the Boys, Thanks a lot for a wonderful feed,

The boys of the Graduating Class have asked that their than's be extended through the medium of this paper, to the Civilian Personnel and to all those who were responsible for this lovely sendoff, and to also say that they will do their level best to be a credit to this School, which has done so much for them in the teaching of the rudiments of Flying.

Ye Editor

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"DETENTION"

Four walls and a light behind,
Bare, casting shadows
That stretched and spread
Like the lines on a map,
But only reaching our wall.

Narrow channel of bare floor
Scrubbed by a tide
That ebbed and flowed twice in a day,
A tide that surged forward,
Moved by men's hands and brushes.

And beyond the channel, bars,
And dark recesses
Where dim shadows of men crouched,
Catching the dim light on smutty pages.
But pages though smutty,
Were companions, escapes
From island cells.

Two reefs of island cells that stretched
North and East and stopped,
Stopped by walls and bars
That stopped men,
But not men's minds.

For darkness sudden and silent,
Severed minds from pages,
From pages smutty and thumbbed.
Small voices drift, distorted,
Sullen, urgent, demanding,
Cajoling, desiring.

Whispers die and cease,
Muffled by fatigue,
by desire satisfied.
Small watery rattlings,
In pipes old and troubled,
Sudden gushing, cleansing, flushing,
Breathing heavy
Create a silence new.

"DETENTION" (Continued)

And men's minds wander
Disturbed, tossing back
With regret and sadness.
Only the future holds release,
And plans built on a past.

And darkness descends
Even on these.

But loud clanking, metallic,
Hard, bone shattering,
And torrents for buckets
Yawing with naws open,
Submerging brush and dirty cloth.

Voices yell, penetrate,
Men's minds return
To reality and hard boards
And woll scratching, and the tide
Inevitable, to be surged
By men's hands.

And after tide comes food,
Grease and starch and coffe,
Hot and black burning,
Swilling down.

And dim shadows crouch,
Mouthing, filling bellies,
Stuffing down and swilling,
To rise and march and pack.

Left form. Advance, retire,
Relentless shouting, shifting, prodding,
Mud and rain and sun and heat,
Sweat and chill and cold and ache.

Men cursing, men accepting, Men seething, inward hating -

(At this point the light went out and the lines were
never finished)

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Anon.

..-.- PLAIN LANGUAGE.

The meanest man in town this week is the weather man. Juniors, particularly are wondering what other dirty tricks he knows, after keeping us on the ground with wind, rain and snow, all week. We know we've been living right, here there is no choice.

..-.-
We think that the cateen should spike their beer with lemonade when they see that short, stocky, lil' ole boy from O. come in.

..-.-
Too bad that the showers have been ruled out. They could be used to advantage on a few bad humor men, after lights out. And if I'm still on the station after that last crack, there'll be more on print next week.

..-.- H.J.W.C.

UPON TAKING A FIFTY.

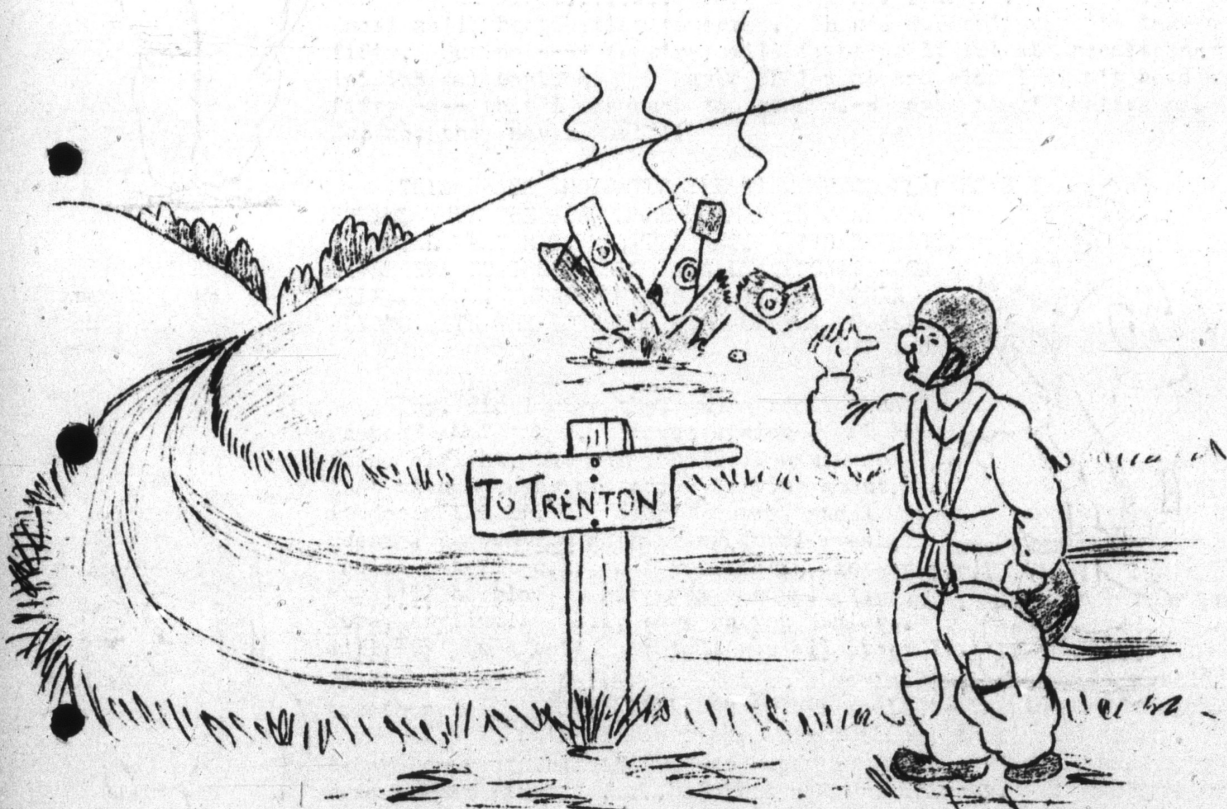
On looking in my log book, I see that I have over fifty hours. Well, that's nice ---- I'll, soon be.....Yipe!! Egad!...My FIFTY! So that's why my instructor has been handing me shifty glance these past few days. He knew it was coming!! No!!! I wont do it. I can't do it. I'll -- I'll desert!! That's what I'll do!! What an I saying? I must pull myself together. Gee, I'll bet it's a swell train ride to Trenton. Maybe if I told 'em I was sick, er something, they'd let me go. I was happy at Brandon. I was happy in Regina. I was even happy here --- at first.....before I met Mr. Spinney. Maybe the Russians'll beat Hitler tomorrow. Then I wouldn't have to take a fifty. But no ---- they're still fighting it out at Brzcalthin-
ipipinzicalatovitch. Maybe if I went and siad I didn't need a fifty ---- that I was much too good --- maybe they'd belive me. Aw, no, they never would!!

THIS SPACE INDICATES THE TIME WHICH ELAPSES BETWEEN THE MOMENT WHEN THE MISERABLE AIRMAN IS COLLARED BY A BRUTAL FLAT HAT, WHIPPED INTO A TIGERSCHMITT, GIVEN THE BUSINESS, AND FINALLY DEPOSITED ON TERRA FIRMA, WHERE HE DOES A LITTLE HANGAR FLYING WITH THE BOYS WHO HOLD UP THE LOCKERS.

Boy, did I give that guy a ride? What? Scared? Me? Naw. It was a cinch. Oh he flies alright, but was I hot? I could do that with my eyes closed. Worrying about it doesn't help. I didn't worry, and I guess I showed him a thing or four! Yeah, you'll make it o.k. If you should want any help why I'll be glad to give you a coupla tips. Sure, anytime! Well, come on you juniors. I'll buy you a coke, and tell you all about it.

- By One Who Knows.

--oo--



Rouse