

Air Force Cross Is Awarded To Flt.-Lt. Madore

R.C.A.F. headquarters in Ottawa announced on Monday, Oct. 26, the award of the Air Force Cross for meritorious service to Flight-Lieutenant A. F. (Andy) Madore, chief flying instructor here since the opening of the school. The award to our chief flying instructor was one among only nine air force crosses issued across the entire Dominion, and the station personnel are indeed pleased and proud to have Flight-Lieut. Madore among the honored few.

In making the awards approved by the King, the minister for air in his release stated:

"All of the decorated personnel mentioned in Monday's announcement have been an integral part of the British Commonwealth Air Training Plan.

"As flying instructors, no little credit for the success of the R.C.A.F. and R.A.F. in every theatre of war indirectly must be given to these flyers who, because of their invaluable services as instructors, have been obliged to let others carry their fighting spirit to the battle front."

"Flt.-Lt. Madore has undoubtedly done more toward the successful organization and operation of the flying of elementary flying training schools than any other individual.

"He was chief flying instructor at No. 6 E.F.T.S., Prince Albert, Sask., from October to December, 1940, when he was sent to No. 2 E.F.T.S., Fort William, to organize flying there. After completing his work there he went back to Prince Albert where he remained till April, 1941, at which time No. 19 E.F.T.S., Virden, was opened.

"He came to the school as chief flying instructor and has since organized the flying as well as that No. 19 E.F.T.S. is considered the premier double E.F.T.S. in Canada.

"His most recent achievement is the supervision of 7,047 instructional flying hours in January, 1942, without a single accident. This officer has been employed at E.F.T.S.'s since October, 1940, and since that time has flown a total of 7,400 hours."

The comments of the Winnipeg Tribune of Oct. 7th, under the editorial heading "Just Recognition," bear reprinting:

"Once again the importance of the Empire Air Training scheme in Canada is emphasized by His Majesty's approving the award of nine Air Force Crosses and two Air Force Medals to R.C.A.F. and R.A.F. instructors in Canada. All who receive these awards are men who have done conspicuously good jobs of instructing.

Manitobans will get with particular pleasure that Wing Commander E. G. H. Moncrief . . . Wing Commander H. M. Kennedy . . . and Flight Lieutenant A. F. Madore, now instructing at No. 19 Elementary Flying Training School at Virden, receive the A.F.C.

The results of the Empire Training scheme are visible all over the world—in Britain, Ceylon, in Libya, over Europe, in the great ferry services—wherever the red, white and blue circle of the R.C.A.F., R.A.F., and Australian and New Zealand services is seen.

"All credit to the men who go into action. Credit, too, to the instructors who put that extra bit of hard work, cheerfulness and imagination into the relatively dreary job of instructing. Not one of these men but would rather be overseas in action. Like the men they are instructing, they want to be in the thick of it. But, for the time being, the best service they can do for the United Nations is to train others. The award of honors by His Majesty the King is a signal to the general public telling us that the great work of these instructors should be more widely appreciated.

The doctor was visiting Rastus' wife to deliver her twelfth offspring. While riding along with Rastus he saw a large duck in the road.

"Quite a large duck, Rastus?"

"Rastus: 'That ain't no duck—that's the stork with his legs wore down.'"



The most thrilling moment of a paratrooper's training comes with his first jump. Here a few of the Canadians who took a full paratrooper's course with the U.S. Army at Fort Benning, Ga., await the jump master's command to take off on their first jump. Ready to lead off is Lt. W. Cote, of Montreal, French Canadian jumper.

No. 19 BOWLING LEAGUE AWAY TO GOOD START

No. 19 E.F.T.S. Bowling League recently organized, got away to a good start last Monday and Tuesday evenings. Twenty teams have entered the league, and we hear that another two want to enter. In this case the schedule may be rearranged to accommodate them.

Instrumental in organizing and getting the league underway were Mr. Glendening, Max Bellamy and Percy Moore. Cpl. Stevens, armaments instructor, will manage the league schedule for the present.

In the first two nights the Link Room Lynx ran up the highest team score for three games, 2548. Percy Moore, a member of the Lynx bowled the highest score for three games, 598, while second high was scored by Cpl. Sanderson of the N.C.O. Farmers' team. Tom Brimacombe, a member of the Dopes squad, scored the highest single game, 281.

Among those bowling over 500 were: Art Buhr, Bernie Penny, T. Brimacombe. Cpl. Stevenson, Flt.-Lt. North, Chambers, M. Edgerton, Milton, N. Stasiuk, Bosch and C. Dennison.

Monday's Play
Ground School: Read, 397; Warren, 377; Shepherd, 451; Graham, 395; Hill, 320; totals, 638, 675, 627—1940. Farmers (N.C.O.s): Henwood, 293; Phillips, 387; Turner, 496; Phillips, 294; Sanderson, 554; totals, 576, 737, 711—2024. Farmers win two.

Lynx: Buhr, 537; D. Moore, 265; Abernethy, 404; Penny, 544; J. P. Moore, 598; totals, 779, 826, 743—2348. Dopes: Peterson, 505; Nelson, 297; Brimacombe, 506; Brown, 314; Doupe, 242; totals, 634, 503, 5217—1664. Lynx won three.

Blues: R. Newman, 497; Nylin, 284; H. Thorsteinson, 346; J. Newman, 387; K. Thorsteinson, 331; totals, 121, 576, 498—1795. Dudes: Buckley, 348; Marvin, 406; Gall, 420; Stevenson, 546; Lower, 329; totals, 558, 669, 822—2049. Dudes won two.

Supers: McGill, 543; Dove, 395; Algate, 412; Kearns, 411; North, 534; totals, 811, 718, 766—2295. Tigers: McDonald, 488; Pollock, 416; Wetmore, 416; Chambers, 500; McGinnitz, 391; totals, 612, 800, 799—2211. Tigers win two.

Wreckers: Edgerton, 546; Whittington, 349; Woods, 395; Lindop, 415; Bellamy, 391; totals, 620, 881, 395—2096. Hotshots: Hawes, 580; Palmer, 366; Smith, 429; Molyneux, 340; Jenkins, 315; totals, 672, 727; 628—2027. Hotshots win two.

Hurricanes: Milton, 552; North, 492; S. Moore, 259; Puc, 482; Sub, 532; totals, 763, 897, 657—2317.

Three Courses Graduate From Virden Station

Thursday night saw another course graduate from No. 19 E.F.T.S. Prize winners were: Gerald Madore Trophy, LAC. F. W. Hurford, who made a remarkably fine showing; Gerald Murphy Award, LAC. R. E. Pridmore; Murphy Ground School Award, a tie race, between LAC. M. L. Reason and LAC. Tunnicliffe. The presents were made by Mr. J. R. Morgan, managing director, Flt.-Lt. A. F. Madore, A.F.C., chief flying instructor, and the chief ground instructor, Major Bjorn Stefansson.

During the evening Mr. Morgan who had just returned from the east, gave an interesting talk on the merits of the new Mosquito aircraft which he had the good fortune to see in the making. Flt.-Lt. E. R. McGill congratulated the graduating students, and also congratulated Flt.-Lt. Madore upon his being awarded the Air Force Cross.

The banquet started at 7.15 p.m., with Sgt. G. W. Thomson acting as chairman. Following grace by Flight-Lieut. Osborn, the banquet got underway with the smacking of chops and the chopping of turkeys.

A short program was run off after the banquet and then everyone proceeded to the dance in the Armoury. Virden, where multi-

(Continued on page 5)

Wife Comes from England To Join Airman Husband

Perhaps the happiest couple in the west last week were LAC. and Mrs. G. S. Hine. Not that it is extraordinary for a man and wife to be happy, however the case of Mrs. Hine just arrived from England to join her husband who arrived here in October as a trainee. They had been separated 16 months, we understand. LAC. Hine, who enlisted in May, 1940, re-mustered to aircrew from fitter. Mrs. Hine was an ambulance driver with the civil defence in England before coming to Canada to join her husband.

532; totals, 763, 897, 657—2317. Moths: Backman, 328; Krundfus, 394; Hurlin, 358; Dryden, 404; Watts, 351; totals, 717, 472, 646—1835. Hurricanes win three. Gypsies: Stasiuk, 522; Hamilton, 361; Ashton, 288; Mager, 383; Fitzpatrick, 480; totals, 569, 712, 753—2034. Highfliers: Gallant, 458; Fontana, 369; Bosch, 500; McDonald, 341; Dennison, 524; totals, 733, 802, 658—2193. Latter win two.

Station Lends Aids In Loan Campaign

Like other parts of Manitoba and Canada No. 19 E.F.T.S. went over the top with its Victory Loan campaign, exceeding last year's figures of \$18,000.00. Credit is due the staff which went within a fraction of being 100 per cent subscribed, and to those in charge of the drive at the school under Mr. Chas. Goulding, Flt.-Lieut. A. F. Madore and Chief Engineer T. Caddick.

No. 19 MILITARY BAND PRACTISES FAITHFULLY

Virden Flying School's military band got away to a good start in the past month with three enthusiastic practices. Not yet the best band in the world, the enthusiasm and determination of the members augurs well for the future. Built around a few experienced bandsmen, the band now numbers over sixteen. A number of these are beginners, but most of them have studied music or played stringed instruments and they should come along quickly.

The band is fortunate in having Lorne Chappel as bandmaster. A recent addition to the station personnel, Lorne has had a number of years' experience in bands and was the organizer and leader of the Elkhorn Young People's band which played in Virden last summer.

With the enthusiastic support given by Mr. J. R. Morgan and Mr. Charles Goulding, Ed. King, who was the real father of the band idea, and Ray Evans came aboard the station early last month. The result was an organization meeting which decided to go ahead when it was learned Mr. Morgan had obtained instruments through the kind co-operation of the town of Virden. An executive, Ed. King, Jack Hill, Norman Rodgers and Ray Evans was named, and the band was underway.

Practices are held on Mondays and Tuesdays at 5.30 p.m. in the Recreation Hall, and the turnout has been close to 100 per cent at the three practices held. The afternoon, at 5.30, was chosen for the practices as it interferes with the least number of departments. The departments affected have kindly allowed personnel time off for practices whenever it does not interfere with urgent work. We understand this practice will be continued as long as those getting the hour off for practices put in regular attendance at off-duty sessions also. To this end a roll call will be taken at each practice.

So far the band members are: A. J. Buhr, I. Chappell, Merle Edgerton, Ray Evans, Jack Hill, Ed. King, Russ Krunnufus, J. P. Moore, J. Neumeier, A. V. Jones, R. Newman, C. Peterson, B. E. Penny, N. Rodgers, F. Rodgers, F.O. Stewart and Morley Wiley. We understand there are a few more experienced hands who will be gathered in, and also a number who wish to start.

Next practices, Monday and Tuesday, 5 p.m., in the recreation room. Anyone interested is invited.

New Recreation Hall at No. 19 in All Probability

Mr. J. R. Morgan, managing director of the station, announced last week that it is expected to have a new recreation hall for the station. The date of its probable construction is not yet announced.

Replacing the recreation room in one of the barracks buildings (which is now urgently needed for barracks) the new hall will be an auditorium with stage and dance floor, suitable for many of the recreation activities planned for the station. It will also provide a much needed building for the twice weekly picture shows.

Off the hall proper, we understand, will be reading and game rooms for the library and other facilities.

The congestion in the barracks will be greatly relieved when the present recreation building is available.

On one Sunday, two weeks ago, the station was thrown open to visitors as a part of the general campaign to boost sale of bonds. Despite a miserably cold day over 500 visitors made their way round the station with escorts. Signs on buildings and equipment gave the value of the item in Victory Bonds and proved quite interesting to the visitors, and no doubt underlined the necessity for buying bonds to "keep 'em flying and fighting."

The campaign was officially opened at the station by Mr. J. R. Morgan at a special meeting of the staff, when the managing director pointed out the necessity of buying bonds and urged all to do their part.

STATION HELPS OPEN LOAN CAMPAIGN

The Third Victory Loan campaign was officially opened in Virden on Sunday, Oct. 18th, with a rally under direction of the Virden committee. No. 19 E.F.T.S. took part in the parade to the dedication service in the Auditorium and provided formation flying over the towns of Virden, Pipestone and Reston.

Students and supervisory staff paraded from the school to the service under the station adjutant, Flight-Lieut. W. L. Algate. The 12th Manitoba Dragons joined in after reaching Virden and a V was formed at the entrance to the theatre for the crowd to file in.

The parade was headed by Motorcyclists J. Coll, Les Haddon, C. Peterson, S. Sloychuck and Dunc. Welch of the hangar staff.

Chief speaker was Squadron Leader H. G. Oberne, medical officer recently returned from overseas, who visited at No. 19 E.F.T.S. He gave an interesting account of the health and happiness of the medical branch of the service and the excellent work done by the Red Cross. He urged support of the Victory Loan.

Other speakers included Rev. Fr. Lynch, pastor of Sacred Heart; J. W. M. Thompson, Virden, and E. E. Oston, Virden, were chairmen. Also on the platform were Flight-Lieut. Algate and C. Goulding of No. 19; R. H. Mooney, M. L.A., Mayor H. N. Thompson, R. J. Timms, acting chairman of the Virden Victory Loan unit, and the vice-chairman, J. J. O'Neil.

LAC. George Hill, student at the station, rendered two fine solos during the service. Miss D. Timms, Virden, was his accompanist.

Air Display

In support of the campaign, No. 19 put on a little air display of its own, and from all reports from Virden and the surrounding towns it was enjoyed immensely by everyone who witnessed it.

Flt.-Lieut. Andy Madore, A.F.C., our popular C.F.I. staged a thrilling display over Virden which the folk thoroughly enjoyed. Afterward's a formation of three "Tiger smits" (with four water pistols in each wing) flew over the town at 5 p.m. and did a superb job of formation flying. Flying Instructor Bud Middleton of A Night Show the point with Flight Commander "Casey" Casselman of C flight on the right of the V and Flt-Lieut. Instructor Ed. Rivet, also C flight, on the left side.

They took off from the aerodrome and flew south over Virden in perfect formation. Commencing a climb turn south-west of the town, they came in at about 180 miles per hour and did a Prince of Wales, the centre doing a beautiful well over the top and the two side doing a series of circles. They completed various other manoeuvres after which they headed south and performed over Pipestone and Reston.

We think it was a splendid job in view of the fact that the three boys tell us they never flew formation together before.

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The Tiger Rag

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SATURDAY, NOVEMBER 7, 1942

R.C.A.F. Plans Weekly Paper For Its Stations

Word has been received from Air Force headquarters that R.C.A.F. stations are prohibited from soliciting advertising for station papers and that the R.C.A.F. will issue a weekly paper from Ottawa.

Pending the return of Mr. J. R. Morgan from his business visit to the east, nothing definite as to the status of The Tiger Rag is known at the time of writing, but the editors do not believe The Rag will be affected. The Rag is not a service publication, but is published by the editors on behalf of the Virden Flying Training School, a civilian company operating an R.C.A.F. station.

At this distance and with the meagre details known, we do not wish to take a definite stand on the question. However, we may say that it's doubtful if the station paper could operate under the R.C.A.F. plan, that is, without the help of its advertisers. It is our opinion that perhaps some papers have approached prospective advertisers with the admonition to advertise or else!—and some so admonished perhaps "squawked." Such has not been the case with The Rag. Merchants in the town and elsewhere were simply given an opportunity to use space, with no rates. The advertisers have supported us generously, and they appear satisfied if not, they can stop their advertising—and some have!

The station appreciates their aid and hopes it will continue as long as we may issue The Rag each month.

Poem of the Day

Lady if you see me lying
On the ground, I may be dying.
Let my gore run—bright and free,
Don't attempt to bandage me.
While there's life, there's hope—
so pet,
Don't apply a tourniquet.
Do not give for my salvation
Artificial respiration.
Do not stretch my bones or joints.
Do not press my pressure points.
If queer symptoms you should see
Don't experiment on me!
If I'm suffering from shock,
Take a walk around the block.
If you must keep busy, pray
Help to keep the crowd away.
So, whatever my condition,
Phone at once for a physician.
Let me lie, I'll take a chance,
Waiting for an ambulance.
From First Aid, I beg release,
Lady, let me die in peace.

(Journal of American Medical Association, May 6, 1942).

Atkinson-Fitzpatrick

The marriage of Mary Elizabeth Fitzpatrick, only daughter of Mr. and Mrs. T. Fitzpatrick of Virden, to Flying Instructor Frank Atkinson, only son of Mr. and Mrs. A. Atkinson of Waterford, Ontario, took place on Friday, October 9th, at 7 p.m., in St. Paul's United Church, Virden. Rev. W. A. Osborne officiated.

The ceremony, which took place by candlelight, was performed before an altar banked with white and yellow chrysanthemums and ferns. Miss Dorothy Timms presided at the organ, and during the signing of the register LAC. Geo. Hall of the R.A.F. sang "Because."

The bride, given in marriage by her father, was lovely in a gown of white sheer. The gathered bodice had bishop sleeves, a high neckline with Peter Pan collar and a yoke bordered with a lk lace. The full skirt was joined to the bodice by an inset girde and also featured a deep band of lace. Her embroidered veil was gathered to form a halo and was secured by white roses. She carried a bouquet of the same roses, centred with an orchid.

Miss Thelma Cheavins was the bridesmaid and wore topaz blue sheer. The bodice had bishop sleeves and quilted yoke, with a high neckline. The skirt girde, also quilted, joined the full skirt to the bodice. She wore a chapel veil and carried a bouquet of Talisman roses.

Flight Commander Jack Muir was best man, and John and Stewart Fitzpatrick, brothers of the bride, were ushers.

A reception was held at the home of the bride's parents, following which Mr. and Mrs. Atkinson left on a motor trip east. The bride travelled in a lime green wool crepe frock, with nigger brown accessories.

Mrs. Fitzpatrick, mother of the bride, wore a navy blue jacket dress, with navy accessories and a corsage of sweetheart roses.

Mrs. Atkinson, mother of the groom, was attired in a moss green dress with wine accessories, and she wore a corsage of sweetheart roses.

Out of town guests at the wedding included Mr. and Mrs. A. Atkinson, Waterford, Ont.; Mrs. H. Leithhead, Pictou, Nova Scotia; Mr. and Mrs. F. Leary and family of Minota.—Empire-Advance.

Promotions in Hangar Staff During Month

A number of promotions were made in the hangar crews last month. Promoted to assistant to Mr. T. Caddick, chief engineer, is Eric Whittington, formerly crew chief of B flight. Russ Hunter, former assistant chief, took over as crew chief and Russ Krumpfuz is now assistant crew chief.

Harold Doupe moved up to crew chief when R. E. Dodds left, and Karl Thorsteinson is his assistant. In A flight, in C. Bill Thompson and Red Swanton remain crew chief and assistant crew chief.

Graduates Do Well

Ten students of a recent class here went to Uplands, the fighter training station in Ontario, and all ten received their wings recently, and six of the ten were commissioned. Five of them will go overseas.

So reported Pilot Officer Howen, one of the number, when he visited here last week en route home for a ten day leave.

Word was received here that LAC. Yurchison, an award winner when at No. 19, won the Wings of Merit recently at Yorkton service school. We understand that he scored the highest marks to date in all Canada. He also received his commission as a pilot officer.

Pilot Officer J. McKnight, Virden boy and graduate of No. 19, won his wings and commission recently at No. 12 S.F.T.S.

THE FLIGHT SPEAKS

"When I was a little lad," Flight Sergeant Bucky sweetly addressed a number of airmen at the end of an hour's drill. "I had a set of wooden soldiers. There was a poor little boy in the neighborhood and after I had been to Sunday school one day and had listened to a talk on the beauties of charity, I was soft enough to give them to him. Then I wanted them back, and cried; but my father said, 'Don't cry, sonny; some day you'll get your wooden soldiers back.' "And believe me, you lopsided, mutton-headed, goofus brained set of certified rolling pins, that day has come!"

Wilf: "What did you say this meat was?"

Mike: "Spring lamb."
Wilf: "I believe you I've been chewing on the spring for an hour."

LAC, to second victim in hospital waiting room: "Howdy, 'I'm aching from neuritis."

Second LAC: "Glad to meetcha. I'm Miller from Brandon."

"What happened when the burglars broke into your home?"
"My wife's relatives yelled, 'We were here first!' and chased them out of the house."

More Trainees Arrive To Commence Elementary

Our last two courses to arrive at the Station turned out to consist of a majority of Western boys, with a few from England and Scotland and one from Wales. Winnipeg supplied approximately one-third of these trainees, with other points in Manitoba well represented. A few of the incoming trainees from outlying points in Manitoba were H. A. Baker from Graysville, G. R. Clark from Nings, J. J. Norris from Elkhorn, R. F. Sellen from Oak Bank and H. E. Wilson from Birtle. No matter where these courses are from, we wish them all the best of luck while undergoing their training and we hope as many of them as possible make the grade as pilots.

Brevities By Our "Bud" Concerning 'A' Flight

We of "A" Flight extend our deepest sympathy to Tom Layman who is losing his formation flying partner for two weeks.

We also extend our heartiest congratulations to Tom's partner, rosy cheeked Fred Pue, who is going to Belleville, Ont., to 'formate' in the presence of a preacher.

The younger daughter of Mr. and Mrs. Edward Alfred Hogle—Anna Margaret—and Fred will be married at seven p.m., on Nov. 9th in Victoria Avenue Baptist Church at Belleville.

The boys of A flight take this opportunity of wishing them the very best of everything.

Father: Don't you think our son gets his intelligence from me?
Mother: He must have. I've still got mine.

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A motorist had just crashed into a telegraph pole. Wire, pole and everything came down around his ears. They found him unconscious in the wreckage, but at they untangled him he reached out feebly and fingered the wires and murmured:
"Thank heaven I lived clean—they've given me a harp."

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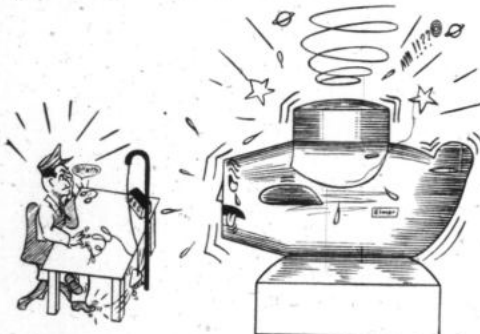
Hitting the Axis Hard In Desert

Pictured here are three of those versatile Hurricanes over the much trodden sands of Libya. One of the most useful of modern fighters, and now "Hurri - Bombers," this plane after winning renown in the Battle of Britain, has played a large part in African campaigns.

Photo courtesy Canadian Air Cadet.



Dat Bird de Link!



"Dat Bird de Link" was written some time ago by Flt.-Lieut. "Speed" McLeod (now Squadron Leader, we believe) who was at that time an instructor on the link instructors' course at Regina. Chief Link Instructor Frank Madore has an autographed copy of the poem and four of our link instructors, A. J. Buh, A. V. Jones, B. E. Penny and J. P. Moore, took their courses under F.-Lt. McLeod. The cartoon was drawn by LAC. R. Q. Moen when he was a member of Course 59 here. LAC. Moen graduated from No 19 late in August and is now at Uplands winging Harvards. LAC. Moen's cartoons on the link can be seen on the link room bulletin board.

For two, tree mont my friend—
Baxtail—
Take course on Link to fly de air;
She's hairplane of new special
make.
On first solo your nerves he
shake;
You take heem off wit' nose to
sky.
Dat goldam Link to floor she's tie;
Wit' needle, ball and hairspeed
dial.
You fly lak hell for two, tree mile.
Wit' Baxtail call one, two, tree.
Dat Link she's fly like hay, bee,
see;
Go right, go left, it's hall de same.
Dat needle she's lak bear to tame;

But Baxtail he's tell me, once on
leave.
Hees boss, called Slim, get plenty
peeve;
When hairspeed, height above de
groun'
Don't stay put, go hup and down.
Dat Link she's fony bird to see,
Got wings an tail Baxtail tell me;
I hask heem why he's not fly
home?
Dat Link she's nail to floor of
stone;
I visit once at Saskatoon place,
Dose Link line up like for de race,
But when dey give wot's call de
gun.
Deys back to where she's started
from.

Baxtail comes home for
Hees heges,
Starts walking beams an'
cones an' legs;
Dat's radio noise on Link
he's ride.
Duck under hood Baxtail
mus' hide;
Wit' phone on ear and
eye on board.
Hear noise from hell and
voice from Lord;
Baxtail say eyes get
cross one day,
He's turn to left, go ud-
der way.
Baxtail he's changed, his
modder tink.
Since he been riding in
de Link;
He's appetite on weekend
trips.
She's shrank on down to
leettle bits;
But two week more Bax-
tail pass by,
No more in Link he's got
to fly;
He's prove to Slim he's
now very able.
He's fly dat Link from a
goldam table.



His Excellency the Earl of Athlone, Governor-General of Canada, in a Link Trainer.

Caught in the Draft in 1917

Here is an article from the days of 1914-18. We stole it from a paper which swiped it from another sheet, which in turned copied it from another, ad infinitum.

I was one of the fellas who made democracy safe in the last war. I fought, but had to go. I was callin Class A—next time I want to be in Class B. Be here when they go and be here when they come.

When I went up to register the guy barked, "What's your name?" I told him, "August Child." "Are you alien?" he says. "No, I'm fine." I says, "How old are you?" he says, "Twenty-three the first of September." I says, "The first of September you'll be in France—and that will be the last of August," he says.

So a veterinarian examined me. He asked me did I ever have the measles, smallpox, aninvtudance or did I take fits? Only when I stay too long in saloons, I says. Then he says he's examined a-bout 150,000 and I'm the most perfect wreck he ever saw. So he handed me a Class A card.

I went on to camp and I guess they didn't think I'd live long, because the first guy I saw wrote on my card "Flying Corpse." Next morning they dished out my clothes. They had two sizes: Too big and too small. The coat was like a tent and the pants so tight I couldn't sit down. Then I was sent out to dig holes for something. Soon an officer went by and hollered, "Hey, don't throw that dirt there!" "Where'll I throw it?" I asks. "Dig another hole and put it in there!" he says.

Three days later we sailed for France. Marching to the pier, the sergeant stutered so badly that before he said halt 27 of us had marched over the end of the dock. They pulled us out and lined us up, and the Captain came along an said, "Fall in!" I yelled "I've already been in."

I was on the boat 12 days and seasick 12 days; nothing going down and everything coming up. I leaned over the rail all the way. In the middle of one of my best leanings the Captain rushed by, and seeing me asked, "Is the brigadier up yet?" I muttered that if I'd swallowed it it was.

We landed in France and went to the trenches, where the cannon

roared and shells whizzed past—some of them. I was snaking with patriotism. I tried to get behind a tree, but there wasn't enough trees for the sergeants. When the Captain came by I asked for a furiough. "Haven't you any red blood in your veins?" he says, I says, "Yes, but I don't want to see it."

So we went over the top—and ten thousand Huns came at us—the way they looked at me you'd think I started the war. The Captain yelled, "Fire at will!" But how was I to know any of their names.

Next thing I knew I was hit and didn't know anything. On my way to a hospital later—I asked a fellow where I was going. He looked at the ticket and said "To the morgue." "There's been a big mistake," I says, "I'm not dead." "Lie down, you!" he says, "I guess the doctor knows best."

A young lady went for a swim in a secluded spot, but forgot a towel. She had come out on the bank and was allowing Nature's balmy breezes to dry her, when she heard a rustling in the nearby bushes.

"Who's there?" she asked. A rather high pitched voice answered, "Wilke."
"How old are you, Willie?"
"Seventy-nine, dad-rat it!"

"They tell me Bob has a right good voice. Is he cultivating it?"
"I can't say about the cultivating, but I know he irrigates it."

Gracie: "You ask if he's an unusual airman? Why last night we were out riding and the car ran out of gas!"

Jill: "What's so unusual about him then? They all do."

Gracie: "Yes, but this airman walked two miles to get gas."

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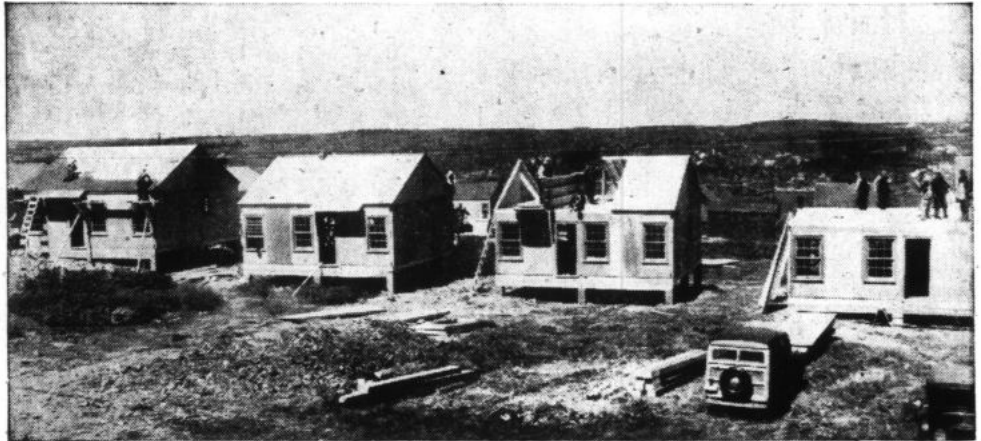
HARTLEY'S CASH GROCERY

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VIRDEN

7th Ave.

Flying School Brings Prefabricated Houses to Virden



The housing shortage in Virden, despite efforts of Virdenites which have been much appreciated, had become so acute that Mr. J. R. Morgan and the Virden Flying Training School firm decided to investigate the feasibility of prefabricated houses. As a result four houses have been brought in by the flying school and built on the hospital street. We understand that eight more of these houses

larger than the four already in use, have been ordered from the North American Lumber Company, and that more will be considered in the spring.

The housing situation, with more and more men on the station forsaking single life, had reached the saturation point in Virden, so the school investigated the plan for prefabricated houses for its employees.

The houses were delivered by truck from Winnipeg and each was put up in half a day, except for finishing touches on the inside. They come in sections and are bolted together. The walls are faced with three-ply tar paper, siding and half inch insulation board inside. They will be insulated, which is taking time. The houses, chosen not to detract from appearances, are in two sizes, 14½ by 16

feet, and 14½ by 18 feet, with three rooms in each. There is a surprising amount of room in the houses and with insulation winter fuel bills should be extremely low. The management of the school appreciates the co-operation of the town council and Virden Hospital board in getting the land, and also the co-operation during the past 18 months in the housing situation by Virden and its citizens.

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S.S.O.

To give a certain N.C.O. something to do while sitting around waiting for the accountant officer's next visit from our accounting unit, he was asked to amend Station Standing Orders to the best of his ability. We are reproducing hereunder exact copy of his work as turned in for approval.

STATION SITTING ORDERS

No. 19 Elementary Flyer
Braining School

Accidents

In case you observe an aircraft crash and you are the only one in the vicinity, get as far away from it as possible and don't say anything about it. If you report it you will only have to appear before a court of inquiry and tell them all about where you were on

December 7, 1941, how many girl friends you have, etc.

Airmen

If you have read this far don't bother to even look at this. You are going to be an officer if you finish your training so why not start training for it now. Ask your commanding officer for a batman now so you will be used to one when they hand you your commission.

Barracks

A place to sleep in during classes. If more than six airmen are quartered together in the same barrack block immediately apply for a separate hut. This prevents disturbances during the daylight hours.

Baggage

Always have plenty of suitcases, trunks, etc., on hand in which to keep airplane parts collected at different stations. They may become useful in case you want to build your own airplane after the war.

Clothing

If you have not got five uniforms to your credit upon arrival at this station immediately get in touch with the equipment section. If no satisfaction is obtained order one tailor made and present the bill to the accountant officer.

Communications

If your promotions are not coming through as you think they should write to the highest officer you can think of. He will fix it for you.

Discipline

This paragraph can be read and then forgotten. It doesn't apply to you. Check up on the other fellows by making a check of the canteen to make sure no one is in there at parade time. If necessary

buy a drink to create the impression that you are a customer.

Disease

There is no such thing. If you have anything wrong with you let nature look after you—she will!

Dress

These are used by members of the R.C.A.F. Womens Division only.

Duty Watch

Term used for period when the watches are checked. If your name is on D.R.O.s for duty watch parade, check your watch with someone at the time stated.

Duties

You have done your duty by signing up, therefore you can sit back and let someone else read this.

Equipment

If your uniform is not drape shaped, or in other words a "zoot suit," have the necessary alterations made.

Fire

For information as to how to light a fire for best results get in touch with your local Gestapo agent.

Guard House

Built for the purpose of keeping the Service Police warm. Nothing to do with you.

Hospital

Place to apply for sick leave.

Leave

If you are not granted leave—take it anyways. The officers no doubt are not familiar with your case.

Medical

Write home for a list of all medicine your family is short of and then obtain same from the hospital and send it home.

Mess

Nothing further can be added to this word.

Officers

The fellows who happened to join up first and got their pick of the uniforms. The title went with the uniform. Recognize them with a friendly nod once in awhile.

Parades

Evidently in here by mistake. Something seen at a circus.

Service Police

Always humor them by being polite and obliging.

Telephones

Use the office phone when making long distance calls. When arriving at a new station obtain the office phone number and give it to all your relatives and friends so

they will know where to get in touch with you at all times of the day.

Training

You are a natural flyer and all this studying is a waste of time. Just don't bother.

Flying Instructor's Lament

What did you do in the war, Daddy?

How did you help us to win? Circuits and bumps and turns—laddy.

And how to get out of a spin. Woe and slack, and misery me! I trundle around in the sky, And instead of machine gunning Nazis,

I'm teaching young hopefuls to fly. Thus is my service rewarded, My years of experience paid; Never a Hun have I followed right down,

Nor ever gone out on a raid. They don't even let us go crazy—

We have to be safe and sedate; So it's nix on inverted approaches, It stirs up the C.F.I.'s hate. For it's, oh, such a naughty example,

And what will the A.O.C. think? We never get posted to fighters— We just get a spell on the Link. So it's circles and bumps from morning till noon,

And instrument flying till tea— Hold her off, give her bank, put your undercard down; You're skidding, you're slipping— that's me

And as soon as you finished with one course,

Like a flash up another one boys, And there's four more to show round the cockpit,

An' four more to try out the nobs. But sometimes we read in the papers

Of the deeds that old pupils have done,

And we're proud to have seen their beginnings, And shown them the way to the sun,

So if YOU find the money and turn out the planes,

We'll give all we know to the men, Till they cluster the skies with their triumphs And burn out the beast from his den.

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Personal Notes

Flying Instructor Charlie Butchart left last month for Lachine, preparatory to returning to service flying training or operational work. Charlie has to undergo an operation before actually taking up his new duties. He will be missed by No. 19, particularly when the hockey season rolls around, as "Butch" was a stalwart on defence.

Congratulations to Flying Instructor Daoust, on leave as an instructor here, who last month received his commission in the R.C.A.F. as Pilot Officer.

Miss Wilma Miller has taken over the switchboard duties of Cal McLean, who left last week to begin his training for aircrew in the Air Force.

Mr. J. R. Morgan, managing director, returned Thursday from a business visit to eastern Canada.

Two R.C.A.F. instructors, WO2 K. S. McAndrews and Sgt.-Pilot C. G. Orr were posted here last month. Warrant Officer McAndrews, who recently returned from duty overseas, is an American, hailing from Iowa. He took his elementary training at Regina and service at Camp Borden. Sgt. Orr, who arrived at Brandon and Winnipeg before joining the R.C.A.F. He took his elementary at High River, Alberta.

Congratulations to Mr. and Mrs. Fred Garlick on the birth, Sunday, Oct. 11, of twin girls (Ina Lorraine and Wilma May).

Mr. R. Frith of Winnipeg is visiting with Mr. and Mrs. B. E. Penny for a couple of weeks.

Gordon Sudaby formerly on "B" hangar crew left last month for service with the R.C.A.S.C. Gordon is trying to get into the Paratroops. He will be missed, particularly in regard to his work as one of the editors of The Tiger Rag.

John Fitzpatrick, and Don Bradley, of the hangar crew and Cal McLean, who was on the switchboard, left last week for Regina to begin aircrew training in the R.C.A.F. Happy landings, fellows. Stew Fitzpatrick went with them to enlist, but medical reasons kept him out of aircrew.

J. W. M. Thompson joined the ground school instructional staff last month. Mr. Thompson operated a law business in Elkhorn and Virden.

By the way — who is keeping pigeons now?

Reg Cosgrove, fabric repair department, No. 2 E.F.T.S., Ft. William, visited at the station last month.

Suddaby-Rigby

The marriage of Hazel Geraldine, second daughter of Mr. and Stanley E. Rigby of Killarney, to Flying Instructor Reginald Suddaby, second son of Mr. and Mrs. J. F. Suddaby of Souris, took place at the Ninga parsonage on October 17th. Dr. B. W. Allison officiated.

The bride wore an afternoon dress of Alice blue wool and a corsage of Sweetheart roses. After a short honeymoon at Portage la Prairie and Winnipeg, Mr. and Mrs. Suddaby will reside in Virden.—Souris Plaindealer.

HELD OVER

A number of items, including An Airman's Letter, and some poetry are held over to next issue because of a shortage of space after the printing of two pages of the current issue. — The Editor.

340,000 Miles and Agnes Is Still Going Strong

Last week a training craft by the name of Agnes finished 4,000 hours of flying; all since the station commenced operations in April, 1941. Taking average cruising speed of 85 m.p.h. that gives Agnes about 340,000 miles to her credit, without a crash or even a minor accident, and not once during that time was she declared un-serviceable! Quite a record.

Yes, even quite a record for a link trainer. Agnes is the first lady of link room—first in length of service, first as you go in the room.

Close behind Agnes, however, is Mabel, who at the time of going to press is just 50 hours short of the 4,000 Agnes reached last week. Becky, the third lady, has 200 to go yet, and poor Elmer has over one thousand Not that Elmer is not as popular as Agnes, Mabel and Becky—he is younger.

Yes, 340,000 miles and never out of the room!

THE GRADUATIONS

(Continued from page 1)

tudes of fair women were awaiting them.

At the presentation period Major O. Stefansson took the Morgan Award presented to the instructors of the award winners in other fields.

Another two courses have passed through the Virden Flying Training School. Credit is given to the first of these courses for the remarkably small number of trainees who ceased training due to being unfit for pilot duties, it being a very large course. Credit for this goes to the trainees themselves and to their instructors.

Both courses enjoyed the usual banquet, staged in the Mess Hall for graduating classes. Grace was said by Honorary Flight Lieutenant W. A. Osborne, with LAC R. A. Norman acting as chairman for the first graduating course and Sergeant K. R. Spratt for the second graduating course.

Each banquet saw a number of guests present to wish the graduating courses happy landings. A few of these guests were Group Captain Bonham-Carter of Winnipeg; Wing Commander Grey of Ottawa; Mr. Laidlaw, of the Laidlaw Lumber Co., who made the propellers for the De Havilland Aircraft Co.; Mr. Glasco, one of the directors of the De Havilland; Mr. Case and Mr. C. Cowan of Montreal, and Squadron Leader Oberne, who has but recently returned from overseas.

Group Captain Bonham-Carter gave a very interesting talk on his experiences while flying different types of aircraft for the R.A.F. in all parts of the world, in an after-dinner speech to the first graduating class, and Squadron Leader Oberne spoke about experiences he had while stationed overseas, to the second course.

Trophies were presented at the graduations by Mr. J. R. Morgan, managing director. Ft.-Lieut. A. F. Madore, A.F.C., chief flying instructor, and Mr. Bjorn Stefansson, Ft.-Lieut. McGill, chief supervisory officer, congratulated the students.

In the large class, Sergt. H. A. Lutes, who has his air gunner's badge, won the Garfield Madore Trophy for general proficiency. The most promising pupil award, the Murphy Memorial Award, was won by LAC R. C. Ridge, and the Murphy Ground School Award by LAC J. D. McWhannel.

In the following course Sgt. T. W. Kettlewell won the Gerald Murphy Memorial Award; Sgt. D. E. Roberts the Garfield Madore Memorial and LAC V. S. Skinner captured the Murphy Ground award for highest average in classes.

Following the presentation a program arranged by Mr. Glendinning, recreations officer, was run off. Cpl. D. A. Long, R.A.F., formerly of the Carberry Rip Chords, acted as master of ceremonies in a very capable manner, and the whole show brought to light some talent that has been hidden to No. 19 personnel.

We hear George had the following sign ready for his truck: This truck stops for all railway crossings, red-heads and brunettes—and will back up one-half mile for a blonde.

There was a young girl from Australia. Who went to a dance as a dahlia; When the petals uncured, It revealed to the world, That the dress as a dress was a failia.

SANDY'S STAFF STUFF

A duck's life is a happy one, or so thought Corporal Williams when he personally feeding the lost duck that had made his home in the swimming pool for three weeks; nothing to do but swim around all day and relax while waiting for its broken wing to heal—but the duck had the last say, as Corporal Williams found out just what it felt like to be laid up with a broken wing. While literally flying for the bus one night, he happened to step on the wrong part of the sidewalk and broke his toe. Now that the duck has flown away, maybe we should go around and feed Corporal Williams corn.

We now have another married couple making Virden their home. Flight-Sergeant and Mrs. Buckley having moved in for the duration of the former's stay at No. 19.

It was good in one way and a sorrow in another to see Corporal McGarva leave for the east to take a course in Mathematics and Science, but as Mac had been looking forward to this posting for some time, we are glad he got it. So far no news has been received on how he is coming along, but we hope this is due to studying and not having much time to write.

Since our last issue another change has been made in the Hospital staff. Flight-Lieutenant W. C. Guest being replaced by Flying Officer D. B. Stewart, who also hails from Winnipeg. The latter has since his arrival distinguished himself by playing the tuba in the band practices held on the Station.

The following poem was sent in by an anonymous person who says it can be sung to the tune of "Sweet Adeline" or "I've got spurs that jingle, jangle, jangle," as it doesn't rhyme with either:

There was once a fellow called Doc,
Who stowed all his dough in a sock;
He had creditors many—
Harold, George, Don and Denny,
And when he paid off his debts,
Boy, did he squawk?

The call of the west picked off another of the Supervisory Staff when LAC Arvi Wilson was posted to a Station in Saskatchewan. We hope Arvi likes his new Station—he should get used to pump water in them.

"C" Flight Hangar Crew Dope—by O.H.

The flight held one of its best parties last Friday, though it was marred with regret at losing Don Bradley, now in the air force, and Arvin "Red" Swanton, who leaves the station this month to go to pump water in them.

The social evening was held in honor of Assistant Crew Chief Swanton and Don Bradley, and also Mr. and Mrs. Fred Garlick who are the proud possessors of twin girls recently arrived. Cigarette lighters, suitably engraved, were presented to Red and Don, while the Garlicks received two layettes.

Guests other than the crew included Chief Engineer T. Caddick and Bill Smith.

Andy Gilliard is now at Neepawa elementary training school.

Jack Coll, Harvey Simpson and Owen Hine were visitors in Winnipeg on their last '48."

Airman: Something seems to be wrong with this motor. It—
A Girl: Don't be foolish. Wait until we get off the main road.

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 rationed or not, we shall have to make them last longer, and
 the selections will not be as varied as in past years.

We suggest buying these now:

WOOL BLANKETS - FLANNELETTE BLANKETS
WATSON'S UNDERWEAR FOR LADIES AND CHILDREN
 Hose in Bemberg Thread, Rayon Thread, Lisle Thread, Cotton
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**Lexicon of A
 Fight Manager**

By Dan Parker, Sports Editor
 of the New York Daily
 Mirror, as published in Recon-
 naissance, organ of No. 4
 S.F.T.S., Saskatoon, Sask.

CONCLUSION: When a fighter's
 head hits the floor hard, he
 sometimes gets a conclusion of the
 brain.

ILLUMINATION: A tournament
 held to decide which fighter meets
 the champ for the title.

JUDICIOUS: Herring and ge-
 fulte fish are judicious.

CONCESSION: A boxing com-
 mission is in concession every
 Tuesday afternoon.

CONVEX: Guys who have serv-
 ed time in the brig.

CISTERN: Female brethren.

BIGOTRY: When a guy has
 more than one wife.

PARTISAN: Any Christian who
 isn't a Cadillac is a Partisan.

DEMISE: The little animals
 that eat cheese.

LANGUISH: What every fight
 manager "molders" when he op-
 ens his yap.

GERMINATE: To become a
 German citizen.

MARTINGALE: A bird that
 sings sweetly in the night time.

CHINSETTLE: A bird dog.

HYDRAULIC: Our stomach is
 full of hydraulic acid to digest our
 food.

HOSTAGE: A bird with a long
 neck which hides it head in sand.

POODLE: A pool of mud.

NAUTICAL: When a fighter

misbehaves he is nautical.
SUPERFICIAL: Tugged out in
 your tails and topper.

LEGENDARY: A member of
 the American Legion.

LEPER: An animal with spots.

RENOWN: A renown is a part
 of speech used before a herb.

STURGEON: A doctor who cuts
 you open.

PLEURISY: When a renown
 isn't singular it's got to be pleur-
 isy.

LASSITUDE: Canada is in nor-
 thern lassitude.

SQUALL: A female Indian.

MORTUARY: What brick lay-
 ers put between the bricks.

MOSLEM: A cloth used for
 women's dresses.

HARLEQUIN: The section of
 New York where the colored peo-
 ple live.

MANDARIN: A stringed in-
 strument college boys play.

GOGGLE: When you have a
 sore throat you goggle it.

CULPRIT: A platform the min-
 ister mounts when he gives his
 sermon.

JUGLAR: A vaudeville actor.

MANEUVRE: What you spread
 on the lawn; meadow dressing.

PEDAGOGUE: Every well bred
 dog or horse has a pedagogue.

KNAVERY: If you can't get in
 the armory, join the knavery.

TENDERLOIN: Joe Di Maggio
 was out of the Yanks' line-up be-
 cause he pulled a tenderloin in his
 leg.

UNANIMOUS: When you write
 a letter to the paper and don't
 sign your name it's unanimous.

QUALM: What comes before a
 storm.

NOSTRUM: Schnozzle Durante
 has plenty of nostrum.

GULCH: When you bolt your
 food, you gulch.

RATIFY: When you squeal on
 someone, you ratify.

ALLEGORY: A big animal like
 a crocodile.

DORMITORY: During the winter
 a bear goes into a cave and
 lies dormitory.

FORCEPS: Muscles in the arms.

GOULASH: A rubber overshoe
 worn in winter.

DISTINCT: What the kitchen
 policeman said to the cook after
 peeling the onion.

ELOCUTION: What happens
 when you step on a live wire.

PENITENT: What the St. Louis
 Cards won this season.

CUTTLE: Nice looking young
 thing.

BAZAAR: What they used to
 call the king of Russia.

CHASTENED: The British will
 not be satisfied till they've chast-
 ened Hitler out of Germany.

Guardroom Gossip

On leave during the month from
 the guard house were Sgt-Major
 Gillingham and W. H. "Red" Arm-
 strong. We understand the Sgt-
 Major put in his leave digging the
 spuds in his back yard, while Red
 was after some chickens—feather-
 ed.

Visiting Officer: "Where's the
 sergeant in charge of the Service
 Police?"

"Over at the mess, sir."
 "Where's the corporal?"
 "At the canteen, sir."
 "Who are you?"
 "The prisoner, sir."

One of the guards had his dog
 out at the guard house, and one
 evening he saw Guardsman Walk-
 er chase it out, and asked why.
 "Well, I was standing beside him
 and he put up his leg to kick me!"

GUARDS ADJUTANT HERE

Lieut. Pat Giles, adjutant for
 Manitoba division of the Canadi-
 an Corps of Commissioners, in-
 spected the Commissioners at
 No. 19 last week. The local
 guards, in charge of Guards
 Chief W. Smith, and Sergeant-
 Major Gillingham, were highly
 commended by the adjutant.

Dumb Dora: My doctor told me
 to avoid all dampness, because of
 my rheumatism, and you've no
 idea how silly I feel sitting in an
 empty bathtub and going over
 myself with a vacuum cleaner.

When the conductor came round
 the mother said: "One fare for me
 and a half fare for the boy."
 "But lady the boy has on long
 pants, he'll be full fare."
 "If that's the way you figure,"
 she answered, "full fare for the
 boy and half fare for me."

A charming young singer named
 Hannah
 Got into a flood in Montannah;
 As she floated away,
 Her sister, they say,
 Accompanied her on the pianoh.

"She has an awful hangover."
 "I think it's the dress, myself."

MEN!!

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 patronage.

W. FRASER, PROPRIETOR

THE TIPSY GO POETIC
 I'm not as think as you drunk I
 are,
 Under the affluence of inkahol;
 I'm not as think as you drunk I
 are,
 Thinkle peep so,
 Lots of thinkle peep so,
 But I'b not as think as they drunk
 I are.—Edmonton Airman

And then there's the member of
 the "Great Unwashed" who got so
 dirty that the boys pushed him
 over on Hallowe'en.

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