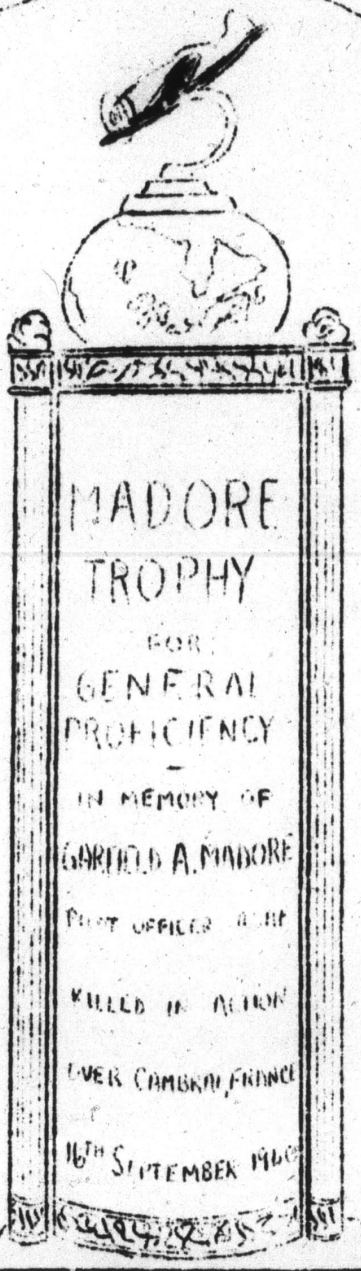


THE WIND

WINNERS

- Cpl SWAN G.P.
15-7-41
- LAC Mcleau
L.N.
30-7-41
- LAC HAYNES
J.S.
8-9-41
- LAC LIOSTROM
A.G.
25-9-41
- LAC RUE D.R.
17-10-41
- LAC WILSON D.R.L.
14-11-41
- LAC WATKINS R.A.
12-12-41

WINNERS



MADORE
TROPHY

FOR
GENERAL
PROFICIENCY

IN MEMORY OF
GARFIELD A. MADORE

PILOT OFFICER R.C.M.P.

KILLED IN ACTION

OVER CAMBRIEN, FRANCE

16TH SEPTEMBER 1940

J.B.

No 19 E.F.T.S.,
VIRDEN, MANITOBA.

*Wishing You A Very Happy
Christmas*

Volume 1. No 15
December 14th 1941

Publishers:
Flt.Lt. R.J.Dooley
Sgt. J.D.P.Nolan.

oOoOoOo

CHRISTMAS NUMBER.

The Control Tower.

Editor	Sgt.J.D.P.Nolan
Assistant Editor	A/Cpl. Curl C.H.
Artist	LAC. J.Bulling.
Staff	A/Cpl.Dalgleish C.N.
	A/Cpl Stratton D.M.

oOoOoOo

CHRISTMAS GREETINGS

from

FLT.LT.J.A.VINCENT.

To the Officers and Airmen of No.19 E.F.T.S. may I take this opportunity to wish all of you a Very Merry Christmas, and everything good throughout the coming year.

To course #41 who are about to leave us, and who are entering a new phase of their Service Career, I give these few words of advice:- "The road ahead is by no means easy, there will be many temptations and obstructions, but there will also be very many opportunities, and it will only be those who devote their whole effort to their ground school and flying and conduct, who reach the top. Remember lads, you are very privileged, being in such a fine service as the R.C.A.F.; so show just what good stuff you are made of and get in there and fight."

To the Management and Civilian Personnel of the School, I extend my best wishes for a Happy Christmas and a Bright and Prosperous New Year. The co-operation which I have received since being on this Station is deeply appreciated and I assure you that all my efforts will be devoted to making this School the best E.F.T.S. in CANADA.

J.A. Vincent

FROM MR. JOHN R. MORGAN

Managing Director

On behalf of every member of the Virden Flying Training School Limited, may I express the following sincere wish:-

"A MERRY AND JOYOUS CHRISTMAS TO EACH AND EVERY ONE OF YOU, WITH HAPPY LANDINGS WHEREVER YOU MAY GO."

Many of you are away from home for the first time and will miss your home ties, but I ask you to remember that the same Christmas Spirit prevails wherever you go, and if you approach the Season with the same Spirit of Friendliness evidenced by those who are throwing their homes open to you over Christmas, I am sure every one of you will find "A New Home away from Home," and will enjoy your Holiday to the utmost.

With best wishes to each and all, I remain,

Yours sincerely,

John R. Morgan

CHRISTMAS GREETINGS IN EXTENSIO:

By F/O W.L. Algate
Adjutant.

May Christmas bring you some new cheer,
That you've not known before,
And may you find with each new day,
Some new joy at your door.

W. L. Algate

oOoOoOo

The ideal of human liberty must have been born of
experience; Given to Youth to attain - Won by youth
and defended by it down the ages, and can only be lost
when youth surrenders this IDEAL.

Björn Stefánsson

Chief Ground Instructor.

oOoOoOo

Special Notice

from

FLT.LT. R.J. Dooley M.O.

Any Officer; N.C.O. or Airman who reports to the Station
Hospital on Sick Parade following the publication of this paper,
will receive in addition to whatever medicine and attention is necessary
(provided he can prove his sanity) Heartiest Wishes for a Merry
Christmas and all the best in the New Year.

R.J. Dooley

oOoOoOo

To 41 to 43; to all the Boys who used to be;
To all to come we wish to say "The best of luck,
THIS CHRISTMAS DAY"

Ye Editor.

oOoOoOo

FROM THE ASSISTANT SUPERVISORY OFFICERS:

To the Officers and Airmen and Civilian Personnel,
Of The Virden Flying School, we wish to say;
"A Very Happy Christmas and a Bright and Glad New Year,
And always Happy Landings Day by Day. -

W. L. Algate
W. L. Algate
W. L. Algate F10



FLIES and the R.A.F.

The following article, which we hope will amuse our readers, is taken from the August 27th., issue of PUNCH or The London Charivari, to which paper we humbly extend our apologies, for copying same without permission.





Ye Editor.

At a meeting of the Fly Inverted-Landing Committee held after dinner last night in the R.A.F. Mess, Prangmere, many witnesses gave their views on a topic of outstanding interest throughout the whole Royal Air Force to-day. I refer of course to that burning question - just how DOES a fly land on the ceiling.

Pilot Officer Prune, opening the proceedings, said he was of the opinion the fly cruised along at the correct height below the ceiling and then did a half loop, landing upwards at the top of the loop.

Squadron-Leader Undercart, said that was all very well, but how did the fly judge his distance so as to avoid nose-diving into the ceiling a quarter way through the loop? Presumably he wasn't fitted with an altimeter that worked inversely from the ceiling downwards instead of from the ground up. He personally took a poor view of Prune's theory.

Flying Officer Tailspin said he didn't get that half loop idea either, though for exactly the opposite reason. Surely, as soon as the fly lost flying speed sufficiently to effect a good three-pointer ceiling landing he would stall in an upside-down position, go into an inverted nose-dive, and have to pull out of it by completing the loop and, so to speak, going round again. The same thing would probably happen several times before he hit it off at last, which would mean that the majority of flies - especially the inexperienced ones who had only just joined the squadron from their O.T.U., would be making a series of vertical circuits before getting a "bump", a thing he had never seen yet - and please God never would! He here stopped for lack of breath.

Flight-Lieutenant Lyne-Shute said let them fight it out between themselves, he personally was ordering a beer.

Pilot-Officer Nosedyeve said that any sort of a landing made at the top of a loop meant that the fly landed facing in the opposite way to his direction of flight, which must be very confusing to the ceiling staff, though very useful if the fly found he was overshooting on coming in.

Flying-Officer Flaps said he too thought the loop theory was just sheer bull. The normal act of landing was really stalling, and you couldn't stall upwards! It'd be much the same sort of thing as having your aircraft drop up to stratosphere just as you were going to touch down - like that, see! What he thought the fly really did was to come in close up - like THAT! - and there he was, going gently along still in the direction of flight - like THAT! Sorry.

Flight-Lieutenant Lyne-Shute said he wished Flying-Officer Flaps would keep his hands under control; now he'd have to order more beer.

Pilot-Officer Airscrew said perhaps the tougher fighter-flies, with many hours operational flying behind them, had some wizard landing dodge of their own - especially with those sticky feet, which had the most powerful brakes beat to a frazzle. He suggested that they might zoom right up to the ceiling, suddenly put a leg up and come round and up all standing.

Pilot-Officer Nosedyeve said the strain on the fly's undercarriage if he did that must be terrific, it would certainly be against fly flying regulations.

Flight-Lieutenant Lyne-Shute said the very idea made him feel faint, and he was ordering more beer.

Squadron-Leader Undercart said a fly didn't have one undercarriage only, he had six.

Pilot-Officer Rudder said surely eight.

Squadron-Leader Undercart said Nuts, six.

There was then a temporary lull in the discussion while Pilot-Officer Rudder and Squadron-Leader Undercart each proceeded to try to bring down a fly and prove the other wrong. No victory, however, could be confirmed.

though several combats took place, in one of which Squadron-Leader Undercart claimed a "probable", the fly attacked being last seen, he stated, heading for home with black smoke coming from its port wing.

Flight-Lieutenant Lyne-Shute said that if they'd quite finished upsetting his beer, he'd order some. . .

Flying-Officer Tailspin, interrupting, said how about the fly turning on its back and flying upside-down when nearing the ceiling level, if they saw what he meant.

Flying-Officer Flaps said something rude about upside-down, Flying-Officer Talespin, what he meant, and flies in general.

Flying-Officer Talespin disagreed...

Wing Commander Blower said now, boys, chuck it and anyway if one wanted to get the real gen on the fly landing business they ought to get close to the landing ground and watch.

There was then another lull in the discussion, while Squadron-Leader Undercart, two Flying-Officers and three Pilot-Officers formed a pyramid to enable Pilot-Officer Prune at the top to examine the flying-ground situation and report. Wing Commander Blower turned on the cornice lights to give the flies a proper flare-path, and said they should be warned that an electric-light pendant barrage was flying in the centre of the ceiling. He was still looking round for a torch as an angle-of-glide indicator when Squadron-Leader Undercart, who was the base of the pyramid, suddenly got tired. The object of the exercise was thus not achieved.

Flight-Lieutenant Lyne-Shute asked heatedly which of them it was that had upset his beer this time; now he'd have to order some more.

Group/Captain Boost, taking part in the discussion for the first time, said no one was ordering more beer, it was late enough as it was, and Lyne-Shute was to take off for his quarters at once, to be followed by the others at three seconds' intervals, or else. . .

Thereupon the meeting broke up and the Mess emptied in half a minute.

The flies continued to alight on the ceiling in their own inscrutable fashion.

A.A.

The above was submitted by Flying-Officer Bricker C.D.Jr.



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DEVELOPING PROFICIENCY.

Problems in avigation by dead reckoning are comparatively easy. By the careful obedience to a few simple rules it is difficult to see how any large errors can be made, but it has been observed that such errors are being made and steps must be taken to avoid them. There is no substitute for practice in developing proficiency. The student should work a great many problems of each kind. This practice is imperative; but it is equally important that the student avoid becoming mechanical in his calculations. If he depends entirely upon mechanics (getting the result from a given rule), he will be sure to make an error sooner or later and when he does, he will have no way of knowing it until the mischief caused by his erroneous calculations has been done.

Visualization and the development of a sense of direction and proportion will act as a check on his work. When he intends to draw an angle of 50', he should first of all visualize the approximate size of a 50' angle; and then note if it corresponds with his drawing. This will prevent his drawing a 130' angle because 50 and 130 appear on the same line of most protractors, or when upside-down, confusing 60 with 90, etc., etc.,. He must develop a sense of proportion. If he intend to draw one line A B representing an 80 m.p.h. ground speed and another line A C representing 100 m.p.h. airspeed, the A C line must be $\frac{1}{4}$ longer than the A B line; after drawing the figure he should notice that this relationship is true.

In working problems allowing for the wind, he should observe that when completed, the aircraft is to fly a course off the track toward the side from which the wind blows.

While in flight, the pilot should constantly observe that the sun is in approximately the right position with respect to his course.

Many geographical checks are available while en route, such as rivers, Lakes, woods, mountains, towns, etc.,. By observing where these are on the map and estimating the time required to reach them, they will act as a series of checks all along his course.

"To err is human," but the truly great pilot is the one who uses all the technique, patience, and circumstances that he can command to reduce the possibility of error to the minimum.

The above, is an extract from "AVIGATION BY DEAD RECKONING" (Aerial Navigation) by Captain Ienar E. Elm.

Editor's Note: For the benefit of those wishing to put the letter N in front of the word Avigation, this word is not spelt wrongly, Avigation is a word used and endorsed as the most appropriate term meaning the guidance of craft through the air in accord with previous calculations. The derivation of the word is the Latin word AVIS, meaning bird.

The frequent use of the word NAVIGATION is regretted, as it is derived from the Latin word NAVIS, meaning ship. Not only is it inappropriate but there is some notable differences between avigation and navigation. As an illustration of this difference "leeway" as used in navigation, meaning the drift resulting from the component forces of wind and current on a ship, is wholly dissimilar from the result of wind on aircraft. At sea a twenty mile west wind will not cause a ship to drift twenty miles per hour toward the east, in other words the drift is only a fraction of the wind velocity, whereas in the air the drift of an aircraft equals one hundred per cent of the wind velocity. Hence it is readily seen that there is a clear distinction between reckoning in avigation and in navigation. An aircraft is deflected by the wind from its course over the ground exactly in the same manner as a boat is affected by a stream in which it floats.

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OUR HERITAGE

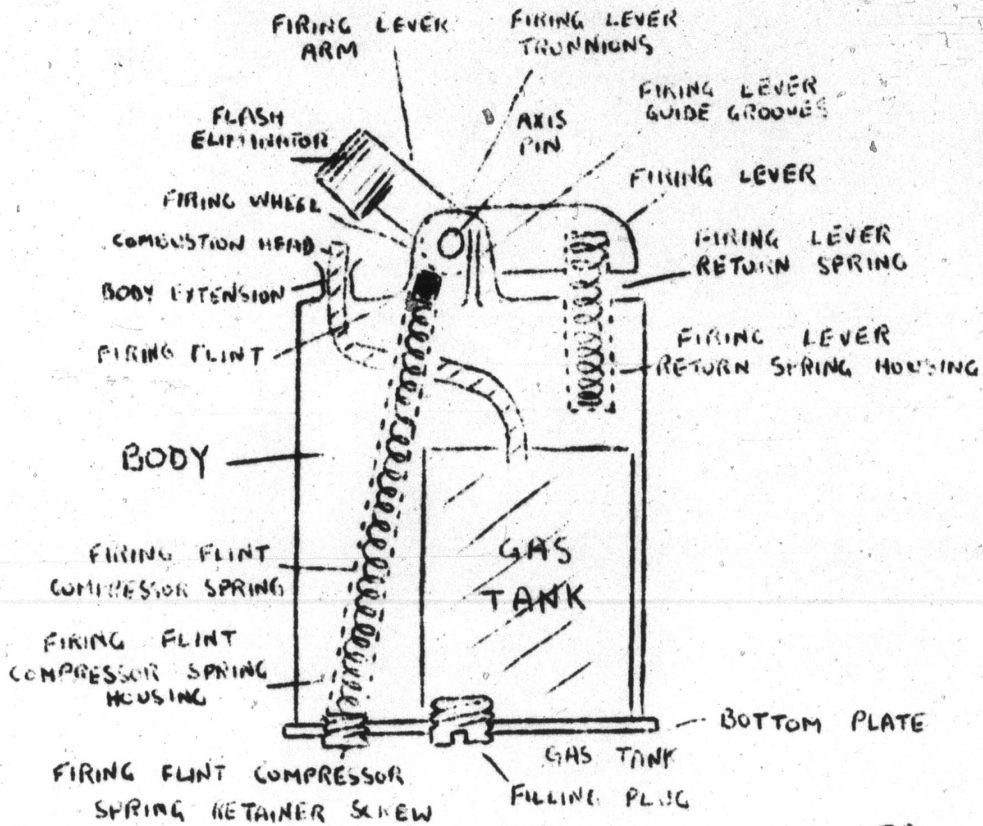
The trails of yesterday are the highways of today;
The trails of today will be the highways of tomorrow.

Faint trails thro lofty pass and empty plain,
The foaming trails of ancient prow and keel.
Charted the course of furrowed ocean lane,
The rushing splendor of the roads of steel;
O wilderness of mountain, plain and stream!
Our northern empire sweeps from sea to sea,
A mighty giant stirs from age old dream. . .
And o'er uncharted trails broods Destiny!

Our dauntless fathers won the southern land,
Their rutted trails have sired the broad highway,
Now east and west the teeming cities stand,
Crowning the faith and hope of yesterday;
But northward highways fade... the trails grow dim...
And crowding years spread yet another page,
From silent north beyond horizon's rim
Comes challenge of our northern heritage!

S.C.Ells,

(The above, taken from the January issue of the Canadian Geographical Journal, is a challenge which would not long remain unanswered by the youth of today, had they not a more important and more urgent matter to attend to. Ye Editor.)



JB

THE JUNIOR ARMAMENTS CLASS DRAWS
A LIGHTER.



A STARTLING LIMERICK:

There was a young lady from Danker;
Who slept while the ship was at anchor,
She awoke in dismay,
When she heard the mate say;
"Let's lift the top sheet and Spanker."

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TO BE OR NOT TO BE ???

A SPECIAL LETTER TO THE EDITOR:

FROM: The Office of the Chief Flying Instructor:

TO: All members of No. 19 E.F.T.S. Staff Personnel and Pupils of the Royal Air Force and Royal Canadian Air Force.

May I add to the appreciation voiced by the Management and Supervisory Staff of the splendid showing by all concerned. The Instructors wish to show their honest thanks for the consistent and intense effort displayed by the Kitchen; Maintenance and Office Staff and the Service Personnel which has resulted in operations of which we are justly proud, since our opening on May 15th., 1941. The Pupils entering into the spirit of the School's effort for efficiency, have responded splendidly.

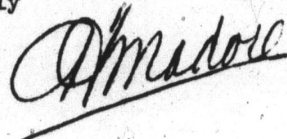
Thanks, is too meagre an expression for the real gratitude I wish to express to the Assistant Chief Flying Instructor; Flight Commanders; and each Instructor, both Link and Flying, for their co-operation and hard work; also in the same measure to the Clerk and Timekeepers, who have saved us many hours.

I feel proud of the growing friendship; respect and real affection from a regular bunch of men. May I pass on my expression of thanks from the Instructors and Supervisory Staff for the efficient conduct of duty, which has been shown in arranging and changing schedules.

This same effort in team work must bring results far beyond that already shown, if carried out through the coming year, when measured with our experience now, against our opening of a new school. My greatest hope is that this will be upheld throughout the coming year.

So once again in closing, I wish you one and all the Best that this Season may have in store for you, "A MERRY CHRISTMAS."

Sincerely



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T H E E N D .

This is the last page of this number of the "Wind", it is also the last issue for the year 1941.

Since the first issue, published on the first of June of this year, many a good joke; storey and comment has appeared between its covers; It is hoped that the interest shown in the past will not wane, but that as the New Year progresses this paper will progress also, and grow in leaps and bounds to a Station Paper surpassed by none. So from the paper to you - ALL PROSPERITY IN THE COMING YEAR.

Ye Editor.