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Thumbs Up!

Published Semi-Monthly by Airmen of R.C.A.F. Station

Vol. 1 DARTMOUTH, N. S., APRIL 15, 1941.

No. 5

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(Cover by LAC Drouillard)

Today we are proud to present this issue as our fifth copy of "Thumbs Up".

In looking back over two months of effort we record our progress with a certain sense of justifiable pride: pride in the spirit that gave birth to this publication and a real feeling of gratitude to our local merchants whose services and products are advertised herein.

We welcome criticism—we invite letters "To The Editor", and, above all, we would ask the continued support of our readers to our advertisers.

THE SUPERVISING EDITORS.

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EDITORIAL

THIS publication was originated with the idea of making it both helpful and amusing to the Officers and Airmen of Dartmouth Station and it is with the helpful thought in mind that the following is offered as an editorial:

HOW many of us, on reporting to a new station, immediately start to criticize. We criticize the station itself, the food, the quarters, the N. C. O.'s, and the officers. We go farther than this, we criticize the weather, nearby villages, towns and cities; we even turn to the local people, from whom we expect to receive hospitality and entertainment, and criticize them.

UPON our attitude toward the civilians in this locality depends many of the entertainments and courtesies we will receive outside of working hours. Tact on our part is essential

MANY of us are inclined to exaggerate the dull spots at our present location, and forget the rainy days back home. We compare the shopping district, the tram cars, the ferries, and the busses here with those in Toronto, if that happens to be our home. Let us ask ourselves, first of all, is the comparison fair, and then, even if the answer is yes, remember this, it won't help your contact with people to write a song about it.

BELIEVE it or not, with the general public, a good listener is often more popular than a good talker, especially when the talker uses his tongue to belittle local advantages and boasts of those back home. Let us not forget that the people of this district have gone over the top in every subscription started so far for the comfort and well-being of the boys in uniform. Let us show our appreciation in every way possible.

SHOW Nova Scotians that as long as there is a war on we are willing to come down to earth with them, even though we were born in Montreal, Toronto, Winnipeg, Calgary or Vancouver. A careful analysis of our own attitude first will, we believe, prove that the people down east are also Canadians.

UPPERMOST in our minds let us keep this fact: people make the place. If we meet the right kind of people, and they like us, any place can be **almost** home

PAYMENT of bills. One of the best methods of retaining the goodwill of the surrounding civilian population toward the R.C.A.F. in general, and ourselves in particular, is the prompt payment of legitimate bills. The good name of our Service demands that this point be carefully watched.

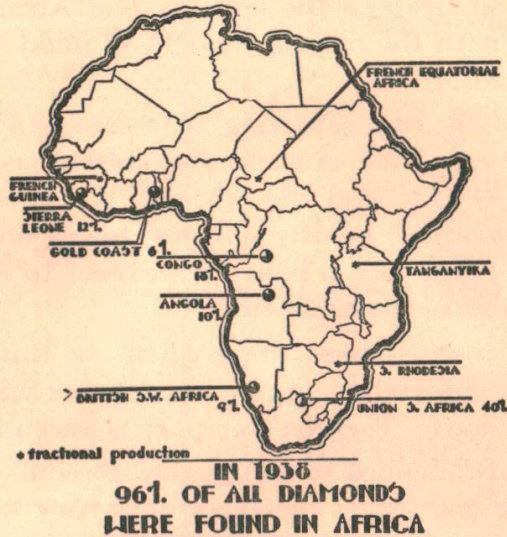
DIAMONDS AND WAR

By ROBERT SCHWARTZ,

Registered Jeweller, A.G.S., of Henry Birks & Sons Limited.

One of the most potent weapons the British Empire points at the Axis is studded with diamonds, not the familiar gem which adorns so many fair fingers, but the little known, unspectacular "Cinderella" of diamond mining—the industrial diamond. Originally simply rejected as undesirable on account of color or poor crystallization, in the present war the industrial diamond has become vitally important.

This is a war of industrial machines, and the diamond, because of its superior hardness and resistance to wear, performs many functions, and is a factor in keeping our factories producing at top speed, without breakdowns due to wear and the need of replacements. The hardest substance made by man is carborundum, and it exceeds any material except the diamond, which is ninety times as hard as carborundum. Compared to an ordinary steel file, the ratio is approximately one thousand to one. Diamond drilling, lathe tools, trueing of grinding wheels and wire drawing are just a few of the tasks which the diamond can accomplish, without signs of appreciable wear. It is true that the steel in which it is set may wear and the stone will require re-setting, but the diamond



may be used again and again. No wonder the British Blockade is extremely alert to prevent diamonds from reaching industrial Germany.

A glance at the accompanying map issued by the Gemological Institute of America reveals the potency of the British weapon in that 96% of all

diamonds found in 1938 were found in Africa. The ratio is about the same today, but the map has changed. In 1938 there were French and Belgian mines, in addition to the British holdings—today these Colonies are Allies of Britain. Brazil is a producer of diamonds, and it is possible that some of these are reaching Germany. There is no doubt, also, that in the occupation of the Low Countries some diamond stocks fell into the hands of the Germans, but there are many tales of heroism told about the Dutch diamond dealers, and a great deal of their goods on hand were safely transferred to England. So great is the demand for diamonds today that the proportion of stones captured by the Germans or eluding the British Blockade, is not sufficient to supply the requirements of the German war machine.

Gem diamonds play their part as well in making it profitable to oper-

(Continued on page 15)

SCREW THREADS

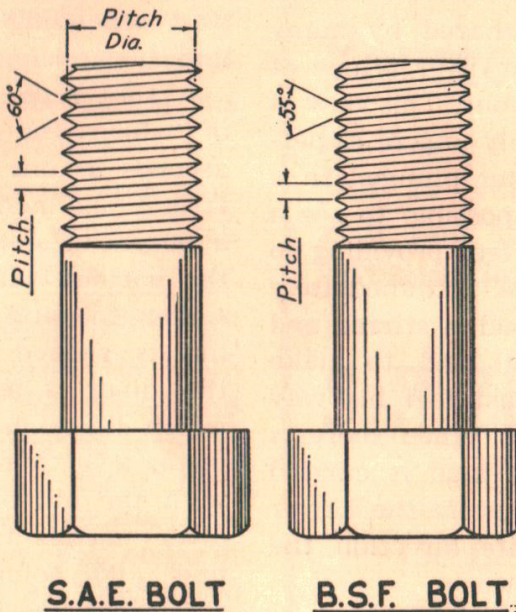
By CPL. WM. HAGGAR

In speaking of screw threads the question has often been asked, "what thread is that?" As an answer which is repeated frequently they will say, "It is standard." In 90% of the cases in question the answer is standard; but what standard? There are as many screw threads as there are guesses. To

clarify the difference I will endeavor to give a short summary of the different sections and the lettering set in a simple matter.

The well-known United States Standard (U.S.S.) has now been changed to National Course (N.C.). The Society of Automotive Engineers (S.A.E.) are now called National Fine (N.F.). The British nuts and bolts are Simmons, Whitworth (W) and British Standard Fine (B.S.F.). The American Society of Mechanical Engineers (A.S.M.E.) has remained the same.

It is the custom in many of the business establishments to try to use one fine and one coarse pitch standard thread. American automobiles are held together by S.A.E. threaded bolts and farm machinery by the U. S. S. bolts, or in the newer terms by N.F. and N.C. nuts and bolts. English manufacturers use B.S.F. and for farm machinery Whitworth. These



four threads are standard though they differ in the angle of thread and in many cases in pitch or number of threads per inch. As a form of conclusion, it can be said that a threaded portion of any machinery should be designated by the number of threads and the form of threads.

The question has often arisen whether it is possible to combine the S.A.E. and B.S.F. bolt. We must analyze the possibility of this combination by considering the depth of cut and the angle of the threaded groove in each of the bolts. With the use of Geometry we find, that the angle of the B.S.F. thread is 55° and the S.A.E. is 60°. The B.S.F. will, therefore, have a deeper thread groove than the S.A.E. due to the sharper angle. Now how does this affect the nut and bolt problem?

The largest diameter of the bolt and the largest diameter of the hole in the nut are always the same. What about the smallest diameter? The S.A.E. nut with the 60° or shallow thread can be screwed into the B. S. F. bolt with the 55° deep-cut thread. The difference in angles will cause a clearance between the bolt and nut thread. Now to change and see what happens when we try to put a B.S.F.

(Continued on page 18)

DEEP SEA DIVING

By W.O.2 C. NAUFFTS

THE opinion is shared by many that the life of a diver is one of excitement and glamour. This view is shattered immediately upon a person's first under-water plunge. In a muddy bottom it is possible to see a distance of 10 to 12 feet providing no movement is made. Immediately upon walking, the mud is stirred and visibility becomes nil and to make contact the diver must feel his way on hands and knees. When there is a slight current the mud is carried in one direction and if the diver walks in the opposite direction the visibility becomes clearer.

The human body is subject to an atmospheric pressure of 14.7 lbs. per square inch at sea level. As one descends the density becomes greater and the body is subject to the atmospheric pressure plus the weight of water. At a depth of 66 feet, for instance, the diver is subjected to an absolute pressure of 44.1 lbs. The diver can stay under water for hours at 30 feet and be pulled out immediately, but at approximately 45 feet stops must be made for decompres-

sion, depending on the length of time under water.

A shot rope is provided by means of which the diver descends and ascends as one would climb a mast. It is a one-inch rope and fitted with a 56-pound sinker which anchors on the bottom. About 3 feet above the sinker the end of a 30-foot, ¼-inch line is spliced. After being dressed the diver is assisted to the ladder which descends five feet below the water level. On reaching the bottom, with the aid of the shot rope the diver uncoils the 30-foot "distance line" and, holding the end, walks in a straight line as far as the rope will permit. A circle is scribed around the weight, being careful to take some circling object as a marker to know when the circle is completed. The diver then about turns, shortens the "distance line" and makes a circuit in the opposite direction. This continues and the scope of the circle decreases until he is back at the shot rope. If his search has revealed nothing he must come to the surface, move the boat and try a new position.

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In the helmet inlet and outlet valves for air are incorporated which are of the non-return type and spring loaded. Should the air hose break, the drop in pressure would cause the inlet valve to close and keep the air in and the water out. By closing the outlet valve the diver can have sufficient air to last for several minutes and slipping his weights can rise quickly to the surface.

The helmet and breast plate are made of tinned copper with the head-piece fitted with two side glasses and a removable face glass ½-inch in thickness. Incorporated is a telephone transmitter and receiver for outside communication. The collar of the breast plate has an interrupted thread screw and with a ⅛ turn and special locking pins the helmet is securely locked to the breast plate.

The air pump, which is vital to the diver, is comprised of two double action type cylinders which are hand operated. Each cylinder deliver 1/10 of a cubic foot of air per revolution of the crankshaft. An individual nozzle is fitted to each cylinder in order that two men can work in shallow water. This is applicable only in shallow water. For deep water there is a by-pass arrangement so the air from both cylinders can be delivered to the left nozzle, the right one being cut off. It is of vital importance that the diver be connected to the left nozzle for obvious reasons.

Work of great value has been accomplished by deep water diving and, as time progresses, it will play an ever-increasing capacity in the welfare of human beings.

—oOo—

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By "SRIGLEY"

BASEBALL

Into the spotlight comes the sound of ringing hickory and the smack of leather as the warm weather brings the signs of Spring baseball training. At a meeting held by the Station Sports Committee last Wednesday afternoon very little was mentioned concerning our hardball team. However, a representative was appointed to obtain a report regarding League entries, etc. To date the following teams are probable in the Halifax League: R. C. Navy, Shipyards, Canadian Crescents, Army Cardinals and the R.C.A.F. The next "Thumbs Up" will no doubt issue the final statement and approval of the Station Sports Committee. And remember, fellows, that an Inter-Squadron softball league is being discussed. We don't want **one** Squadron—We want them all and there is no time like the present to begin your practices. It's up to you, men!

BOWLING

Beginning April 10th in the Dartmouth Bowling Academy five Squadrons will participate in the much-discussed Bowling Tournament. Two teams from each Squadron will com-

pete and roll the globe for the championship trophies. Weekly afternoon sessions have been held throughout the winter season with each man's score placed on file. Now as the season concludes ten top flight bowlers have been picked from each Squadron to compete in the grand finals. It's these men, their sporting ambition and desires, that should draw the support and interest of their Airmen pals.

First teams toe the line at 1900 hours with the remainder following at 2100 hours. The schedule for the second round will be announced following the playoffs. It's to be a hummer of a contest, chaps, so let's give it our best interest and support.

BOXING

No matches have taken place the preceding week. However, results of Thursday evening's bouts will be issued later. There is still time to enter these contests, men. More opposition means more enjoyment which in turn ensures greater contentment for us all.

Cooks from Seaplane Base cleaned up on 4R.D.'s crack softball team to the tune of 20-11.

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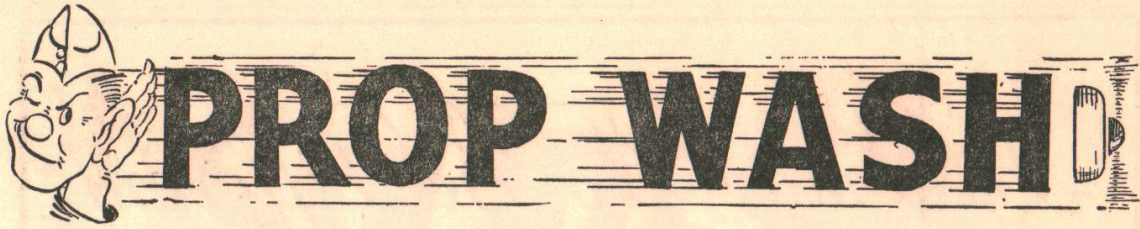
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PROP WASH

We hear of a rigger who went the rounds of the stores looking for a "pint of propeller pitch".

* * * * *

What is "Annabelle" going to do now that the 'phone has been taken out of "A" Block?

* * * * *

Who is the member of the kitchen staff who is so busy dreaming of "Jeannie with the light brown hair" that he can't concentrate on his work?

* * * * *

The mystery is still unsolved. Who was the Band serenading the first morning they were on parade?

* * * * *

It is recalled that we of the Air Force do not pay income tax. Such a pity; perhaps we could claim exemption for back pay "not received".

* * * * *

How does Ivan feel now that "Francis" has gone home?

* * * * *

We hear that Cpl. Boyd wrote a note to Charles Atlas which reads as follows: "I have completed your course, please send muscles."

* * * * *

When a modern bachelor walks the floor with a baby he's usually trying to sober her up.

* * * * *

Cpl. Brunell and Abbott have now discovered that Cape Breton is in Canada.

What A.C. clerk in Headquarters Orderly Room purchased a new watch? We would suggest that it be hung out on the Parade Ground to mark the beats for marching.

* * * * *

A girl with cotton stockings never sees a mouse.

* * * * *

Now that our Station Sergeant Major has relinquished all claims on single life, we are wondering if 'open house' is still in order at Ochterloney street?

* * * * *

Who is the small-minded Corporal giddy-goat with the potted flowers in a local eating establishment?

* * * * *

What Sergeant from No. 5 Squadron tries the odd spot of two timing to work in with alternate shifts at a well-known sit and sip place on Portland street? Better watch out, Romeo!

* * * * *

It looks like Mussolini is going to outdo the Caesars in a way—he is going to be a bust in his lifetime.

* * * * *

What certain N.C.O. in technical stores has nightmares about the Marine Section every time he goes to bed?

* * * * *

Why is it that a certain number of Sergeant Pilots and Air Gunners forget that they were once A.C.'s, too.



PROP WASH

What does Duffel do now that the windows are frosted at the range?

* * * *

We are in receipt of information that No. 4's Squadron instrument section needs more "Bosses".

* * * *

If you should ever feel the urge to dash your plate of food on the table, stop and count ten. It is an expensive pastime, Quote L.A.C. McDonald.

* * * * *

Our idea of a few popular programs:

Against the Storm—Trying to get two 48's a month.

Share the Wealth—The Paymaster.

* * * * *

We welcome Cpl. Zeigler as our E.A.C. correspondent for "Thumbs Up".

* * * * *

We are anxious to learn why Cpl. Forbes doesn't wash his own aircraft?

What Sergeant in the Armament section has learned that marriage is much more important than any form of gambling?

* * * *

Famous last words—"I did it that way for ten years and nothing ever happened."

* * * * *

Why is that none of you alleged cooks will admit being responsible for the Beans? And while we are on the subject, how about another cheese pie?

* * * * *

It has been unanimously decided that E.A.C. change the name on Central Register to "We hide them, you find 'em" for many obvious reasons.

* * * * *

After the Trade Test—"Just the questions I didn't study."

* * * * *

What A.C. in No. 5 Squadron, who has a weakness for shooting Battleships, will be using his camera again?

* * * * *

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* * * * *

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PROP WASH

Who are the three Sergeants who are continually hovering around the Oasis Grill in the vain hope that those three pretty new waitresses will tumble?

* * * * *

Is it coincident that certain Corporals and the telephone in 'A' block should move at the same time?

* * * * *

Could it be that there is a surplus of fish in Nova Scotia and it is the duty of the Airmen to endeavor to consume the major portion of it?

* * * * *

How can one soldier start a fight with a large number of Airmen and come out of it unmarked, while several Airmen end up with "dim lamps"?

* * * * *

The question has been asked if No. 4 Squadron is practicing secret manoeuvres on the station parade ground?

* * * * *

What Sergeant in No. 5 Squadron has been taking five-dollar bowling lessons from A.C. Goodfellow?

* * * * *

The Airmen of No. 4 Squadron wish to express their thanks for the homey atmosphere of their smoking room.

* * * * *

**Famous Sayings of Balenko:
How is your mother?"**

Would pay for flying time have settled the upset stomach of L.A.C. "Pappy" Shaver?

* * * * *

Now that two "B" flight armourers have their stripes, "Jettison Joe White" is left to carry on alone. He has nothing to offer but blood, toil, tears and sweat.

* * * * *

We can't understand why that little thin red line that is drawn across the attendance book at 9 o'clock should make such a terrific difference in the time the stenos. at E.A.C. arrive at work.

* * * * *

The auburn-haired Sergeant from the Marine Section is sure going to town with his new car.

* * * * *

It seems that you no sooner find a fellow who is always good for a five spot than he turns around and finds a girl friend.

* * * * *

It appears that one of E.A.C.'s illustrious Corporals is blossoming forth as a vocalist; at least he has been seen quite frequently at Norman's restaurant warbling over the "Mike" in the wee small hours of the morning.

* * * * *

"Zoop, sir?" asked the waiter.

"I don't know what you are talking about," said the diner.

"You know, sir, what hash is? Well, Zoop, is looser?"

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(Continued from page 4)

DIAMONDS AND WAR

ate the mines, thus keeping down the cost of diamonds for industry. In South Africa, approximately one-half of all diamonds recovered are suitable for jewellery and of these about one-half again may be classed as of fine quality. When we consider that only 2% of the blue ground raised from the mine represents the diamond content, we can gaze with new respect on the small fraction of this 2% which appears in the jeweller's display case.

Nature was not lavish when she sprinkled perfect diamonds in the diamond fields, and even among those chosen for jewellery, we have many shades of undesirable color, as well as flaws in structure. Internal fractures, bubbles, and inclusions of carbon and other materials must be identified and appraised for their affect on the value of the diamond. It requires specialist's training and experience to do this, and thus protect the layman when he sets out to make that important, but mysterious purchase, a diamond ring.

Through the ages man has searched for and treasured the diamond,—in peace and now in time of war. Truly we may pay tribute to this remarkable mineral which satisfies our love of beauty, and proves such a potent weapon in wartime.



One of the late steps to be taken by an Airman down matrimonial lane is A.C. Smith whose marriage took place at Woodside, April 2nd.

* * * * *

We extend "congrats" to Cpl. Buchan for choosing such a pretty wife. It was noted that she is also a competent dress designer.

* * * * *

L.A.C. Glyden surprised many of his friends by his marriage to Miss McLean. This wedding was held in Halifax on the 26th of March.

* * * * *

W.O.2 Chalmers is to be commended for concluding final steps of his marriage to the girl in Ottawa, Rhona Adelaide Lonsbury. As a reminder, has everyone noticed the change in the strut of our Station Sgt. Major.

* * * * *

L.A.C. E. Barlow has finally decided that June is the month for marriage. In fact, on June 3rd.

* * * * *

In the latter part of April Jack Priscott will tie the matrimonial bond with Miss Janet Pollock.

* * * * *

May we extend our heartiest "welcome back" to Sergeant Gordon, who has just returned from a course at Trenton.

* * * * *

Congratulations are in order to the L.A.C. Ball family on the birth of a boy.



Women's Auxiliary Air Force

By V. FENTON

ARE we in it? As yet, no! However, we hope that very soon, with Government sanction, we will be considered in the same class of service with the Royal Canadian Air Force. When that time comes we will not be found wanting in devotion to duty and the desire to willingly perform any tasks required of us.

We are among those young Canadian women who have voluntarily donned uniforms and offered our services, our lives if necessary, for the defense of that liberty we love so well. The next time you see a young woman in an Air Force uniform you will know she is a member of the Women's Auxiliary to the Air Force. The Halifax branch is known as the "Halifax Flying Squadron".

The Squadron was born in October 1937 with Miss Melda Walters as the leading spirit. Associated with her were several ambitious young women who were interested in aeronautics and took advantage of every opportunity to learn all they could of the engineering problems and the flying of aeroplanes. This group of girls were known as the Halifax Aero Club. When war was declared this Club became known as the Halifax Flying Squadron with Government permission to train for active service. The Squadron canvassed for members and steadily expanded until they have reached their present strength.

Our growth has been gradual and with that growth our training is becoming extensive under the tutorship of able instructors. Our courses have

increased and they are now reaching the point of specialization. The original idea of training was to take the place of ground crews sent overseas and we are now training for those positions which in time will be more beneficial to the cause of freedom.

The Squadron is composed of four flights; namely, Headquarters, Anti-Gas, First Aid and Motor Transport, instructed in the following duties, respectively:

1. Headquarters flight includes our officers, disciplinarians, caterers, tailoress' and accounts officer and clerk.

2. Protection against gas attack and treatments for those who have been exposed to gas of any nature.

3. To render practical and intelligent aid to the injured until they can be placed under a doctor's care.

4. To operate military vehicles such as motor transports, ambulances, officers' cars and possibly 'planes, if necessary.

Aside from the classes mentioned we have regular meetings in order to learn parade drill with instructors who are well qualified to teach, and we do show our appreciation by being well disciplined and a fine appearing Squadron.

On joining the Halifax Flying Squadron we were first presented with a large double sheet of paper upon which were innumerable questions to be answered. Physical fitness is particularly stressed and many other questions pertaining to character, education and qualifications. The basic and most important

(Continued on page 20)

CAPITOL

JAMES STEWART

In His Academy Award
Winning Performance
with

KATHERINE HEPBURN

—In—

**"PHILADELPHIA
STORY"**

ONE WEEK ONLY
Commencing

FRIDAY, APRIL 18th

ORPHEUS

APRIL 14 to APRIL 19

The Cheeriest Laugh of the Year.
"SAILORS THREE"

—with—

TOMMY TRINDER

Added Feature:

"Where Did You Get That

**MAYFAIR PORTLAND
H. 2354**

APRIL 18th, 19th, 21st

June Duprez, Sabu in—

"THE THIEF OF BAGDAD"

An Exciting Action Drama
George Brent, Brenda Marshall in

"SOUTH OF SUEZ"

Also Donald Duck in "The
Riveters".

CAPITOL

April 15, 16, 17—Barbara Stanwyck and Henry Fonda in "Lady Eve".

April 18 to 24—James Stewart and Katherine Hepburn in "Philadelphia Story".

April 25, 26, 28—Robert Young in "Western Union".

MAYFAIR

April 15, 16, 17—"Bittersweet", "Flowing Gold".

April 18, 19, 21—"The Thief of Bagdad", "South of Suez".

April 22, 23, 24 — "Go West", "You'll Find Out".

April 25, 26, 27—"Little Nelly Kelly", "Road Show".

ORPHEUS

April 14 to 19—"Sailors Three", "Where Did You Get That Girl".

April 21, 22, 23—"You're Out of Luck", "Phantom of Chinatown".

April 24, 25, 26—"Face Behind the Mask", "Young Bill Hickock".

Starting April 28—"I See Ice", starring George Formby.

R.C.A.F. SCHEDULE

April 13, 14, 15—"Toast of New York", featuring Edward Arnold and Cary Grant.

April 16, 17—"Sutter's Gold", featuring Edward Arnold and Binnie Barnes.

April 20, 21, 22—"Klondike", featuring Lyle Talbot.

April 23, 24—"The Crime of Dr. Hallet", featuring Ralph Bellamy.

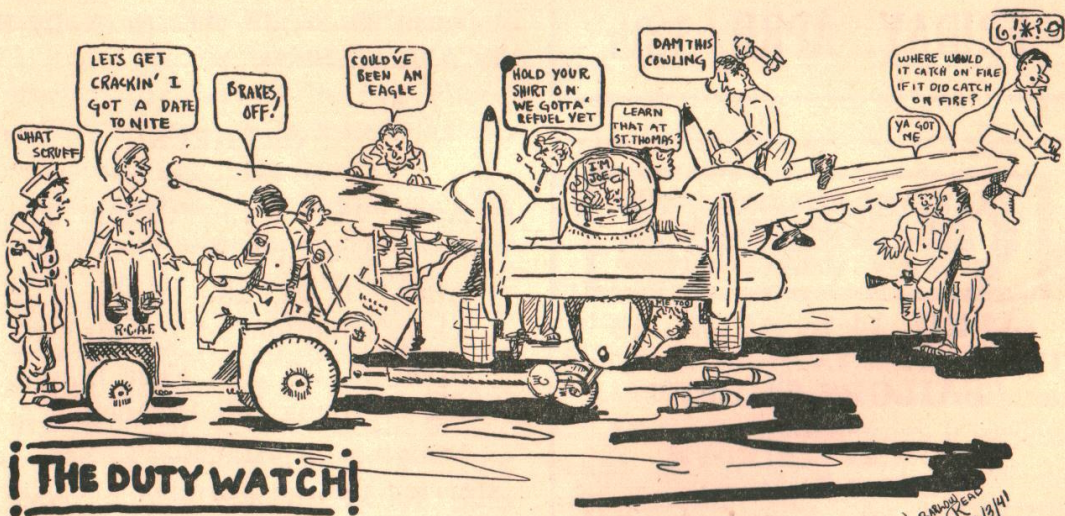
(Continued from page 5)

SCREW THREADS

nut on a S.A.E. bolt. The nut, having a thread angle of 55° , is smaller than the smallest part of the S.A.E. 60° thread groove. The result would be the same as trying to force a piece of steel through a hole that was smaller than the steel. The operation would be much easier with the turning of the bolt but the cast of the thread would be ruined. In the forging the fact that the B. S. F. thread has a radius on top and bottom and the S.A.E. thread has a flat is disregarded. In the smaller threads

the difference between the flat and the radius is difficult to see with the naked eye. The practice to change a different nut is possible but in Air Force procedure it is not permissible.

In certain cases it is possible to interchange a nut or bolt. The 10 x 24 A.S.M.E. standard can be used when 3/16-inch screws are specified, as the difference in diameter is only .003 thousands of an inch. The 14x20 A. S.M.E. in practically all work orders are interchangeable with the N.C. as the difference is .0025 thousands of an inch. At all times it is advisable to use the correct specifications, but in cases of emergency it is permissible to make the change.



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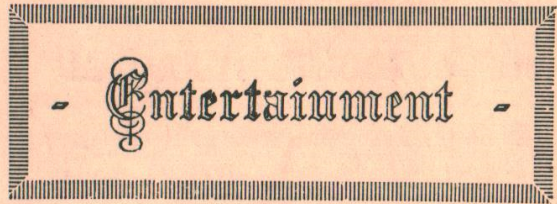


The softball season is just around the corner. While as yet there is no adequate place to play, some of the men from certain squadrons have secured equipment from the Director of Y.M.C.A. War Services for practice purposes. If your Squadron is in need of such it can be placed, on request, in the orderly rooms of the Squadrons. As soon as the proper space is located it is hoped that inter-squadron competition might be initiated in this sport. How about it, men?

* * * * *

In connection with the sing-songs each Sunday evening we are desirous of building up a library of slides (on which the songs are printed) which will have songs you want to sing. If you have any suggestions, please send them in to the Director of Y.M.C.A. Services and these will be procured. And, by the way, if there is a pianist among the Airmen who would like to be of real service to his buddies, he can by sending in his name. We need a good one for the affairs.

* Store your Winter Garments in Canada's Finest Cold-Storage Vaults. Storage and Insurance: 2½% of your own valuation.



No. 5 Squadron's big dance is scheduled for the 15th of this month. Tickets are still on sale and they can be procured by phoning local 52. By the reports that we are receiving the dance is sure to be a huge success. The request for tickets has been so heavy that the committee has decided to increase the amount to 140 couples. Rivalry as to which Squadron will have the best is in full progress.

* * * * *

Station Workshops are to be congratulated for the excellent party they sponsored. Every type of entertainment was enjoyed. Pageing "mock weddings".

* * * * *

Headquarters Orderly Room boys enjoyed a sociable evening dance at the Jubilee, Wednesday, April 2nd.

* * * * *

We have heard from good authority that in the near future the picture shows which are shown twice weekly at the Dartmouth Air Station will be getting better and better.

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HALIFAX, N. S.

(Continued from page 16)

Women's Auxiliary Air Force

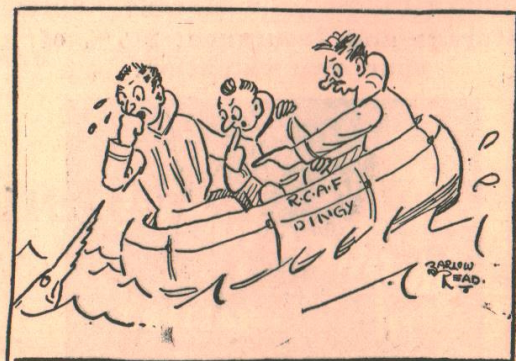
requirement is health. To join the motor transport flight all girls must be able to drive and maintain a car or truck.

The Flying Squadron was formed voluntarily and the members join on their own free will, contributing the expenses of the upkeep themselves. The majority of our members are business girls and, due to this, all meetings must take place after working hours. We have full permission of the Department of National Defence and the very generous co-operation of the R.C.A.F. The Squadron has formed, with the aid of the R. C. A. F., a rifle club. We are registered with the Dominion Rifle Association, and hope to acquire our share of medals which they are offering.

This is our answer to those who would try to destroy our democracy and freedom. It is our hope to be a share very soon of the part women are playing in this war against aggression and suppression.

—oO—

Our tastes change as we mature. Little girls like painted dolls; little boys like soldiers. When they grow up, the girls like the soldiers and the boys go for the painted dolls.



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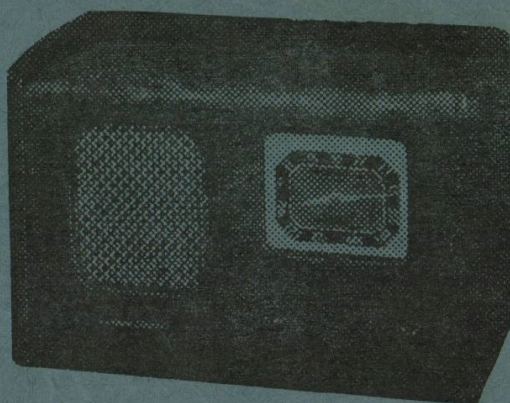
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