

The **DRIIFT**

RECORDER



No. 5 A.O.S. Winnipeg

Victory Bond Edition

October, 1944

The 7th



VICTORY LOAN

THE road to the victory, which at long last seems to be close by, has been by no means an easy one and it is now our hope that the word "Victory" as applied to the loan campaign which opens on October 3rd, will have a special meaning for forces in Europe. As the Armies, Navies and Air Forces of the United Nations have continued their successful sweeps through the Continent, there has been a tendency for us all to settle back with the conclusion that the fighting is all over. This war is not yet done in Europe by any means and thereafter Japan remains an uncertain quantity. We must support the Seventh Loan with every dollar possible for reasons altogether apart from the personal benefits we gain in buying Victory Bonds. Our money is still urgently required to bring this war to a successful conclusion and I feel assured that our staff will again, as they have in the past, do their part in the "home" campaign.

There may be some who have the idea that in buying bonds they are assuming an obligation of which they cannot be relieved should they find themselves unable to complete payments by payroll deduction but I can assure you that this does not create any problem, for such a situation can be met in two ways. At all times a bond purchaser has the privilege of paying for bonds in advance of the regular instalments by cash or larger payments than were originally undertaken, or should the buyer not be able to take up the bond in that way, then the bonds can be sold through the Paymaster's Office and a cheque for the proceeds will be forthcoming within two or three days. In other words, the instalments we pay on our bonds are as good as cash at any time, just as the paid up bond is.

I know that it would be of interest to all our staff to know when our School may be closed but I am unable to give any information in this regard. I do know that No. 5 A.O.S. will continue to operate for so long as the services of the School are required and that obviously depends upon conditions far afield and which are not known to us here.

Regardless of conditions, it remains our duty to those who are fighting this war on the battle fronts of the world to carry on as we have in the past in the efficient operation of the School and to give all out support to the SEVENTH VICTORY LOAN. I am satisfied that we will not fail on either score.

D. S. Ormond

letters

» » » » » » » » » » to the

Editor

Dear Ed. *

In reply to your signal of October 14, quote, where the h - - - are my pictures, unquote, we are forwarding a sketch and brief description of those responsible for the lack of aforementioned pictures:



Gremlins are the cause of all our troubles. We have been invaded by an army of Gremlins, Photographic, Mark V. R.A.F. Ref. No. 14A/021. These pesky devils come completely equipped to cause the most damage in the shortest possible time to photo materials and equipment. As they work in the dark, the poor unsuspecting photographer never sees the damage they have done until it is too late. Generally they work in teams with an expert placed in each of the most strategic locations but each is capable of doing the other's job in case of casualties. A typical

plan is to place two gremlins in the camera before it is to be used. During the exposure one of them flutters his wings furiously to cause camera shake while the other after punching holes in the bellows, bangs the shutter and lens with his hammer. Result, blurred pictures. Previously the loading-room gremlin has secreted himself in the film holder where lint and hair from his long woollen underwear falls on the film surface. In getting in and out his spurs and sharp elbows scratch deep furrows in the film emulsion. But this is not all! More gremlins are waiting in the darkness of the developing room ready to flash their nose-lights and fog the film or to gauge out the soft emulsion with long thumb nails. Switching labels on chemical bottles is fun too!

No one has ever seen a photo gremlin, but by using a camera equipped with special film and filters we were able to obtain a photograph of one. The camera was set up in a dark room with the shutter left open while a photographer pretended to develop film. The accompanying exposure was made by the light of the gremlins' nose-bulb when he attempted to fog the film being developed.

It is our hope that you will see fit to publish this letter and the photograph so that your readers will know what we are up against in trying to supply the Drift Recorder with photographs.

Yours sincerely,
THE PHOTO SECTION.

* (Editor's Note:—My name is Fred!)

M.T. SECTION

Glen Thompson the capable custodian of Drift Recorder news for this column has been confined to the hospital for some time now but according to all reports is back home and getting along fine.

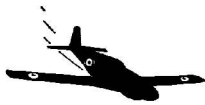
Miss A. Martell of the M.T. office staff is somewhat of a theatrical producer for she has been playing various camps with her troupe and on September 23 put on a floor show in connection with the station dance and it was thoroughly enjoyed by everyone.

Art Savoie has just returned from his holidays, rumors have it that he was doing some fishing in the Seine river. (That I must see!)

Trudy Williams was overhead recently boasting what she could do in the way of cooking a goose or a duck. Anybody got a spare duck they can spare Trudy?

The latest new comer to M.T. is L.J. Bailey formerly of the M.T. Section at 25 E.F.T.S. Assiniboia, better known up there as "Ace".

BUY VICTORY BONDS TODAY!



Aircrew LEADERSHIP TRAINING

Repatriated Aircrew almost unanimously claim that there is an urgent need for Aircrew Trainees to receive much greater opportunity and guidance in exercising initiative and developing qualities of leadership throughout the various stages of their training. Only then will they be able to assume the full responsibility of their rank upon graduation, and to use their acquired skills most effectively. The most expedient method of introducing such a programme is deemed to be the delegation of responsibility to Aircrew Trainees by having them act in rotation at "Trainee, Officers and N.C.O.'s", under the supervision of our officer in charge of leadership training, who is held responsible to the Chief Instructor and the Commanding Officer.

It should be emphasized that the Officer in charge acts in supervisory capacity only. Otherwise the scheme will defeat its own purpose. In that is implied that every effort must be made to have a "trainee officer and N.C.O." realize and assume full responsibility for discipline, department and general welfare of the men in their charge while officiating.

The most attractive feature of the organization from the trainee view-point, is the Aircrew Council. This is made up of the "Trainee Officers" who hold a weekly conference at which they may discuss, suggest, or criticize anything pertaining to training or life on the station. It is the first time in the history of any armed force that the members thereof have a "self-governing body". In brief, it is a unit within a unit.

The instructor's part under this system is important. His duties are not lessened but have become even greater. Now, besides imparting technical knowledge to a trainee, he guides him and aids him to acquire a sense of responsibility.

In summing up, opportunities offered to a trainee under this system are fourfold:

- (1) It offers an opportunity in exercising initiative and developing qualities of leadership.
- (2) It prepares him to assume full responsibility of his rank upon graduation.
- (3) It facilitates self-government.
- (4) It provides a more just basin of commissioning.

It is unfortunate that the system had not been introduced with the commencement of Commonwealth Air Training Plan. It is proving successful, however, even at this late date and grand results are being obtained. The degree of success depends on the type of trainee, of course. The keen type will reap full benefits and gain all the advantages.

FO. JACK ZUBICK,
Officer in Charge, Aircrew Leadership Training.

CLASS 106A

This marks our second appearance in the Drift Recorder and by now our first cheerfulness has been chastened, more than somewhat, by the sight of our comrades who have fallen by the wayside. Also the 14th week examinations are now only a week away and it is rumoured that one or two boys have hurriedly purchased a few presents to take back to England with them in the following week.

We have worked hard recently — at least fairly hard.. And long nights have been spent communing with the stars and the Mark IX — so much so that we fear the Winnipeg girls have not had the benefit from our visit that we so deeply feel that they deserve.

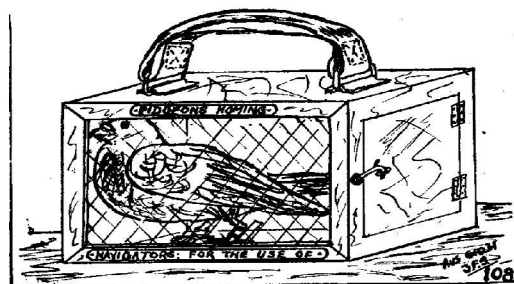
Our flying time has been adding up at a satisfactory rate, and no-one has yet made too bad a slip. Visits to the States have perhaps been too frequent to be strictly legal and shadows have been cast over Shilo but after all this doesn't show in your log so there's no sleep (nor marks!) lost. Occasionally the flights have been pressing on one another rather closely. Who doesn't remember the night trip when after six or seven hours sleep we had Air Analysis and then Briefing again? Or that glorious week when we ended two night trips with a night's C.B.? Still it came in useful for that Strip Map! Someone had the brilliant idea that as he couldn't go to Winnipeg the important part of Winnipeg could come to camp — but editorial modesty prevents the mention of his name.

In the realm of Soccer we have helped to take the Station to its usual position as runner-up and if only the rules of Basketball could be altered we feel we could make a great impression on any opposing team, a lasting impression too! But first we want referees abolished.

We closed our first article on a note of sorrow at losing the services of one of our instructors. Since then we have lost FL. Rowan and once thought we were to lose our present instructor FO. Wynne, but so far we are still under his guidance. We are apprehensive of further change because we feel our good luck will not hold.

THE NAVIGATOR'S FRIEND

(JUST FOLLOW IT HOME!)



Our ARMAMENT SECTION

By L.A.C.'s DOWTHWAITE and PATCH

On any Air Force station you will find the Armament Section occupying a prominent part in the training of air crew personnel, and No. 5 A.O.S. is no exception in this regard.

Under the capable guidance of FL. Knight, a staff of 35 men, all graduates of the Air Armament School at Mountain View, Ont., take care of a host of duties ranging from classroom instruction to maintenance and tarmac duties, and armourers can be found on duty 24 hours a day.

The heart of the Armament Section is located in No. 3 hangar where FL. Knight has his headquarters, and where also is the maintenance section, as well as the Plotting Office and the bombing instructors' office. The N.C.O. in charge of the section is Ft./Sgt. Sadler, a real old-timer on the station, while the maintenance duties are under the direction of Ft./Sgt. Cooper, a "repat" with four years experience overseas. Ft./Sgt. Alm, also prominent in sports activities, looks after the destiny of the bombing instructors.

Between No. 3 hangar and G.I.S. is an edifice commonly called "the big red barn" but known officially as the A.M.B.T. or the Air Ministry Bombing Teacher. In charge of this part of the Air Bomber's training is PO. Finnbogason, a graduate air bomber and also a product of the instructional school at Mountain View.

In Office No. 1 at G.I.S. is located the headquarters of the six gunnery instructors, under Ft./Sgt. Bell. In the classroom next door, navigators learn the "gen" on the Browning gun, theory of sighting, pyros, etc.

Tucked away in the south-west corner of the station is the 25 yard range, where between Browning gun exercises, rifle practice, N.C.O.'s and Officers' revolver shoots, there is seldom a dull moment.

The three sheet metal buildings near the fence post No. 4 hangar are used for pyrotechnic stores, detonator stores, and fuzing point, where at least 100 bombs are fuzed daily in preparation for as many as eight bombing flights a day. Bombing up on the line is facilitated by the familiar blue panel delivery truck with the red flags, so conspicuous on the tarmac at flight time.

In addition to all these branches of activity, there are the efforts of the range crew at Ridgely, where the accuracy of all bombs dropped is recorded. A previous issue of the Drift Recorder outlined in detail life at the Bombing Range.

Another department of training under the supervision of the Armament Section is Aircraft Rec., where Ft./Sgt. Dickie, Sgt. Corbett and Sgt. Middleton look after this very important phase of air crew training.

From the foregoing it is evident that the activities of the Armament Section at No. 5 A.O.S. are many and diversified, and most certainly cover a wide area.

Equally proud of the part they play in the training of air crew are the armourers of their efforts in connec-

tion with the Seventh Victory Loan Drive. Every man on the staff has purchased at least one bond and an objective of 150% of the quota allotted has at this date been reached and surpassed.

Mmm - - - Not Bad!

Just in case you guys want to know the names of these attractive young ladies, they are (left to right)—Helen Marok, Muriel Benson, Jeanne Hockman, front row; and Lil Mackie and Kay Sliworski in the rear. You'll have to get the telephone numbers yourselves.



Attached, Matched and Hatched

We're still waiting for news for this section even as we go to press, so how about jotting the item on a piece of paper and leaving it at the switchboard in the Admin. Bldg. for next issue. We have a few items of interest for you, however:

FO. Chuck Wild is getting married to Miss Blanche Shawaga of Regina at Odessa, Sask. on October 23.

A daughter, Sylvia Brenda, was born to Mr. and Mrs. Stan Johnson on Sept. 21. Stan is an electrician in Works and Buildings.

FO. L. E. Gads and Miss Dorothy Pallot were married on September 22.

Our dentist, Capt. Archie Rabinovitch has proudly announced the birth of his third child, a son, Martin Stanley.

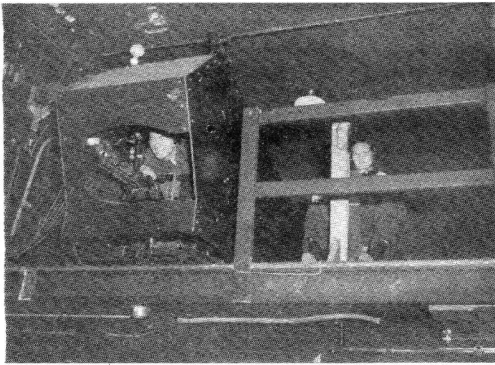
Cpl. W. A. Routledge of Course 107 Nav. announces in D.R.O.'s the arrival on October 1, of a son, John Raymond, but we don't recall seeing it in his class news. In fact, we don't recall any news from 107.



Front Row—left to right: LAC Conroy, LAC. Belair, LAC. Swerhun, LAC. MacKay, LAC. Stainthorpe, Cpl. Moore, Cpl. Cryderman, LAC. McIntosh, Cpl. McAusland, Cpl. Lamont, LAC. Melville. Back row: LAC. Dowthwaite, Sgt. Garbutt, Sgt. Killer, Sgt. Sprott, Sgt. Dunkley, FS. Bell, FS. Alm, PO. Finnbogason, FL. Knight, FS. Sadler, Sgt. Arnold, Sgt. McLeod, FS. T. Hartwell, Cpl. Earle.



FL. Knight



FO. Gohl, PO. Finbogason



POTTING OFFICE — Sgt. McLeod, standing; Sgt. Killer, sitting.



BOMBING UP—LAC. Stainthorpe, LAC. MacKay.



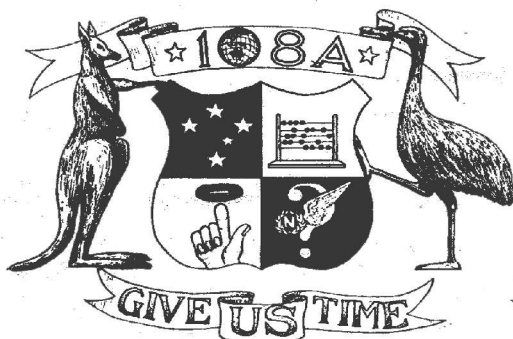
MAINTENANCE SECTION. Front Row—LAC. Stainthorpe, LAC. Belair, LAC. Conroy, LAC. Swerhun, Sgt. Sprott. Back row: FS. Cooper, LAC. Melville, Sgt. Dunkley, LAC. MacKay, LAC. Dowthwaite, LAC. McIntosh, LAC. McAusland.



GUN CLEANING — LAC. Melville, LAC. Swerhun.



BOMBING RANGE—LAC. Kudrick



This is our first appearance in the Drift Recorder.

108A is comprised entirely of Aussies, so we are able to practice all our peculiar customs and habits without fear of being misunderstood.

We distinguished ourselves by arriving on posting a week after the course had commenced, a circumstance which has kept us chained to our desks ever since. Needless to say, this was through no fault of our own but was due to "X", (We would be glad if anyone could solve this particular "X" for us) and was responsible for the adoption of our motto "Give us Time". This has been incorporated in the heraldic device so splendidly designed for us by young Haywood (our glamour boy).

We study under the able direction of a quartet of instructors led by FL. Barker and comprising in addition FO. Milne, FO. Cragg, and PO. Jones (Jonesy to you). By dint of much sweat and blood they labour to instil into us the theory and practise of this thing called "Air Navigation."

Our entry into Station activities was somewhat retarded by our late arrival but we are gradually finding ourselves a place in the scheme of things.

We were well represented in a cricket team which met No. 3 Wireless School last month, though the result of this game will not bear investigation. Our enthusiastic Basket Ball team is operating and invites challenges from all comers.

Our members have contributed in their small way to the science of Navigation.

Smiler. Burnett achieved fame for his discovery, with the aid of the Navigation Computer Type E-6B, that, given a W/V of 200 knots, the MK's Anson is capable of a G/S. of 800 knots, while Phil Davies has proved conclusively that a bearing taken on the Navigation light of an aircraft flying 2000 feet below is absolutely unsatisfactory for plotting purposes.

Other discoveries made since we arrived in Winnipeg are:

- | | |
|---------------------|-----------------------------|
| (1) The wet canteen | (4) F/Sgt .Geddes |
| (2) Fort Whyte | (5) Toast |
| (3) The S.D.R.T. | (6) Co-efficients A.B. & C. |
| (7) Boissevain | |

Answers are required to the following queries:

- (1) Where does Trev. Fenton go on Saturday nights?
- (2) Who was the 108A man seen pushing a pram on Portage?
- (3) Who is Jack Cahill's girl friend?
- (4) Where did young Hope learn those songs?
- (5) Who told the Met man about Junior Short?
- (6) Gill Nicol?

We regret the impending loss of FL. Barker who, as this is written leaves us, to take up duties as Organiser of the Station War Loan Effort and thank him for performing a prodigious task in getting us through our seventh week exams.

ADMINISTRATION

For many moons now we have been trying to get someone to look after the contributions for the Drift Recorder in Administration. Doris Walsh has promised on many occasions to undertake the job but the formations indicate that she will have to be coaxed. How about it Doris? With your talent for writing you could make the news from this department real newsy.

Ted Cann has been devoting much of his leisure time to duck hunting lately but his luck has not been so good. Maybe it's the company you take along on those trips Ted!

Have you noticed that smile of contentment on Jon Bardal's face lately? Since the recent election of officers in the C. O. Lounge he has been relieved of some of the extra work he so capably handled as Treasurer and is once more able to get home for dinner on time.

Frances Parsons is anxiously waiting for her boy friend, "Buzz" Miniely to scuttle Adoph's navy and get home to Winnipeg. "Buzz" is one of the sailors who was attached to No. 5 D. F. Station last spring.

Margaret Brown and husband Jim were seen doing the night spots in Minneapolis not so long ago. Margaret reports it was a marvelous holiday but as usual much too short.

The General Office welcomes Frances Beattie who joined this department when Anne Jaron left recently.

Al. Olafson celebrated his birthday on October 10th. It turned out to be a dual celebration for Al. He attended the Sports Banquet and Dance and when the news leaked out that Al had reached his ? birthday he was the centre of attraction with the orchestra adding a few frills.

BUY VICTORY BONDS TODAY!

ENTERTAINMENT COMMITTEE

After finally locking Peter Hay into his office the Committee has held its first meeting and would like to report that they intend to try and make this a bang-up winter season from the standpoint of entertainment for all the personnel. The Drill Hall has already been put to good use, and what with our own Station Orchestra, the dances in the Drill Hall are definitely a "MUST". It is to be hoped that everyone has seen our new curtains on the Recreation Hall stage. The two Variety Concerts put on by visiting troupes have been very successful and will be regular features of station activities. And now a word about each in order.

DANCES: Dances will be held at least once a month in the Drill Hall with a good time assured.

PICTURE SHOWS: There will be two features shown each week, Sunday and Wednesday nights. Only the best pictures will be shown as a glance at the advertisements will verify. On Sunday evening all ranks will be permitted to bring lady friends and to entertain them in the canteen afterwards.

VARIETY CONCERTS: Every Second Thursday an outside troupe will give a performance in the Recreation Hall — everyone being welcome and — "IT'S FREE."

HIDDEN TALENT NIGHT: Plans are now under way to present a bang-up show using only talent from No. A.O.S. Don't be bashful or backward in telling us what you can do. See Peter Hay or FL. Barker.

SUGGESTIONS: Your entertainment committee is anxious to have your ideas and suggestions for improving entertainment on the station. If you have any suggestions to make see your own representative on the committee — LAC. Bragg, Co. 106A, Room 22.

CLASS 109B

Dear Readers:

On this our first appearance in the Drift Recorder we have been caught in the throes of our studies for the seventh week exams. Our class is composed entirely of Scotchmen except seventeen Canadians and five Englishmen and accidentally one Welshman. Our instructor being FO. (Ah tell ya fellas!) Parsons who has striven hard to teach us the rules of air navigation. In the words of the immortal bard "Never before in the field of human conflict have so many been confused by one 'Parson'."

By this time we have managed to taste the pleasures of a few visits to the big city and now as another 48 rolls round the leave addresses left by the boys leaves little doubt as to the way in which our time is occupied during those visits. The only thing marring our pleasures is the Sword of Damocles held precariously over our swelling craniums by the CT bogey.

In the field of sport we have done quite well by dealing the first blow against our brother class 109A when we defeated them at Basketball.

News being short can only say in closing that we all hope to remain as one homogeneous whole (The last two words having been coined from our met man) until the next issue when we will again hope to adorn the pages of this the Station Magazine.

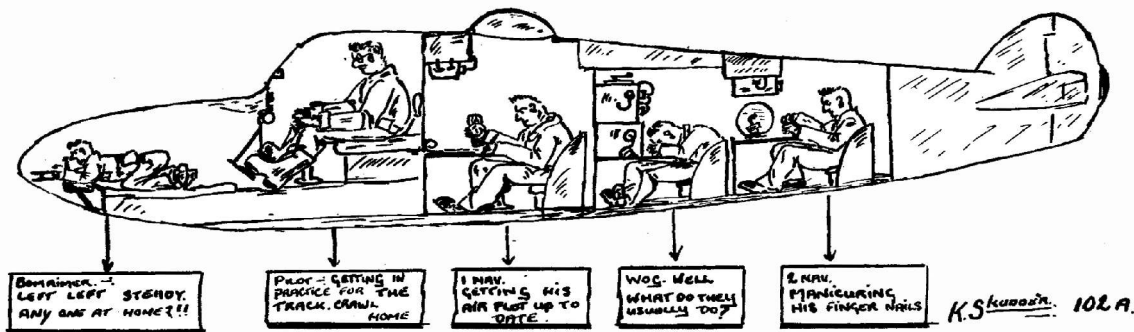
Best Wishes and Lang May Yer Lum Reek,

Signed by the Braw Scotsman.

THE FRONT COVER

This is the Victory Bond Committee for Service Personnel. Shown in the picture are:
Standing—LAC. Page, LAC. Atchison. Seated: FS. Alm, (Armament), FS. Jacobson (Photo, SDRT & CNT), Sgt. Cyr (Medical & Dental), LAC Smith (Accounts), WO2 Cota (Service Police, Post Office, usefully employed personnel), FO. Don Murray, FL. Frank Barker, FS. Bergum (H.Q. Orderly Room and SWO Flying Rec.), FS. Machnicki (P.T. & Stores), Sgt. Robertson (Education), WO1 Ware (WAG's & WOG's).

THE BOMBING RUN.



AIR ATTACHE VISIT TO No. 5 A.O.S.



Left to Right: Air Commodore Ashton, Major Rogov, Captain Dugg, Colonel Thomas, Squadron Leader Milne, Wing Commander Godson, Colonel Hodson, Lieutenant Commander Mc-Fall, Group Captain Stuart, Squadron Leader Cockburn, Squadron Leader Jacobsen, D. S. Ormond.

CLASS 108B

This is it. This is what you've been waiting for. Yes—this is the first contribution to the Drift Recorder from 108B.

Just take a look inside door "17" — and get a miscellaneous collection of rubble precipitated at your cranium from FL. Nahass and his colleagues! Then, with this small discouragement, look inside the next door "17" and you'll find 27 agitated airmen assiduously assimilating the aids and art of air navigation. Yes sir — we really have our noses to the grindstone. FO. Milne sees to this!

And what a combination we are — 9 Britishers, 5 Canadians, and no less than 14 Australians, all collaborating under the motto of "her ardua ad E.T.A." The men from down under (with apologies from Charles Laughton) distinguished themselves by the start by a conspicuously late arrival of 4 days.

However, the wheels of mystification have turned smoothly on, with an occasional jolt over weekly progress tests and such obstacles, and an almost catastrophic impact with the 7th week exams. With a pitifully brave attempt to steady our S.D.R.T.—shattered nerves, we lift our heads with hope and courage to the long and arduous journey before us. At the end of the road we see the shining goal of our ambition—a wing symbolic of navigational prowess. Some of us, of course, cannot see the light!

Setting aside these poor attempts to be facetious, though, we do wish to express our appreciation of the very co-operative work of our instructors, FO. Milne, FO. Cragg, PO. Jones and our newly appointed (and very obviously, newly-wed) wizard of D.F., FO. Gads.

Britishers and Australians also wish to add a few words in appreciation of the welcome and warm hospitality they have received since their recent arrival in

Page Eight

this fair country. We would all consider Canadians a fine, progressive people — if they knew how to make a cup of tea!

From our numbers we regret the loss of George Hearst and Lloyd Griffiths. George left us for medical reasons and "Grif." was only "freshing up" before resorting to the subordinacy of a bombardier! The best of luck to both of you. To recompense we have Gerry Silverstone from 106B — he knew a good class when he saw one!

By the way, before we run out of space, may we conclude by asking why we have to wear straight-jackets in the air? What was that? They're not straight-jackets. Oh — they're parachute harness. So they don't really think we're crazy after all!

The First Sign of Winter

Our Aussies and Newzies have been complaining that we have but two seasons in Canada — Winter and July. And this July wasn't too good! We have often wondered what they thought when they saw the carpenters putting the storm windows on in preparation for another winter.



Don't kid the "Hello Girl", she's wise
To all you gay wise-cracking guys
Why, bless your simple little heart,
She has your number from the start.

* * *

He's really indifferent. He's the kind of guy who sees a black speck in his pudding and doesn't care whether it's a fly or a raisin.



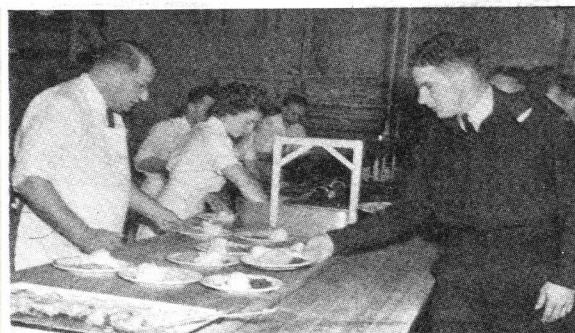
Back Row: left to right—Leon Pignal, John Oleynik, Charles Merrick, Sam Swanson. Centre Row: Arthur Roland, Ernest Curtis, Andy Malyk, Dan Koluck, Harry Allen, Ralph Davis, Andy Demkowski, Vernon Knowles, Arthur Behan. Front Row: Ann Kowalchuk, Marian Dudzic, Kay Husuluk, Emily Ross, Ann Kravatz, Margaret Anderson, Irene Bourzeault, Nora Little, Helen Doherty, Dora Demkowski, Anne Stodnyk, Lena Dutka, Nellie Christie.



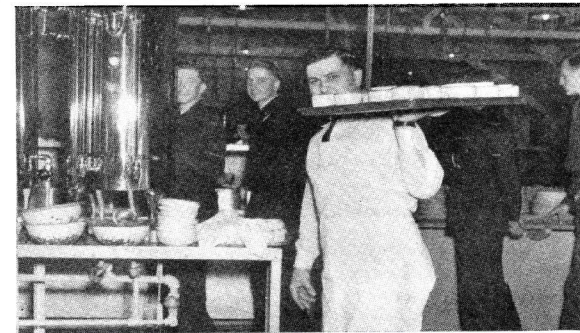
Mrs. Sharpe who is a mother to all her boys directs a smiling airman to his place at her well-filled table.



"Pop" and his "customers" smile happily. "Pop" is happiest when feeding his boys.



"Pop" Ratson gives LAC Carmichael a choice.



A good "Joe" — Joe Slobodian. LAC's McIlroy and Lovell are seen in the background.

A Word from the **PERSONNEL COUNSELLOR**

Last evening in our home town weekly from Alberta, we found an advertisement five columns wide and eighteen inches deep — we went to the trouble of measuring it — inserted by the Department of Pensions and National Health. Its contents were the plans that the Government have made for the rehabilitation of service personnel in civilian life. I give you the size of this ad in a country newspaper as an indication of how anxious the Government must be to have everyone become thoroughly familiar with these plans.

The underlying principle of these plans is that the Government is willing to help re-establish those who are willing to help re-establish themselves. The various schemes can be most advantageously used by people who are thoroughly informed concerning them, and who have made sound plans to fit in.

Wonderful opportunities are offered for University training, vocational training, agricultural establishment, fishing establishment, suburban home establishment. There are gratuities, pensions, out of work benefits, and other measures of assistance.

No individual will likely require or wish to use them all. Some individuals may find very little that will help to solve their own particular problems, but the majority will find something down the list that can help them, and, in many cases, even offer them opportunities which they never even dared to hope would come their way.

There are conditions to be met and restrictions to be allowed for. There will always be differences of opinion as to the adequacy of the assistance offered, and the forms that it should take. If it were doubled or trebled in amount and the forms turned backend foremost there will still be these differences of opinion over various items, or the absence or the presence of them. It is unlikely that any two individuals could agree entirely on what should be done, and when, and how. Our best bet is to settle down to a thorough study of what is offered now, and make the best possible use of anything and everything that fits our case.

The personnel counselling program set up by the R.C.A.F. aims to equip every member of the Force with the knowledge and advice necessary to take full advantage of these provisions for rehabilitation. That is why I am here. I can't promise to answer all the questions that are asked but I'll do my best. I'll be here at No. 5 A.O.S. Monday and Tuesday of each week, and you're welcome to every bit of "gen" I have or can get for you. Appointments can be made ahead of time through Flying Officer Cooper, the Educational Officer, or his staff.

If you are wondering what you can do after the job is finished, we hope that the European end of it will be finished soon — or if you are wondering how you can do what you want to do, come in and talk it over. It's free. We enjoy it; maybe we can give you some information that will help you to solve your problem.

—W. H. A. Thomas, FO.

Page Ten



"Well, FO. Seed, what's this marvellous idea you have for shortening the Navigator's Course?"

No. 5 A.O.S. SPORTS TEAMS ARE HONORED

On Tuesday, October 10, teams which represented No. 5 A.O.S. in the No. 2 T. C. and inter-services sports, along with the civilian softball teams, gathered for the wind-up banquet and dance, pictures of which are on pages 18 and 19.

The banquet, under the chairmanship of FL. Paul Nahass, chairman of the Sports Committee, was highlighted by speeches by SL. G. F. Jacobsen, D. S. Ormond and FL. Buff Horton, Sports Officer No. 2 T.C. Mrs. Roma Sharpe was presented with a banquet by Cpl. Ferguson and tribute was paid to "Pop" Ratson and Mrs. Sharpe for their fine efforts in behalf of all of the station teams.

At the dance which followed, presentations to each team were made by SL. Jacobsen, SL. Milne, D. S. Ormond, Carl Yule, C. R. Ruse and FL. Buff Horton.

No. 5 has a particularly fine record, getting into the finals in every sport. The baseball team won the Inter-Services league only to lose to No. 3 W.S. in the final. In Lacrosse, the team, improving each time, lost the final to the No. 8 R.D. The Soccer team lost its only game of the season when defeated by Carberry in the final. The girl's softball team lost the championship to D.I.L. after taking top place in the War Industries League. The softball team won our only championship last week by defeating No. 3 W. S. Flying Squadron.

That No. 5 has enjoyed such a successful season is due in no small measure to the fine work of FO. Bert Myers' P.T. Staff, a picture of which will appear in our next issue.

The Ladies Say "No!"

But Campbell Still Gets Picture

WINNIPEG, October 17. — Despite the pleadings of Photographer Campbell, the S.D.O., Fl. Cec. Douglas, and the Editor, Georgina "Jo" Clark and Agnes Delaney, of Publications Stores absolutely refused to be photographed for this worthy rag. So Campbell decided to take the picture with very interesting results.

Unfortunately for our readers, a wonderful "shot" of FL. Douglas holding the girls for a pose was forever lost when an over anxious flash bulb went off a fraction of a second before the shutter.

Said FL. Douglas: "What if my wife had seen it!"

Said "Jo" and Agnes: "Oh my goodness, you won't actually print it?"

The "Beacon" has always been first with the news and we feel that by bringing our readers such exclusive photographs of celebrities, we will soon build our circulation into double figures. And speaking of double figures, those two brought forth low whistles from the boys at the printer's, and we promised to return next month with pictures of the other side. We feel sure the girls will cooperate this time. If they don't, we'll "joe" FL. Douglas to hold them for a formal portrait. That we would like to see and print!

Agnes and Georgina ("Jo" to her friends, so we'd better call her Georgina after this) are the cheerful little numbers who hand out your A.P.1234, A.N. Tables, and sundry other publications, airman, for the use of. Their office is located right next to the C.I.'s on the second floor of the G.I.S. This location was chosen so that airmen won't line up for anything except publications.

(Editor's Note: Aw gee, girls, about those amendments you do for me. . .



Features Editor Wins Again

The lengths some people go to get out of working on the "Drift Recorder" and "The Beacon" will never surpass those of FO. Ross Alger. This month to get out of it, Ross snapped an ankle by simply kicking a trainee, on the playing fields of No .5. (That's where battles are won — and fought!) His latest ruse netted him twenty-eight days' sick leave and a swell cast for autographs. As the editor slaves without his colleague, that rascal is being nursed by a doctor's daughter. Can it be that love sends a little gift of ruses? (Editor's note: Forgive that last, it must be that we are tired!)

Engagement to be Kept Secret

Because Glen Thompson and Midge Chorneyko are going to keep their engagement a secret, we have refrained from putting the announcement on the "Attached, Matched, and Hatched" page. The station and especially the M.T. Section will join us in extending our congratulations



to the happy couple. Glen, who is convalescing at present (What are we saying?) is our M.T. reporter and his up-to-the-minute reporting of other people's engagements has always been admired by the editor.

The Beacon

"Sheds light on many subjects"

Editor-in-chief.....FO. FRED C. BROWN*
 Managing Editors.....
 Associate Editors.....
 Features Editor.....Not that guy Alger!
 Circulation Manager.....
 Art Editor.....
 Office Boy.....
 Secretary.....(Just fooling, dear!)
 * More lonesome than ever, ain't it?

Editorial

Boy, is class news ever scarce this month! Just look through and see if your class news is in, and then if it's not, give your instructors hell, because they're supposed to remind you, even urge you to get your copy in. Why not elect a representative today to start rounding up copy for the next issue?

* * *

Our regular staff have really worked, helping to get out this special issue, and we wish to thank FO's Bill Ramsay, Peter Cragg, Ken Cotton, the entire Photo Section, the PT. Section, and all others who have given a little extra time to helping us. To Harry Warr goes a special "thanks" for his coverage of civilian activities. We can certainly use more help and more talent. Don't be bashful, there's a place for you on the staff of this magazine, especially since we're planning a gala Christmas Issue. So watch for the announcement and really get behind this effort.

* * *

Don't be like the character so well described in the following from M.T.B. Rivers. But if the shoe fits...

1234 And All This

by PO. CLOUX

In the beginning there were aircraft of strange construction which did hop and leap about from place to place. The hops and leaps varied proportionally to the length of the leg embarked on and, of course, the temperament of the aircraft. At the end of each leg, the aircraft landed most violently upon the earth, and very frequently the pilot was killed. The responsible authority (nobody knew quite who it was), compiled a record of the deceased and started the procedure known as "Dead Reckoning". Other people may think they know of better derivations but after years of skiving I have found this to be the most authentic.

The trouble had started and a cancerous idea formed itself in the brain of a man. Why not make a science out of Dead Reckoning and confuse all men? A conclave of ancient mariners met and to this day they don't know how they dood it. Now I have read their thesis and am still befogged, but being generous and big-hearted will pass the gen to you. It is really very simple as you will see.

There are three ways of studying navigation:

1. by practical application and practice;
2. by attending G.I.S. (Griff Issuing Section);
3. by taking my correspondence course.

The first two entail much study and travel around the world and

should, therefore, be ignored. This now enables you to sit back in your easy chair and pour yourself a beer —no, I mean pore over the lessons as they are sent to you. No work is necessary — you just read the words and their pungency is guaranteed to permeate and stain the most ignorant brain. So relax; you too can navigate.

Your navigation will take you to any part of the world. With my system, you never know where you will be. So it is important to know the shape of the world. Now the text books say that the world is an ellipsoid, but that is wrong; the world is not quite round but nearly so. It's just suffering from middle age spread. Round this spread in the middle is an imaginary Equation. This Equation is also a great circle but that only means it's a circle of large radio. At right angles to the Equation are the Meridians. These meet at the top and bottom ends of the earth and form a couple of poles, making a beautiful antenna for the aforesaid large radio. Another set of lions cross the meridians but as these do not move they are called Paralysis of Attitude. All these lines form a system of wire netting which holds the earth together. (Don't ask why!)

Now to find your way around. The makers of the aircraft have forestalled you there and have kindly built into their aircraft a compass. You may not be able to see it, but it is there just the same. The compass is very temperamental and is most hurt at being hidden in an aircraft and, therefore, out of sheer spite it gives false readings. (It was at first thought that the incorrect readings were due to the

(Continued on Page Three)

JOE BLOW

Any resemblance to actual persons is purely intentional as heck

by *Cam and Mint*

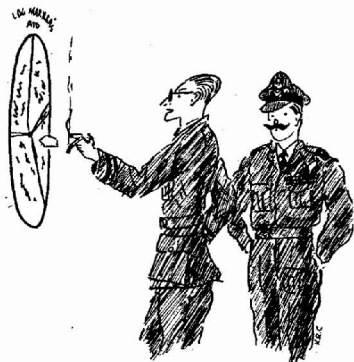


A Revolution In Log Marking

And we do mean revolution! Since Navigators first came to this school there has been one bind after another and the greatest of these was the incredible amount of time taken up by marking logs.

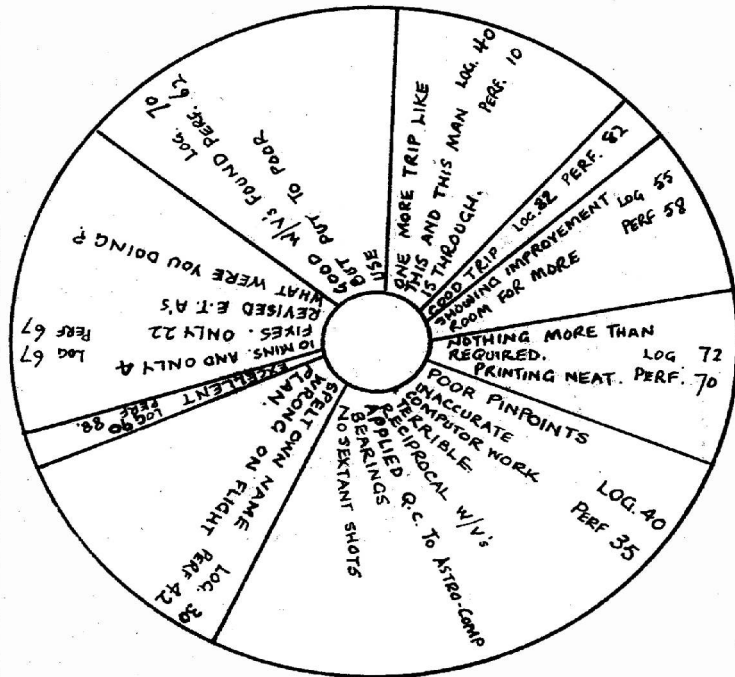
This tedious job was usually given to the junior officer on a course who was chained to a desk and brow beaten into marking said logs day after day. Struggle as he might the pile would grow and grow until the poor fellow was literally buried in his work. Then came a man with an object in life, to make work easy. He solved the problem by using dice especially engraved with remarks such as "Poor Log, must do better", "Another trip like this and pupil will be washed out" etc., etc. This still involved a certain amount of arm work in the throwing of the dice and the "bright type" had to think up something much better. Besides, the dice were loaded!

So, our genius went around seeking ideas. One day, while walking through the Attention Area he was seen to throw up his hands and cry out in a voice full of jubilation "Eureka, Eureka!" All genii shout that, it's laid down in their trade union rules. He promptly about turned and made for G.I.S. at considerably more than 120 to the minute.



THE INVENTOR DEMONSTRATING HIS NEW AID TO COMMAND REPRESENTATIVE

Next morning his colleagues were amazed to see the adornment on their office wall, but this was nothing to their astonishment at the rate of decrease of the piles of unmarked logs. Our genius gave a wheel



a flick and made a mark on the log, another flick, another mark. Just like that. This was time saving indeed and above all it preserved the right percentages of good marks. Command would be interested. Strangely, the visitor from H.Q. didn't seem impressed!

1 2 3 4 And All This

(Continued from page Two)

excessive amount of alcohol carried by the compass. When the compass is removed from the aircraft, however, it gives reasonable directions, so the instrument can only be put down as contrary.) Now one end of the compass needle has an infinity for lying in a certain direction. I'm like that myself, I like to lie on my left side; I get to sleep quicker that way. Now my great-uncle, Sans Cloux, used to lie on his back, but he never amounted to much anyway, hence his name. But to the compass. The direction in which the needle lies gives a direction known as North. But don't believe it, the compass needle lies. It is not true North. All this will show you how easy it is to lose all sense of direction. At the end of the course it will be even easier.

FOILED AGAIN!

C.S.O. and C.I. Dine Day Late

THANKSGIVING DAY, 1944. — S.L.'s Jacobsen and Milne figured that on this day of rejoicing they would like to join the airmen in their Mess. They also had visions of the traditional fare for this festive occasion — turkey with all the trimmings. But Pop fooled them! He had served his bumper feast on the day before! When the two visitors finally reached the Officers' Mess they were too full of Pop's famous "stoo" to eat even a bite of the turkey being served there.



K. SKOOGA

It's Tea Time!

One of the nicer innovations at ye olde A.O.S. is the tea-time recess which now occurs each morning and afternoon. Tea is served free in the Airmen's



Canteen and the Airmen certainly welcome the break period. Our alert cameraman was on hand on the opening day to photograph part of the crowd sipping their tea.

SL. Jacobsen and SL. Milne were on hand to see that things got started right and "Pop" Ratson was around to see that the boys were well taken care of.



SL. Milne, Opal Orchard, and Gerry Baudry are shown behind the counter at the afternoon break period.

The boys really appreciate the break period and the free tea is a real treat each morning and afternoon.

Just what the English lads think of our tea hasn't been made the assignment for our roving reporter, but rumour has it that the possibility of serving coffee later on is not being overlooked by SL. Jacobsen, who is responsible for this latest improvement to the station.

It Won't Be Long Now!

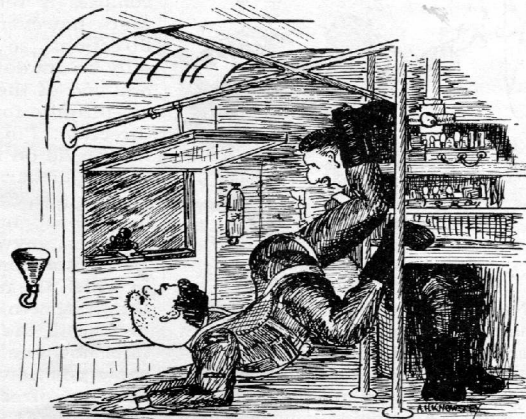
Trainees are casting apprehensive glances at the progress being made on the Parade Ground, because it looks now as if it may be completed before the snow flies.



The flag-pole is already in place, and it won't be long till we're having parades in front of it. No printable comment!

Each day as the surface becomes smoother and smoother, the worried looks increase and occasionally an airman sneaks up to the Met. man and asks: "Do you think it will snow soon?"

CHECKING COURSE ON THE STARS



CLASS 106B

*"If you can keep your head when all about you
Are losing theirs and blaming it on you,
If you can trust your plot when pilots doubt you
And make allowance for your A.B. too;
If you can fill the everflowing minute
With a two drift wind, a track, and distance run,
Yours is the course and everything that's in it,
And — what is more — you'll graduate, my son!"*

—“With apologies to Kipling”.

Once again the scribes of 106B take up their already burning pens and make a small effort to entertain our readers and 106B in particular.

Since our last appearance we have been most unfortunate in losing a few of the boys. Our numbers have now dwindled to twenty. One New Zealander attempted to increase our strength by one, but after two days in our midst he unconditionally surrendered and fled; his temporary address is No. 8th R.D. Hospital. We're hoping, however, that he'll adopt the old adage of try, try, try again and will return to our midst for a stay of more permanent duration.

The course on the whole have done all those things they ought not to have done and left undone all those things they ought to have done. This is a convenient place for a tribute to our instructors who for the last twelve weeks have watched over our stumblings with a patience to which Job's alone will bear comparison.

But despite this attention we still wander from the straight and not so narrow, like one chap who was seen wandering down the banks of the Assiniboine, looking for that pinpoint he gave his pilot of where the river crosses the meridian. This is rather foolish as any fool knows it crosses the Red River and not the Assiniboine.

Although he found his way into our last issue, we must again mention one chap — the envy of us all — who being so tall is able to stay in bed a little longer.

We were sorry to lose FO. Gads who has been granted a roving commission but he still drops in on occasions to initiate us into the darker mysteries of DF. In his place we welcome PO. Crisp, whose Australian tones bring a welcome note of relief from the barbarous accents of Lancashire, Yorkshire and Scotland which normally flood our corner of G.I.S.

With incidents like these and football matches against the A Section of the course, (which we're sorry to record we lost) life continues its placid way at No. 5.

GIRLS BARRACK BLOCK 10

The Girls' Bowling League has been organized and is comprised of three teams, the Ansons, Flywheels and Wasps. Each team has great anticipations of winning in the league this season. Five girls on each team constitute the league and can be seen in action at the Drill Hall every Tuesday night at six thirty. So far the Flywheels are leading but the girls haven't lost any team spirit as yet.

Miss Whiteford is becoming one of our ace bowlers since she has been watching the magic curves of Jean, the Wasps' captain. The highest score to date, 317, was made by the Ansons' captain followed closely by competitors of the other teams. Miss Delamater is assisting the Wasps in the race and is also handy to take care of the casualties which may occur. We have noticed a couple of near accidents.

The two belles from No. 10 A.O.S. are improving very well — keep it up girls — we may challenge you later. Millie's progress is amazing, especially that smart delivery she has when rolling the ball.

If Marie and Muriel would write a book on Instruction in Bowling it would really be something out of the ordinary. Great credit goes to Gerry, Flywheels' captain, and her assistant, we mean Emily. Need we say more?

OPERATIONS

FLASH! — Stan Coldwell married Agnes Sharpe on Oct. 14, 1944. Congratulations Stan.

Word has been received that Frank Hankey, Dennis Biddulph and Bill MacDonald have all arrived safely overseas.

Pilot Murphy has been seen flashing around the station in a brand new, brown leather jacket. It is rumored that this is a present from the "boys". Watch Murphy and see the latest in styles.

Former pilots Dave McCullough and Hugh Mitchell send their regards to everyone on the station. Mac and Mitch are now flying Wellingtons at an O.T.U. somewhere in England.

Fred Rollins is at it again fellows! Just back from duck hunting, Fred claims to have knocked down three geese with one shot. Can it be possible that Fred has actually winged a goose?

Overheard on the tarmac: "Last night he told me he was the best pilot on the station!"

Buy ONE MORE *than* BEFORE!

CLASS 104B

As we write this last epistle to the Drift Recorder the air seems filled with many sounds. The low moaning wail of the would-be navigator burdened with three airplots, two loop swings and an armament exam for a night's work; the deep rumble as the pent-up feelings of an anguished instructor reaches a boil; and the rusty creak of weary brains as they summon up the energy for a final spurt along the straight to the finishing post. (Ed. And the happy relief of our readers who won't have this to go through again next month).

Yet another sound may be heard. In the distance, from the other side of the Rockies, comes a yell for Pop from the latest arrival to our flight. Congratulations to FO. Fiorillo.

By the time the Drift Recorder hits the streets again 104B will be well scattered so even our most bored readers will hardly object if we have a brief review of our doings since we began our course. The ranks of the flight have been battered but not broken; our heads bloody but unbowed (we have no copyright to this original quotation). The course has been as tough as they said it would be. But hell in spite of it all they still trust us with an aircraft occasionally and we haven't mislaid even one so far.

And now, this is what we have been waiting for, the feature which put the last Drift Recorder on the stands alongside the New Yorker and Esquire, our: Corn Department! (Pause for cheers).

Joe Manuch: What size shoes do you take?
Norman Tolson: Me? I buy mine!

(Editor's note: It must be that I'm tired!)

Outside Barrack B14 (The Wolves' Den): Look, look, up in the sky. It's a bird; no a plane; no, it's (dusting off hat)—it's a bird!

Terrible, aren't they? And now, if Simpson has let our Social Editress get on with her job, we will see what the social "copy" is going to be about.

So far the flight has resisted very lucrative offers from the Press for copies of photographs taken at its party recently. The reason is that certain of the lads fear that they may later be used as Exhibit A. Our tame poet has been moved to expound as follows:

"The better part of I-O-4,
Full five-and-twenty strong;
With hearts quite light and laughter bright,
Right gaily pranced along.

When came the time for parting
They staggered through the door;
With bleary eye and hiccuped sigh,
Poor shattered I-O-4.

And now folks "It's a far, far better thing that we do now, than ever we have done before", For now we bid you all farewell; thanks for putting up with it all. And in saying farewell, here's a vote of thanks to our instructors for what they have done for us; to our pilots; for the courses they have flown for us; and to the lovely lassies who have brightened up the station as they passed Barrack Block 14. And so we close with our signature tune, the long howl of the timber wolf.

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WORKS and BUILDINGS

Fred Scrimshaw received some very welcome news recently when he was advised that his son who was formerly reported missing in action is now reported prisoner of war in Germany.

Our sympathies are extended to Oscar Morrier whose brother passed away recently.

Matt Clemenger, steward in the C. O. Lounge had the misfortune of having to have his leg amputated has been released from the hospital and is at home again recuperating. Matt is getting along quite well and looking forward to the day when he can get back into harness again.

W. McLennan, who has been operating a business at the beach, is back on the job and looking hale and hearty. He is pinch hitting in the wet canteen at the present time. If you already haven't done so, maybe it would be a good idea to drop in and see him sometime.

Jack Morrison, steward in the Officers' Mess, has had to leave us and E. Pearson has returned to the Mess to take up where Jack left off.

The Works & Building Bowling League is well under way again with a great programme mapped out for the winter months. To date ten rinks are entered. This has been a popular sport with the boys in this section but this year they are mobbed with entries of fellows who would like to participate. The indications are that when the play-off season rolls around this is one department that will really be "in there pitching."

There has been a bit of a tragedy in the shed which houses the storm doors and windows. It seems that the pet cat which has been occupying a select spot in this shed took it upon herself to adopt a rabbit which used to play by the hour with one of this cat's kittens. Mrs. Cat, however, must have thought that her offsprings' affections were being alienated for when one of the boys went into the shed one day to see how things were progressing they found that little Mr. Rabbit had met his doom. All that was left of him was just the chassis that the meat used to be on. Things are getting to a pretty pass when the old cat keeps her prey around long enough to fatten it up.

Our Met. Section



WHAT, NO BABY PICTURES? . . .

Well, it's this way -- we had the page all set up and then discovered we had twenty-five pages instead of twenty-four. One had to go! The only page that could possibly be held over was our page of cute kids. It will appear in our next issue and is worth waiting for.

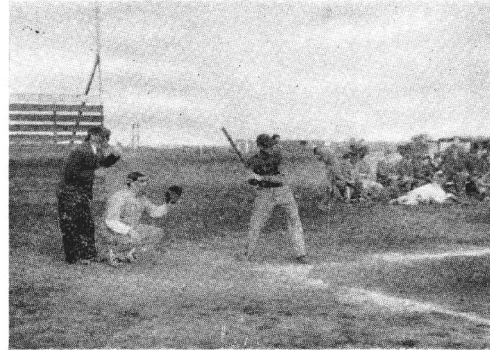
The Station Administration Officer

There are many signatures which are before the public every day but which are never remembered by 99% of the people who see them. For instance, do you know the names of the two men whose signatures appear on a dollar bill? And on this station, do you know the signature at the bottom of D.R.O.'s.

It is the signature of Squadron Leader D. R. Jackson. This slightly-built man with the greying hair is a native of Winnipeg. He was educated at Gladstone and LaVerendrye Public School here in the city and later went to Kelvin Technical High School. From there SL. Jackson (then, just plain Mr. Jackson) went to the University of Manitoba and Manitoba Law School, emerging with the degree of LL.B. He is married and has a daughter eight years old.



SL. Jackson was appointed to a commission on April 23rd, 1940, in the Administration Branch of the R.C.A.F., and took his Admin. Course at Trenton in May, 1940. He was posted to No. 2 T.C.H.Q. at Winnipeg in June 1940 and stayed put for over three years until moved to No. 3 Wireless School in November, 1943, as S.A.O. He came to No. 5 A.O.S. in June 1944 and thus kept up the run of "home postings". We hope he will be here for a long time to come.



No. 5 A.O.S. SOFTBALL TEAM WINS CHAMPIONSHIP

The No. 5 sporting tradition "always a bridesmaid, never a bride" was shattered on Tuesday, October 17 when its softball team won the Inter-Services Championship. After eliminating No. 8 R.D. and Canadian Army, No. 5 met No. 3 W.S. Flying Squadron in a best-of-three series for the championship. In the first game, No. 5 won 7-1 and then on a superb twirling effort by Bob Sinclair No. 5 won the second game 4-2. Our heartiest congratulations go to Scotty Milne and his boys for their fine showing.

Those playing for the Champs were: LAC. Jack Sinclair, Ken DeRose, LAC. Neil Colville, Cpl. Moe Oxman, FL. Paul Nahass, FO, Scotty Milne, Cpl. "Hammy" Hammerston, Cpl. George Roper, FO. McIntyre, LAC. Cooper, Sgt. Cooper, Cpl. "Fergy" Ferguson, FO. Marsh Brown, Cpl. Johnnie Dohaney, FO. Bill Oughton, FO. Bill Wood and LAC. Charlie Belton.

ROADS

*Oh! The joys of the roads are chiefly these:
Tar from your ankles up to your knees
Dust and gravel to make you sneeze
Stirred by the balmy autumn breeze.
Tar on you heels, your calves, your toes,
Ruining boots and shoes and hose;
Dust in your mouth and up your nose
The joys (?) the road are chiefly those!*

*We walk through dust and gravel in the summer
when it's hot,*

*We wade through snowdrifts highly piled in
winter—when it's not.*

*And mostly in the springtime and sometimes in the
fall*

*You'd swear there wasn't any road beneath your
feet at all.*

—Doris Walsh.

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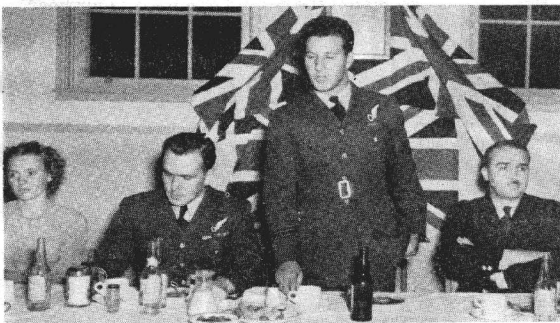
No. 5 A.O.S.



Neil Colville making a remarkable stop at first base at Osborne Stadium. This was a disputed "out" at the time, but the picture definitely showed the batter out by a stride.



Reading from left to right: At head table—Dot Auger, SL. Jacobsen, D.F.C., FL. Paul Nahass (Master of Ceremonies) D. S. Ormond, General Manager.



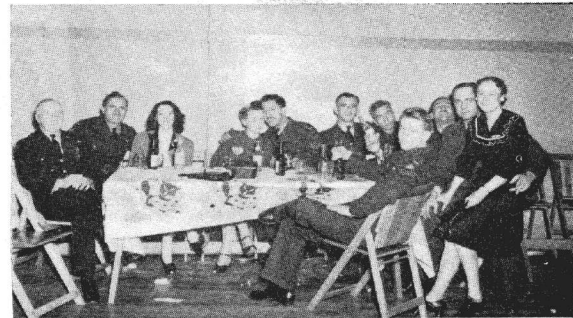
Dot Auger, SL. Jacobsen in a pensie mood, FL. Paul Nahass, probably calling upon someone to speak or more likely praising the P.T. Section for their season's work; D. S. Ormond.



Mrs. Sharpe holding the flowers she has just received from the boys as an appreciative token of her interest in the School, Cpl. Ferguson, who made the presentation.



PARTY—FL. Knight, Don Chisamore, Paul DelRizzo, "Smitty", Smith, Mrs. Chisamore, Mrs. Alm, FS. Alm, Freddie McNabb, Jack Houston.



PARTY—Peter Hay, Sgt. Nesbitt, Mrs. Nesbitt, Phyllis Forsyth, Cpl. Rosenberg, WO1 Brox, Neil Colville, FS. Brotherton, Sgt. Goldstein, FL. Janz, Padre, Mrs. Janz.

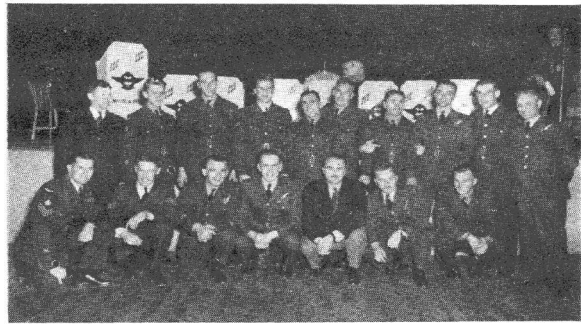


SPORTS

Wind-Up



GIRLS SOFTBALL—Back Row: left to right—E Purper, D. Beaton, H. McKinnon, G. Berry, L. Stocker, L. Scott. Centre Row: H. Conquergood (Coach), H. Biberdorf, V. Zetterstrom, M. Bodie, Charlie Riggall (Manager), B. Wilson, P. Ball, E. Gair, J. Suffron. Front Row: P. Smith (Capt.), G. Johnson, M. McKail.



BASEBALL TEAM—Back Row: Freddie McNabb, FS. Brotherton, Cpl. Cross, Cpl. Roper, FS. Machnicki, Neil Colville, FS. Schiffer, FO. Bill Oughton, LAC. Moon, FL. Knight (Manager). Front Row: FS. Alm, Sgt. Corbett, WO1 Brox, SL. Jacobsen, D.F.C., D. S. Ormond, FO. Marsh Brown, LAC. Clarke.



LACROSSE TEAM: Back Row—Legge, Rae, Cpl Rosenberg, Brockhouse, Kendall, Sgt. Nesbitt, Panton. Front Row: Cpl. Anderson, FO. Mason (Manager), SL. Milne, Gibbery, Sgt. Distan, Bennett. Missing from picture: Snowy Donaldson.



MEN'S SOFTBALL TEAM— Back Row: Ed Chapman, Wilfie Schoeyn, Al Achron, Don Chisamore, Freddie McNabb, Darryl Brayford, Jack Houston. Front Row: Al DeCourcy, Jack Lemoine, Les Yerxa, Wally Cook, Al Smith, C. R. Ruse (Mgr.) Paul DelRizzo



MEN'S SOFTBALL R.C.A.F.—Back Row: FL. Wood, Sgt. Corbett, Dohaney, FO. MacIntyre, Cpl. Ferguson, Moe Oxman, FO. Bill Oughton. Front Row: FL. Nahass, Scotty Milne, Sinclair, Cpl. Hammerston, Cpl. Roper.



SOCCER TEAM—Wardle, Bryce, Gutkind, Williams, Hunter, PO. Storer, Ivan Carr, Still, FO. Scotty Milne, FO. Fred C. Brown (Manager), FL. Horton (P.T. and D. Command Officer).

OUR STAKE IN THE PACIFIC *and its recovery*

There is no doubt that the Americans in their present state of industrial and manpower mobilization could finish the war with Japan alone if that was necessary. They claim, and probably have the two largest fleets in the world. They have by far the largest army in the field and they have the largest air force as well.

The British Commonwealth however, must be there at the end. Firstly because of the moral obligation we have to our American friends. Their help has stood us in good stead in the last five or six years, now to show our moral worth it is our duty to be with them to the end. Then while the Americans have large interests in the Pacific, we have too. There is Singapore and Hong Kong to avenge and recover, not to speak of Australia and New Zealand's future safety and their interests. Canadians recall that with the fall of Hong Kong hundreds of our soldiers, many of whom belong to Winnipeg were imprisoned by the Japanese and still await their freedom.

In the past, the empire as a whole carried on a healthy export trade with not only China, but Japan as well. This, we hope to revive as quickly as possible after the war ends. Therefore it is in our interests and this our duty to have a share in the subjugation of those who would cut us off from these interests so that the day may be hastened when the benefits of this trade can be felt by all.

It was with these thoughts in mind that Prime Minister Churchill promised the war facilities of the Empire to President Roosevelt and the offer was gladly accepted.

Since the battle at Guadalcanal we have watched the growth of allied power in the Pacific and incidentally the Americans have a fleet numbering over thirteen hundred craft of all sizes, afloat in that ocean. We have watched the Australians and New Zealanders with the Americans close in on Japan over 3000 or more miles of ocean, hedgehopping from island to island, taking those of strategic value and outflanking others thus cutting their garrisons off from supplies, and thereby rendering them important.

Now a new phase has been reached. We are based closely enough to Japan to bomb her inner defense area, including their home islands. That has been done a number of times and will be repeated with increasing frequency. To bring Japan to her knees the allied command must face and solve a terribly big problem. We have to wrench from these people enough land close enough to them to base our armies. We must have more airfields and port facilities close enough to them to carry out combined operations. That is why we are blasting at Formosa and the Philippines. That is why we shall have to blast the Chinese coast later on. The

BLOOD DONORS WANTED

See Miss DELAMATER, Station Nurse

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Chinese scene gives no cause for cheering today. The Japs have practically divided China in two by pushing Northward from Canton to join forces pushing Southward in the region of Heng Yang. They have taken at least seven precious airfields that we once used, in the past few weeks. There are still about seven airfields from which our aircraft operate but all are in the western half of China, necessitating long flights to reach their targets. We must get back the fields we have lost, we must obtain a sizeable area to base our attacking force and we must have control of ports close to the scene of action.

When one considers the loyalty and fanaticism with which the Jap fights, when one considers the lead which the Japs have, it is not at all difficult to realize that to finish the Japanese threat we still have a long, long way to go.

SONGSTRESS

The girl vocalist with the Station Dance Orchestra is lovely 19-year-old SWAN (Swannie) JOHNSTONE.



Swannie (that's how she spells it), is a stenographer in the Orderly Room and certainly brightens up that corner of G.I.S. with those smiling blue eyes. Her home is in Winnipeg and although she is with the dance orchestra she also likes to sing ballads of a straighter nature. She has been on this station for eighteen months and still likes it here. From this short report you will gather that Swannie didn't give out much 'gen' about herself. You're darn right she didn't. I didn't even get her 'phone number!—K.C.

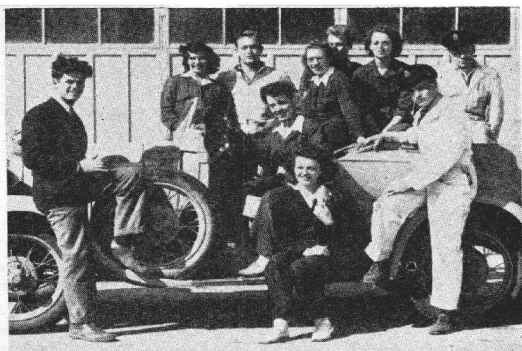
Flight Hangar
PERSONALITIES



Left to Right: Howard Murray, Don Appleby, Frank Cieckiewicz, Ralph Forge, Ernie Naven, Helen Williams, Aleda Seadon, Peggy Ball.



Paul DelRizzo, Chief Engineer



Bob Crompton, Gordon Edgar, Stan Dabrus, Ronnie Logan, Od Cleven, Rose Weston, Kay Williams, Hazel Burns, Marge Ledohowski, Agnes Ferguson.



Pete Roh, Grace Johnson, (at wheel), Janey Holt-slag, Shirley Dill, Pat Genyk.

Birds of a Feather?

Our agile cameramen, Cpl. Campbell snapped this picture of a very earnest conversation between Alex. Caig, (left) and Harry Warr.



Just what the foreman carpenter is saying to the personnel manager we don't know. But we'll bet Harry isn't discussing the "Drift Recorder."

Ode to the AIR BOMBERS

By Sgt. F. G. HEINE

*Angle, Celt and Pict and Scot,
A Motley, Multilingual Lot,
Muddled, punch-drunk, slightly hazy,
Howling, homicidal crazy;
Drifting, lost, as in a dream,
Behold in us our Nation's cream.*

*We train exclusively on Rye,
Our common badge, the bleary eye,
Our favourite sport is cutting rugs,
We've kept alive with drink and drugs;
Hard, fit, keen-eyed, aircrew types,
Working hard for wings and stripes.*

*We sit and frown with concentration,
Lap up reams of navigation,
Decide at last the verb "to plot"
Is a scheme for something you haven't got;
Hopelessly, irretrievably dim,
Our yen to learn is really grim.*

*In class we sit, with glassy orb,
And do our darndest to absorb,
Alas, the multifarious gen
Is far beyond our little ken;
Our fuddled, dessicated brains,
Aren't equal to such awful strains.*

*In flight, befogged, we sit and stare
At lights and towns in blank despair,
Wondering where the heck we are,
Wishing we could find a star;
And weakly to ourselves we say,
"Thank God, the pilot knows his way."*

*At B. & G. we'd shoot and bomb,
And blame the pilots with aplomb,
We'd miss the mark by half a mile,
And chide them with a gentle smile;
But where we really brightly shine,
Is when we start to shoot a line.*

*Dare-devil aces, lords of air,
Filled with the courage to do and dare,
Full of the urge to fight and fly,
To travel fast and get real high;
Our country's hope, the gallant "few",
And if you don't think so — Nerts to you!*

MAINTENANCE

On Thursday, October 12 the three crews from Flight held a get-together to bid farewell to Sammy Clark. From all reports it was a grand evening and Sammy was presented with a leather writing kit and wallet. We hate to see him go and the best wishes of the entire station go with him.

★ ★ BUY VICTORY BONDS ★ ★

Ken Craig announces the arrival of a baby son on Thursday, October 12. Ken was overheard doing some rather trick and fancy boasting about this boy of his to Harry White in hangar four the other day.

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W. Edgar of the instrument shop was in the payroll office the other day too having a few changes made in his income tax forms owing to the fact that he too is now a proud father. A baby girl born September 27.

★ ★ BUY VICTORY BONDS ★ ★

Speaking of babies, J. DeCourcy had a christening for his son on Sunday, October 15. Harry Wood was on hand to assist. Jack himself describes it as a "Gal-lon" affair but from all reports we are still wondering who really did get christened Jack or the baby.

★ ★ BUY VICTORY BONDS ★ ★

Fred Newlove celebrated his birthday on Sunday, October 15 and is sporting quite a novel little present on his desk which the office staff gave him.

★ ★ BUY VICTORY BONDS ★ ★

Mrs. E. F. Gallagher has resigned from the Maintenance Office staff to resume her household duties. Shirley Dill, formerly of Flight, has been transferred to the office staff.

★ ★ BUY VICTORY BONDS ★ ★

Olie Radford reports his trials and tribulations with the Mark 1 is about over. There are not many left to dispose of.

★ ★ BUY VICTORY BONDS ★ ★

S. A. McDonald is away on holidays. Needless to say the ducks and geese are the main attraction. Here's hoping his luck is better than some of the reports received from other duck hunters.

★ ★ BUY VICTORY BONDS ★ ★

S. D. Price and Earl Willard were out gunning for geese at Warren. Earl's luck was out that day for just after he had moved from the spot where he had been waiting for them to come they came but Earl just wasn't under them. It seems that a poor little old jack rabbit took the brunt of it shortly afterwards, for when Earl found he hadn't hit the rabbit he proceeded to run it down. From all reports it was quite a foot race with Earl finally winning.

★ ★ BUY VICTORY BONDS ★ ★

V. S. Christjanson is still laid up with the injury he received when towing a plane with the tractor. The doctor reports he will be off for a few days yet.

★ ★ BUY VICTORY BONDS ★ ★

R. C. Bonnett of the electrical department is having bad luck with his car deals, which is all well and good. A man can make a mistake sometimes, but, the boys think that when he makes a deal, it should be for a car that will run under its own power and not one that the other fellow has to use W.L.T. gas to shove it to the field in the mornings.

★ INSTRUCTORS ★ For Only

By FO. BILL DUMSDAY

IT'S A DEFLATING FEELING, ISN'T IT?

You know the one I mean — the one you get when your student asks you for some dope on operations and you mumble something about obsolescence, and suggest that perhaps the lad may be more interested in the ceiling and performance of the Mk. V Anson.

You owe it to your students and you owe it to yourself to know at least some of the "gen" on the type of work that you are training your students for, the different types of operations, procedure, tactics and the conditions he will meet when he leaves you.

But you'll wail: "I've never seen an operation let alone had a chance of talking part in one, and from the looks of things I'll never see anything hotter than a low level cross country in Manitoba".

You don't have to see them or take part in one to know a lot about different kinds of operations. You can read about it all and absorb so much material and spout so convincingly on the subject that your awestruck student will wonder why you haven't got your other ring yet.

Most of your students are going on "Ops", and information on aircraft they are likely to fly and condi-

tions they will meet, should be part of your instruction to them. It isn't hard stuff to take — in fact it is rather interesting — and remember even though "Ops" seem further away to most of you than heaven, you'll eventually get your chance to fly on a Squadron under a Navigation Officer to whom you taught the theory of Navigation two years ago. Therefore any knowledge you can absorb in advance is going to be to your advantage.

Get your mind and knowledge away from the immediate circuit. When your student nears Wings Parade and asks you where he is going from here, you should be able to tell him — not just stammer "Y Depot", and hurry away.

And where do you get all this information?

In your very own "Intelligence Library".

Every station has one, some are good, others just thrown together for photographic purposes, but very modestly, ours is good. Our Intelligence Room contains all sorts of wondrous things. All the latest on the latest types of aircraft, both enemy and allied, Operational Summaries, Operational Narratives, Navigational Aids and memoranda and many various training guides; in short, everything that one needs to know about the job he is preparing to do, just reams and reams and volumes and volumes of "Gen"; good "Gen" which it will pay you all to read.

Now it appears that this article was written for the instructors benefit, but that is not so — Trainees, why wait for your instructor to tell you all these things? Why not "Gen" up on all the dope yourself? The Intelligence Library is provided on this unit mainly for your direct benefit. Why not "Gen" up on the latest dope before your instructor does? Why miss this opportunity to tell him a thing or two?

The Intelligence Library is open during the normal working days and every evening from 1830 hours to 2230 hours. There will always be an officer in charge during these times who will welcome your inquiries and assist you in any way.

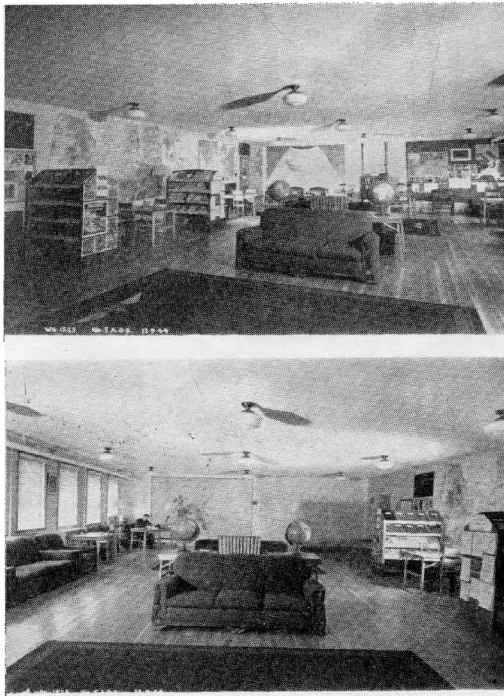
(Editor's Note: FO. Dumsday has very modestly omitted his part in the building up of our Intelligence Library, and we would feel remiss in our duty if we didn't tell you that Bill has done a wonderful job. He deserves great credit for the fine work he has done to make our Library one of the finest anywhere).

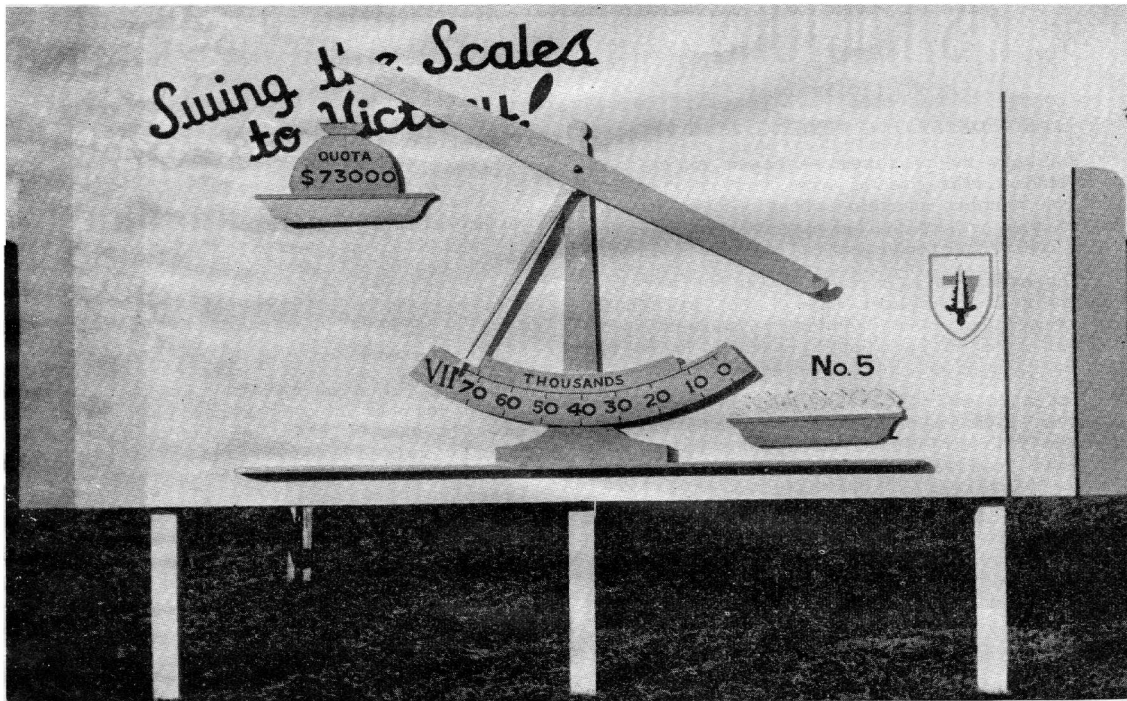
Nice Going, **WORKS and BUILDINGS**

Many have been the favorable comments passed on the fine Victory Bond Sign set up between the Recreation Hall and the General Canteen.

FO. Don. Murray is responsible for the design and the execution of the design was capably handled by the Works and Buildings. Our picture shows Alex. Craig, former carpenter, and Gordon McCrorie, staff artist, who is hard at work lettering the sign.

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VICTORY LOAN DRIVE STARTS AS R.C.A.F. TOPS OBJECTIVE

The Victory Loan Committee wishes to thank our C.S.O. and all service personnel for their splendid co-operation and determined effort in making the 7th Victory Loan drive a success.

Course 106A composed of 21 R.A.F., 1 Canadian and 1 Aussie have contracted to buy and raffle 2 fifty dollar bonds. The first has been won by Sgt. Trevor Evans. The other will be raffled at the Class Banquet on or about Nov. 15.

At the Officers' Mess Dinner on Wednesday, October 18, \$150 was raised by devious (and we do mean devious!) means. The resulting three bonds were won by FO. Gads, FO. Little, and D. S. Ormond, who are always ready to help a drive in this way.

At present, 111X under FO. Al Gohl is leading the field with an average of \$186 per trainee. Can any class beat this record?

LAC. L. S. Harnett an Australian with Course 110 Navigators, has purchased a \$50 bond for cash.

The Armament Section with a 100% subscription has now subscribed 200% of its quota and is still going strong. What section can top this achievement?

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The picture below goes with the item at the bottom of page 23. The word "former" and Alec's name are typographical errors. ALEC CAIG is FOREMAN carpenter, so you can see how wrong the misspellings are.



PADRE'S PAGE

Don't Worry . . .

One of the greatest blights on human happiness is worry. To worry is like fighting an unseen enemy. We begin to worry when there are many unknown factors in the plans which we have made for the future of our lives. What is really needed under such circumstances is more trust in God's leadership. This applies especially to the present days of unrest and uncertainty regarding the immediate future.

During an earthquake the inhabitants of a small village were generally very much alarmed, but they were at the time very much surprised at the calmness and apparent joy of an old lady whom they all knew. At length one of them, addressing the old lady said: "Mother, are you not afraid?"

"No", said the mother, "I rejoice to know that I have a God that can shake the world."

God very often shakes the world to make us aware of His presence. He beclouds our future that we might look to Him for guidance.

But here is where we so often fail. When events do not take place in accordance with our scheduled program; when we cannot see it through our way, we begin to worry. We feel that God no longer cares for us. We are tempted to believe that things have become so tangled that, even He cannot straighten them out.

Surely God, who can "shake the world", can take care of us. If we will but look to Him, we need not fear the future. We do not know what it holds in store for us, but we do know who holds it in His hand. If we worry it is because we distrust God and lean too much on our own limited understanding.

The patriarch Jacob was consumed with worry and fear for many years. He was afraid of his brother's wrath and fearful of his own personal future. Finally he discovered that God had prepared the way and there was no real need for worry. So many things over which we worried never come to pass.

It is essential that we remember this at this time. We can be confident that God, who carried us through life's dangers until now, will be at our side with every new step.

"The foundation of God standeth sure, having this seal, the Lord knoweth them that are His." 2 Tim. 2, 19.

What Constitutes Success . . .

He has achieved success who has lived well, laughed often and loved much; who has gained the respect of intelligent men and the love of little children; who has filled his niche and accomplished his task; who has left the world better than he found it, whether by an improved poppy, a perfect poem or a rescued soul; who has never lacked appreciation of earth's beauty or failed to express it; who has always looked for the best in others and given the best he had; whose life was an inspiration; whose memory is a benediction.

—Mrs. A. J. Stanley.

My Symphony . . .

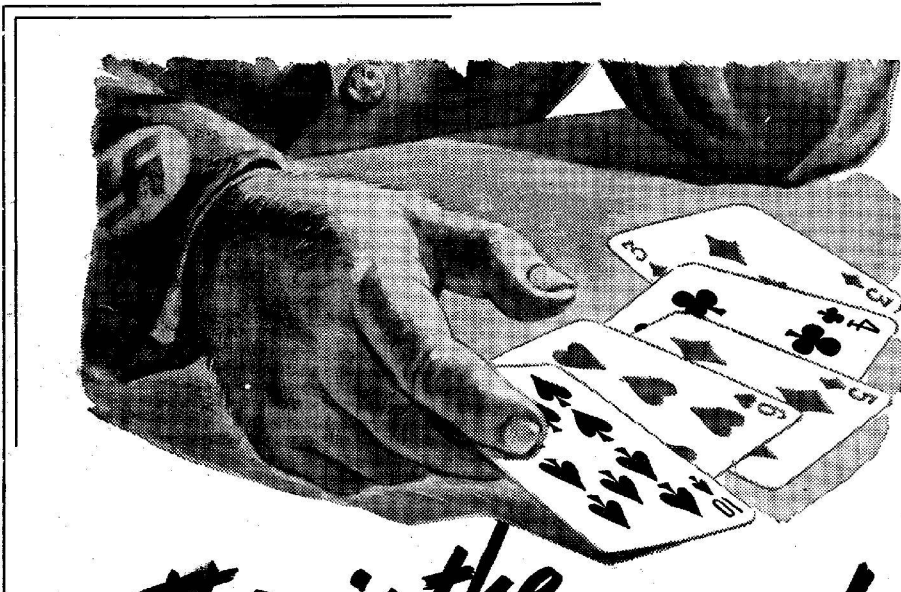
To live content with small means; to seek elegance rather than luxury; and refinement rather than fashion; to be worthy, not respectable, and wealthy, not rich; to study hard, think quietly, talk gently, act frankly; to listen to stars and birds, to babes and sages, with open heart; to hear all cheerfully, do all bravely, await occasions, hurry never. In a word, to let the spiritual, unhidden and unconscious grow up through the common. This is to be my symphony.

— William Henry Channing

Mental Attitude . . .

Whenever you go out-of-doors, draw the chin in, carry the crown of the head high, and fill the lungs to the utmost; drink in the sunshine; greet your friends with a smile, and put soul into every hand-clasp. ¶ Do not fear being misunderstood; and never waste a minute thinking about your enemies. Try to fix firmly in your mind what you would like to do, and then, without violence of direction, you will move straight to the goal. ¶ Keep your mind on the great and splendid things you would like to do; and then, as the days go gliding by, you will find yourself unconsciously seizing upon the opportunities that are required for the fulfillment of your desire, just as the coral insect takes from the running tide the elements it needs. Picture in your mind the able, earnest, useful person you desire to be, and the thought you hold is hourly transforming you into that particular individual. Thought is supreme. Preserve a right mental attitude—the attitude of courage, frankness, and good-cheer. To think rightly is to create. All things come through desire, and every sincere prayer is answered. We become like that on which our hearts are fixed. Carry your chin in and the crown of your head high. We are gods in the chrysalis.

—Fra Elbertus.



This is the showdown!

JERRY'S LUCK IS ALMOST OUT! But it's taken us five years of grim fighting to hold the winning hand! It looks like the last round . . . so let's put everything we've got into wresting a quick and overwhelming Victory from the Hun.

INVEST IN




VICTORY

Stake every dollar you possibly can in VICTORY BONDS!

This time—buy one more than before!

BUY VICTORY BONDS

All proceeds from this issue will be used to Buy VICTORY BONDS. You may win one of them.
Your Lucky Number is 

Nº 1324