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THE FINGAL OBSERVER

Vol. 1 - No. 1

No. 4 Bombing and Gunnery School, R.C.A.F., Fingal, Ontario, Canada

February, 15, 1941

Official Opening On Empire Plan Anniversary

Air Commodore G. E. Brookes, Officially Opened Fingal School December 17

A pleasing informality and absence of stiff, "brass-hatted" ceremonies marked our official opening on December 17, 1940. Air Commodore G. E. Brookes, O.B.E., in command of No. 1 Training Command, officiated, and a more friendly, unpressuring person could not be found. With our O. C., Wing Commander W. D. Van Vliet, he had a handshake and a cheery greeting for every guest as they gathered in the recreation hall in preparation for the tour of inspection. Air Commodore Brookes spoke briefly during the inspection period in the drill hall, referring to the progress that has been made in the last year in the development of the British Commonwealth Air Training Plan.

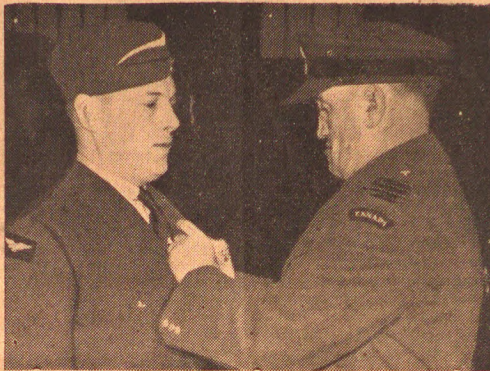
Whether by accident or design, the day chosen to officially open the Fingal School was a particularly proper one, for it marked the first anniversary of the launching of the British Commonwealth Air Training Plan. Just a year ago the Plan was started—and a year ago few persons in this district would have believed that before twelve months elapsed one of the most important training units in the Plan would be constructed and in operation off historic Talbot Road, just west of the Village of Fingal. The Fingal School in itself is tangible evidence of the remarkable progress which has been made in the development of the training scheme.

Prominent Guests

Many prominent men of St. Thomas, London and Elgin County attended the official opening and were later entertained in the officers' mess to luncheon on Tuesday morning. Among the many in attendance were Mayor Peter Laing, of St. Thomas; Warden Clarence Patterson; Reeve W. C. Wheaton, of Port Stanley; Reeve Ralph Auckland, of Southwold; W. H. Mills, M.P.; Brigadier D. J. MacDonald, O.C. Military District No. 1; Lieut.-Col. H. C. Cameron, O.C. the Second Elgins; Captain C. H. Smith, in charge of auxiliary services in Military District No. 1, and leaders in war service work in St. Thomas and London.

Air Commodore Brookes spoke only briefly to the assembled school when paraded in the drill hall at 9 o'clock, just before com-

Graduate Gets Wings



Of the large class of trainees who graduated from the R.C.A.F. No. 4 School of Bombing and Gunnery, Fingal, on January 17, Leading Aircraftman Malcolm Ian Martin, now a sergeant wireless air gunner, obtained the highest standing and was the first to be congratulated and "winged" by Wing Commander W. D. Van Vliet, officer commanding the school. The gunner's insignia is here being pinned on his breast by Wing Commander Van Vliet in the above photograph.

mencing the day's work. There was no formal inspection of the ranks, merely the introduction of Air Commodore Brookes, followed by his remarks, and three rousing cheers given him at the conclusion of the talk.

"Five months ago," he said, "there was nothing here but farmland and when you bear that in mind, you must appreciate the very excellent work done by those

who have prepared this place for you. It was a great effort they put forth in building this station and some of the men who worked here spent as much as eighteen hours a day on the job. We may regard this as an occasion on which we can pay tribute to the extraordinary good work they have done.

"Now we can get on with our job."

Message From The Commanding Officer

I am pleased that "The Fingal Observer" is going to press because a paper can play a definite part in building up that esprit de corps which counts so much in the efficient and effective running of a school such as ours. I wish it every success and hope that our personnel will use it fully as an organ of self-expression and for offering suggestions aimed at bettering the work.

"The Fingal Observer" will keep us informed of all recreational and school activities and provide the necessary lighter moments such as "Mable's Letter," but I cannot forget the words of Air Commodore Brookes, quoted elsewhere, that our main duty is to get on with the job.

The Commanding Officer

It is difficult to give a very comprehensive account of the service career of our Commanding Officer in a short article of this nature. However, to those who are not acquainted with it, a few remarks will be of interest and give an insight into the man who is aiming at, and making, this station the most efficient possible.

He was born and grew up in Winnipeg. In the early 20's he attended the University of Manitoba, taking the Engineering course. While at university, he started his flying experiences with the R.C.A.F. during the summer holiday months. Since that time, an aeroplane and "Van" have been synonymous, and he is never happy unless in the vicinity of aeroplanes and regularly "up in the air." On graduation with an Engineering degree he was granted a permanent commission in the R.C.A.F. in 1925, and his flying experiences since that time have covered a wide and varied field. Amongst others, he has served at the following stations: Vancouver, Winnipeg, Ottawa, Trenton, and in addition attended the R.A.F. Staff College and School of Army Co-operation in England. At the outbreak of war he was commanding No. 2 (AC) Squadron which was carrying out coastal patrols "some-

—Continued on Page 4

Second Class in Wireless and Air Gunner Graduates Get Their Wings at Fingal School

Every Section of Canada Represented; Two Americans in Class; Brief, Businesslike Ceremony Is Followed by Graduation Dinner

The second class in wireless and air gunner was graduated from the Fingal Bombing and Gunnery School on January 19, with the graduation ceremony on presenting the graduates with their wings taking place in the drill hall on Saturday evening. Wing Commander W. D. Van Vliet, O.C., officiated, assisted by Wing Commander R. Kennedy, second in command, and Flying Officer J. Austin, adjutant at the school. The class was larger than the first class which graduated late in December. The first class of aerial observers graduated from the Fingal School on Saturday, February 1.

Every section of Canada was represented in the second class of air gunners, as well as the United States.

THE FINGAL OBSERVER

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EDITORIAL

(From The Times-Journal,
February 1, 1941)

The Fingal Bombing and Gunnery School will soon have a newspaper of their own—a newspaper that will record the work and progress of the busy training centre and, it is hoped, will also reflect the international spirit of the school. For the Fingal School is rapidly becoming an international or cosmopolitan centre, with young men from every part of Canada, the British Isles and the United States on staff duty or in training there, and a large group of young airmen from Australia and New Zealand expected soon.

The name of the Fingal Bombing and Gunnery School's paper has been tentatively selected as "The Fingal Observer"; but if a more historic name, one that connotes the pioneer period of the Talbot Settlement can be found, it may be used instead.

Douglas M. Deane, Y.M.C.A. director at the school, is sponsoring the newspaper movement and hopes to have the first issue off the presses in ten days or a fortnight. He told a Times-Journal representative that he would welcome any suggestions regarding a name with historic association. There is no record of a newspaper ever having been published in Fingal, even in its pioneer hey-day as an important manufacturing and grain shipping centre. If a newspaper were published in Fingal a century ago, that is the name the Fingal School would like for their newspaper.

The plan is to make the Fingal school paper original both in design and in content.

(The Times-Journal from which admirable paper we have quoted very liberally in this issue, puts our desires in a nutshell. Suggestions for a better name and material are invited. "If you have knowledge, let others light their candle at it".)

"Our whole social life is in essence but a long, slow striving for the victory of justice over force."

RELIGION PLAYS ITS PART

It is not a question of whether religion is for or against war. As a matter of fact, no constructive agency in any decent nation is "for" war. None of us wants war, and neither does religion.

But that doesn't mean that religion should have nothing to do with war nor, on the other hand, that religion should excuse war. We need be neither pacifistic or apologetic. This war comes to one as a job that has to be done—a dirty job perhaps, but nevertheless something that challenges our well-planned thought and action. War may be an evil, but there are worse evils in the world. Indeed, it is the existence of one of these worse evils that has us at war. This evil is now openly uncovered in all it heinousness, as an insidious philosophy based on grab and force, in the form of ruthless aggression, in the form of a blank denial of the tender feelings and sanctity of the individual conscience and hence in the banishing of free expression in thought and worship.

Such are the destructive tendencies of Nazism against which we fight. Now, bad as it is, it would be a worse evil and an inexcusable sin for any nation or set of nations to take no action and allow that instrument of hate and wantonness to fulfill all its direful purposes. Religion prays for the death of all evil, but it cannot pray without accepting some responsibility and taking some action.

Evasion here would be unforgivable, and evasion it would be to take no action, no matter by what name you call it, whether pacifism, strict neutrality, or non-combatancy. In ordinary life it might be unlawful for one citizen to strike another. Yet there are circumstances where the same action might be regarded as quite lawful and even commendable, and indeed not to do it would be regarded as cowardly evasion. As, for instance, when one seeks to defend a defenceless woman from a

brutal attacker, and in so doing must use all the force at his disposal. What citizen would not knock unconscious a demented man armed with a weapon? Who would not help to disarm him for the sake of innocent and defenceless society?

This war is such a pursuit. We are in it, not to slaughter, nor to grab, nor to satisfy selfish designs on any nation, but rather to save ourselves and weaker states from the selfish and cruel designs of a criminal nation. The primary objective is to disarm a dangerous man. It takes force to do this, for it is the only counter-action that the bully will recognize. Moral persuasion seems to be out of the question, and none will doubt but that our leaders exhausted all their persuasion of words and appeasement even to the point of appearing foolish, before they were under the necessity of resorting to physical force.

The enemy of our nation, our homes and our happiness will never be turned away until we can more than match him with planes, gunships and supplies, but above all with men filled with the love of freedom, and possessed of the eager will to see this business through to the end.

This country has a clear motive in its fight. Religion more than approves of the motive; it goes all out to put its resources of inspiration and fortitude at the disposal of the nation's effort.

The backbone of our defence and offence is the men, and men are at their best when the motive is clear, the mind keen, the soul enthused and the body sound. Religion has therefore a necessary service to render, for an army without a soul is as effective as a weapon without an empty breach, or a plane without propulsion.

To this end religion offers its

services, for this is its field of usefulness. A few moments of daily and weekly worship may serve to sustain the precious element of vision and purpose, and the will to never flag.

Your government and superiors in the Force not only believe it, but have provided for the ministrations to the inner man. Through their appointed padres there will be regular invitations to divine worship. Under their counsel and leadership an attempt will be made to build and maintain an esprit de corps for which Canadians have always led the field. Let us all pull together.

—D. G.

Do You Know?

that if you want a Sunday dinner in a friendly home the Y.M.C.A. representative on the Station will be glad to arrange it for you.

that the Active Service Club in London stands ready at all times to proffer hospitality to service men. Just look it over, boys, when you are next in London and you won't regret the time spent.

that if you have any friends sick in hospital the Padre or the Y.M.C.A. representative will be glad to convey messages or render small services on their behalf.

that our next concert is being held the 18th of February.

that our next dance is being held the 28th of February. Tickets will be on sale from the 17th of February.

that the Correspondence Courses sponsored by the Canadian Legion through the universities offer excellent opportunities to you. See the Y.M.C.A. representative for further particulars.

+

In Memoriam

F./O. HOOD, L. A., ADRIAN, MICH., U.S.A.
A.C./2 BOURNE, E. W., HASTINGS, ENGLAND
A.C./2 McNALLY, J. H., MINAKI, ONTARIO

* * * * *

In its first edition, THE FINGAL OBSERVER reverently places in memoriam the names of the above officers and men whom it is presumed lost their lives on December 8th, 1940, in the performance of their duty.

"They counted not their lives dear unto themselves."

NOS FRERES DE QUEBEC

Etant au service du Roi, ou plus exactement, faisant partie de l'Aviation Royale Canadienne, nous devions nous attendre à tous les changements qu'exige le service.

Or, un beau matin de janvier, une grande nouvelle nous parvint. Ce fut le déplacement de dix jeunes as de l'air qui laissaient la rude température de la vieille cité de Champlain pour un climat plus doux, c'est à dire Fingal, Ont.

Notre départ n'aurait certainement pas été si gai, n'eût été les belles réceptions que nous firent ceux qui nous sont si chers. Pour les uns, c'étaient les parents, pour les autres, les petites amies qui savent se faire si gentilles en de pareilles circonstances. Enfin tous ceux qui se trouvaient là, connaissances ou non, tous firent une magnifique ovation à ceux qui ont le devoir de protéger nos libertés et notre religion. Tout ceci eut pour effet de stimuler le moral de dix as, moral un peu désorienté en de pareils moments.

Le voyage fut gai au possible, et la raison de cette gaieté fut due en bonne partie à la bonne entente entre copains, sans oublier la bonne tenue de chacun dans les différents convois. Nous arrivâmes enfin à destination, tous plus ou moins dépaysés. Au

bout de très peu de temps heureusement chacun se familiarisa à ce nouveau genre de vie, je dis "ce nouveau genre de vie" parce que partant d'une province où l'on parle presque exclusivement le français pour arriver en province anglaise, il est évident que la mentalité change du tout au tout. Qu'importe, nous y sommes bien installés et d'ailleurs nous nous y plaisons.

J'ai donné plus haut un pauvre aperçu de notre arrivée à Fingal, mais voici ce qu'elle fut en réalité. Une surprise nous attendait en descendant du camion: ce fut l'accueil qui nous fut fait, par un jeune et gentil sergent canadien-français, et quelques instants plus tard par un caporal aussi aimable, de même nationalité. Notre arrivée fut pour eux, en plus d'une surprise, une grande joie aussi car leur visage s'illuminaient en nous entendant nous exprimer dans leur langue maternelle. Nos deux copains, si je peux les appeler ainsi, nous souhaitèrent la bienvenue et nous promirent leurs services si parfois le besoin s'en faisait sentir. Notre enthousiasme n'eut pas de borne quand nous sûmes un peu plus tard que ces deux Canadiens-français étaient directement nos supérieurs. Si nous avions été sous la protection d'un supérieur ne sachant aucun mot de français, les difficultés n'auraient pas été grandes peut-être, mais certainement ennuyeuses, vu l'ignorance (involontaire) dont nous faisons preuve de la langue anglaise, parlée par nos amis les Canadiens-anglais. On nous installa rapidement dans notre nouveau domicile et nous y fûmes tout de suite apprivoisés vu la ressemblance qu'il y a avec notre ancien dépôt de Québec. Une fois l'installation terminée, nous sortîmes par groupes de deux ou trois dans le but de faire de plus amples connaissances de l'endroit. Ce qui peut-être nous frappa le plus, ce fut la complète nudité de la terre. La neige, laquelle met tant de gaieté et de bonheur parmi le peuple québécois nous manqua quelque peu au début. Mais ce premier désappointement s'est effacé depuis que nous connaissons tous les avan-

Officially Opens Fingal Air School



AIR COMMODORE G. E. BROOKES, Air Officer Commanding No. 1 Training Command, who officially opened No. 4 Bombing and Gunnery School at Fingal on December 17, 1940. The ceremony took place during the morning, with a luncheon served to the invited guests in the officers' mess at noon.

tages que nous procurent une température plus douce, et les petits ennuis s'évadent de notre esprit en pensant au travail intéressant qui nous occupe actuellement, et qui peut-être nous donnera, un jour, la chance de prouver notre reconnaissance à notre digne et respectueux chef "Le Roi".

Il y a une chose encore que je m'en voudrais d'oublier; ce fut la grande amabilité que nous témoignâ à nous Canadiens-français, l'Officier Commandant, W. D. van Vliet. Il poussa la gentillesse au point de nous donner l'occasion de nous faire valoir dans tout autre domaine que simple aviateur. Nous fûmes tous transportés de joie et y répondirent avec empressement. Mon vocabulaire est certainement trop restreint pour remercier à se juste valeur celui qui fut un grand, sinon le plus grand as de l'Aviation Canadienne outremer dans le présent conflit. Il eut les grandes capacités et le grand honneur d'être le chef de la 110ème escadrille, laquelle demeurera toujours, par ses brillants exploits, dans les mémoires futures de notre Histoire.

Quant aux assistants de M. l'Officier Commandant, c'est à dire tous les autres officiers du camp, il ne nous est pas permis de les passer sous silence. Nous voudrions les remercier de tous les bons conseils et de la patience dont ils ont fait preuve. Ils ont poussé la gentillesse au point de nous permettre

LECTURES

The series of lectures arranged in co-operation with Dr. Maine, Director of the University Extension Department, have been a stimulating contribution to the School's recreational programme. In the past four weeks we have had talks from Dr. Pleva, "The Eastern Mediterranean and Its Military Significance"; Dr. Robson, "Balkan Backgrounds"; Professor Willis, "The Economic Sinews of War"; Dr. Dorland, "British Political Parties and Leaders Since the Great War." All four talks were of high quality. Dr. Pleva's, illustrated by lantern slides, seems to have been the most popular, although the least provocative of discussion. Professor Willis started a lot of school discussion on a changing economic world and Dr. Dorland made many wonder whether the future British contribution in a world at peace could not be a lot better than the one during the two World Wars.

d'utiliser leurs uniformes pour voler. Nous espérons avoir, un jour, l'occasion de leur prouver notre reconnaissance, et dès maintenant nous allons nous efforcer de rapides progrès pour leur faire oublier les petits ennuis causés au début. Donc encore une fois tous nos remerciements. Nous sommes certains qu'avec de tels instructeurs, efficace sera notre progrès.

Quant à nous tous, nous savons très bien que nous sommes ici pour aider au triomphe de la bonne cause. Nous ne savons pas encore quels seront nos devoirs futurs à

— Suite Page 4

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MILITARY DIGNITARIES AT OPENING OF FINGAL SCHOOL, DECEMBER 17, 1940



Reading left to right: Wing Commander W. D. Van Vliet, Capt. John Hunter, Air Commodore G. E. Brookes, Squadron Leader A. J. Kennedy, Lieut.-Col. H. C. Cameron.

NOS FRERES DE QUEBEC

Suite Page 3

remplir, mais il y a une chose certaine, c'est que notre premier mois ici a été un mois d'encouragement. Cela va nous permettre d'affronter avec plus de détermination et de sang-froid, ceux qui essaient de dominer le monde "les boches".

"Ils ne passeront pas".
Français.

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● OPEN EVENINGS ●

The Commanding Officer

Continued from Page 1

where in Eastern Canada." When it was decided to send the first R.C.A.F. squadron overseas, Wing Commander Van Vliet was chosen to command it. He proceeded overseas with this squadron and raised it to a high state of efficiency.

In November 1940 he returned to Canada to assist in the Commonwealth Air Training Plan, and was posted in command of this school. Just previous to his return to Canada he spent several months on attachments to various R.A.F. units, including active participation in patrols with a Coastal Command Squadron.

This article would not be complete without a reference to his athletic prowess. He has had an outstanding sports career. Specializing in hockey and rugby, he has played for such well-known teams as the Winnipeg Tigers (subsequently named the Blue Bombers), the Ottawa Rough Riders and the Ottawa Shamrocks. He played for the Camp Borden rugby team, which won the O.R.F.U. championship, and was chosen for the "All Star" Eastern Canadian football team that year. He injects into his service life the qualities for which he was noted on the sports field—"full out, playing the game."

There are few men on this station who have not had personal contact with the C. O. He makes his job a roving commission, and

all details of the station organization and efficiency are solved, not from the office chair, but from going into each problem on the spot.

(From The St. Thomas Times-Journal of January 28, 1941)

Wing Commander on Job

Wing Commander W. D. Van Vliet, O. C. Fingal Bombing and Gunnery School, is no arm-chair commanding officer. He goes aloft almost daily to inspect training formations and to instruct the trainers in their work of making the young air-men accurate gunners and bombers. A Times-Journal reporter called at the school on Tuesday to speak to Wing Commander Van Vliet but was told that he was out in one of the bombing planes, engaged in his regular supervisory work.—Ed.

His untiring personal energy and interest in every individual, and his keenness for this school to produce the best-trained air observers and air gunners are an example to everyone.

We are fortunate in having as our Commanding Officer Wing Commander Van Vliet.

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"No Cheques Cashed"

An Englishman, a Scotchman and an Irishman were wondering who of the three would be the first to meet their Maker. They thought that the first to go should receive some reward from those left behind. They decided that each of the two left should give ten dollars to the one gone to take with him. A few months later the Englishman died. The Irishman put a ten dollar bill in his coffin. At the funeral he stopped the Scotchman and asked if he had done his duty to their departed friend. "Aye," said the Scot, "I gave him \$10." The Irishman, inquisitive, asked him how he had done it—had he given him a ten dollar bill or maybe two fives. "No," replied the Scotchman, "I didna. I wrote a check for \$20 and put it in the coffin and took your \$10 out for change."

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Battle Planes of the World

In the aeronautical engineering field the ship board fighter has moved into a category unique in world naval aviation; it occupies its own particular position in the tactical, design and construction field.

The United States Navy has designed a plane from the keel up for the specific job of flying and fighting from carrier decks, the Vought-Sikorsky XF4U-1 single-seater Shipboard Fighter.

Many radical departures from conventional custom favor this little ship. Most striking feature is its novel inverted gull wing profile. This gives a lower centre of gravity, a shorter landing gear, making the deck arresting surer and safer, a better wing to fuselage streamlining and advantages aerodynamically in the shape of reduced inflow of air towards the fuselage; air, having approximately the same properties as water, will not flow uphill except under great pressure.

The next outstanding innovation is its fuselage design, being the first full monocoque spot-welded high-powered aircraft yet produced.

Its landing gear is one of the first fully retractable, insofar as it retracts vertically into the wing

root and is completely covered by clam shell doors.

Power is supplied by a Pratt & Whitney R-2800 double row air-cooled radial engine of eighteen cylinders staggered to facilitate cooling. It develops 1850 H.P. for take-off with maximum duration of five minutes at a manifold pressure of 39 inches of mercury. Normal rated horsepower is 1,600 at 20,000 feet altitude. Engine is completely cadmium plated externally to stop corrosion.

The engine is mounted on four fuselage attachment points by a welded chrome-molybdenum steel tubing engine mount. The front face of the mount is flat and equipped with eight mounting lugs, to which the engine is bolted. A vibration absorber of the Lord type is used, which permits free torsional vibration of the giant engine with a minimum of longitudinal displacement at any engine speed.

The oil tank is supported in the engine compartment and has a capacity of 14 gallons with a foaming space making a total of 17 gallons.

The fuel pump is located on the

right side of the engine accessory drive gearing with the pump itself within the engine and the hydraulic and vacuum pumps on the left side of the gearing. The machine gun synchronizer impulse generator is on the right vertical drive pad, tachometer on the left drive pad. Two oil temperature regulators are located in the leading edge of each wing in the "gull" portion. These consist of a flat core type radiator, thermal relief valve and expansion check valve mounted in each panel. There are no shutters or doors, the relief valves controlling the oil temperature automatically.

The wings and tail surfaces are of full cantilever construction with fabric-covered all-metal control surfaces. Both rudder and elevators are of the balance type, weights being bolted into the leading edge of the cut out section to provide static and aerodynamic balance. Control is by stainless steel cable except in the wing, where there are push rods.

Two intercostal chambers are in each wing to accommodate machine guns and trigger motors. The en-

tire wing is covered with flush riveted Alclad.

The tail wheel is retractable, being interconnected with the main land gear.

The radio antenna consists of a cantilever mast atop the fuselage. The tail mast is located atop the movable rudder at the hinge points.

The cockpit enclosure is of the built-up type, being composed of nine removable plastic acetate sheets secured by rivets to the frame.

The fuel supply is carried in four seamless aluminum tanks in the centre of each inner and outer wing panel with a total capacity of 160 gallons, giving the aircraft a range of 1,820 miles. You also must remember that their gallon is 25% smaller than ours.

At the time of writing this article there had been no data released on this aircraft, so let's do some speculating:

Gross weight—9,000 to 9,500 pounds.

Top speed—350 to 375 M.P.H.

Machine guns—4, in wings.

One can see by the weight that this aircraft is very compact, the length is 31 ft. 6 ins. and a wing span of 40 ft. 3 1/2 ins.

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St. Thomas Citizens Committee A Fingal Benefactor

A number of the comforts and recreational facilities that the young men in training at the Fingal Bombing and Gunnery School are enjoying have been made possible by the St. Thomas Citizens War Services Auxiliary Committee which was recently reorganized under the War Auxiliary Services of Canada, headed locally by Captain Chet Smith of No. 1 Military Command. Furniture and pianos and books and magazines for the school library have been provided through the good offices of this auxiliary service, and other recreational facilities will be supplied as funds are made available by the different activities of the Auxiliary Committee.

The Committee, starting without funds, has already made a definite contribution to the cause and the officers and members have given assurance this is just a start.

The near future will see the number of ping-pong tables at the Fingal School increased, while radio receiving sets are to be supplied. Books and magazines will be added to the school library from time to time.

The Committee is responsible for the home hospitality service which has been organized in St. Thomas and which has resulted in numerous men in training at the school being entertained at the homes of St. Thomas citizens on Sunday afternoons and evenings. The Committee expects to greatly extend this service. The Committee plans to sponsor dances, good-will motor tours and other forms of entertainment for the men at the Fingal school.

In order to raise funds required to carry out the expanded service, the Committee will sponsor different money-raising activities. The first of these will be the presentation on Friday evening, February 7th, of the London Life Troupers, in the Vocational School, St. Thomas. This smart revue was enjoyed recently by many men at the T. T. S. and it is hoped will come to Fingal.

The St. Thomas Citizens War Services Auxiliary Committee has a slate of officers who are active and deeply sympathetic to the work assigned to them. Harold Goodwin is the energetic president; Harry Jackson is vice-president; Miss Alma Hill, secretary and C. W. Kemp is treasurer.

CONCERT

On the evening of January 21, 1941, No. 4 Bombing and Gunnery School was treated to a variety

Station News

show sponsored by the Citizens Auxiliary War Services Committee of London. The show included a troupe of girl dancers, the singing cow-girls, acrobatic dancers, magic and comedy and an excellent orchestra of talented musicians. The Unit played to a packed house and the Station personnel to a man admits that shows of this calibre are a more than welcome feature in the Station's recreational life. We offer the Unit our heartiest congratulations on so fine a troupe and hope we may all have the pleasure of welcoming them back soon.

DANCE

An event of special interest to all Airmen of No. 4 Bombing and Gunnery School, took place in the recreation hall of the station on Friday, January 31. On this evening, with the kind permission of the Commanding Officer, the station Y.M.C.A., under the able guidance of Mr. Douglas Deane, and with the co-operation of the Tonti Chapter, I. O. D. E., played hosts to some four hundred Airmen, N.C.O.'s and their ladies at an informal dance.

The hall was decorated in the familiar red, white and blue, but was done so originally that it added a real touch of gaiety to the affair. This was all done by a detail under the careful scrutiny of Sgt. Bates, who worked long into the night previous to the dance to make these decorations very catchy to the eye.

The station orchestra, under the baton of Cpl. Bill Carty, did a fine job of supplying very dance-provoking music for the occasion.

While there were quite a number more ladies than Airmen, I believe one could say that to the last one of the fair partners, as did the Airmen, had a very enjoyable evening, and were we to ask them back again, we would find practically all of them here.

We were honored in having so many of our Senior Officers, including our Commanding Officer, appear at this our first dance. We were also very pleased to see a number of the Officers from the T.T.S. in St. Thomas pay us a visit. We know that they in going back to T.T.S. will comment on the gentlemanly way that every Airman conducted himself.

The dancing was in full swing at ten-thirty, when an intermission was called. The Airmen and their ladies fair were then invited over

to the O. R. Mess where a very fine and tasty lunch brought by the ladies was prepared and served by Cpl. Faulkner and his kitchen staff. During the dance, the Sergeants held open house for their ladies in their own mess.

At 11 o'clock the dancing was resumed and it continued until midnight, when buses appeared to take the merry-makers home and then to bring the Airmen back to bed, to get up early in the morning to continue their job of preparing for that day when we will get a crack at Adolph Hitler and Company.

In handing out bouquets, A./C. Sewell must not be forgotten for his job on the bandstands, or the Service Police and the Security Guards for their courteous management of traffic. The biggest "thank you" should go to Mr. Douglas Deane for the long hours he spent in preparing and planning for this gala event. It is with pleasure that your reporter takes this opportunity of thanking you on behalf of all the Airmen for this wonderful time, to say more power to the Y.M.C.A., and to express hope for more dances such as this for the Fingal Airmen.

SPORTS

There is heat in the drill hall, so let's make use of it, fellows. Mr. Deane, of the Y. M. C. A., asked me to make a note on this subject and mention the fact that there is a volleyball league under way, so turn out and let's have a lot of fun. There is to be a cup given at the end of the season to the winning team. Nights of the games will be posted on D.R.O.'s, so "beware fellows, beware." By the by, gents, there is a hockey team on the station that is getting better with each game. The players are from teams all over the country and each practice sees them better. They are faster than any team in the league, so more luck in the future, coach, and you lads who have nothing to do get out there and yell your heads off for the boys. They will appreciate it. Some of the refereeing in the games played so far has been very shady. The last game, we would say, was lost that way, but, of course, no hard feelings over that.

They are going to put a preparation on the floor of the drill hall to keep the dust down, so it will be a good place for sports such as basketball, volleyball and badminton. The basketball floor will

be completed by the time this goes to press, "I hope."

Some of the officers are interested in sports and one in particular who used to be very prominent on sports pages all over the country has given the hockey team many useful pointers.

This is the first paper in this station's history, so follow this column each month and we will try to keep you up to date on all sports on this station, be it ping-pong or football.

ORCHESTRA

An orchestra, you say! Well, we certainly have one at Fingal Bombing and Gunnery School. Rhythm, they have it; swing or sweet, it's easy for these lads who are giving such a splendid account of themselves in the musical field of entertainment.

You ask why we at Fingal enjoyed our first Airmen's dance? I'll tell you: it was due mainly to our band.

The leader, Cpl. Wm. Carty, can almost make a piano sit up and beg. Our bass, Herb Stretton, is a rhythm man from the drop of the baton; on drums, Sgt. Coghlan beats a mean tattoo, and Hoky Hogison rocks the band with his accordion; Slim Rideway picks that guitar with flying fingers; our sax men, Sewell and Hall, can't be beaten for hot rhythm. They make a wonderful combination, these men, who make it sweet and make it swing for Fingal men who dance and sing.

LIBRARY

The library situated in the Recreational Hall at No. 4 Bombing and Gunnery School, Fingal, is growing by leaps and bounds. Through the generous contributions of citizens from all over the province, our library has increased until now we have a collection of some 1,800 books. Subscriptions to various weekly and monthly periodicals are coming in and it will not be long before the curious can inform themselves fully on current history.

We now feel able to satisfy most reading tastes and that in time we will have a library comparing favorably with any. We are happy to see that the Airmen are not neglecting the opportunities which the library offers.

MOVIES

Movies have become a regular feature of life on this station. The quality of the shows presented has sometimes left much to be desired,

— Continued on Page 8

COLUMBIA

Cor. Talbot
& Mondamin
Streets

FRIDAY & SATURDAY

Feb. 14th - 15th

Death Strikes While Millions Listen!

"UP IN THE AIR"

with Frankie Darro

Added Hit,

"PHANTOM OF CHINATOWN"

MON. - TUES. - WED.

Feb. 17th - 18th - 19th

Ronald Colman in

"LOST HORIZON"

Added Hit,

Irene Dunne - Cary Grant

"THE AWFUL TRUTH"

THURSDAY - FRIDAY - SATURDAY

Feb. 20th - 21st - 22nd



Bonnie Baker - Orrin Tucker

"YOU'RE THE ONE"

Added—Zane Grey's

"LIGHT OF WESTERN STARS"

MON. - TUES. - WED.

Feb. 24th - 25th - 26th

"CAVALCADE"

with Diana Wynyard

Added Hit,

"WINGS OF THE MORNING"
in Color

THURS. - FRI. - SAT.

Feb. 27th - 28th - Mar. 1st

Edith Fellows in

"HER FIRST ROMANCE"

Added Hit,

"VIVA CISCO KID"

OPEN EVERY EVENING

7.00 p.m. - 11.00 p.m.

ADULTS, 25c — SAT. MAT., 20c

CONTINUOUS

SHOW

SATURDAY

2 p.m. - 11 p.m.

STUDENTS

under 16 Yrs.

15c.

Children

10c.

A Bombshell of Entertainment!
at Popular Prices

GRANADA

CONTINUOUS SHOW DAILY

PREVIEW PERFORMANCE
After Sunday Midnight at 12.05 a.m.

MON., TUE., WED., Feb. 17, 18, 19

A Typhoon of Thrills!
A Typhoon of Love!

"MOON
Over
BURMA"

Starring

DOROTHY LAMOUR
ROBERT PRESTON
PRESTON FOSTER

PREVIEW SHOWING
After Sunday Midnight at 12.05 a.m.

MON., TUES., WED., THURS.

Feb. 24 - 25 - 26 - 27

GEORGE
FORMBY

THE KING OF CONFUSION

in

'Let George
Do It'

IT'S A RIOT OF FUN!

They all cheered when George socked Hitler on the chin! . . . (Too bad it was only a dream)

EVERY FRIDAY NIGHT IS
FOTO-NITE

Large Cash Offers for Photographs!

CAPITOL

SATURDAY - MONDAY - TUESDAY
Feb. 15th - 17th - 18th

"HUDSONS BAY"

Starring
Paul Muni - Gene Tierney

WEDNESDAY-THURSDAY-FRIDAY
Feb. 19th - 20th - 21st

Rex Harrison - Margaret Lockwood
in

"NIGHT TRAIN
TO MUNICH"

Chosen One of the Best Pictures
of 1940

SATURDAY and MONDAY
Feb. 22nd and 24th

Louis Hayward - Joan Bennett
in

"SON OF
MONTE CRISTO"

TUESDAY and WEDNESDAY
Feb. 25th - 26th

Hitler's Blitzkrieg Pictures

'BAPTISM BY FIRE'

Official Shocking Nazi War Films
Prepared to Demoralize All the World!
Introduced for the First Time in

"The Ramparts We
Watch"

Plus Co-Hit — Walter Pigeon
"SKY MURDER"

THURSDAY and FRIDAY
Feb. 27th - 28th

"CHAD HANNA"

A Circus Story in Technicolor
Dorothy Lamour - Henry Fonda
Linda Darnell

Letters NOT To The Editor

The following letter was discovered in the glove compartment of one of the M. T. trucks after having been given to the driver to mail a week previous. It was necessary to open it to find out the owner and this is what we found:

"Dere Mable:

I got up here to this No. 4 Bumping and Gunning Skool at Fingert, and am writing you as I said I would but dont reckon I can write twice a day as I promised because Sgt. Herbert got the measles off a fairy battle and I guess he'll want me to take his place till he comes out of hospital. He said every fellow coming in the section had to leave his gurls adress with him or Cpl. Walsh so they could let them know if anything happened us.

Well Sir, Mable, the first time I got there some guy with a band on his arm and the letters L. & P. S. or something takes me down the hall to the adjacent. (I guess that's cause he's next door to the C. O.—the C. O. is the guy that owns this place.) Anyways, as I walks into this adjacent he looks at me and says, "What the hell is the air force coming to anyway," and I tells him they are all coming to Fingert, and he says, "Shut up" in the same way yore old man says to your Maw when he comes home tight. I guess yore old man never phoned Sgt. McLellan like he said he would and have everything fixed for me. Well they hands me over to a guy named Mitchell to show me around. I asked him what A.C./2 was and he tells me Air Comodore, 2nd class, so I feel pretty good to get promotion so quick. A lot of other fellows here got the same promotion so I guess

Hitler might as well give up. They tell me I'm general duties and I had quite a job telling them they are making a big mistake and that I never heard of this fellow Duties. I got two clean sheets and a pillow instead of a potatoe bag filled with old sweaters like yer maw always gave me when I sleep at your place.

Next morning I go on a parade. That's when you line up with a bunch of fellows and look dumb when any one calls yer name. After this parade the C. O. comes in and says, "Who is that man?" I says "Me from Manning Pool," and he says, "Keep quiet," but Im not going to let him put anything over me so I tries to explain and he says "Shut up." Anyway he talks to the Sargent and says "He's scruffy lookin' as hell; put him in the M. T." So over they takes me to a red headed sergeant with a bunch of guys runnin' after him wantin' to know if they can get a revally pass. He looks me over and says "Ever drive?" (Well of course I figures throwin' yer old man's Durant into the side of that street car dont stop me being a good driver) so I says "Yes." "Well," says the sergeant, "that's a novelty in this mob." There's quite a bunch of fellows in this Mty section. Crash Peterson who has been offered a job in Hollywood to smash cars for them. Cowboy Evans from out west. One of our fite sargents was in London the other night at some pink tea and an old lady asked him what the crown and three stripes stood for on his arm. Well, says "Hed" the crown means Im married and each stripe is for my three children. Half an hour after she spots Sgt. McPherson trying to crash the gate and beams him over the head with her umbrella.

Mable, we got a bunch of stoves in these buildings that have motors in them to blow the gas out and keep the heat inside and then they groan and snore all night. The first night I woke up and thought I was back home with you, and yer old man was sleepin' under the table.

Im going to ask the C. O. if he will get one of these fellows in the photygraphic section to take my picture so I can send you one.

I got issued my winter underwear today so I'll send yer mother's back as I don't need them any more.

Joe Lapointe said to tell yer old man to stay sober till he gets down

on a 48 this week.

Corp. Reid says if you find his pipe in the piano to give it to Joe Lapointe this week end.

Well, Mabel, I guess I'll ring off for this time as Ive got to help the C. O. look for a Avis Hanson that somebody misplaced in stores. Im goin' in to St. Thomas some night soon if Red gives me a pass. Remember me to yer paw and maw and if yer down to the jail tell yer brother I'll send him a picture of our guard room. Yours till the Service Police gives us a smile,
Your

HEZEKIA HARDBOTTOM.

P.S.—Lloyd Coughlin says to tell yer maw he cant get down this week cause Lapointe is getting a pass and is using his underwear."

True Tall Tales

While playing golf at the Country Club near my home town, I did something that in my opinion is worth the title of "A True Tall Tale."

The seventh hole on this course is a short one of about 85 yards. I pulled out my No. 6 iron or mashie, as it is often called, and teed off. My ball went straight into the sun and I lost sight of it completely. Now, I didn't have another ball as I had lost six of them in getting this far.

I was still cussing at losing my last one when it occurred to me that as my shot had been a good one my ball should be up near the green or somewhere around there. I informed my partner that I would search for it when we got up there.

Imagine my surprise after looking for about 15 minutes, when I found it in the cup. I knew it was mine as I had previously had my name put on it.

As a result I automatically became a member of the world-wide hole-in-one club.

(This is a true tale, although it sounds tall. We intend publishing one such with each issue, so if you have had a unique experience write it up and send it in.—Editor.)

MOVIES

(Continued from Page 6)

but many excellent pictures have been shown—"Mad About Music" for one. It's a pleasure to hear Miss Durbin's voice regardless of anything else. "The Life of Vernon and Irene Castle" was also well received. Musicals like these, that do not depend on story for their entertainment value, are the type

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JEWELLERS 441 Talbot St.

THE WORLD'S
MOST ACCURATE WRISTWATCH

we would like to see more often.

Detective and adventure films have been very good and were enjoyed by many. "The Ex-Mrs. Bradford" was the highlight in this field.

Lastly, and definitely least, are the cowboy pictures we've had. Most of these horse operas were enjoyed by a few of the lads from the back woods but in our opinion they are definitely N.G. Their stories are all the same. No intelligent dialogue, ham acting and music, occasionally very good, but usually odorous. The fewer we see of these the better we'll like it. Of course, if one has nothing better to do, one can always go and boo or hiss the villain and so have a little fun.

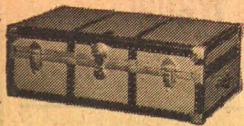
However, on the whole I believe we have fared very well indeed. The Y.M.C.A. and the Canadian Legion are to be commended for their fine work on our behalf. I know we're satisfied and if you're not, well all we can say is "What do you want for nuttin'."

(Editor: The Y.M.C.A. plead that only one "Deadwood Dick" has been shown in the last twenty films.)

Free Y.M.C.A. writing material is obtainable in the Recreation Room.

"How's your wife getting along with her driving, Abe?"
"She took a turn for the worse last week, Moe."

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