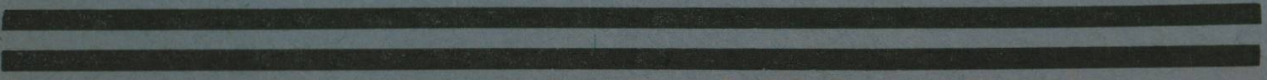

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Published Semi-Monthly by Airmen of R.C.A.F. Station

Vol. 1

DARTMOUTH, N. S., JUNE 15, 1941

No. 9

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EDITORIAL

UNLESS we stick together we are lost. No greater example could be cited of lack of co-operation than that of the Continental countries of Europe. Their present predicament is all the result of a national disunity from which international discord and unrest has sprung. We have all seen the result. However, there is no use in crying over spilt milk; we must carry on to demonstrate our continued loyalty and unity with a just cause.

NOW, if we all do our part, no matter how insignificant the job may be, a great increase in our aim and national strength will ensue. Very often a fellow has a job to do which in itself seems unimportant and utterly devoid of interest. Becoming bored, he convinces himself that it doesn't matter how the job is done, just as long as it is finished up somehow. Such an attitude is not to be endured. It is granted that many jobs are uninteresting and seemingly of no great value, yet looked at from the point of view of the National War Effort they become of vast importance. So it is good for all of us to bear in mind that by throwing our united weight behind the oar of the Ship of State we will pull through to Victory.

INTEREST in the job on hand is most important, for frequently we work on one job whilst maintaining a very decided interest in another. For example, we are all interested in flying and most of us would like to fly; consequently we are rather prone to envy the flying personnel and pity ourselves. A little thought will soon bring home to us the fact that without ground work, flying would be impossible. So let us concentrate on our own job to the exclusion of all others that we may work together for the ultimate victory:

THERE are many ways in which we can demonstrate our unity besides being interested and conscientious in our work. We can show our enthusiasm by always being properly dressed and by maintaining good deportment befitting men in the R.C.A.F., both on and off duty. We can also show our singlemindedness by giving of our time and money to the various Societies which are helping with the War Work.

YES, even though we are not yet in the front lines we can assist those who are by uniting to hold high the traditions handed down to us by those who have gone before. Never slip, never fail, but continue to gather strength and courage, so that in the end, by a supremely united effort, our will shall prevail and the enemy be crushed.

FOG

By L.A.C. R. J. LEMIEUX

FOG is one of aviation's most treacherous enemies. A pilot may have enjoyed a fine smooth trip over his route, but if the terminal and alternate airports are fogged in, he is literally up against it. Blind landings have not yet been perfected to such a degree that all dangers are eliminated.

Fogs are named according to their method of formation. There are four fundamental types and each type is known under several names. Dense advection fog, sometimes called "Sea-fog"; radiation fog, also known as "Ground-fog" or "Valley-fog"; thin advection fog, also known as "Sea-smoke", and "Steaming of lakes" and other water systems, and lastly expansion fog. And then there's mental fogs which the boys experience when trying a trade test.

The type most common in the coastal regions of Nova Scotia, the New England States and Newfoundland is the dense advection or sea-fog type. (Advection means the horizontal transfer of a body of air from one place to another.)

Before going into the explanation of the formation and dissipation of this type of fog it is well to consider the following facts: During the months of April, May and June there exists the greatest temperature differences between the Gulf Stream and the Labrador current. Air at a given temperature can only hold a certain amount of moisture and the warmer the air the more moisture it can hold and conversely the colder it is the less it can hold. When air

is fully saturated any excess will be condensed out and is the fundamental cause of the formation of fogs, clouds, etc. . . .

In order that saturated air may condense out its surplus water vapor there must be present in the air hygroscopic nuclei, which are minute in size and attract the minute water droplets present in the air. These nuclei are present in the air from particles of dust given off by forest fires, chimney smoke, volcanic eruptions and the salt nuclei from the sea.

As the warm tropical maritime air flows northward over the Gulf Stream it picks up moisture in its lower layers. This nearly saturated air, on its northward trek, comes into contact with the cold waters of the Labrador current about 200 miles south of this coast and as it continues northward it becomes cooler and more saturated all the time. After it becomes saturated by this cooling effect from the cold waters, condensation on the nuclei present takes place and if cooled sufficiently a huge fog bank is formed reaching heights of a thousand feet or more.

Fog dissipates very much in the same manner it was formed, for when the wind veers northerly or northwesterly in a northerly current, likely due to a frontal passage, it brings along with it air which has passed over northern Canada, and in its long journey over land it is comparatively dry and can absorb much of the moisture present in the form of fog.

FIRE EXTINGUISHERS

By CPL. GANT

EVERY person on the Station should make themselves FIRE CONSCIOUS, for fire, if not controlled immediately, is the one enemy that can destroy the whole Station. It should be every man's duty to see that no chance to do damage is given to our greatest friend—and worst foe.

The best method of fighting fire is PREVENTION and it is hoped that the personnel will be able to glean a few tips pertaining to the different types of extinguishers used on the Station from the following article:

There are three types of fires that we may have contact with, and each is a potential destroyer, but there are suitable methods of combatting them which have been evolved for our guidance.

Class A—A fire in ordinary combustible materials such as rubbish, paper, wood, rags, etc., or in other words, a penetrating fire. It is therefore easily seen that the proper type of extinguisher to use on this fire must be of the 'cooling' and 'drenching' type or one that will penetrate to the seat of the blaze.

Obviously, the best will be that which has water as its chief component.

There are several different trade-names for extinguishers of the "Soda and Acid" type, such as the Garth, Insurance, Guardine, etc., but none of them differ in principle for all contain the same essential contents so a person would be quite safe in using any of these to fight a Class

A fire. And, incidentally, the soda and acid are merely used to great pressure that a stream of water may ejected with considerable force from the container; so don't run for an extinguisher when in need of a little something to mix that drink with.

There are three further types that can be used with good effect against a fire of this nature, provided it has just started and has not penetrated to any extent. They are: Carbon Tetrachloride (commonly known as Pyrene), Carbon Dioxide Gas and, lastly, Foam.

Class B—A fire in inflammable liquids such as gasoline, oils, greases, paints, etc.

Extinguishing agents for this type must be of the smothering nature so that the oxygen is cut off from the blaze, thusly killing it. The best of this type is CO₂ though the disadvantage here is that the operator must approach closer to the flames than with any of the others. Next is the "Foam" or "Dry Chemical". Then comes the Thermene Loaded Stream and Carbon Tetrachloride.

Class C—Fires in electrical equipment, such as switchboards, motors, and wiring. Nearly everyone knows that water is a conductor of electricity, so this excludes any extinguisher that uses water as its main body. There are only three types recommended for use on this class of fire, and they are Carbon Dioxide, Dry Chemical, and Carbon Tetrachloride, but in an extreme emergency one could use Foam or Thermene Loaded

(Continued on page 20)

PARACHUTES

By CPL. G. F. MacAULEY

THE maintenance, inspection and packing of a parachute is an art which is worthy of the study of any person who has or may have cause to ever use one.

Every member of the Service has at one time or another gone into the Parachute Section and given a passing glance to what was taking place, but the details of the inspection and packing were never thought of. The following is a summary of what takes place when a parachute is inspected and repacked.

In most cases the rip cord is pulled and the silk of the canopy and shroud lines are extracted from the packing to be allowed to hang for a period of 24 to 48 hours in the chute-loft. This permits the drying out of any dampness that may have entered the silk during its 30 to 60 days of serviceability.

The parachute is then brought to the packing table, where canopy and shroud-lines are stretched to their full length. The inspection fold is next carried out and each gore is inspected separately for marks or tears. This is a job that requires the

utmost of attention and the trained personnel have gained the knack of being able to spot any marks on the white silk which might get by those not trained in this branch.

The shroud lines are inspected for loose thread or exceptional strain, the metal portions are gone over thoroughly for burrs or other injuries that might cause the uncertainty of a correct opening. The pilot chute and shrouds are inspected and the spring which opens it is tested several times to make certain that it is functioning properly.

Then begins the packing fold. Each of the 24 gores made of four panels is folded over the shroud line, thus making a flat section of two pieces of silk with the shroud lines in the centre; this is continued until the gores have been equally piled in two sections of twelve gores. The shroud lines are then piled directly over one another in straight lines. The outer edges are taken to the centre until the ends are even; this is carried out the entire length of the canopy. The packing of the shroud lines in the packing-case requires strict attention

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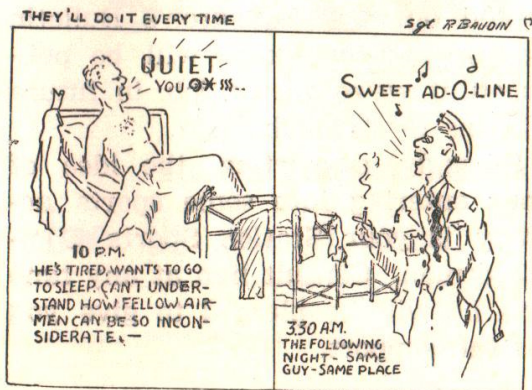
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and must be laid in such a manner as not to cause unnecessary spinning in the air when the chute is opened; this could also cause a fouling and give the user a very rough trip down. After the entire length of shrouds have been safely secured in the bottom of the case, the silk is folded in accordion fashion until it has reached the apex. The case sides are then closed and the pilot-chute is folded in such a manner as to break clear from its own section of the pack. The shroud lines of the pilot-chute are tucked to give a perfect outlet for the main canopy. The rip cord end is then closed, the cord being put in on end to hold the sides and end over the cones which are placed for that purpose. The pack is then closed on the second end, making a closed portion like the back of an envelope. The opening elastics which are hooked in eyes sewn on the bottom of the pack are then hooked in place on the respective sections of the top, thus assuring a very quick opening of the pack. The rip cord pin is safetied by a piece of thread and the chute is ready for use. Care and precision are very necessary in packing, as a human life may depend on its correct opening. The flying personnel should at all times pay strict attention and take proper care of the chute while it is in their possession.



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By "SRIGLEY"

SOCCKER GAME

The R.C.A.F. crack soccer team met the R.C.A. Training Centre on Citadel Hill Park to open the season's soccer series. A poor crowd witnessed the match, although the sunshine, none-too-common here just now, was no deterrent. Starting at 2.45 o'clock the game was packed with limitless thrills, the score of 1-1 being a good indication. We could, perhaps, be quite bitter over the non-existence of Air Force men at the affair, but perhaps we had better not let ourselves go.

Men, these sports are devised especially for your entertainment. If you lack ability to actively participate, then be a good and CONSTANT spectator!

SOFTBALL

First place honors are divided between three teams in the National Softball League, the Spitfires, Stran-aers and Oxfords, each having five points, garnered in the following way: Won, 1; lost, 0; tied, 0. (In other words they have each played a game and won it, for a win means five points.)

In the Canadian League four teams are tied for top place: Aces, Bear-cats, Wolves and Lions. All these games are being played at Woodside

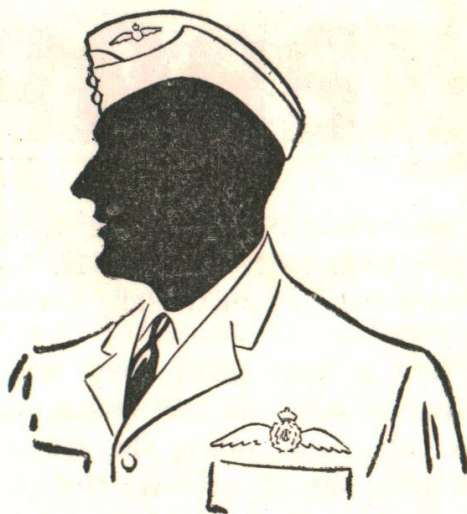
Park, but arrangements are rapidly being finalized to complete the construction of our own diamond situated back of the Administration Building. When this is completed games will be played in the evenings.

Various straw-eaters and plough boys have suggested a horseshoe contest be held among the Airmen at the Station. Good pits can be constructed in practically all the Squadrons, it is believed. Bruce Bonnett (better known to his friends as 'Red-light'), appears to hold the tossing laurels in 4RD, while the combination of McIntyre and Grottenburg stand undefeated. Prospective entrants in this field should consult their Squadron Sports representative.

Schedules in connection with softball, basketball, volley ball, etc., are posted on each Squadron's Bulletin Board, and the scores will be published, if we're on the job, in future editions of "Thumbs Up".

Strongly supporting the idea of your entering into some sports activity is your Station Sports Committeeman. Consult him at any time and he will be pleased to give you his full support.

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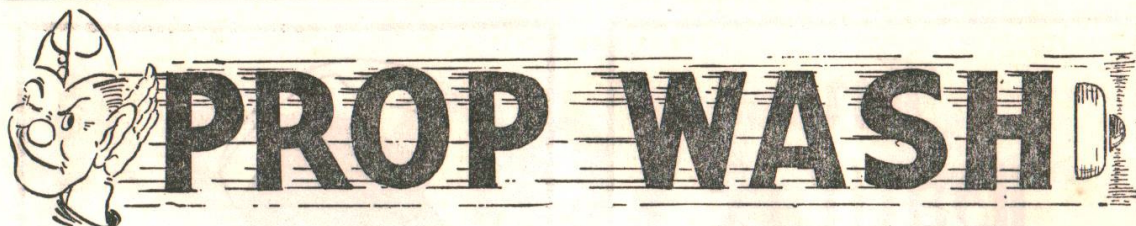
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PROP WASH

L.A.C. Bondar is enjoying a two weeks' leave in New York, N. Y.—Yes—we must admit, we are envious.

* * * * *

Who is the young hero, who gallantly came to the rescue of his chum who was in the act of strolling out of a certain Oriental restaurant with a napkin-holder under his arm. Was that really mascara the manager wore for a few days.

* * * * *

We understand that "Smokey Beebe and Flt.-Sgt. Owen Hall" do pretty well toting an armful of—er—wood.

* * * * *

It seems that a few of us persist in showing that we are only children at heart by wantonly damaging the interior of the local bus lines—**LET'S GROW UP, BOYS!**

* * * * *

We tender our apologies for being late with this issue, we were misinformed as to the date of the pay parade.

* * * * *

Heard in the Sergeants' Mess: "If Sgt.-Major Skuce had a daughter and she got married, would she be an ex-Skuce?"

* * * * *

We wonder who this brunette named Helen is who has Cpl. Theriault of the refuelling gang all agog and catching the duty run to Halifax? Pretty nice, Butch.

We hear of an Airman who tried to make twenty-five cents and lost ten dollars in the attempt.

* * * * *

S/M Buckland goes for bridge parties and week-end at Moncton in a Big Way. We wonder why.

* * * * *

Sergeant-Pilot Waterson of 11 Sqdn. makes frequent trips to Moncton to see a girl named Winnifred. He insists on calling her "Mabel". Could this be a safeguard against the possibility of giving himself away? Flying certainly teaches one to leave nothing to chance.

* * * * *

We hear that Balenko is keeping time to a cute tune by the name of Jeannie With the Light Brown Hair.

* * * * *

What senior N.C.O.'s of Headquarters and No. 11 Squadron took a shower with all their clothes on?

* * * * *

We would like to know where it is that Bonnett goes every night with that certain gleam in his good eye.

* * * * *

Does "Bowser" Kellough really mean to remain true to his one and only.—Payday today.—Tonight will tell the tale.

* * * * *

Cpl. "Bugle" Hawkins has gone to such great length in voluntarily explaining how he acquired his recent shiner that we are just a trifle suspicious.



PROP WASH

Missing plugs are a pilot's nightmare, but any Airman in 4RD will tell you that this hazard does not apply only to flying personnel. We understand that two such plugs brought the entire workshop to a standstill.

* * * * *

Before Barlow Read went on leave we overheard him making a date with Sgt.-Major James to meet at Mother Martins in Montreal. A few super cartoons are expected on his return as a result of this tete-a-tete.

* * * * *

Come, come, Findlay—which is it to be Allan or Peter?

* * * * *

Theme song for No. 5 Squadron—"The old gray Stranraer ain't what she used to be."

* * * * *

What No. 5 Squadron Sergeant was taken into the toils of the law for flying too close to the road?

* * * * *

Why all the long faces around 5 Squad.?

"Gullible" Giduck, they call him, prompted the Dartmouth barbers to raise their price to 40c a shear after telling them about the Barber's Union in Montreal holding out for 40c a couple of years ago.

* * * * *

Who is the 5 Sqd. Corporal who sold his overalls as soon as he got his hooks?

* * * * *

Peace and quiet now reign in "A" Block now that the Fort William Playboys are living out.

* * * * *

What possessed "Bombsight" Woodall to squander \$2.60 on a trip down the Valley last weekend? Was it to see the Queen of the Festival?

* * * * *

What Limey thinks he was in the Hudson crash? — Or did the brick really effect his head?

* * * * *

The boys in the canteen welcome Ed. McIntyre back, and are also glad to know that he intends carrying on his Blue Ribbon Traditions.

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PER ARDUA AD ASTRA (THROUGH DIFFICULTIES TO THE STARS)

BY SGT. R. BAUDIN



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OFF IN A CLOUD OF DUST MAKES FLYING FIELD IN SPLIT-SECOND TIME



STEAMING HOT, HE SEES SQDN. ADJUTANT WHO GIVES HIM A PASS



OFF TO GET PERMISSION FROM PILOT OF AIRCRAFT



IT'S O.K. HE CAN HAVE A FLIP



SERGEANT INFORMS HIM HE CAN'T BOARD AIRCRAFT WITHOUT A PARACHUTE



OFF AGAIN AFTER LOCATING PARACHUTE SECTION AND (AFTER WHAT SEEMED AN ETERNITY) THE PARACHUTE MAN



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PROP WASH

Is "Dixie" Dean going to give us a few lectures on "Fitting"?

* * * * *

After being seen in action as a catcher during 4RD Sports Day, we figure Blair can still talk a pretty good game of ball. And we do mean talk.

* * * * *

Who is the Sgt. in 4RD who persistently wears a smock?

* * * * *

We understand that Cpl. Craig of 4RD nearly blew up the other night — A case of spontaneous combustion, you know.

* * * * *

Surely it isn't the weight of the hooks on Wallace's arm that is spoiling his game of ping-pong.

* * * * *

What LAC is leading the Honour List of 5 Sqd. when so many F/S's are on the other list?

* * * * *

Where was AC McGuire when poor LAC Hebert had to unload 100 drums of gas alone? Your leave is well earned.

* * * * *

Are Mickey's intentions centred on Moncton or Vancouver?

* * * * *

"Cheer up, old chap, no news is good news."

"Not when you're running a Prop Wash column."

(Do you get it, fellows?)

* * * * *

After a steady buttermilk diet of a month's duration S/M Buckland was able to enjoy a short stay in Moncton.

If you are planning to be married, see LAC Greenough, he'll make a ring pretty cheap.

* * * * *

What AC of the refuelling gang goes to Moncton every fortnight and returns looking like the cat that swallowed the canary?

* * * * *

We wonder if Flight Sgt. Haime is still looking for the 200 revs. lost by a certain aircraft.

* * * * *

Who is the 5 Sqd. Flt.-Sgt. who is always looking on the Honor Roll for his name?

* * * * *

Those General List officers are certainly frisky. You should have seen the swell game of ball they played one night last week in the mess—complete with sound effects.

* * * * *

The Acadia Senior Class party was graced by five engineers of 4RD. Who, we ask, took the count?

* * * * *

It's very dangerous to ask a certain Engineer Officer in 4RD — "Where is Dolly?"

* * * * *

AC1: "I sure feel like punching that Flt. Sergeant in the nose."

LAC: "Again?"

AC1: "Yes, I felt like it yesterday, too."

* * * * *

Will Sgt. Gilders ever get that transfer? Keep your fingers crossed, Tommy.

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AERO ENGINES

By SQDN.-LDR. W. J. WILLIAMS

AERO ENGINES used in the first quarter of the 20th century worked upon the 4-stroke constant-volume-ignition cycle, and the thermodynamic theory of them was similar in all essentials to that of any other petrol engine, but with the advent of the modern high speed aircraft many problems have presented themselves.

The great question with which the designer of aero engines is faced is reduction of the ratio weight to horse power, or as it is customarily expressed, the "pounds per horse power", to the smallest possible value consistent with reliability. But pounds per horse power in the air cannot be taken simply as a figure obtained on the test bench; an aeroplane must carry its own fuel, so that economy of fuel consumption also is of primary importance. If we take, in order to fix our ideas, the example of a 450 H.P. engine which itself weighs, say 900 lbs., then the weight of fuel used per hour would be of the order of 225 lb., depending, of course, at what height the flight was made.

If we consider, not the weight of the engine alone, which is 1.45 lbs. per H.P., but the weight of the "power unit" (engine and fuel) for a four hours flight, then the value of this when the aircraft leaves the ground will be not 2 but 1.45, and it becomes at once clear that the effective weight to power ratio of an engine in flight will be materially effected by its fuel economy. In 1915 there was no water-cooled engine which weighed,

complete with water and radiator, less than about 4 lb. per H.P., and no air-cooled engine of less than 3 lb. per H.P. Since that time these figures have been reduced to less than 2 and 1.5, respectively.

For an engine of given size (bore and stroke) both the power and economy are increased by an increase of the compression ratio. The tendency of design has therefore been toward the use of higher and higher ratios of compression; from the figure 5.5 of the average motor car the compression in aero engines has been pushed up to 6 to 1, and even much higher in special cases. The limit to which it can be raised depends largely on the physico-chemical properties of the fuel available. With some fuels, of high octane rating, an engine of 7 to 1 compression ratio will run quite smoothly. With others which differ only in chemical analysis and not at all in appearance, volatility or specific gravity, it would be impossible to run the engine at all. Owing to the high degree of compression, the combustible gas when ignited would explode with such violence as to cause "detonation" or "knocking" in the cylinders. In order that the compression ratio may be pressed to the highest point, therefore, the supply of suitable fuels for aero engines is a matter of great importance.

The aero engine designer must bear constantly in mind the factor of "head resistance". When an aeroplane is flying level, the whole avail-

(Continued on page 20)

R. C. A. F. ORCHESTRA

Back in the late month of last year A.C. "Steve" Giduck organized a dance band with talent drawn from all Squadrons. Then when the Station Band arrived it was found necessary to make up the dance orchestra entirely from members of the band because of difficulty in getting all the players together for rehearsal.

So here's a quiet word of appreciation to "Steve" Giduck for his hard work and enthusiasm during the early days of the Orchestra.

The new leader is L.A.C. "Ace" Bailey, who not only does a really swell job on that "dog house" of his but makes a capable leader of the Orchestra. Through the kind cooperation of Flight Lieut. W. J. Williams, Officer in Charge of Station Band, and Sergeant A. Deadman, Band Leader, the orchestra has been able to practice together.

The Dance Band is available to all War Service organizations on request to Flying Officer E. B. Higgins, who has been supervising the activities of the orchestra since its inception.



"—AND IF YOU'D JUST KEEP YOUR EYE ON THE TOW-TARGET YOU'D BE A WOW!!"

CAPITOL

JUNE 24th, 25th, 26th

A Swell Musical Fun-Show

JAMES STEWART

—and—

PAULETTE GODDARD

—in—

"POT OF GOLD"

—with—

HORACE HEIDT AND HIS ORCHESTRA

ORPHEUS

JUNE 16th, 17th, 18th

Up-to-the-Minute Thrillers

"BULLDOG SEES IT THROUGH"

"JANE STEPS OUT"

MAYFAIR PORTLAND H-2354

JUNE 24th, 25th, 26th

James Stewart and Katherine

Hepburn in—

"PHILADELPHIA STORY"

ADDED FEATURE:

"Hit Parade of 1941"

CAPITOL

June 13, 14, 15—Mickey Rooney in "Andy Hardy's Private Secretary."

June 17, 18, 19—Warner Baxter in "Adam Had Four Sons".

June 20, 21, 22—James Cagney in "Strawberry Blonde".

June 24, 25, 26 — James Stewart and Paulette Goddard in "Pot O' Gold".

June 27, 28, 30—Edward G. Robinson in "The Sea Wolf".

ORPHEUS

June 16, 17, 18—"Bulldog Sees It Through", "Jane Steps Out".

June 19, 20, 21 — "The Penalty", "The Round Up".

June 23, 24, 25 — "Double Date", "Pride of the Bowery".

June 26, 27, 28—"Wagons Roll At Night", "Border of Legions".

MAYFAIR

June 13, 14, 16—Geo. Formby, "I See Ice"; Kent Taylor, "I'm Still Alive".

June 17, 18, 19—Robert Montgomery, "Mr. and Mrs. Smith"; Miriam Hopkins, "The Lady with Red Hair".

June 20, 21, 23 — Deanna Durbin, "Nice Girl"; Regis Tooney, "Shadows on the Stairs".

June 24, 25, 26 — James Stewart, "Philadelphia Story"; Kenny Baker, "Hit Parade of 1941".

R.C.A.F. STATION

June 15, 16, 17—"Gladiator", Joe E. Brown Comedy.

June 18, 19—"Seventeen, featuring Jackie Cooper.

June 22, 23, 24 — "The Day The Bookies Wept", Comedy, Betty Grable.

June 25, 26—"Tomorrow's Youth", John Miljan.

The Dartmouth Services Club

(CONTRIBUTED)

FROM the day that war was declared, there was no doubt in the minds of the women of Dartmouth that there would be need for a canteen for the benefit of the service men stationed in and about the town. One big difficulty was the obtaining of suitable quarters. Finally, however, under the direction of the wives of the officers of the Air Force, the Dartmouth Services Club was opened in November, 1939, in the basement of Christ Church Parish Hall. With gifts and loans of money and gifts of furniture for the main room and the kitchen, the canteen was started on its period of service.

The Dartmouth Services Club is registered under the War Charities Act and has its own constitution. This calls for the wife of the A.O.C. of the Eastern Air Command to be president; the other officers of the Club are chosen from the wives of the officers of the Air Force. The Regents of the three Dartmouth Chapters of the Imperial Order Daughters of the Empire are ex officio on the executive.

The canteen is open daily from 4.30 to 11 p.m. and on Sundays from 2 to 11 p.m. On week days there are two shifts of workers; on Sundays, three, but when the canteen is operating, it will be open to the men from the middle of the forenoon.

Workers are provided from among the officers' wives and from the membership of the three chapters of the I.O.D.E. The "Daughters" provide 80% of the shift workers and give further assistance at the regular Wednesday night dances and the Sunday night entertainments. In the beginning, the Robin Hood Chapter gave a generous financial gift and the H.M.S. Shannon Chapter loaned supplied stationery, pens, ink and blotters for a year. The Y.M.C.A. now donates the paper, but the chapter continues to supply the ink, pens, and blotters.

Back of all is a genuine desire that the men of the Navy, Army and Air Force, and Merchant Marine may have a comfortable place in which to read, write, play, or have a meal. All are welcome, the more, the merrier.

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Congratulations to F/L and Mrs. Michalski from personnel of 11 Sqdn. upon the arrival of a baby boy.

* * * * *

Cpl. Hawkins will be leaving for Winnipeg in a few days. We understand he is to be married on the 21st of this month. Congratulations and every happiness, Hawk, old sock.

* * * * *

At 8 o'clock on the morning of June 17th the marriage of Miss Kathleen Baker and Ray Burroughs will be solemnized in St. Mary Cathedral. It is an event we have long been looking forward to and we know they will be a grand couple—You see, we've met Kathleen.

* * * * *

Jimmy Floyd will be a husband by the time our next issue is off the press. Congratulations, Jimmy, and the very best of luck.

- Entertainment -

Well, chaps, it looks as though Mr. Devenney has rounded up another fine series of entertainment for us in the coming two weeks. Here's a list of the events.

June 15 — Dartmouth Concert Party, under the supervision of Ivan Haley.

June 22—Uncle Mel.

June 27—Harry Morris' Knights of Komedly.

—oOo—

"I asked if I could see her home."

"And what did she say?"

"She said she would send me a photo of it."

By this time next month, we understand that Sgt. McMullan will be married. Best of luck, Sarge.

* * * * *

L.A.C. Charbonneau is marrying a Yarmouth lass next week. Congratulations, Charley, old boy.

* * * * *

Howard Renolds was married in Woodside the other day. L.A.C. Tant officiated at the organ.

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THE SHOW.

●
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(Continued from page 5)

Fire Extinguishers

Stream.

But no matter what type of conflagration it is or what kind of extinguisher is used, the important thing to remember is that it must be applied to the base of the fire where it will be most effective.

If any person desires further information on the subject the Station Fire Chief will be only too pleased to be of what assistance he can in the matter.

—oO—

(Continued from page 15)

AERO ENGINES

able power of the engine is used up in overcoming the "drag" on body and wings as the machine tears forward through the air. In practically all modern machines the engines are at the front of the body or streamlined into the wings, and if the head resistance is to be kept down, the area presented by the engine and accessories, when viewed from the front, must be as small as possible. A most important accessory, in this connection, is the radiator necessary with liquid cooled engines to reduce head resistance to the minimum and yet present a large cooling area.

—oO—

A woman resident in China remonstrated with her houseboy for taking her linen into her bedroom without knocking.

"That's all right, Missy," said the native.

"Every time come, lookee through keyhole. Nothings on, no come in."



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