

No. 19 at Field Meet, Brandon

Most of the station was wondering for the last month just what Cpl. Turner was doing, running, jumping, javelin throwing, etc. with about twenty students. Well, dear readers, No. 19 was training for its first outside competition in sports, namely, at the Brandon Sports Meet on Sept. 16.

Being a small station, No. 19 put up a very good show at the meet. There were 12 entries from the school, quite a good showing considering that all training had to be done without interfering with flying instruction.

The men entered should be congratulated as they really worked hard getting in shape. They were Flight Lieut. W. L. Algate, Serjts. G. W. Thomson and Hayes, LAC. D. A. Ritchie, J. S. Ritchie, J. G. Ward, A. Cook, K. Crawford, A. Lindsay, F. J. Kaufman, E. Ramsbottom, J. W. Campbell, R. E. Mogalki, R. A. Norman, I. B. Todd, M. A. McNair and J. E. Nichol.

The day started off well for our school, the first event of the meet being the 100 yard dash in which D. A. Ritchie took second place. In the next event, the 220 yard dash, third place, both men placing in the first heats. The final heats were something to watch. In the 100 yard Gilkes from A4 set the pace on a wet and muddy track; the time was 10.4, which was real good for condition of the track. No. 19 was fourth after a powerful finish by Ritchie. Other events found No. 19 in there punching all the time. It just goes to show that even tho' No. 19 didn't place, the lads were in there right to the end. Very good show, fellows.

Special mention must go to our tug-of-war team which placed second in the meet. Favorite for this event was without a doubt the Army from A4, but they were eliminated at the start by our own team. It just goes to show what the meals here can do. Really, dear readers, it was something to watch. After the words, "Take strain!" and "Pull!" that rope didn't move two inches for about 30 seconds. You can imagine how the pull was when our anchor, Chief Mechanic Ed King, was pulled three feet into the ground! But bless Mr. King, he didn't give an inch. After two minutes No. 19 checked up a victory. We believe, without a doubt, it was the best pull of the day. That feeling of victory was short lived, however, as No. 12 S.F.T.S. pulled No. 19 for the final, the former winning after two straight pulls. Congrats to the tug team for a good show.

All told, it was a good meet, with No. 12 S.F.T.S. taking most of the prizes and topping the list. Stations entered were: No. 2 Manning Depot, No. 33 S.F.T.S., No. 1 A.O.S., A4 (Army), No. 12 S.F.T.S. and No. 19. The crowd, numbering about 3,500, was composed of soldiers, armed and civilians. F. Fl the Clow (Sgt. M.) put on a one man circus at half time, which literally had the crowd rolling in the aisles.

In looking over the crowd the writer felt like Mr. Milquetoast of the comics, as there was enough ribbon and pipe around to sink a ship.

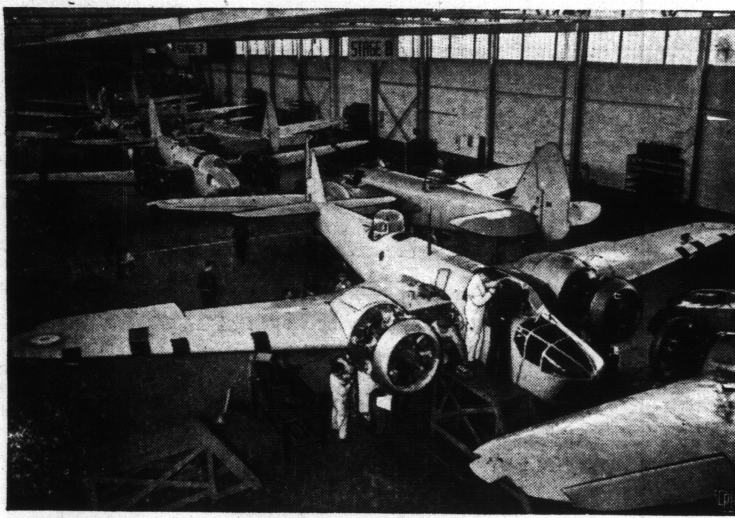
Flight Lieut. Algate, our own adjutant, was chief director of the meet and did a good job of running the events off smoothly. Besides directing he took off his coat and threw the javelin with the best of them.

On behalf of the station and the students who participated in the meet we wish to thank the works shop personnel for the javelin, discus and other equipment.

"C" Flight Hangar Crew Dope—by O.H.

Thompson's Bridge was the scene of a very successful outing recently when crew members and their friends of C flight, numbering 34, held a corn roast. Guitar music for the sing-song which followed the roast was provided by Dunc Welch and Harry Hoover.

C flight is holding a weiner roast this week end. Herb Sparrow has received notice of his acceptance into the R.C. A.F. and shortly will go to Winnipeg to be sworn in and posted back to No. 19. This brings to three the number on C flight in the service, Bill Carefoot and Ed Garlick also having been enlisted.



Canadian Bombers Bound for a Rendezvous With Enemy: Rolling off the assembly line in a Canadian aircraft plant, these twin engine Bolinbroke bombers are moving swiftly toward a rendezvous with the enemy. Production of

bombers, fighting and training aircraft in Canada has grown to impressive proportions since the early days of the war when the Canadian aircraft industry was in a pioneer stage. Canadian workmen are turning out five types of

training planes supplying the vast British Commonwealth Air Training Plan, two types of service planes which are regarded as first class fighting machines, and the Link trainer for the preliminary ground instruction.

Number of Changes in Flying Instructors During Past Month

More Trainees Arrive To Commence Elementary

Mostly Westerners
The class arriving in mid-September came from No. 7 I.T.S. at Saskatoon and No. 4, Edmonton. Most of the lads were from the far west province, British Columbia, with Saskatchewan and Alberta also supplying a number.

There were three men from Ontario and two from Manitoba. The latter being Sgt. P. M. Simms of Oak Point and LAC. A. R. Irwin, Winnipeg.

Only one man carried the U.S. A. on his arm. He is LAC. C. L. Chase, who comes from Greeley, Iowa.

Junior Course
This new course is composed of boys from England, Scotland, Ireland, Wales, all the provinces of Canada from Quebec west, and one student from the United States—J. A. Carrel, who hails from the state of Oregon. Manitoba is the province which supplied the largest quota of trainees, with a good number of these coming from the city of Winnipeg. A few of the men from outlying points are: K. M. Hancock, Roland; H. Laughlin, Cartwright; A. G. Morden-Morden; J. L. Mills, Brandon; R. L. Porter, Carman.

Instructors Leave for Advanced Training—Replacements Arrive—Hudson and Muir New Flight Leaders

The past two weeks have seen many familiar faces leave No. 19 and many new ones appear among the flying instructor personnel. A number of instructors who have stationed here left the middle of the month for Lachine manning pool and from thence to Dunnville for advanced instructors' courses. These men have been replaced by sergeant-pilots, mainly from the instructors' training school at Clarendon, Alta.

New Flight Commanders
Two of those leaving were Flight Commanders R. G. Crosby and Chas. Stockford. The former, who came originally from Vancouver, B.C., was among the "originals" at No. 19, coming here May 6th, 1941.

Mr. Stockford, whose home town is Georgetown, Ont., also saw over a year's service as instructor here, arriving June 18th, 1941.

Named to replace these two men are two popular flying instructors. Flight Commanders Jack Muir and Len Hudson. Mr. Muir came here in December, 1941, and Mr. Hudson arrived in June of this year.

Other instructors who have left are as follows:
Dean Allen, who came here in

May, 1941, trained at Trenton. His home is in Winnipeg.
R. S. Angus, Vancouver, came here this spring from Boundary Bay E.F.T.S. He also was an instructor at High River E.F. S.

Jack Bamford came to No. 19 from an instructors course, arriving here June 6, 1941. His home was Hamilton, Ont.

W. R. Davis, formerly of Vancouver, saw service at Sea Island and Boundary Bay in B.C. He arrived here last May.

Bill Dobbs, who came June 27, trained at Trenton and spent ten months instructing at No. 18 E.F.T.S. (Boundary Bay). He also came from Vancouver.

C. Hamilton, another of the early instructors, came here May 19, in '41. His home was Oshawa, Ont.

J. G. McKinnon, another former Boundary Bay instructor, came to this school in May. He is another Vancouverite.

E. F. McFadden also came here in May, 1941, from Oshawa. His home was in Brantford, Ont.

Bert Price was another Boundary Bay instructor, and was also at No. 14 and No. 6 schools, before coming here in June. He hailed formerly from Burnaby, B.C.

Harry Sklar, unlike the others, is transferring to No. 13 E.F.T.S. at St. Eugene. Que. Mr. Sklar arrived here in June 1941. His home is in Toronto.

F. R. Watson, another Vancouver and Boundary Bay man, came from No. 14 E.F.T.S. Portage la Prairie. He was also at No. 8 E.F.T.S. for a time.

R. G. Welles came here as an instructor in June. His home was at Chilliwack, B.C.

W. G. Weston was another of Boundary Bay instructors who arrived in May. His home was at Kingston, Ont.

I. G. Willert, whose home is in Zurich, Ont., was another of the "originals" coming to Virden in June 1941.

Station personnel are sorry to lose these men who made many friends at No. 19, who wish them every success in their new posts.

New Instructors
The new instructors included three from other elementaries. J. D. Anmond of New Westminster, B.C., came from St. Eugene E.F.T.S. Also from St. Eugene is S. M. Moore, who came here in August. The latter trained at Trenton and also instructed at No. 4 E.F.T.S. His home is Moose Jaw. The other instructor, W. G. Dilworth, came here from Oshawa E.F.T.S. The other instructors, who came

Two More Classes Go on to Service

McKiligan, Donham, Free, Scott, Blackford and Jackson Win Awards in Two Courses

Since the last issue of The Tiger Rag two more courses have graduated from No. 19 E.F.T.S., and are now in the process of advanced training as pilots. Banquets were tendered the graduating pupils on the different dates of their graduation by Virden Flying Training School, at which the awards of trophies to the most proficient trainees were presented.

Through strict elimination of students unsuited for pilot duties, the graduating classes were far short of their original numbers, but it can be truly said that they were the cream of the crop.

Honors were won by the following airmen: Garfield Madore Trophy for general proficiency, Cpl. A. W. McKiligan and LAC. D. N. D. Donham; Gerald Murphy Memorial Award for the most proficient pupil pilot, LAC. H. W. Free and LAC. Scott; Murphy Ground School Award, LAC W. A. Blackford and LAC W. J. Jackson.

The awards were presented by J. R. Morgan, managing director of the station, Flight Lieut. Andy Madore, chief flying instructor, and Bjorn Stefansson, the chief ground instructor, with appropriate addresses congratulating the individuals concerned. Flight Lieut. E. R. McGill congratulated graduates on behalf of the supervisory staff and gave them a verbal picture of what kind of training to expect on leaving No. 19. Serjts. E. S. Stann and E. S. Darlington, on behalf of their courses, thanked the members of the Virden Flying Training School and the R.C.A.F. supervisory staff for the good instruction and treatment received at No. 19. Flight Lieut. Osborne was present at both banquets and said grace before chop-sticks were applied.

Each class celebrated the graduation with a dance, one being in the Armoury, Virden, and the other in the Recreation Hall on the station.

And so two more classes of potential pilots passed through No. 19 E.F.T.S., each one with their honor students, and each class striving to be just so much better than the others ahead of them. The last course to graduate managed to obtain the highest average marks in ground school of any Canadian class yet to graduate from here. The highest marks so far were obtained by an R.A.F. class. Let's see if any of the classes at present under training can top them both.

Distinguished Visitors

Visiting the station officially during last month were J. L. Opedalle, Ottawa, financial adviser to the minister of finance, and M. Seymour, Ottawa, president of the Canadian Flying Club Association, supervisor of civilian air training schools in Canada. Both were favorably impressed with No. 19.

FIFTH IN LARGE CLASS

Word has been received that LAC. G. W. Reid, who took his elementary training here, placed fifth in an "unusually large" class which graduated from Yorkton S. F.T.S. recently. Reid was the only graduate from No. 19 in the class.

From the new instructors' school at Clarendon, are: V. P. Bleakley, Winnipeg; G. R. Fisher, Vulcan, Alta.; R. E. Chambers, Lloydminster, Sask.; M. McGuinity, North Bay, Ont.; Jack Hunt, Swift Current, Sask.; H. W. Hougan, Edmonton, Alta.; V. C. North, Carman, Man.; F. N. Brown, Oakville, Man.; A. D. Milton, Winnipeg; H. W. Bristow and C. B. Bean.

From Arnprior
The station flying instruction staff was further increased at the end of last month with the arrival of a group of instructors, graduates of No. 3 Flying Instructors' School at Arnprior, Ont. Ten of the men are former students of No. 19 and four of them are Americans. They are as follows:
G. T. Cross, of Norman, U.S., who took his elementary here; J. A. Wetmore of Vancouver; H. L. McDonald, Drummond, Oklahoma; J. G. Hutchinson, Toronto; K. P. Pollock, Gilman City, Missouri; P. R. Daoust, St. Boniface; D. Davendport, San Francisco, who also went through No. 19. These men, like the others, are extended a warm welcome.

Air Cadets Organized

The organization of an Air Cadet Squadron in Virden was completed at a meeting last month featured by addresses by Group Captain Bonham-Carter of No. 2 Command, Wing Commander Don McLaren, Flight-Lieut. Bell and Capt. S. F. Delves. Group Captain Bonham-Carter (pictured on the right) reviewed the war situation from the standpoint of the airplane, in an interesting and informative address. Wing Commander McLaren reviewed the work of the Manitoba Air Cadets and Flight Lieut. Bell took of the advantages the Virden squadron would have through co-operation of Virden Flying Training School as offered by Mr. J. R. Morgan, managing director.

The visiting officers were guests of Mr. Morgan at the station overnight. Also guests of the station were four Winnipeg Air Cadets (Sergt.-Major Brown, Sergt. Hall, Cpl. Barringer and Flight-Sergt. Bright. These four smart lads gave demonstrations of their training at the meeting. Chas. Goulding, chief stores keeper at No. 19 E.F.T.S., will act as equipment officer for the squadron. Other officials named were B. Thordarson, Virden principal, commanding officer; C. Foster, Virden teacher, second in command; Col. George Clingan, M.D., medical officer. A civilian committee was also elected.



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YOUR PAPER

Many enquiries have been made as to the subscription rate for The Tiger Rag. There is none. At one time the management had decided to ask station personnel to contribute financially towards the cost of publishing, as the advertising receipts do not cover all expenses. However, when we asked permission from Mr. Morgan to canvass for subscriptions, he immediately offered to have the matter taken care of by Virden Flying Training School. So remember when you read The Rag you are doing so through the courtesy of the company. Just another of those things that make you glad to be at No. 19.

However, you can contribute toward The Rag in another way—its columns. We want "All the News that's Fit to Print." Tell any of the editorial staff of those newsy little happenings; pass on that funny story or poem; if you aren't ashamed of your visitors, tell the staff. The staff tries hard, but it cannot see all, hear all, know all.

Incidentally, do not forget that the advertisers are your friends—they help make this paper possible through their patronage of our columns. Remember that whenever you shop, return the compliment and patronize them first.

SEVEN PILLARS OF SUCCESS AND HAPPINESS

1. Order. There is no success without order—order in our brains, in our offices, in our plans, in all our work.
2. Truth. Once we forsake the truth our difficulties will not become smaller. They will become greater and greater.
3. Devotion. There are people who think always of themselves. They can never make a success of their lives.
4. Humanity. There is only one source of real happiness—to alleviate the suffering and lighten the burdens of our fellow men.
5. Self Control. To preserve one's self control under all circumstances is one of the greatest achievements.
6. Perseverance. A man should have a definite aim in life and try

again and again until he succeeds. The enthusiasm the really great things that have amazed the world have only been possible because of enthusiasm.

PLEASANT SURROUNDINGS

Now that all the flowers are gone everyone really misses them. Mr. Goulding's department and Instructor Tully, who took great interest in the work, are to be congratulated on the beauty of the past few months. From remarks we doubt if any other station has been of a par with No. 19 in this respect. Plans are already underway for next season for an even better showing. This department has obtained the services of Bruce Skeiton, formerly gardener at the Clear Lake resort. Some may say that the work isn't necessary to the war effort—but ask any airman from some of the dust bowl stations—they'll tell you they feel more like accomplishing things in pleasant surroundings such as the station had this past summer.

DO NOT BE INACCESSIBLE

Do not be inaccessible. None is so perfect that he does not need at times the advice of others. He is an incorrigible ass who will never listen to anyone. Even the most surpassing intellect should find a place for friendly counsel. Sovereignty itself must learn to lean. There are some that are incorrigible simply because they are inaccessible; they fall to ruin because none dare to extricate them. The highest should have the door open for friendship; it may prove the gate of help. A friend must be free to advise, and even to upbraid without feeling embarrassed.—Gracian.

A Flight Hangar C: Farewell Members

Members of A flight hangar crew joining with members of the maintenance staff held a farewell party for three of its members and "Jitters" Deardon of the motor transport division. The party was held at the homes of Reg Palmer and John Milne.

Guests of honor besides Jitters were John "Red" Lovell, one of A flight crew before joining the Royal Canadian Artillery and Elmer English and Joe Hattin, who enlisted for aircrew.

A flight has also lost its crew chief, R. E. "Red" Dodds. At 3 a.m. last Saturday the crew presented him with a monogrammed combination cigarette case and lighter. "Red" came to the station on the first crew and had previously been in the aeronautical inspection department of the R.C.A.F. He is a veteran of the last war.

PROFESSOR HALLADAY MOVES TO WINNIPEG

During the past month the station lost the services of W. M. Halladay, who has taken up other war work in Winnipeg. O. E. Glendenning, representative of the Canadian Legion War Services, has taken up the duties of comfort and recreation officer.

Professor Halladay, who was a veteran of the World War, will be missed by station personnel, who wish him the best for the future. Mr. Glendenning comes to the station well fitted for his post and is accorded a warm welcome.

We figure we have a military carriage because every time we do up our belt our stomach goes over the top.



"That guy had better watch where he's going."

How to Go On the Wagon in One Easy Lesson!

For those who may have a lot of spare fire water about the place, here is a good recipe for disposing of it. We laughed, too, the first four times we read it.

I had 12 bottles of whiskey in my cellar and my wife told me to empty them—or else! This is what happened.

I pulled the cork from the first bottle—poured the contents down the sink, with the exception of one glass, which I drank. I then withdrew the cork from the second bottle and emptied the good old booze down the sink, 'cept one glass, which I guzzled. I pulled the cork from the third sink and poured the bottle down the glass, which I drank. I poured one bottle from the cork of the next drink and drank one sink out of it and poured the rest down the glass. I pulled the sink out of the next glass and poured the cork down the bottle. I pulled the next cork out of my throat and poured the sink down the bottle. I drank. I poured one bottle from the cork of the next drink and drank the pour.

When I had emptied everything I steamed the house with one hand and counted the bottles and corks which added up to 29. To be sure I counted 'em again and they came by and this time I had 74. As at the house came by I counted them the third time and finally I had all the houses and bottles and corks and glasses, except one house and one cork, which I drank. It was all my wife's fault!

Smells From the Cook House Door, by Heck

First off the bat: While Mike is considered a fond father by the girls, he's quite a worry wart. By this we mean he worries about the service to the different mess halls. Be it instructors, civilians or the lovely students (who will be instrumental in winning this war), Mike worries over them. May their futures all be brilliant—this is our sincere wish and also Mike's.

Said Mr. Shepherd to Mike the other day, as they both surveyed the steak: "How long has the cook been with us?" To which Mike replied: "She's not with us—she's against us."

Banquet day has come and gone and the girls' hearts are safe again. But, oh! the banquet that came and went on the 23rd! Not only the girls' hearts, but their chins were dragging in the mud.

Morley asked Mike what kind of pie it was and Mike asks him what does it taste like. "Glue," quoth Morley. "Well," comes back Mike, "it's apple. The pumpkin pie tastes like soap."

Bernice had her teacup read by the Duchess and was informed there could be wedding bells for her if she so desired. And believe me, girls, Bernice went around with a grin on her face; and every five minutes the question was heard: "If that right or are you just pulling my leg? You know, I believe in teacup reading."

Audrey was reported to be the "belle of the ball" on the eleventh. "What's she got?"

Like the chap's wife who wrote to him overseas: "What's that woman got over there that I have not got?" Replied hubby: "Nothing, but she's got it here!"

Doris, one of our new waitresses is just as sweet as she is pretty. Freda's Pat has gone and she doesn't know what to do with herself.

Said Mike to Muriel: "Who in the name of go-and-so put those damn flowers on that tabe?" "Mr. Morgan," replied Muriel demurely. "Purty, ain't they," said Mike. Jimmie spent two weeks on a

holiday trip to Prince Albert, so of course was away from the worry caused by the girls who will wear flowers in their hair.

Ross, who returned to the staff last month after a slight operation on his nasal passage, not only can see better, but can smell better.

Tony, who spends his days off with his girl friend in town, comes back with a happy smile on his thinny chiseled features.

Over at the N.C.O.'s and officers' mess, Stella in charge of the officers' dining hall, is extremely fussy about everything. Is it nature, or what? Mrs. Stewart, in charge of the kitchen, says she loves to cook, and nothing suits her better than to fuss with things for the officers and N.C.O.'s. Norma, who has charge of the sergeants' mess, is a very nervous young lady, so, gentlemen, treat her with respect. You should see Mrs. Stewart's assistant, Kay Brandon, standing on her little box when doing glassware—it's too, too cute!

Mickey is the boy with the willing heart and cheerful smile who looks after both the officers and sergeants.

We hope to have another installment just as sweet and juicy. As Mike says, it's local stuff and it should be good.

WORKS AND BUILDINGS

Alf and Charlie were working on a scaffold. "Hey, Alf, what are you throwing nails away for? Don'tcha know there's a war on?" To which Alf replied: "But they ain't no good, Charlie. Look, this one's O.K., but now this one, the heads on the wrong end—so I just throw 'em away." Charlie: "You ain't got no foresight, Alf. Save 'em and we'll use them on the other side of this building."

They were writing letters in the recreation room. One airman said, "What's the matter?" "Why—er—I had it on the tip of my tongue and now it's gone." "Never mind, think hard for a moment and it will come back." "Like hell it will! It was a three cent stamp!"

The decorating department was at work on a ceiling. Said Harold to Reg, up on the ladder welding the brush: "Have you a good hold on the brush?" "Yep," replied Reg. "Okay," said Harold, "I'll take the ladder."

THANKS

The Tiger Rag is indebted to the editors of The Canadian Air Cadet magazine for a generous offer of illustrations used in that magazine. The cartoon opposite and two others elsewhere were received from the magazine, together with a number of air shots to be used later.

The Cadet magazine staff offered The Rag the illustrations out of the goodness of their hearts and went to a lot of trouble, we are sure, to gather some that were used quite a while ago.

Special Meeting

There will be a meeting on Friday night next for the promotion of dangerous sports for N.C.O.'s. All LAC's are requested to attend.

Harry, who does the barbering Mondays and Wednesday nights in the Rec., says he will be up the price of shaves after that second September pay-day because the faces were so long.

A man's getting old when a girl gets on his nerves instead of his lap.

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The Tiger Moth . .

Of the many types of aeroplane flying in the world of today few indeed can be more numerous or more widely known than the Tiger Moth. To countless pilots in every nation the thought of their first solo flight must bring memories of this aeroplane, or one of its Moth predecessors.

The story of the de Havilland Moth is long, but well worth the telling. It owed its origin to the flying club movement, which, instigated in this country in 1924, was designed to popularize civil flying and eventually to make possible "flying for the million." When the Air Ministry encouraged the formation of the original Flying Clubs it planned to provide them with small, low-powered aeroplanes which would be cheap both to build and to operate.

In order to decide on the type of aeroplane to be used to equip the Clubs, the Lymnne Light Aeroplane Competitions of 1923 and 1924 were organized. Unfortunately, it was found in these contests that, although machines were entered by all the prominent manufacturers, not one was really suitable for the use of a flying club. The Lymnne light aeroplanes were quite cheap to manufacture, and were certainly inexpensive to run, but they had other undesirable features. They were all under-powered because of the limitations in engine capacity specified in the tests. This feature made them tricky to fly and therefore unsuitable for instruction. At the same time, because the motors had always to be run at full throttle, they were unreliable. Altogether, the light aeroplanes flown at Lymnne were unsuitable for their intended duties. This put the Air Ministry in a difficult position, for it had been responsible for the general specification to which these machines had been built.

At this moment the de Havilland Aircraft Company stepped into the breach. The Company produced the first of the famous Moths, a light aeroplane in the modern sense of the term, but a good deal heavier and more powerful than the earlier types. Its greater power gave it a much improved performance and made it more suitable for instructional purposes. It was, of course, more expensive, but it was also more robust and therefore had a longer useful life and could stand up better to rough treatment from inexperienced hands. The Moth's virtues were obvious from the first and it was selected by the Air Ministry for the Clubs.

Thus was the first type of Moth created. Ever since it has been steadily developed and improved until today the last of the line, the Tiger Moth, different in many details from its ancestor, is giving admirable service in the element-training organization.

Although the original D.H. 60 Moth with a 60 h.p. Cirrus motor first flew in February, 1925, the pedigree of our present standard biplane trainer goes very much farther back than that. The Tiger Moth owes much to the B.E.2.

which was designed at the Royal Aircraft Factory (now establishment) by Geoffrey de Havilland in 1912 and the two aeroplanes, one designed 20 years after the other, are not unlike in appearance. An interesting fact is that the original Cirrus Motor of the first Moths was built from parts of the Renault engines which had been used in the B.E.2s more than 10 years before. The Gipsy motor, which was similar in arrangement to the Cirrus, soon replaced it as the power unit of the Moth and has since developed with the aeroplane it chiefly served. Today the famous Gipsy Major, which is run by the R.A.F. for the record time of 1,260 hours between overhauls, provides the power for the Tiger Moth.

The Tiger Moth itself differs chiefly from the earlier members of the series in having violently staggered, back-swept wings. Besides improving the flying characteristics this rearrangement has improved the view from both cockpits and facilitated exit by parachute in an emergency. The original D.H. 82 Tiger Moth I had a Gipsy III motor and first flew in 1932. It was supplied in some numbers to the R.A.F. till it was superseded by the present model, the D.H. 82a Tiger Moth II fitted with the Gipsy Major motor.

Training aeroplanes rarely have spectacular careers, and that of the Tiger Moth is no exception. In

its work with the R.A.F. and with many civil and service flying schools at home and abroad, it has been involved in commendably few incidents—and that is high tribute to its success. Nevertheless the family of Moth biplanes as a whole has earned singular distinction in flying history. To name only a few of the many great long distance flights that Moths have made is to see that few aeroplanes have achieved greater fame. Just as the first flights by light aeroplanes to and from India, to South Africa and back from Australia to England were made by Moths, so the type has been equally successful in numerous races and other competitions.

The day of the biplane may be on the wane, but the Tiger Moth has still a great task to do before it can pass into history. Its name and the names of the Moths that went before it will long be remembered.—From "Aeroplane."

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While the flames they had helped to ignite were still consuming vast areas of the German city of Saarbrucken, a Canadian Air Force bomber crew landed at Ottaw recently, little less than twenty-two hours after they had dropped their bomb load on that nerve centre of Nazi industry. "It was

flaming like a ruddy circus," was one of the lad's report on his last glimpse of Saarbrucken. These youngsters have completed more than a score of operations over enemy territory, dropping thousands of pounds of bombs. They have participated in the 1,000-bomber attack on Cologne, and

every important raid before that on Saarbrucken. Oranges, scarce overseas, were a welcome sight to the lads. Pictured above is Prime Minister King presenting a bowl of oranges to Sergeant Don Morrison of Sherbrooke, the twenty-year old wireless-air-gunner.

—R.C.A.F. Photo.

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Great Events and Common Tasks

By HONORARY FLIGHT-LIEUTENANT W. A. OSBORNE

This terrific world situation affects us all in many ways, but one effect in particular every one of us must feel: how little we seem to count for, and our daily task seems so ordinary and trivial. Here is a tremendous upheaval threatening to shake civilization to its very foundations, the greatest revolution, they tell us, since the downfall of the Roman Empire, and yet we go on—day after day—with our common duties, every day tasks, personal relationships; getting on with people, helping a little here and there—if we can—yet how insignificant it all seems.

Where are the sources of encouragement so that we keep going? Surely the answer lies in the little things—in the heroism of going on, challenged as we are by the motto of the R.C.A.F.—"Per Ardua ad Astra"—"Through adversity to the stars."

The big things are going wrong and the experiences that kindle faith and courage, setting us on our feet again, come from sources characterized not by quantity, but by quality; small, vital, deep, real spiritual values. In a world like this we may not say then that it does not matter how we handle our daily lives. That is where most of the world's light comes from to-day—from the people who handle the small every day affairs of life—well, no one of us dare be inefficient or indifferent, for if we are, we retard and impair the effectiveness of the world's work and effort in the struggle for freedom.

Nevertheless, lest anyone should suppose that we are going to neglect the world's large affairs, let us organize our thought by asking—

"What are the great problems of the world to-day? What would you say they are?"

Surely for one thing, saving democracy—we would all say that! But what do you mean by democracy? It is really worth the price we have to pay? It is dangerous and misleading for us to suppose that democracy is mainly a matter of vast political overheads and constitutional arrangements, and to forget that democracy is primarily founded on the character and attitude of plain every day people.

We have taken for granted in the past that democracy around the world was the inevitable wave of the future, so we adopted the slogan, "Making the world safe for democracy!" So far the world has not been made very secure by democracy as we know it and practise it. No, the tap root of democracy is not in any vast large scale movement whatsoever—not in mass printing, mass radio, not even mass politics. The tap root of democracy is deep in the daily life and work of the people. Democracy begins in the homes where children are welcomed into the comradeship of a co-operative family life. It grows strong in schools where respect for personality is given expression and training alike in its privileges and its obligations. It is discipline in the running of small enterprises, neighborhoods and communities where men and women learn to do common things together. It is evidenced where tolerance amid difference, and conference rather than violence are used to decide issues. Democracy is a way of daily living and it gets its ultimate vitality in citizens whose consciences have been touched at least a little by the practical application of the Golden Rule.

Here in the thick of our daily ordinary living is where the fate of democracy will ultimately be decided. We all have deciding influence, no matter how small, and we exert that influence through our daily life and work; ordinary daily living never mattered more in the world's life than it does today. Someone has said: "It is better to light a candle than to curse darkness." We are tempted today to spend much of our time cursing the darkness. It is dark, so what? Thank God for every candle of friendliness and goodwill, every

victory of tolerance and co-operation over hostility, however small, assuring us that light still is in the world.

Discipline, courage and patience—these are the qualities we most need today; discipline to observe the rules which will save life and help us to endure; courage to resist the moral and mental confusion which is one of the most dangerous weapons of the enemy; patience which looks steadily to the end through all the trials of the hour.

The essential need of the world today is an unceasing supply of men and women of good character and fine ideals and principles. If a nation lacks these then in the end it lacks all. We need multitudes of good men who shall neither claim nor expect any kind of fame or recognition, except the personal satisfaction of a life well lived and work well done.

Let us accept the challenge to an all out war effort, and make the most of our opportunities by being most diligent in our everyday work and life.

The Staff Clerk

It's the aircrew's right to grumble When in billets or in line, When the raid becomes a fumble Or when things are going fine; But you've heard so many stories Of their life when danger lurks That for once we'll hear the wailings Of a poor Staff Clerk.

We have heard about the sniper Calling down the sniper's wrath, Of the bomber and the gunner Making fun of Heinie's staff, Yet these heroes all do tremble When F.O.'s act the "Turk," But it's the cursings of an S.L. On a poor Staff Clerk.

Tho' the ice may form like fury With the Ack-Acks raising Cain, Yet the narrowness of a brass hat Sends a Staff Clerk quite insane; For it's, "Type this," "check my figures,"

"What's the aircraft strength at Kirk," "Order Bombs," "Phone Signals,"—"Dam it," "You're a poor Staff Clerk."

While they never take staff courses They must know the air force law, Quote K.R. (Air) on charges, And ten thousand items more, D.R.O.'s and Ancient History, They can tell you with a jerk; For the modus operandi, Ask a poor Staff Clerk.

When the guns have ceased to thunder And the dog fight is no more, When Hitler sees his blunder And they stop this bloody war, What a life will be the aircrew's, Lots of fun and little work; But they'll still be wanting statements From a poor Staff Clerk.

When we've gained the last objective Of this life and go above, Where airmen stop their scrapping And do nought but sing of love, When their faithfulness to duty And the jobs they did not shrink Will be entered in the Good Book By a poor Staff Clerk.

—By a Poor Staff Clerk

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Personal Notes

Bob Davis, a former member of A flight hangar crew, visited at the home of Mr. and Mrs. J. Hattin en route to Regina as an engine fitter in the R.C.A.F.

Born to Crew Chief and Mrs. E. Whittington in Viriden hospital on Sept. 28, a son, Kenneth Charles.

George Brandon returned to the maintenance dept. last week after a week's holiday, which, we are told, he spent composing odes to this and that.

Mr. and Mrs. Robert Firth, Mr. and Mrs. David Weinbender of Winnipeg visited recently at the home of Mr. and Mrs. B. E. Penny. Mr. Weinbender, who is a well

known contractor in Tuxedo, was very loud in his praise of the Viriden school.

Born to Mr. and Mrs. S. Burnside in Viriden Hospital on Sept. 29th, a daughter.

Mrs. A. Buhr of Winnipeg, her daughter, Mrs. W. Carlson, and son Cpl. Harold Buhr, R.C.A.F., on leave from Victoriaville, Que., visited recently at the home of the former's son and daughter-in-law, Mr. and Mrs. Art Buhr.

Mrs. G. Collett and daughter, Dorothy, are visiting for a week at the home of the former's brother-in-law and sister-in-law, Mr. and Mrs. R. Alexander.

Miss Muriel Duffield, who has been one of the members of the station canteen staff, left Thursday for her home at Hargrave. Muriel's pleasant smile will be missed.

Mr. and Mrs. Jack Hill leave today on a week's holiday trip in the west.

Mr. and Mrs. Thomas Fitzpatrick of Viriden announce the engagement of their only daughter, Mary Elizabeth, to Sergeant Frank Atkinson, R.C.A.F., only son of Mr. and Mrs. A. Atkinson of Waterford, Ont. The wedding will take place on October 9th at St. Paul's United Church, Viriden. The Empire-Advance.

Mrs. Ray Evans returned last week from a visit with her parents at Morden, Man.

Many men from the station have been harvesting when off shift. Their help has been welcome to many farmers.

Make your reservation at Lindy Lake any day now. Conveniently located for members of hangar crews of No. 19 E.F.T.S. If you have your own boat bring it. No hunting with firearms. Fishing by arrangement only with the proprietor. All mineral rights reserved. Apply Locker No. 13, west end of hangar.

LAC. Lorne Moffat, now at No. 12 S.F.T.S., Brandon, spent a 48 here last month.

Mr. and Mrs. Jas. Kerr, Miami, visited their son-in-law and daughter, Flying Instructor and Mrs. V. C. North on the latter's arrival in Viriden from Claresholm. Flying Instructor North is a brother of Flight-Lieut. North, who succeeded Flight-Lieut. Dooley.

Elmer English and Walter 'Joe' Hattin left this week for Regina to enter training for aircrew. They will be posted to manning pool at Brandon. Elmer and Joe will be missed by the other members of the hangar personnel, as well as by many on the station. Everyone wishes them the best and hope to see them here for their elementary. Both young men have been at No. 19 since its beginning, both starting May 16th, 1941.

Then there's the patriotic worm that joined the apple corps.

"I'll bring the soap," said LAC. Smith, when they announced they were going over to shower the bride.

There are three reasons why some gals wear sweaters. The first is because she likes them. The other two reasons are obvious.



"Hey, was that 4001 that just took off?"

SANDY'S STAFF STUFF

With the coming of fall and the birds flying away, so are a lot of the supervisory staff going away. Flight Lieut. R. J. Dooley is going to Rivers, Flying Officer R. P. Airey to Dauphin, Sergeant S. A. E. Shear to Brandon and LAC. G. E. Lake getting the furthest posting, going overseas. Incidentally, all of these men will be receiving copies of this edition of The Tiger Rag, so we can say in all truthfulness that the circulation of The Rag is far and wide at the present time. Good luck to all of you in your new positions.

Talking about postings, mention can also be made in regards to two of our old members of the staff. "Crash" Darlington, former station sergeant-major, graduated with the last course to leave the school and will be pursuing advanced methods of flying at Yorkton. Flight Sergeant Mike Harrison, formerly in charge of the orderly room, will be accompanying LAC. Lake on his trip across the big pond and will most probably be teaching the English boys to play hockey this winter.

It was quite a disappointment to the hospital staff to lose "Doc" Dooley on his posting to Rivers, but they are quite sure that Flight Lieutenant H. W. C. North is fully qualified to fill Flight Lieut. Dooley's place in this vital position at any flying training school. Flight Lieut. North comes from Carman, Man., and was educated there, later studying medicine at the University of Manitoba, enlisting in the R.C.A.F. shortly after leaving university. Welcome is extended on behalf of the supervisory staff to Flight Lieut. North.

Cheers went up from the Hospital staff for Flight Lieut. Guest and Sergeant Grainger when they rescued Oswald Duck from our swimming pool and followed up regulations by sending the proper "Admitted to Hospital" entry to the Orderly Room for D.R.O. entry. (By the way, we understand Oswald made a three point landing on the pool early one frosty morning shortly after the shooting season opened—a perfect landing despite damaged undercarriage and a large patch of fabric shot away). BUT lately there have been strange things happening and members of the staff are wondering why Cpl. Williams smacks his lips every time he feeds the duck and also why he's studying a cook book during his spare time when we know he has no intention of remustering as a cook.

Incidentally we hear the ingrate bit one of his benefactors, Sgt. Grainger, the other day. We mean the duck, not Cpl. Williams, bit friend Andy.

LAC. S. Chmilar returned from leave spent at his home in Saskatchewan and brought back his wife and son to live with him in Viriden during his stay here. Why not bring her out and let some of the boys meet her Sam. Sam has the distinction of being the only member of the Sup. Staff to have a son, the rest of the married men have daughters.

The editor of this column attended a whist drive in Viriden recently and managed to bring back a prize—commonly known as the booby prize. From now on I think I'll stick to poker.

Marriages in View—Talk in the lounge invariably turns to forthcoming weddings when either of a certain sergeant or certain corporal are present. We hope that if either decides to take that final leap that the other members of the staff be advised of the dates beforehand. We all think they will or why are they salting their pay

pretty strong in the bowling alleys and also across the billiard table among most of the supervisory staff. Here's a suggestion, fellows. Let's get together and arrange some kind of a tournament in both these fields. Corporal Stevenson, our latest addition to the staff, has proven pretty good in both games, so we will be having some stiff games if any competitors are arranged.

—SANDY

Band Meeting Next Wednesday Night

Mr. J. R. Morgan has called a meeting of all those interested in brass or dance bands to be held in the administration building next Wednesday evening at 1930 hours (7.30 p.m.), when the matter will be thoroughly discussed.

Some time ago Mr. Chas. Goulding broached the matter to Mr. Morgan, who approached the town council of Viriden. The result was that the council kindly granted the station the loan of the town band instruments, which are now in Mr. Goulding's department.

With this nucleus of instruments it is hoped to be able to operate a band on the station, providing enough musicians are interested.

All former bandmen, any musicians, or anyone interested in becoming bandmen are asked to attend this meeting.

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Who's a Big Bad Wolf?



Cartoon—Courtesy John Collins, Montreal Gazette.

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WATSON FALL & WINTER UNDERWEAR FOR LADIES
 Arrive Next Week—
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LADIES' AND CHILDREN'S OVERSHOES
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In all these lines our stocks are now complete, affording you a choice that cannot be quite so generous later.

BETTER FOODS BETTER SHOES BETTER DRY GOODS

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A special invitation to all personnel and students of
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Open 12 noon to 11.45 - Phone 66 for Reservations

THE JACKPOT

WANTED: An experienced paracute packer for No. 19. M.T. drivers need not apply. (Supervisory Staff to note).

ATTENTION ALL GIRLS IN VIRDEN, especially the "Sweater Girl" that our Waltz King from the Orderly Room has been waltzing around in a daze since the Friday and Saturday dances. Girls or GIRL, please do not ask this "Jive Artist" to request waltzes, as this dance is hampering the standard of our work during the day.

SERGEANT STRIKES OIL! A certain sergeant from the Orderly Room must have struck oil while on his leave in Alberta, or why is he reading the latest novel, "How to Cook, Knit and Save Money"?

WAITRESS REMUSTERS TO HAIRDRESSER FOR ONE EVENING! What discip. visited a certain waitress over the week-end and had his curly, black and beautiful hair shampooed. Another airman of the supervisory staff started out, on this hike to Virden, but was not with the party when it reached the limits of Virden. Did he get lost or was he composing another of his dynamic pieces of poetry?

CASE OF THE SCRATCHING RAZOR BLADE! The treasurer of the N.C.O.'s mess has been favoring a certain table in the mess of late. What is his reason, or did he scratch his face with a razor, to give him the marks? Where have similar marks been noticed, or who had a holiday approximately two weeks ago (sick leave)?

EAT CAKE AND ICE CREAM FOR YOUR HEALTH (?) A new comer to the supervisory staff will be mounting a browning in one of the local dining and dance establishments any day now to protect his ice cream and cake (?) from the rest of the supervisory staff.

The supervisory staff airmen wish to welcome Pilot Officer L. A. Dove on posting to Virden. We hope he will enjoy his stay (how many years) in Virden.

HAS MY POSTING COME IN? A member of the supervisory staff has been in the orderly room asking about a posting for approximately six months. Finally this officer received his posting and will be leaving us, probably before this hits the press. All of the staff airmen are sorry to see Flying Officer Airev leave this unit, and all wish this popular A.S.O. and his wife the very best in the future.

CHANGE IN THE ESTABLISHMENT! A new member was added

to the Establishment of No. 19 last week, when an injured duck was admitted to the station hospital. An entry was submitted for L.A.C.O. but we could not decipher the signature requesting this entry. But we can GUEST the same.

HOW TO GET A RIDE IN THE M.T. FROM VIRDEN. The sergeant i/c of the Service Police received a telephone call from Virden around 0335 Monday morning asking that he pick up a sick airman. Promptly, only half asleep, he sped down to Virden and to his amazement found a group of L.A.C.'s waiting for him. The incapacitated airman was not to be found and all of the airmen then piled into the station wagon—and did not have to pay taxi fare. (Just try that again and find out what happens!)

Mike's Hotel!

The Boss at the cook house (named Mike)

That some of the girls dislike, He always sees you get lots to eat. And everything is nice and neat. He has a cook's, makes good puddings too, And also reads throughs when you are through;

A pleasant smile when you come in to dine,
 And is always feeling fit and fine.
 And some of his waiters are good collectors too,
 Collect your money before you are through;

I'm not letting you get out today,
 Because every other Thursday is pay day.

And some of his waiters when they are through
 Wait and go in with their boy friends true;
 Some of them cry when they go away.

Mike say, "Never mind, there'll be another day."
 At the N.C.O.'s they are not so hot,
 Mike goes over, puts them on the spot;

One is short and neat,
 Has to have a box to reach the seat,
 Mike, who has always lots to do,
 Has his troubles with men and women too;

But he always tries to do his best,
 Dishing up meals as good as the rest. — G. Brandon.

Guardroom Gossip

S.P.: "Halt, who goes there?"
 New LAC: "Aw, you wouldn't recognize me anyway—I'm new here."

Color Harmony Note: Redheads and brunettes don't go well together after midnight in some places!

"Halt!" said one of the S.P.'s to an officer one night. "What would you do if I didn't halt after your third challenge?" asked the officer. "Call the sergeant in charge of the guards, sir." "Aha!" replied the senior, sensing a slip up in the man's knowledge of procedure, "and why call the sergeant?" "To pick up your dead body," replied the quick thinking S.P.

Sgt. Gall and Sgt. McGarva represented the guard room on the tug-o-war team that went to the Brandon meet. And they say they have no "pull" around here.

We heard that one of the Guards asked to be left off the night shift. "Please, Mr. Smith, I don't like the night shift. The dark gets in my eyes so I can't see."

We understand Cpl. McDonald has finally got all the barley beards out of his underwear, after that long harvest leave.

"Bill" Harmon of the Guards is taking a week's holiday.

Wonder why a certain S.P. is always sleepy? He even gets angry when they wake him up for his meals—when he is off duty we mean. They say if he isn't asleep when off duty he's thumbing a ride to—but it's a secret.

Misunderstandings

We are indebted to No. 2 Communications Flight, No. 8 Repair Depot, R.C.A.F., Winnipeg, for the following:

All the extracts below are from genuine letters received by the Pensions Officer, all written in good faith by the authors.

I cannot get sick pay. I have eight children. Can you tell me why this is?

This is my eighth child. What are you going to do about it?

Mrs. R— has no clothes and has not had any for a year. The clergy are visiting her.

I am glad to report that my husband who was reported missing is now dead.

Sir: I am forwarding my marriage certificate and two children, one of which is a mistake, as you will see.

I am writing these lines for Mrs. J— who cannot write herself. She expects to be confined next week and can do with it.

I am sending my marriage certificate and six children. I have seven children and one died, which was baptize on a half sheet of paper by Rev. T—

Please find out if my husband is dead, as the man I am living with won't do anything until he is certain.

In answer to your letter and according to instructions, I have given birth to twins in the enclosed envelope.

You have changed my little boy into a girl. Will this make any difference.

In answer to your letter I have given birth to a ten pound boy. Is this satisfactory?

Please send my money at once. I have fallen into errors with my landlord.

I want my money as quick as you can send it. I have been in bed with a doctor and he doesn't seem to be doing me any good. If things do not improve, I shall get another doctor.

Milk is wanted for the baby and father can't supply it.

Re your letter regarding dental injury. The teeth in the top are all right, but the ones in my bottom are hurting erribly.

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Everything for Photos at night, or, anything required by the photographer

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MEN!!

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TIES—Perfect cool weather neckpieces, see their heart warming colors.

SHIRTS — Enliven dark fall suits from our variety of materials and patterns.

SOCKS—Wear wool socks in gay plaids and stripes.

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We have a fine selection of the snappiest models in men's sports wear.

Everything for Men at

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