

The 16th ORACLE



THE 16 ORACLE

Volume "A" the First.

Priceless

Issued with the kind permission of:

Group Captain D.A. HARDING, AFC.

No. 16 S.F.T.S. Hagersville, Ont.

- COMMANDING OFFICER'S -

- THE SIXTH VICTORY LOAN -

- MESSAGE -

First, let me congratulate the personnel responsible for the publication of this paper, the first since we had to conclude the publication of "The Albatross" your former Station paper. I shall watch with keen interest the progress of "The 16th. ORACLE."

At this time of the year, a Station is normally a hive of activity; but this spring is one that will over-shadow all others as far as this Unit is concerned.

I bring to your attention the need for the utmost care with regard to your work; because with the advent of the Harvards and the type of training required, along with the Anson schedule, means that we will have to be on our toes at all times.

Physical fitness is a point that I have stressed and will continue to stress, for it is only when a person is in good physical condition that he or she is fit to carry out their work to the fullest, and only then will station be able to uphold the high standard of efficiency that it has built up in the past.

I am doing all that I can to provide this Unit with the best of equipment in the line of sports and entertainment. We are negotiating with the authorities to provide better means of transportation to and from the Station.

Be alert - Alive and wide awake -
Smart in appearance and deportment.

Commanding Officer.

The slogan for the 6th Victory Loan is "PUT VICTORY FIRST." In doing this we are building a solid foundation for a bright and happy future. Our money when put in VICTORY BONDS will serve us many fold. It shows complete confidence in our Country - It provides that which is necessary to carry on this titanic struggle against oppression - It is a savings account that will after VICTORY provide us with the funds necessary to buy those things needed for living and pleasure; an education for our children - hospital services for all - homes and the niceties that go to make life more pleasant.

With these thoughts in your mind we present to you this the 6th VICTORY LOAN.

In the past this station has proven itself and has over subscribed its quota each time. Knowing the needs of your Country and the personal benefits you will reap, we ask you to assist in every way possible and once again put us over the top.

PUT

VICTORY

FIRST.

- WINGS PARADE -

Keeping time to the martial airs played by our 28 piece band, the Graduation Class escorted by supporting flights marched into the Drill Hall and took their place.

The show was on, and what a show; under the supervision of F/Sgt Curtiss six lads and one lass showed their prowess in a gymnastic display that thrilled the 300 civilian spectators and hundreds of service personnel. The tumbling performances on the flying trapeze, high and double bar was climaxed by a performance on the Trampoline. A former friend

of ours F/Lt. Barton PFI accompanied by F/Lt. Bodrug of No. 1 T.O. heartily applauded the performances.

The formation of the hollow square then heralded the Commanding Officer's address. Some of the high lights of his speech were; 'The PT display was just a part of the regular training given to all airmon and he would be able to pick at random many who could go through the same routine - He stated that he regretted that this type of training was not as yet Dominion wide - turning to the Graduation class he said how pleased he was with the showing that this, the largest class had made, he also stated that he was very pleased with the fact that he was their C.O. - Turning again to the guests he reminded them to write plenty of letters to the boys because, letters from home were as important as supplies.'

Those who assisted the C.O. and who in turn made a short address were; Air Commodore A. Raymond A.C. No. 3 Command Montreal, and Group Captain P.B. Wood, O.C. Mount Hope Air School.

This Wings ceremony was unique from many angles including the fact that it was the first triple "pinning" parade to be held. Three at a time the lads approached the flag draped table and were "winged" at the same time.

Lieut. J. Gilmour of the C.W.A.C. presented the wings to her brother LAC G. Gilmour and LAC J. Porodeau was presented his wings by his father F/O J. Porodeau, son of the former Lieutenant Governor of Quebec.

To climax the ceremony LAC Walter Woodfine the last on the list to get "winged" was asked to say thanks on behalf of the rest of the class.

FROM THE GRADUATION FLIGHT COURSE 94

And it came to pass as we rode into Hagersville heavily laden with baggage, that a multitude of officials spoke unto us one after another.

The first spoke thus; - "Verily, Verily, I say unto you, thou hast entered upon the Course of Courses; work hard, fly hard, bow down to thy superiors, and thou hast see the reward of thy labours five moons hence."

And behold another rose, saying; "Nay, but they days are numbered, even as I speak, for in one place known as the 'Hall of Tortures' thy bones shall be made to ache with the swellings thereof and thou shalt be made to suffer the terrible step test."

And another cried in a loud voice; "Thy feeble brain also shalt be beaten and bruised with the aggravations of Ground School, so that thou wilt be ready to cast off thy studies and fall by the wayside."

But a fourth lifted his head and said simply, "From this time forth, thou shalt be called Joe's." And he wept in a loud voice.



And it came to pass in a few weeks time that this man had prophesied truly and there was great lamentation. For a tax was put on our leisure; aircraft had to be washed; floors waxed and a few fines to be paid; for men were caught signing the sheets; failing to abide by the rules of tidiness; and taxiing with flaps down; and in the later case we only quote Con-

fucious, who sayeth, "Aircraft with flaps down taxi slower than aircraft with flaps up."

And as the sun went down in the west, many times wert we peevd, so that we thought to sling a chute at the instructors head, but we knew that chutes were hard to come by, and we heard within us the Eternal Voice whispering, over and over, "Aircraft to be washed! Floors waxed! 48's cancelled!" So we stayed our wrath and stalked silently away to drown our sorrows in Cokes and Ales.

Five moons waxed and wained, and then the Day of Days dawned at last. Gently over each of us settled the mantle of happy relief as we received our precious WINGS. And to everyone we spoke and said, "It was done before us, we did it, and so can you."

'Our thanks to Sgt. Riddiough, RAF for this delightful write-up on the Graduating Course.'

NOTEWORTHY ITEMS OF INTEREST

Electrical Section of No. 6 Hangar.

"Complete layout of all the Electrical system of the Anson."

Inspection of this display by Aircrew and Groundcrew is heartily welcomed and Sgt. Karkheck is always willing to give "Dual" in instruction that would be of great help to you who 'FLY' and to you who 'KEEP EM FLYING'

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Another layout of worthy note is on the wall of the Wireless Room in G.I.S. Here F/Sgt. J. Hawthorne has displayed a map of England and placed on it all the various types of services rendered in time of War by the ever alert Wireless Section.

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We well know that when the Intelligence Room is completed in their new location in G.I.S. F/O Liddell will come to the front in displaying to the best advantage the latest War-News and maps, Information and Data.

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While we are mentioning points of noteworthy appearance let us congratulate LAC Duern, L. for his artistic design in of the Airwomen's Canteen; Sgt's Mess Bar, Officer's Games Room, and the Airmen's Canteen. Under Duern's skillful eye the construction has progressed to a point where even now this Station can well be called the 'Show Room' of what can be done.

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The monotonous drone of station Ansons was broken last week by the visits of several other types of aircraft, as well, of course, by the arrival of a large number of fast and noisy Harvards now stationed here.

A Gummam Goose amphibian, a Light twin engined Lockheed, a Noordyn Norseman, a Westland Lysander, and a Tiger or Monasee Moth were among types casually noted.

Many of these ships made the trusty old Ansons look pretty slow and sedate, but No. 16 SFTS is still loyal to them. Aircraft recognition students had plenty of material to discuss and argue about while the visitors were around.

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TO-DAY'S INVESTMENTS IN BONDS -

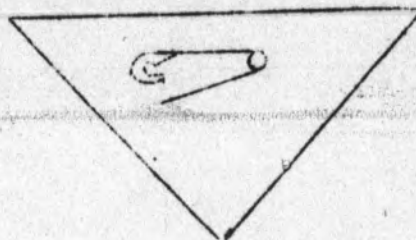
TO-MORROW'S DIVIDENDS OF PLEASURES



AND THE BELLS SHALL RING

On April the 22nd "Wedding Bells" will ring out for L.A.W. (Kay) Guest and Sgt. (Dick) Groom.

May your Ship of Marriage embarking on the Sea of Matrimony have a Bon-Voyage.



TRIANGULAR GREETINGS

This month we pass out Triangular Greetings to the lucky couples who now have new 'Pin-ups' in their homes.

S/L L.E. Wetmore, a Son
AC2 Lucas, G.L. a Daughter
F/O J.T. Mullen, a Daughter
LAC MacPhee, H.A. a Son
F/S Ostapyk, J., a Daughter
F/L F.D. Nilsson, a Daughter
Cpl Smith, L. a Daughter
F/S Vallint, J., a Son

APRIL'S VISITORS

A . Spring, noted by its absence.
Air Vice Marshall T.M. Cowley,
Air Vice Marshall Steedner.
Group Captain Blaine, S.A.S.I.
No 1 Training Command.
Unusual Weather on its annual call.
Air Commodore A. Raymond, A.O.C.
No 3 Training Command
Group Captain P.B. Wood, O.C. of
Mount Hope Air School.
Command Audit Board.

A former F/S instructor "Bill" Cartwell of this station now a Lieut. in the U.S. Army Air Corps paid us a visit displaying wings of both services and active action ribbons. His all too short a stay was enjoyed by his former companions who now say "Good Luck and Good Hunting Bill."

EDITORIALS ETC.

SERGEANT STANLEY - EDITOR.

- EDITORIAL BOARD -

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	LAC Mistlin
Cpl. Henderson	LAC Sandison
	AWI Price
	ACI Whiten

The editorial board wishes to acknowledge with thanks all the donators whose names are too numerous to mention, but without these, the paper could not have been published.

We also wish to thank the girls who helped out the stencils, and the boys who ran the mimeograph machine.

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The first copy of the "ORACLE" is in your hands. It is too much to hope that you will acclaim it as the greatest press sensation of the century. We trust that neither will it give you cause for condemnation. To launch into the whirlpool of our busy life and conflicting interests so fragile a craft as a newspaper is a venture of faith. That it can survive and what is more, help others to live more abundantly and increase their joy in life is our earnest hope. The ORACLE has set itself to become a friend to all, to enrich the work-a-day life of this station, to stimulate sports and recreational activities and to help us to understand the "Cause". The paper is not complete with the appointments of a big daily. You will look in vain for the editorial bristling with harsh criticism. As yet it carries no comic strip to delight those who find the "funnies" a source of amusement. Limited finances also prevent us from bursting into a photo or two that might help to brighten the pages. But, despite all these lacks, we feel the "ORACLE" can serve a worthy cause.

The future of the "ORACLE" is in your hands. Your constructive criticisms will be gratefully received. Furthermore, we shall welcome you at any time as a contributor to these pages. If this journal receives your support and loyalty, it can achieve its little hour to our mutual advantage.

W.M.S.

- EASTER -

Easter is the triumph of love; the victory over sin and hate and death. For Christ arose from the grave after He had died for love of us. "Greater love than this no man hath, than that he lay down his life for his friends" So His death was an infinite sacrifice of love and the reward and triumph of that love was Easter, witnessing His Resurrection -- and foreshadowing our own resurrection which He has made possible.

Some one said to me the other day, "Isn't it too bad people were 'nt taught to think and then would wars cease." But not only must men be taught to love with the Charity of Christ in their hearts. And this to me is the important message of Eastertide. It is that love as unselfish and undying as the love of Christ will triumph ultimately over hate and vice and sin and death. And shall mean for us, our own resurrection as Job, the Prophet, foretold, "And in my flesh shall I see my God."

F/Lt. D.F. McDonald.

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- FAITH -

FAITH is an intangible substance, a quality of our indescribable inner self; that although shaken to the core will never leave us. We cannot truly say we have lost FAITH, or that we haven't any FAITH. It may be put to the test and sorely tried, and found lacking; but nevertheless it is there, somewhere lying dormant deep within us, only to come to the fore when some great trial confronts us. When this takes place we know the true meaning of the word FAITH.

Let me recite for you a 'sonnet' of FAITH as it returned to Pilot Officer Magee: But first let me tell you a little about this lad.

Early in 1940, Magee wrote his Ministerial father and told him that he had lost FAITH in God - this did not shatter his father's FAITH in him. Rather than go off the deep end, his father wrote a comforting letter to the boy and to quote his own words he was 'guided' in what to say. Later the same year after "Dunkirk" and during the Battle

of Britain, Magee became stirred with the idea that although he was an American he was going to join the R.C.A.F. and help crush the Nazi heel. So deep were the feelings within him and so stirred were his emotions that his FAITH returned and before leaving for Overseas duty, his father was proud to be able to administer the Holy Communion to Magee along with the rest of his family.

At the age of nineteen Magee, high above the battle-fields of Europe fulfilled his desire and became in death, the living truth of his inspiring son - not which I now quote in full:-

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings,
Sunward I've climbed and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Rev'ring there
I've chased the shouting wind along and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high, untrodden sanctity of space,
Put out my hand, and touched the face of God.

F/Lt. A.A. Milonoy.

I wonder if everyone realizes that right here on our own station and on the thousands of stations throughout the allied world we have the beginning of a world democracy, a living proof that peoples of all colours and nationalities can live side by side in mutual enjoyment and pulling together for the good of humanity.

Much will be said in the future of the staunchness of purpose, the inner strength and fineness of the Norwegian boys who train with us and fight with us, but equally important are the friendships made, the insight into the lives and character of other peoples. Dark skinned boys from the British West Indies, voices warm and soft and flashes of white teeth in smiles. Chinese boys, who, 'tho born here and fighting with us, must feel strongly their link with their own race and help wherever they can in this war we are all fighting.

Russians, Ukrainians, French, Poles Dutch, one could cover the whole of the countries of the allies and find their boys training amongst us. Strange uniforms, fascinating accents, high Slavic cheek bones, and languages seldom heard in this country have become common things in the restaurants and theatres throughout the country.

When war is over, let us, the youth of our country, the coming men and women of our world, remember that we have friends in many countries, and

their friends are our friends, that many of us have shared double bunks and eaten at the same tables. The same spirit that links us so closely together now can govern our world of the future.



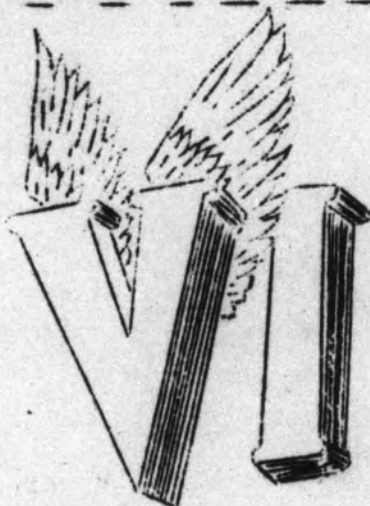
Y.M.C.A.

For the benefit of those who do not know, the "Y" Office is located in the rear of the Opera House. (We invite you to take full advantage of the services that are available.)

Should you wish to borrow an iron, send a telegram, telegraph flowers, write a letter home, pick up a magazine ----- please stop at the "Y".

It may be of interest to all to know that "Fox Pictures" have agreed to release 16mm prints on the same day of their release, to the service camps. On the whole the movie situation has been much improved. The two machines have enabled us to have a continuous movie and the sound has been very good.

It may be a good time to draw



EDITORIALS (cont)

attention to those busy people who cannot wait to hear the National Anthem played after the picture. Please wait.

The Station Show is being reorganized at the request of our Commanding Officer, to help the forthcoming Victory Loan Drive. We sincerely hope that the various sections take into consideration the amount of work required of each member of this show and the problem that arises in arranging full rehearsals.

The members of the Dance Orchestra are quite worried over the posting of two of their very valued members. Anyone who has had dance band experience or knows of anyone-else, might get in touch with the "Y" office immediately.

Members are very badly needed for the Brass Band. If you have ever tried to play an instrument, why not see the "Y" man now.

The "Y" Office is very interested in forming more Hobby groups. If you are especially talented in any particular hobby, and can be of any help in teaching others kindly talk it over with the "Y" Office.

Head-quarters Squadron managed to walk away with the Basketball Inter-Squadron Series and seem to be quite confident that they shall also carry away the honours in the forthcoming volleyball and badminton tournaments.

Once again folks we take this opportunity of inviting you to use the "Y" Office -----its yours.

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- A FRIENDLY PLACE -

Truly the Little White House just outside the gate can be called the "Friendly Place."

Here amid an atmosphere of 'Home' we the Hostesses, (Mrs. Cook and Mrs. Alexander) try to fill the Service Personnel need for a place to meet their friends.

Between the hours of 1700 and 2200 you will always find hot coffee, a fresh pot of tea, sandwiches, toasted or plain, the odd cake or cookie.

If you want to spend a quiet hour or so by the fire, read a book, play cards or checkers, play the piano or just sit and chat; you are always welcome. Don't forget to ask your friends to meet you at the "Hostess House."

We the Hostesses, on behalf of the Y.W.C.A., wish to thank the staff of the new Station paper for allowing us the opportunity of letting you know that we are here to help you feel at "home."

The Hostesses.

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A THOUGHT FROM THE C.G.I.

Here it is Spring, 1944, and we are still at war. Our country has experienced four and one half years of conflict with the enemy. Many of us have spent the last four years in uniform, trying to do our bit to end it all. Few of us doubt that we will come through conquerors in the end, but not enough of us realize that a task of tremendous proportions still lies ahead of us.

There are two ways in which we who are fighting the "Battle of Hagerstown" must contribute to this great Effort.

The first and the most important is that we accomplish our daily tasks to the utmost of our ability. We must maintain our interest in our work and a ready eagerness to get on with the job.

The second and very necessary point is that we must consider it our patriotic duty to lend money to our Government so that we can carry the war to the enemy. Just think about that for a minute. You just lend your money to your country - they give it back to you with interest just when you need it most, maybe five to ten years from now.

There is just one more thought. I wish to leave with you. The enemy is hoping that we will grow weary of battle. They know that they cannot win and if they ceased hostilities it would go hard with them because we are still in a fighting mood. If they can keep us engaged in battle until we grow weary, however, then World War I history will repeat itself - and we all know who really won World War I. That must not happen again.

DO YOUR PART IN THE "BATTLE OF HAGERSTOWN"!

LEND YOUR MONEY TO CANADA !

DO NOT TIRE OF THE WAR !

FROM THE GROUND UP

EDITOR: F/S J.B. Hawthorne.

-G.I.S.-

Ground School, the foundation for a well trained pilot. Nearly every one in civilian life could be taught to fly an aeroplane in a few hours. In this war a pilot is more than just a taxi driver. He must understand and have a working knowledge of what every member of his crew does. To acquire this knowledge, he is taught in ground school, Navigation, Armament, Signals, Engines, Photography, Airmanship, Meteorology, Aircraft Recognition and so on. The pilot of today, when he receives his wings, means more than just a symbol to indicate that he is qualified to fly an aeroplane. It also means, that with months of Ground School tuition, he has the confidence to fill any of the above mentioned positions in case of emergency. To impart this skilled knowledge to the student, instructors were augmented into the training plan. Men who have forsaken all chances of promotion and glory; men who dedicated their lives to fighting the Battle of Hagersville, that YOU might travel and see the world. Greater love has no man than this:

"What did you do in the war daddy
What did you do to win?"
I taught in G.I.S. Laddie,
And the medal they gave me was tin!"

The recent transfer of S/L Reilly from the desk marked C.G.I. to that of S.A.O. means that he will have a longer walk to his office, and it is hoped that if he becomes fatigued, he will detour from the Attention Area to G.I.S. and enjoy the comforts of "Home." F/L Hinch is now handling the reins of C.G.I. with Major Woods still cracking his little black whip.

While speaking of G.I.S. one has to mention the most popular office in the School, the Signals Office, it has all the modern equipment three brilliant minds can conceive, thanks to the co-operative assistance of all the other Sections and also the painstaking scrupling of the new Sergeant. One also hears, in this Section, such cries as: "You do love me, don't you? Yes, you do, you know you do" Something to do with the new Morse program, no doubt.

Need any flowers for weddings, for

the girl friend, or just a sturdy (nice) plant for Mom back home? Drop in at the Armament Section, G.I.S. a little later in the season and the boys there will be able to present you with the choicest of bouquets (we hope). Who would think that such stalwart fellows as those associated with guns and ammunition would take up growing posies in window boxes; Spring must be here!

Publications has been a bee hive of industry these last few days, with the addition of two new girls to help paste in new amendments before new amendments come out to replace them. All that can be seen of our favourite Corporal these days are the 'waves' of her hair above the mountain of C.A.P.'s.

Why is a certain Sergeant in Course 102 becoming more "Educational" minded these days?

It has been noticed that it is sometimes impossible to get near the Orderly Room because of the wolves that keep scratching at their door. Could it be the laughing eyes of LAW Boates, or the winsome smile of "our" Jeanie?

LAC Singer, Signals Instructor, was posted to Guelph, Wireless School, to act in the same capacity, which proves that you can't keep a good man down. We all wish Cy the best in the world but wonder what the Flight and Sergeant will do now that they have no one to tell them the score.

For the past week all the Instructors in Ground School have had to holler at the top of their voices to override the hammering and sawing that has taken place in the south-west corner of G.I.S. The old smoke room is being remodelled into an Intelligence Library and should be completed by the time that this paper reaches you. We wonder why so many blush when they enter this room.

We wonder if the Handbook of Instructions for Photo-Electric exposure Meters, as used by the Photographic Section, states that to obtain best results, pictures should always be taken from the floor, or is it just a new angle.

G.I.S. congratulates LAC Caughell,

Course 96, for topping his class in recent final examination.

More news next month. J.B.H.

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-WOMENS' CANTEEN-

If advertisements were allowed we would willingly give space to the new "refreshment Centre" in the Airwomen's Canteen. For here amid newly finished clean and pleasant surroundings the Lassies can chat while sipping hot soups, teas or coffee, ice cold sodas and milk shakes; and can nibble away on sandwiches and sundae. Along with this Soda Fountain atmosphere there are all the modern tidbits of a well stocked canteen.

Rest and relax amid pleasant surroundings, is the key-note of the interior of the new lounge room, the old "Pullman car" effect has been transformed to the rotunda of some fabulous palatial estate. Quietness and solemnity are the new surroundings of the brightly finished writing room.

The lassies will now reap the well earned harvest of comfort and happiness after having been kept in suspense for the lack of a recreation room, and now they will know it was well worth the long and tedious wait.

The ORACLE staff wishes the W.D.s the very best and a sincere hope that now happiness can now be found amid their new surroundings.

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- SWITCH BOARD FLASHES -

"Number please"

"Hello, sweetheart this is the Orderly Officer. Will you call me at six-thirty to-morrow morning for sure?"

"Yes, sir, I'll call you at 6.30.

The next morning at 6.30 -
"It is six-thirty sir."

Sleepy voice, "Thanks, old dear, will you call me back in 15 minutes?"

.....

"Number, please"

"Local 36, please"

Operator thinking to herself, "Hmmm
"A" Flight calling "B" again and they are just next door, why dont they walk over, the exercise would do them good."

- THE TELEPHONE GIRL-

The Telephone Girl sits in her chair
And listens to voices from everywhere.
She knows all our troubles, she knows all
our joys,
She knows all the girls who are calling
the boys.
She knows all our worries, she knows
all our strife,
She knows every man who is mean to his
wife.
She knows who is happy, and who had the
blues,
And who has the habit of hitting the
booze.

If the telephone Girl was to tell all
she knew,
She could have the whole station in a
---of a stew.
She could start a small wind that would
soon start a gale.
She could make people cry and even make
a few wail.
She could make a few people start tearing
their hair,
And create several ghosts from out of
nowhere.
In fact there's a secret 'noath each
saucy curl
Of that quiet, demure little Telephone
Girl.
D.S.

... VICTORY FIRST ... -

- STATION LIBRARY-

I am not speaking to you who know our Library but to you who do not. A week or so ago a chap came in for clearance who not only had not been in the Airmens' Club, he DID NOT KNOW THERE WAS SUCH A PLACE !!! He had been on this Station about five months.

The Library is for the use of all ranks, including W.D's and here the Librarian learns much of the inner workings of station personnel; those who read for relaxation, for education, for colour and beauty so lacking in barrack life. Many come to find books that remind them of home or books dealing with things far and away from Army life so that imagination will not stagnate and ambition in their own particular civilian line will not die.

Although the Library is not large, the selection of books covers all ground. Classics and Poetry, all the conglomeration horrors of Murder and Mystery, swashbuckling stories of Dumas and Sabatini and the rollicking modern Robin Hood, "The Saint Books", contemporary books of the war and the post-war world --- but one could go on at great lengths.

This is just to let you all know that our station Library has a fairly comprehensive collection and the benefit of popular books on all subjects is yours for the asking.

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-BACKSTAGE BACKFIRE FROM THE-
M.T.

Join the M.T. and see the world!! You people sit doing ordinary, mundane routine jobs flying, etc., day after day, just don't realize the action that goes on, but a few hundred yards away. In order that you may get some idea of the pulsing excitement that surrounds this all-important hub in the Station wheel, we shall attempt to give you a typical afternoon in the life of the M.T. Section.

Scene:- The combined Despatcher's Office and Driver's Room. Various prostrate forms can be seen on the chairs, common, comfortable, straight backed, wooden, which line the walls, relaxing for a while between operations. The despatcher has a pencil in one hand, the phone in another, and a bottle of Coke in his third. He has the harrassed look of a man who cannot stand anymore. He lays the phone down and turns to face his excited drivers who smell a trip. He shouts "AC2 Spanner". Spanner's face lights up as he realizes that he, Mrs. Spanner's youngest son has been chosen among men for this mission. He pulls on his heavy driving suit, adjusts his helmet, checks his emergency ration kit, and is ready to go. Out in the yard a group of mechanics are giving his vehicle a last-minute tune-up. He dashes out to the wheel, 'midst shouts of "Good luck, old man!" and "Keep 'em flying, kid" from his fellow drivers who are left behind to wash walls, wax floors, trucks, basins, mirrors, the Senior N.C.O.s shirts, and anything else that is lying around dirty. Five long hours later he returns exhausted, but with the shining look of one who has accomplished great things. "How many miles, Spanner?" Says the despatcher, as he turns in his instruction sheet. "One Sergeant," says Spanner, collapsing into a chair, arm, recreation, c/w cushion. Later, when he has recovered slightly he is urged by his fellow drivers to give an account of the operations. Spanner pauses, takes a deep breath, and is beginning with the gory details, when a voice from the front Office thunders; "Spanner, you are not at liberty to divulge information of that nature. Such matters are for the secret, confidential files".....And so it goes, the Spanners must learn.

Suddenly there is a diversion. Approaching the Section is heard the familiar "Chug-Chug" of the garbage tractor and its trailer. We smell smoke

not clean nice smoke, but dirty garbage smoke. "Fire" shouts the drivers. "Gadzooks" & "Holy Dying Nellie" shout various N.C.O.s. "H'm" says the despatcher. All the driver of the tractor can summon up is "Ugh," he being decended from a long line of Mohawks. At this point everyone starts running around, trying to decide on a suitable parking place for the blazing trailer. The driver is emphatically in favour of a place just about the right size, between a loaded gas tender and the gas pump. It is decided that, as this impassive looking chap's ancestors knew a lot about fire and that sort of thing he really ought to know what he is doing, so we are submissive in the face of superior intelligence. By this time, the Fire Hall has got itself all excited. All the firemen grab a bucket each and come skipping hand in hand over to the M.T. Section. Various people in the M.T. Section have got themselves all steamed up also, and sundry silly questions start coming over our phone, such as "You haven't by any chance got a fire over there have you Corporal?" The conflagration has foiled the fire laddies by dying a natural death and the Corporal is able to maintain a mask of innocence and say, "Fire, Sir? Why no, there must be some mistake, Sir."

Now the tumult and the shouting dies and we are able to settle back to ordinary routine assignments such as journeys to the far-flung-metropolis - that beehive of industry - Hagersville!

.....
PUT VICTORY FIRST
.....

- THE SERVICE POLICE -

Now that a Station newspaper has been started the S.P.s will closely scan it for the situations vacant. We congratulate you on the the dawn of a new era -- we mean a new paper, and wish you every success.

The S.P.s lot is not a happy one and if the personnel would co-operate with the S.P.s everyone would be happy. We are not on this station to be antagonistic or to cause any trouble to anyone; but everybody on a Station has a duty to perform and although at times this is not a happy one it is necessary. Personal feeling does not enter into the situation - we do not want to make onomies, we like friends and hope everyone of the personnel is a friend (even if we know they are not) But an order is an order.

We hope that Cpl. Bomberry, who has been confined to the Hospital for some time will soon be back in 'Harnoss' again. Good luck Corporal.

Rarely is the new Sergeant seen around the Station except during duty hours - the rest of the time he is 'Resting' and we do mean 'Resting' in his little room, he says he is an isolationist, we think it is something else.

We sure miss that car of Cpl. Brown and we hope he will bring it back from Toronto soon, so we won't have to hoof it on OUR 48's.

What Corporal has discovered a new brand of tobacco and is keeping it a dark secret, one ingredient WE know is pencil shavings, because we put it there ourselves. Is our face red - and his throat sore.

Does anyone know what became of "Betty" the S.P.s pin-up girl?

And now for a story:- It seems there was a blonde and two red-heads went to - But that's another story which we will keep for another time, and now again we wish the new paper every success.

Cherrio,

Sunny-boy.

.....

- FIRE HALL BLUES -

Greetings and Salutations, to the Airmen and Airwomen of No. 16.

Now that the firefighters have finished their spring-cleaning, painting etc., we have a little more time to devote to other things. To top the long list - The new Station Newspaper.

First off, the firemen would like to extend their best wishes to Sergeant Stanley and his newspaper staff, and a sincere hope that their paper is a success and a hit with the station personnel.

It was on such a short notice that I was asked to submit a column in the paper, therefore, I had little time to dig in and get some dirt (the ground is still frozen) about the fire lads, however, there is plenty of it around here, and I will endeavor to hand out some of it in the next months edition.

It may sound like we are blowing our own horn, still we are rightly proud of our section and the part that we are playing. We still lack something around the fire hall, and it is not the proverbial cat, we asked the editor if we could insert an advertisement with regards to the donation of a Radio. The editor said NO so I guess we cant advertise for one.

So long for now and DON'T miss the "Fire-Hall Blues" in the next issue.

"Rod" the dirt digger.

-HEDGE HOPPING HEADQUARTERS - by LAC H.A. Sandison

Having been asked to make a report on the doings at headquarters, it might be advisable for the first edition to take a peek into headquarters itself and see what makes it tick.

On entering, the first contact is with the orderly room and S.W.O.'s office. These sections are quite familiar to all but to those not "in the know" they are soon put on the right track by the amiable WO2 Moore (champion of airmen).

A sharp turn to the right would place you in the "Inner Sanctum" where the lives, loves and liberties of the airmen are controlled, concealed, and cancelled according to their good conduct; and the grand strategy of the station is planned. This turn is not usually prompted by the desire for a social visit but oftener by request for such matters as dress, general deportment and A.W.L. and is not considered as one of the happier aspects of an airman's life.

On the other hand, a turn to the right takes you to the Pay and Accounts section from which emanates the financial supply for enjoyable 48's in Hager-ville, Hamilton or points East and West. This section is presided over by a competent and friendly staff of officers, N.C.O.'s, airmen and airwomen whose enthusiastic and co-operative effort in straightening out affairs financial is a course of pride to the station. This statement also holds true for all of Headquarters as it is necessary to have complete understanding with each Flight or Section in order to maintain a high standard of efficiency.

Having summarized Headquarters in a small way, I hope it will be my pleasure to report more intimate details of personal affairs in a later issue.

Signed -30-

.....

- NET. SECTION -

TO SEE ONLY THE WEATHER WHICH IS ABOVE
YOUR HEAD IS NOT ENOUGH.

Pilots who depend entirely on their own judgement of weather eventually meet untimely ends. Officers who authorize flights based solely on their own judgement of weather send aircrew to untimely deaths sooner or later.

"Established facts:

About midday the pilot made a telephone call from the duty pilots office at Gull Landing. It is not known to whom he spoke, but he told the duty

FROM THE GROUND UP (cont)

officer that the weather at Swallows' Cliffs was all right and that he proposed to start. He stated that, if after all he could not get through to Swallows' Cliffs, he might land at The Eagle's Nest.

He left the ground at 1315 and shortly afterwards his aircraft came out of the clouds over the Buzzard Hills. He circled over the lower ground for seven minutes under the clouds, the base of which was about 200 ft. The sound of the engine then ceased and he crashed to the ground.

"Opinion:

The accident was due to the aircraft striking the ground in an incipient spin after the pilot had stalled under conditions of poor visibility."

THIS SHOE WAS MADE FOR DELBERT. HE NO LONGER NEEDS IT. IF IT FITS YOU - WEAR IT.

"Established facts:

The development of radiation fog was forecast by the Met. Office. Fog reported from aerodrome X and the officer at Y was warned of this in the following terms: 'Fog has been reported at X and if Y closes in, it will be extremely difficult if not impossible to find an alternative landing field.'

Nevertheless a flight was authorized on the basis of actual conditions at Y. In the authorizing Officer's judgement these conditions gave no indication of the bad visibility which soon afterward developed.

Opinion: The pilot failed to estimate correctly his height above the ground under conditions of poor visibility."

THE OFFICER WHO SAYS "THE FORECAST WAS ALL WRONG YESTERDAY. ITS OK HERE NOW AND I'LL BET IT WILL BE THERE TOO" IS GAMBLING WITH DEATH USING LIVES AS THE CHIPS..... W.K.E.

.....

-PHOTOGRAPHIC SECTION -

Our part in the Station Newspaper will be worth while and of great bonifit, when it is possible to have the paper printed, we will gladly supply the necessary photographs to make the paper interesting.

K.A.M.

.....

- TO-DAYS BONDS, TO-MORROWS COMFORTS -

- STATION HOSPITAL NEWS -

The hospital's jovial Pat Chenior fell heir to a D.A.P.S. posting last week. Since that time everyone has had a long face. Our loss - Brantford's gain.

Meals at our station hospital are now uncertain, one of the cooks having left - so boys ! think twice before visiting the hospital for awhile. Best of luck to Sgt. Bates.

We welcome our new X-ray technician but expect a sudden influx of sprained ankles and broken bones and such.

We hope that F/L Barton is pleased with the monkey wrench. We regret that due to priorities a left-handed one could not be obtained.

The personnel and patients of the hospital (especially the W.D.'s) wish to thank the Station Comforts Funds for the donation of a radio and plants.

"Girlio" LAW Holmes, well known on the station for her sports activities is now contemplating remustering to PT & D Instructor. We wish her the best of luck.

L.J.P.

.....

- MAINTENANCE -

About four months from now, another course will graduate at No. 16 SPTS, but this time they will not receive their wings from the C.O. because they will have been born with them. They will be sons and daughters of the ducks and geese now busily preparing to raise families in the ponds near No. 7 Hangar. However, the C.O. will have reason to be proud of them, for it was he, along with Flt/Lt. McDonald who placed the birds there last Spring.

These ten ducks (and drakes) and the pair of geese are laying their eggs now, according to Cpl. Olson, who has shown a particular interest in the birds. He thinks that, although the parent birds cannot fly, the young will do so if wild ducks can be encouraged to nest in the ponds as an example.

Incidentally, it is understood that F/O Lou Crowe is angling for a contract to teach the young birds to fly when they are ready.

.....

There's a rooky carpenter here, now who has a great deal of respect for F/S Vallint. and his vocabulary.

Upon reporting, he was told to report to, "that tall flight-sergeant with glasses." The new man complied with a "Hey, you," and, when the flight realised he was being hailed in so improper a manner, he; well, it was lucky there were no ladies present.

.....
Maintenance heaved a combined sigh of relief last March 26th when the last of the Mark III's went its unmourned way.

.....
LAC Harry Monks was the most envied man in No. 6 Hangar, when he hooked a ride home to Toronto on his 72, in a visiting Norseman.

.....
LAW Mildred King doesn't like mice. Ask any of the dope shop crew. Last week one was loose in the shop and Mildred made a break for the open spaces of the hangar.

.....
Three new faces are on view in our Orderly Room these days, and two former ones are absent. Cpl. Doris Henderson has gone to duties in the Library and Cpl. Margaret Stewart has gone to AFHQ Ottawa. AWL Isabel Maland arrived from WCB; Cpl. Marion Bromley came from AFHQ, Ottawa and ANZ I. Hayward came off course in Toronto.

C.M.W.

JOHNNY ISN'T FIGHTING FOR MEDALS

Johnny doesn't even like fighting! He doesn't like sleeping in a slit trench instead of his own comfortable bed. He doesn't like killing other men. But he's doing it.

He faces death day by day. Sometimes he lives on nothing more than "iron ration." There's little chance for sleep. The enemy is always there, just out front.

Johnny hasn't won a medal. He hasn't been cited for "gallantry in the face of the enemy." He's just another soldier who is fighting bravely. After all that's his duty. He's just another soldier willing to pay his price for your freedom!

Johnny asks only one thing...that the folks back home, all of them, pitch in to support him and the others like him.

He's willing to give everything. He expects you to lend your dollars. That's not much to ask, is it?

Get ready now to buy VICTORY BONDS.

- NOTICE -

Owing to the restricted number of copies, we hope that you will share your copy with someone else.

The Editor.



MY VOLUNTEER MEDAL

Written by an Ottawa soldier overseas

I have a pretty ribbon here
To wear upon my chest,
I must wear it, the orders say,
Along with all the rest.
Eighteen months of army life
In Canada's fair domain,
And two years here of army life
Without misdeeds or strain.
To have all this entitles me
To flaunt this dainty thing --
The only fun I've missed, I guess,
Is that visit to the King.
Where, when I swelled my manly chest
'Midst roars of loud acclaim,
He'd pin it there and shake my hand,
Fair maids would breathe my name.
It's nice to have a medal,
They're all a part of war --
It's nice to wear a ribbon --
But what's the damned thing for?
I've never been in action,
I've never faced a gun,
I've never faced a Jerry,
I've had no chance to run!
I don't feel a bit "heroic"
With this upon my chest,
Lord help the poor misguided one
Who puts me to the test,
And coost to me, with dreamy eyes,
"You saviour of our nation,
What did you do? - What does it mean?
And here's my explanation:
I know how sorry some will feel,
The big shots up at CRASC
Because the damned thing isn't made
Of nice new shiny brass!
I'll wear it as the Orders say,
I don't think I'll mind --
At least the CSM can't say,
"Your ribbon isn't shined!"

(Ottawa Journal)

- REGRETS -

We, the Editors regret that there were some Sections news had not been received up to the time of going to press. It is hoped that these Sections will not feel slighted, and that they will be contributors for the next issue.

- NOTICE -

If you want this paper to be a regular issue, please let the Editorial Staff know. Then arrangements can be made whereby enough copies will be made for all.

FLYING GEN.



LAC MISTLIN A. EDITOR

- THE ORACLE FLIES -

After years of lying dormant in an Anson, the oracle has finally climbed from his block of cement, and many and varied are the tales he has to tell.

On this page, through the eyes of his gremlins, he introduces you to the flights -- to the students themselves, their thoughts, and actions, both in and beyond the line of duty.

This page is about the trainees, and yet who should know them better than the instructors and ground crew who are in daily contact with them? - So let's hear from all of you, students, instructors, and ground crew - the station IS interested.

Here, then, are the Flights:-

.....

- ODE TO "E" FLIGHT -

His eye was a ball of fire,
And his hand there frozen lay,
The M.P. said twenty-six inches,
As he screamed down the narrow runway;

His powerful Anson quivered,
Her oleos nearing their last,
And the wretched "E" Flight pupil
Dragged her off into the overcast.

This was the day he had waited for,
He'd studied and genned for hours,
He'd signed everything going and -
Perfect pupil! ordered the flowers,
"More Solo Checks for Johnson" -
"Make way for Sgt. Daoust" -
Such was the tenseness in hangar
five;
And they asked just one question -
"how"?

He thought of his instructor's fond
farewell,
Of his Mater's "be brave, my son"
But he smiled his false smile,
Did his checks, said his prayers,
And violently gave her the gun.
The earth rotates, up roars the
strip,
The sweat on his brow streams by,
Back, back on the stick (good Lord!
it's a wheel!)
And the Blowpipe rounds off high.
But the "E" Flight bird knows his
flying gen,

(From Thursdays at seven o'clock)
And, smart lad that he is,
Drops her in - like a three ten rock.
So back to the hangar he taxis,
(The Flight-room phone ringing
like mad)
And a thousand words from his
blue lips pour,
Of the mighty adventure he's had!

Shrunk, Shaken, Alone and Grey,
For this instructor, it's all too
true,
A shadow of his former self he
wails:
"E" Flight and Ansons too!"
J.C.C.

.....

- "B" Flight -

Since our hearty welcome in January to No.16 S.F.T.S., we have found to our surprise that things are not as bad as they seemed at first. Especially now that we are not on "steady" Joe jobs.

We were introduced to "B" Flight and our Instructors, with smiles on our faces and doubt in our minds. Happy in the thought of possibly becoming pilots.

Then came lengthy pages upon pages of cockpit checks and gen we had to know before being airborne in the mighty "Anson." This soon dispersed our smiles, and we wondered as we labouriously studied, if we could ever master those checks and soar through the blue skies, alone at the controls.

We had just become full of pride and joy after soloing - when - in rapid succession came: gen club, cadets, navigation trips, night flying and mid-term exams. Perhaps if we referred you to "J. Roy" he could enlighten you on the problems of navigation.

Maybe "Lobe" is over enthused with night flying, as there are not many students who would get out of bed at midnight to see if they might fly!

And then perhaps "if" you are interested in drill - Cadet F/S "Bey" would gladly give you the finer points on this very "interesting" and confusing subject. Disciplinarians please note.

FLYING GEN (cont)

Now in closing we dream (and dread) of 50 hour checks. Others have done it and so will we.

H.M.N.H.

.....
"F" FLIGHT

or

He Also Serves, Who Only Sits and Waits --

The skies darkened; old Thor proudly raided his Thunderhead; a meek band of strangers entered Hagorsville; "F" Flight had arrived.

From many different places they came and from a variety of occupations, but with one purpose in mind - to pay homage to the mighty Anson. With a will they set to work, cleaning and polishing scraping and shining, till the Ansons emerged, shimmering in their new beauty.

For four long weeks, their tasks continued until one fateful day, they entered their flight room (clean windows, sweep floors, wax floors etc., etc.) and met their instructors. Now after five odd weeks on course, and solos largely disposed of, they have settled down to the steady job of flying.

To describe this, I am reminded of the immortal words of Julius Caesar, after the Battle of Arnprior, "I came, I saw, I cleaned windows, swept floors, waxed floors, etc., etc."

And now, back to flying, for in truth 50 hour checks are only 30 hours away.

The Oracle sees: "That Sedlezky has received a life sentence - very best of luck to you and your new wife !

Lanky explaining economics to the boys - "One day, one bottle of Seckl" -

The irreverent Bill whistling "Arizona Kid".

"Obinoeks" bailing out at ground level - he pulled the wrong handle.

"Rae" making a wheels up landing in the Link.

Over to you now - OVER.

A.M.

.....
- "A" FLIGHT-

Way back in January, "A" Flight - first part of Course 100, received its welcome to No. 16 S.F.T.S. Now, after two months on course, we can look back to our extra month of Joe jobs and smile -

- well almost.

After checks, checks, and double checks, solos arrived, and as for our precision landings, well at least we hit the runway - Ouch !

We hear that Bob Hooy is inventing tricycle landing gears for Ansons - to prevent nose ups -- And Blystad, our chutes are all guaranteed to work - no test needed pleaseeeez.

Our Cadet Officers and N.C.O.'s are really doing a swell job in the flight. Now, everyone has a chance to get back at everyone else - and its legal too.

Mid-terms are over with (did I hear a sigh of relief?) but 50 hour checks are still with us - seems like there is no rest for the wicked.

By the way, "A" Flight is full of athletes or something. For a good line up on sports, see us in action ----- Basketball, Floor Hockey, and McMurray on the rings.

We are proud to have some of our Norwegian friends in the flight with us. We sincerely hope that they stick with us right through. We are a team and you can be sure to hear more from "A" Flight.

R.S.A.

.....
- "G" FLIGHT-

So far LAC's Milovick, Pitt, Cushman, Murdison, Bonman, Lynch and Sanderson have held responsible positions in our cadet organization and have done very well. This new system seems to be progressing very satisfactorily and should prove to be of great benefit to budding pilots.

Jack Booth still seems to be in a daze. Wonder if we'll feel the same when we're very now bridegrooms.

G.I.S. exams being over we can all settle down to improving our flying without any other worries. This is not applicable to married men.

We missed F/O Murray who was on a week's leave. However the flight commander's job was ably contended with by popular ping-pong fiend F/O Tim Eaton. We wonder if LAC Head knows the kind of a/c he's flying. We know that numbers of them never bother him.

We're all very sorry that Andy "Worry Wort" Murdison is laid up with Scarlet Fever. Get well quick, Murdi and be sure to top Course 100. We're counting on you.

FLYING GEN (cont)

Best of luck to LAC Somerville who has just left for Mont Joli where he will undergo training as an A.G.

It seems the hospital has been complaining of the numerous casualties as a result of floor hockey games.

LAC Hallet has been nursing a sprained ankle for a few days and now LAC White can be seen limping around, trying to save his sore foot.

By the time this goes to press, Course 96 will be well on with wings checks. The Beam Flight will also be having its troubles trying to keep our students on the beam! On top of that our instructors will probably lose sleep when their students are on solo night cross-countries.

Eddie Crowe keeps us well posted on the well-being of his young son, Eddie Jr. (2 months). Latest report: He has gained six pounds. LAC Wilson expects to become a proud father somewhere in the vicinity of Wings Parade for Course 96. It looks like a race between the stork and Wings Parade.

Many thanks to LAC's Vearx and Crowe, carpenters no less, for the sturdy bookcase they constructed for our flight room.

Re Floor Hockey:-

Course 96 feels that it can accept challengers from other courses or sections of the station. It seems to think it has a good team. Anyone interested will please contact LAC Badd or LAC Milovick of "G" Flight.

Group II beat Group I 18-13 in a grudge match last week.

S.K.A. and R.S.

.....

-"H" FLIGHT-

Having completed ground school, we can now afford to unearth ourselves from our library of mysterious publications and give out with some news on the activities around our Flight Room.

Congratulations to F/O Oliver on his posting. He waited a long while for a chance to take a slap at Hitler's hordes and though we all miss him at the Flight Shack, we wish him lots of luck and good hunting.

Recently we had the pleasure of listening to F/L Dick describe his adventures overseas. Many were the interesting tales that he described to us in such a way as to make even the most home-loving of us anxious for an overseas posting.

One of the most intelligent airmen recently discovered the origin of the gremlin.

Although England claims to be the birthplace of the original gremlin, LAC Antigremlin has proven after four months of experiments that the gremlin first saw the light of day at No.16 S.F.T.S. Hagersville, Ontario. He first suspected this when, on taking off, his starboard engine cut out. After a hasty cock-pit check he arrived at the conclusion that the engine was in perfect working order but a gremlin of the most dangerous type had shoved both his throttle and mixture controls fully forward. After questioning others he found that many similar tricks had spoiled their earnest attempts to fly the mighty Anson bomber. LAC Almal is sure that a gremlin insists on turning the fuel cock to interconnect, which generally results in one full tank and one empty one, causing our beloved aircraft to develop a peculiar list. If anyone knows the whereabouts of such a gremlin would he kindly notify this paper. We guarantee to rid all aircraft of the gremlins by speaking a word or two in the ear of the pilot. The words are:

"Do your checks properly and you will handcuff the gremlin and frustrate even his most violent attempts to cross you up."

J.W.

.....

- THE TOWER -

(Any similarity between Hagersville's Tower and the Tower of London is purely coincidental, unintentional, irrelevant, and should be ignored.)

Contrary to public imagination, the Control Tower is a well organized nerve center, that not only controls flying, but also records to the minutest detail all flying done on the station. (All logbook rumbles accepted with a smile)

The tower houses the C.I.'s office the O.C.'s of No.1 and No.2 Squadrons, the Wireless Officer, Examining Officers, Records Office, Met. Section, Control Officer, Records Officer, Cadet Organization Headquarters, and a staircase. The whole show being ably refereed by F/O Cade, and his disorderly room assistants.

From the Radio Room, we hear that since the W.D. WoG's arrived a general speed up in the handing in of Pilot's Log Sheets was noticed. Wonder why?

In reply to a query - - No, there are no Australians on course.

We are wondering why a certain

FLYING GEN (cont)

Flight's pleasant face has become so troubled. Is he fed up already with the continual giggle and chatter of the WOG's?

From the Orderly Room comes this years Easter Styles, all designed from a refreshing shade of blue, with shining accessories and belts to match. Black ties and grey-blue shirts will again be the vogue this year.

A rumour has come in that Cpl. Nod has contracted Tower Blues. This, however, is believed to be enom propaganda, and a strong note has been written to the gremlin commander.

NEXT ISSUE: - The Tower declares war on all gremlins at Hagersville! Don't miss the opening campaign.

..... A.M.

What Did I Do To Deserve This?

or

Link Trainer Flight

What is the Link? Many feel that it is a machine designed to brown off instructors and pupils in equal quantities. Actually it is an ingenious and complicated device to simulate flying conditions.

It consists of a rounded coffin with two sides, also a top and bottom. The lid is not nailed down, but may be padlocked at the instructor's discretion, to prevent the victim from escaping.

Motive power is provided alternately by a dynamo or a W.D. turning a crank.

Once inside the student is confronted with a control column, throttle, various and miscellaneous instruments, and yesterday's cigarette butts. He then puts on his headphones, (his only communication with the outside world) and settles down to his hour of instruction. This is believed to be the situation that inspired the popular song: "This will be my shining hour."

According to F/S Ross, anytime a student is seen with a keen alert expression on his face, marching 160 to the minute, swinging his arms shoulder high, he can be headed for only one place - the Link Section. He assures me, that it has even been necessary to post an airman at the door, armed with a baseball bat, to turn away over-enthusiastic customers. This has not been verified, but it is a fact that 73.8% of Hagersvilles' students would prefer an hours Link to an hours pack drill.

From Sgt. Bagg comes this experience. He instructed his student to climb up to 3,000 ft. The pupil will-

ingly yanked back on the control column and started to climb. Then all of a sudden he pushed the stick forward. "Why", said Sgt. Bagg, "did you do that?" "Because," replied the student, "I was gaining altitude."

Then there is the unnamed student, who, when being told to open the hood and climb out, asked for another hour. The instructor was immediately treated for shock, and is now in the Ontario Mental Hospital, where he is teaching the birds to descend at 500 ft per minute.

..... A.M.

NAVIGATION FLIGHT

or

It Started In A Briefing Room

--"About this medal hero, old man Please tell us how it all began." "Alas, my friend, I must admit, I never saw a Messerschmidt - All I did was let some guys Cart me madly round the skies; But I'll never be content Till I discover where we went."

Cross-countries, like all important operations, are secretly plotted by master minds behind locked doors. In fact, almost daily, F/O Crowe can be found, chewing his nails, whilst figuring out new and exciting places to visit.

There are, however, other things besides cross-countries that start in Briefing rooms. Witness what happened to one Nav. Instructor, name withheld.

Congratulations and best wishes to Bill and Jean from all of us.

Little Goldilocks, our present timekeeper, is a potential threat to the single blessedness of the remaining bachelors of our Flight, whose ranks have considerably thinned lately - No less than four Instructors having been authorized out on matrimonial cross-countries since arriving in the Flight. Just another operational hazard, no doubt.

D.F.

.....
-COMFORT-

Comfort is a word oft ill defined,
But to me it is a state of mind,
In which your soul
Can rest
In the same easy chair
As sits your body.

A.M.



EDUCATIONAL AND TECHNICAL



F/O A. Liddell, EDITOR.

REHABILITATION PLANS FOR SERVICE PERSONNEL

It is pretty safe to assume that a large percentage of the men and women in the R.C.A.F., are wondering what the government will do for them after the war is over. This article will attempt to deal as fully as possible in the limited space allowed, with plans that have been definitely laid down by the Federal Government for the rehabilitation of service personnel. Naturally, there are many problems that have yet to be solved and this article will leave you with many questions unanswered.

To be as brief as possible, here are the plans that are now covered by legislation.

- I. After an honourable discharge.
- II. Benefits.
- III. Educational Grants.
- IV. Veteran's Land Act.

After a person is honorably discharged these allowances are made:

- (a) Clothing allowance of \$65.
(This does not apply to officers)
- (b) If service has been for more than 183 days, you get a grant of 30 day's pay of rank, "plus the usual dependents' allowance.
- (c) Free transportation to your enlistment point or any other point in Canada that can be reached at no greater cost.

These allowances are all ~~separate~~ and distinct from any other benefit plans.

Under the benefit plan cash allowances are made for men who are temporarily out-of-work after discharge. This same benefit would look after farmers who are awaiting returns from their crops or men and women who are starting in business, until they get on their feet.

These cash allowances are paid for a period equal to your length of service but not exceeding 52 weeks.

Benefit Rates

For a single man - \$44.20 per month.
For a married man - \$62.40 per month
\$12.00 per month for each of first two children
\$10.00 per month for the third child
\$ 8.00 per month for each of the next three additional children.

Educational Grants are given to discharged personnel for either university or vocational training. In both cases all tuition fees are paid and in addition, benefits are paid according to the scale already mentioned.

A month's service entitles you to a month at college. In other words if you have been in service for two years you are entitled to three years university training, because the school year is only eight months. If you have not enough service to complete a university course you can be recommended for continuation on the basis of previous good progress.

Personnel desiring vocational training to fit them for a job, may be sent to a vocational or trade school for that training. Conditions are the same as for those taking college courses except that the time limit of instruction is twelve months unless the course is of such a nature as to require more time.

Admittedly, these schemes do not cure unemployment etc., but it should be remembered that when you start looking for a job there are a number of things in your favour. First of all, employers are required to rehire all their employees who have enlisted in the services. Secondly, all government departments and companies doing government work, are bound by laws to give preference to veterans.

EDUCATIONAL TECHNICAL (cont'd)

And finally, personnel are being given a great opportunity to fit themselves educationally, to obtain work.

The Veteran's Land Act will be outlined in the next edition of The 16 Oracle. If you have any questions on Rehabilitation Plans you would like to have answered, please consult the Education Officer in G.I.S.

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BE PREPARED. ! !

When you get back to civilian life you will need technical, professional and general education to progress in the peacetime world. Prepare yourself now in your spare moments off duty for the future.

The Canadian Legion offers courses in a great many elementary and high school subjects. You can also take correspondence courses in technical and vocational subjects while you are still in service.

As an example of the opportunities offered, it is possible for those who are interested in the study of accountancy to take a splendid course given by the International Accountants' and Executives' Corporation and conducted by the University of Toronto. This course would serve as a refresher for those who have had accounting experience, and would make a fine start for those who intend to follow business work after the war.

All courses are free to service men and women.

The Education Officer will be glad to interview any airman or airwoman desirous of enrolling for educational courses.

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- BOOK REVIEW -

"Wingate's Raiders."

This is the story of the man who conceived and led the most imaginative and hazardous raid this war has yet witnessed. He is Brigadier Orde Charles Wingate, a stern and inspiring military leader, a scholar and a mystic. In 1942 he disappeared into the Burmese jungle with his commando-trained men. Without communication lines, supplied only from the air, his unique expedition harassed and confused the Japanese in their safest trails and strongest camps, destroyed their supplies, blow up their

bridges and railroads. Here is the story - based on the words of men who were there - of how these jungle dare-devils were trained, how they plotted and took objectives, and how, against all the odds of military probabilities, they reached safety again.

The story of this man is one of the finest tributes that could be paid to a hero of the present war.

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Among the most recent editions to the Station Library are the following:

Lassie Come Home - Eric Knight
The White Grigade - G. Robert
A Tree Grows in Brooklyn -
Betty Smith
The Saint Goes West - Charteris
Fifth Mystery Book -
The Curtain Rises - Quentin Reynolds

While the additions to the Technical Section cover Carburettors, Starters and Generators, Hydraulics and Metal Worker's Trade.

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An extract from a letter found in a Library book:-

"Darling:
You'll be very careful to keep this book away from Vicki and free from damage, wont you? I'd catch H--- if the Librarian knew it was off the Station-----".

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- HOOVER HYDRAULIC - - PROPELLER -

Principle of Operation:-

The Hoover propeller is operated hydraulically by a torque unit mounted on the front of the propeller. Coarse pitch or fine pitch may be manually selected by controlling the flow of oil to and from this torque unit. To increase pitch engine oil is boosted up in the Hoover engine-driven gear type pump and supplied to the torque unit. To decrease pitch this high pressure oil is drained, the engine oil plus the centrifugal force of the blades cause the blades to move to fine pitch.

Detail of Operation:-

The hub is a single piece high grade alloy steel forging which is finely machined and balanced during manufacture. The blade bores are accurately ground to insure perfect fit and alignment of

the blade assemblies. Each blade is carried on a stack of matched radial thrust bearings and the blade assembly is held in the Hub by a retention nut. This nut is also used to preload the bearings and minimize the outward deflection of the blades when whirling without any additional load being absorbed by the bearings of the nut themselves.

Also incorporated in the retention nut is a threaded ring which may be used to obtain final horizontal and vertical balance. The blade assembly, including the balancing ring is locked by a splined segment attached to the hub.

The blade angle change of the two blades, is co-ordinated by a gear, called the co-ordinating gear, which is centralized in the dome and boss of the hub. This gear is preloaded against the blade gears, to minimize "play" through an anti-friction radial thrust bearing by a ring nut. This nut is called the co-ordinating gear retention nut.

Attached to the co-ordinating gear retention nut is a vernier plate used for reading and setting the blade pitch angles. The vernier plate is set to two reference lines in the hub. When these lines are in alignment the vernier between the co-ordinating gear and the vernier plate will give the blade angle at the 36 inch station directly within one-tenth of a degree. No other fixture or protractor is required for setting the blade angles. However, each tool kit is supplied with a blade template for the 36" station which may be used with a universal protractor for setting and checking the blade angles. For convenience, a yellow line has been painted across the thrust face of the blade at the 36" station.

The dome torque unit is installed on the propeller to mesh with two sets of splines, one in the bore of the co-ordinating gear and the other in the dome bore of the hub.

The distributor tube is an aluminum alloy casting which is finely finished. It is inserted into the engine shaft after the propeller hub has been assembled on the engine and is used for directing the flow of oil to and from the dome torque unit.

The dome mounted on the front of the propeller houses the pitch change mechanism which is operated by the high and low pressure oil transmitted from the engine through the distributor tube. The actuating means consists of a rotary piston, called the rotor, installed in the dome between stationary abutments. According to the setting of the pilots control in the cockpit, a greater pressure is applied between the

fixed abutments and one side or the other of the vanes of their rotor. The motion of the rotor is communicated to the blades through the co-ordinating gear. The angular displacement of the rotor is limited by stops which in turn fix the pitch range of the blades.

In fine pitch the rotor, in the torque unit, is up against the stationary abutments inside the dome. This is the fine pitch stop. In coarse pitch, the rotor stop, which is splined to the rotor at the top of the dome, is against the dome stop. This prevents the rotor from increasing pitch beyond the setting of those stops.

All rotor and stationary abutment seals are made of neoprene to minimize wear and control internal leakage.

The pump is manufactured of two aluminum castings which house the gears and the pitch change control valve. All parts are manufactured to close tolerance to minimize internal leakage and increase the pump efficiency.

The control valve, which is manually operated by the pilot, directs the flow of oil to and from the propeller torque unit. To increase pitch, high pressure oil is pumped to the torque unit at sufficient pressure to overcome the engine oil pressure, the centrifugal twisting moment of the blades and the friction of the mechanical operation. To decrease pitch the pump delivery is circulated within the pump itself, and the high pressure line to the propeller is drained through the pump drive shaft to the engine sump.

OPERATION INSTRUCTIONS

Before starting the engine, set the propeller control lever in the increased r.p.m. position so that the quantity of oil required to fill the propeller system will not be withdrawn from the engine oil system when the engine bearing surfaces are dry. After warming up sufficiently, try the propeller several times before taking off to insure that it is operating properly.

'Tec-Aid'

- VICTORY LOAN -

1st. ☒ 2nd. ☒ 3rd. ☒
4th. ☒ 5th. ☒ 6th. ☒

Yes I can check them all,

CAN YOU ? ?

RECREATION & SPORTS

CORPORAL HENDERSON - EDITOR.

- BOWLING -

"Hap" Spring's team, representing Maintenance are the 1943-44 Champions of the No. 16 S.F.T.S., Bowling League.

After losing out in a close race for the first series with WO2 Crawford's powerful club, Spring's boys bore down and took the 2nd series. In the final rolloff it wasn't even close and WO2 Crawford's team had to be content with second slot.

No. 1 Servicing took third honours with the Hospital a good fourth. High Average man of the year was LAC Jack Brazier, of the new champs. LAC Gourlay of No. 1 Servicing rolled High Single and LAC Clapp, High Triple.

The successful season was brought to its conclusion with a banquet in the Airmen's Mess on Monday, April 3rd. The C.O., Group Captain D.A. Harding, presenting the awards and delivering a brief message to the assembled bowlers. Thanks go to WO2 Crawford and Corporal Stewart of the W.D.s (now at A.F.H.Q.) for the efficient way the league was operated.

- BASKETBALL -

Basketball has been one of our main winter sports features and those who saw the game between the Cayuga boys and No. 16

team were in luck. Apparently even our own team thought the odds were against them and set out with "fight" in their minds. Samurly was the Hagersville star with Hindle, Bradley and Cramp in fine form. Although the final score was 17 (Cayuga) to 64 (No. 16) it was a speedy game and not at all the walk-away the score would indicate.

- SUMMER SPORTS -

There is great scurrying about in the "Y" office, the Drill Hall, even the padre's office, with the various personnel concerned making wild and hilarious plans for the coming season. Spring affects people in different ways and with baseballs appearing during noon hours and the early evening it would appear that all young men's fancies don't necessarily turn to love.

Men's baseball teams are already being lined up and it is hoped that all who are interested will turn out for the opening practices. The W.D.'s have not been heard from as yet but we look forward to having as good teams (if not better) as we have had

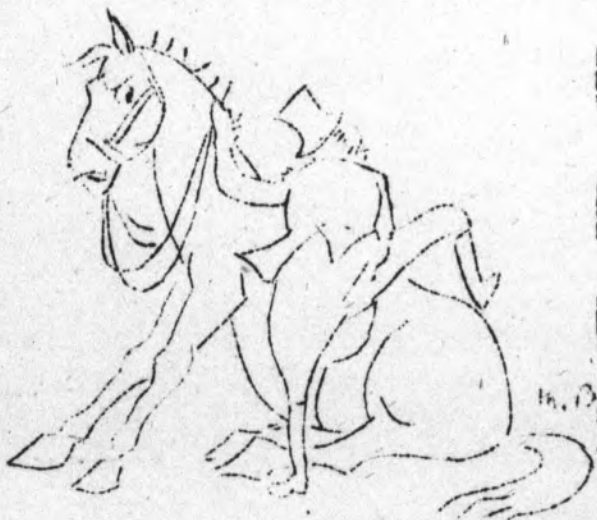


in the past. Come on girls, get out the mitts and bright uniforms - its Spring !

We hope this year to have a fine archery team for both girls and boys as well as our usual summer display of track team speedsters and jumping wizards. Rumours reach us that the Six Nations Indians are simply spoiling for a somewhat belated massacre of our La Crosse team. We've been on friendly terms with our American Indians for some years now, but they're out to get us and even in this day and age I don't think "scalping" is very comfortable. Get busy chillun and make 'em bite the dust.

By the next issue things should be getting under and your reporter will have more definite reports to report on (if you know what I mean !) See you soon on many a bloody battlefield.

SO! YOU THINK YOU CAN RIDE!



Why let your horse make a fool of you. Learn horsemanship the easy way - the horse in the Drill Hall is there for play - the safest way.

Consult your D.R.O. notices for classes under expert instruction on elementary equitation.

"THUMB UP REVUE"

CHEERS!! -- to the very excellent show put on by this young group of the Citizens' Committee of Hamilton, under the excellent direction of Doreen Groon and Al Quinn.

This show has been together for over four years with hardly any change in personnel and they have given so many performances that they have lost count.

Besides having talent, this group have a gaiety and spontaneity of manner which is evident both in their performance and during the opportunity given to all to meet them afterwards at the buffet supper in the Airmen's Mess.

MOVIES

The Y.M.C.A. presents in the Opera House, twice nightly Mondays and Wednesdays and once Fridays:-

Monday, April 17.

"A Yank at Eton"

Comedy Drama with Mickey Rooney.

Wednesday, April 19.

"So Proudly We Hail"

War Drama - Paulette Goddard
Claudette Colbert
Veronica Lake.

Friday, April 21

"Johnny Come Lately"

Drama - James Cagney,
Grace George

Monday, April 24

"Panama Hattie"

Comedy - Rod Skelton, Ann Sothern
Rags Ragland, Ben Blue

Friday, April 28

"Fired Wife"

Comedy - Diana Barrymore, Robert Rigo
Louise Allbritton.

HAGERSVILLE

Movies for the balance of the month in the Hagersville Theatre;

17th-18th. Behind the Rising Sun.
19th-20th. Princess O'Rourke.
21st-22nd. Cat People & Mexican Spitfire's Blessed Event.
24th-25th. Purple Heart.
26th-27th. Spitfire.
28th-29th. Harrigan's Kid & Air Raid Warden.

TITLE FOR STATION PAPER

The 16th ORACLE is just a name picked out by the newspaper staff and it does not necessarily mean that all future copies will be of the same title. So if you have any good suggestions, or would like it left as it now is, voice your opinion to any member of the staff, or sent it to The 16th ORACLE, c/o Airmen's Library.