

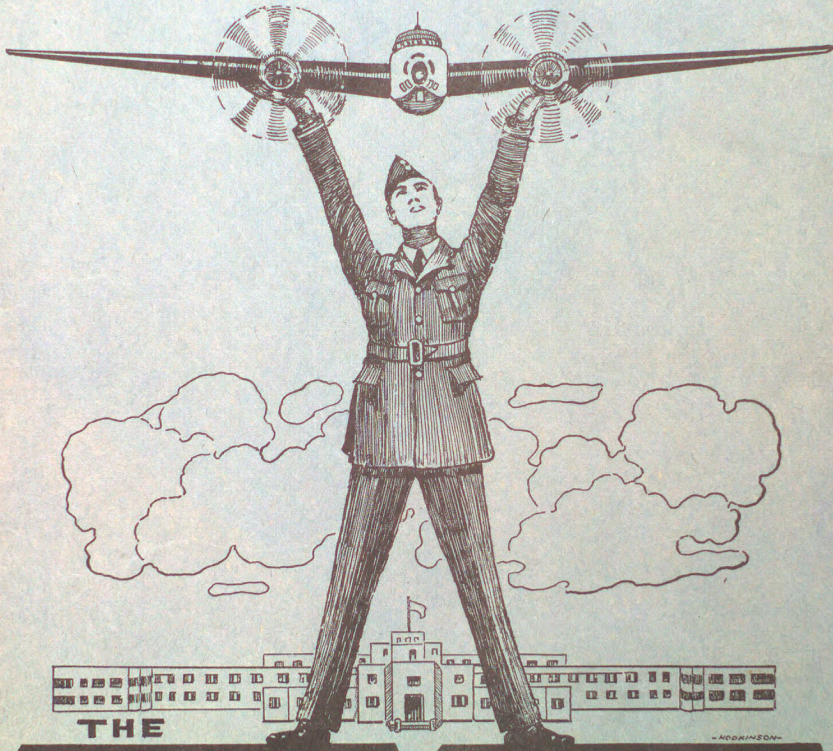
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THE *Aircraftman*

VOL. 1 - NO. 9

APRIL 1, 1941



THE
TECHNICAL TRAINING
 ST. THOMAS **SCHOOL** ONTARIO

STATION COMMITTEES

* * *

P. S. I.

Squadron Leader N. McLeod (President)
Flight Lieutenant V. Cronyn (Secretary)
Flight Lieutenant H. N. Williams
Flying Officer W. L. Marshall
Flying Officer T. C. Shore

* * *

Airmen's Mess

Squadron Leader N. McLeod (President)
Flight Lieutenant V. Cronyn (Secretary)
Captain T. A. Sweet (Medical Officer)
Flying Officer J. D. Boyes (No. 1 Wing)
Flying Officer W. E. Tuer (No. 2 Wing)
WO/2 Chippetts (N.C.O. for Cookhouse)
Airmen Representative (No. 1 Wing)
Airman Representative (No. 2 Wing)
Airman Representative (H.Q. Squadron)

* * *

Library Committee

Flight Lieutenant G. W. Porter (President)
Mr. D. Stuart, Y.M.C.A. (Secretary)
Two Airmen Representatives

* * *

Canteen Committee

Squadron Leader E. Peacock (President)
Pilot Officer W. E. Tuer (Secretary)
Flying Officer E. D. Armour
Two Airmen Representatives

* * *

Welfare Committee

Flight Lieutenant G. W. Porter (President)
Flight Lieutenant E. B. Howard
Flight Lieutenant M. C. Davies
Mr. E. McEwen, Y.M.C.A. (Secretary)

Sports Committee

Flying Officer G. A. P. Brickenden (President)
Flying Officer L. B. Merrell (Treasurer)
Warrant Officer L. S. Stubbs
Flying Officer J. D. Boyes
Flying Officer F. Green
Flying Officer E. D. Armour
Mr. E. McEwen, Y.M.C.A. (Secretary)
Sergeant F. C. Hilton-Sargent
Sergeant LaChance

* * *

Fire Committee

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Flying Officer O'Neil (Secretary)
Flight Lieutenant A. S. Turnbull
Officer Commanding No. 1 Wing
Officer Commanding No. 2 Wing
Squadron Leader H. S. Adkins
Mr. McLachlan (Station Engineer)
Sergeant-Major M. H. Mills (R.C.A.M.C.)

* * *

Entertainment

Flight Lieutenant H. W. Williams
Flying Officer G. A. P. Brickenden
Flight Sergeant O. R. Alty
Warrant Officer C. Taylor
Flight Sergeant M. J. D. McGuire
Mr. E. McEwen, Y.M.C.A. (Secretary)

THE AIRCRAFTMAN

A Magazine of the R.C.A.F. Technical Training School
Published Monthly at St. Thomas

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EDITORIAL STAFF

Managing Editor - E. R. McEwen (Senior Director of Y. M. C. A. Services)
Editors - F/Lt G. W. Porter (Prot. Padre) - F/Lt E. B. Howard (R. C. Padre)
F/Lt M. C. Davies (Prot. Padre)
Editor No. 1 Wing - E. D. Stuart (Assistant Director of Y. M. C. A. Services)
Editor No. 2 Wing - W. A. Diehl (Assistant Director of Y. M. C. A. Services)
Art Editor - AC/2 Tracey, R.

REPORTERS

No. 1 Wing, Sq. 1 - AC/2 Ollivier, S. J.
Sq. 2 - AC/2 Carswell, G.
Sq. 3 - Cpl. Stanley, W. S.
Headquarters - L/AC Harland, M. W.
No. 2 Wing, Sq. 1 - AC/2 Yerex, G.
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Mail Subscriptions to F/Lt Davies, M. C.

DOROTHY THOMPSON'S ANSWER TO NAZIS SYMPATHIZERS

I do not believe that the law of the survival of the fittest is the law of organized society, but believe its triumph will mean the extinction of organized society.

I believe that the Christian law of love, and the Christian ethic that he who loveth his life shall lose it, and the Christian first commandment, to love thy neighbor as thyself, and the Christian thesis that we are all members one of another, are vastly more efficient principles than the law of the jungle.

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« « EDITORIALS » »

The old order changeth. Ever since the first issue of THE AIRCRAFTMAN appeared, we have been accustomed to opening the pages from the bottom. Now this is changed. We have decided to bow to the conventional method of making up a magazine.

This paper of ours has grown from humble origins. It now boasts a circulation of over 5,000 copies per month. It finds its place in homes all over Canada as well as in many places in England. We think that it is getting better as time progresses, and we are confident that the time will come when it is recognized as one of the outstanding magazines of its type. In this connection, we wish to announce that, beginning with the May issue, it will be our policy to include commercial advertising.

The men on this Station are the persons who, ultimately, are responsible for the degree of excellence achieved by the paper. We think it is a good paper now but we want it to be better. We can do it. So it is a case of "thumbs up" for THE AIRCRAFTMAN; may it always retain its local color and still take its place with the finest monthlies in the land.

* * *

HITLER'S "NEW ORDER"

Germany's brilliant paperhanger speaks frequently of the "New Order" he is establishing in Europe. Ten nations have now submitted to this ordeal: five yielded to him because of fear, and five were crushed in their unsuccessful effort to defend themselves.

Paramount in this "New Order," Hitler claims, is obedience to the world's highest culture—the great German culture, re-touched by the Nazis. The numerous little particulars which go to make up a nation's culture and give it a soul are brushed aside in order that the German dream of dominance may be achieved. These little barriers in his way are ironed out by the combined effort of his multitudes of aircraft, and rolled into uniformity by his ponderous tanks.

However, history reveals that the soul of nations is not easily destroyed. In 70 A.D. Jerusalem fell, and ever since that time the Jews have been without a homeland, but the

Jewish culture is far from dead. The bombs that thunder down on Britain today do not make the British think less of their heritage or more of Hitler and his "New Order."

It is certain that the only New Order that will succeed is the one that is founded on honor and justice. Hitler will go as far as the power of the German youth will carry him. It is not great enough to hold subjugated Europe and conquer the world. The "Blitz" will diminish in vigor now that Germany has spread out its man-power so thinly.

The New Order that will conquer the world is the one that respects the rights of humanity, regardless of race, creed or color—the ideal that has held together our great British Commonwealth of Nations. Hitler and the "moon-faced Nazis" are going to get a real eye-opener and that very soon.

* * *



F/O Boyes, J. E.

Twenty-four years have gone. Twenty-four years, the life span of many of our pilots, are history. The story of the combats of those years seems like the tale of a lost age. Spitfires and Junkers fight a vastly different battle

to that of the Camels and Fokkers. Many of the men who flew in those years feel as out-moded as the machines they flew and the battles they fought but to them we say:

"Gentlemen, you have given to us something which the years cannot spoil nor the fashion of the days out-mode. You gave to us the high heritage of courage; of the ability to face tremendous odds undaunted; of service with no thought of glory. All honor to you. May your sons add new lustre to the fame which you created."

* * *

MARTIAL MUSINGS

No. IV

By F/Lt Lighthall, W. S.

The month of March witnessed two events which will affect the whole course of the war and world history.

First in importance was the passing of the Lease-Lend Bill by the United States, thus assuring their support to all countries fighting against aggressor nations.

The second event was the defeat of the Italian counter-attacks in Albania. The importance of this lies in the fact that these attacks were carried out on the order of Mussolini and under his personal direction. Their failure to break the Greek lines showed that even the presence of Il Duce could not make heroes out of Italians.

He has lost face with the Italian people, his German master and, more important, with himself. His confidence must be completely shaken and from now on little resistance need be expected from Italian forces wherever they may be met. The steady advance of the Greek army in Albania appeared to have been checked by the stubborn resistance of greatly reinforced Fascist divisions. The desperation of this defence is attributable to the fact that the line occupied by the Italian forces was the last one covering the oil fields of Petrolia in Central Albania and the pipeline to Valona, from which the Italians have been drawing about 1,600,000 tons of oil per annum.

The strong point of this defensive position is the fortress town of Tepelini, surrounded by towering mountains heavily fortified by the Italians. These peaks have fallen one by one until the last pass out of the valley is under continuous fire from Greek guns. The fall of the two mountains covering this pass will spell the end of Italian resistance and retirement from Tepelini will lay bare the pipeline and oil wells and cause a general retirement of the whole Italian line to the unproductive north.

Unless German pressure from Bulgaria forces the Greeks to slacken their offensive,

Tepelini will fall with another disastrous defeat of Italian arms.

The passing of the Lease-Lend Bill by the U. S. Senate was the final warning to Hitler that it is now or never for his drive on Britain. With the ever-increasing flow of planes, equipment and supplies pouring into Britain from America his chances of success diminish hourly and this he well knows. Also, the equipment retained by the U. S. for their own forces is rapidly increasing. As they become prepared so does their confidence and readiness to take their part in the policing of the Pacific, thus relieving the Empire of fear of Japanese moves in the East.

Wavell's forces are forging ahead in East Africa, overrunning Somaliland and eating into Ethiopia from thirteen directions, giving confidence and backing to the hordes of Ethiopian warriors following close on the heels of the retiring Italians.

The advance in Eritrea was held up pending the fall of Keren but it is only a matter of time before this area will be overrun and the remaining Italians pushed into French Somaliland or captivity.

Recent events in Libya show that some German troops and equipment have slipped across to Tripoli from Sicily and are being used in desert activities against our positions southwest of Bengazi. This is bound to continue until the Ethiopian campaign is completed and troops can be released to stamp out that last Axis nest in North Africa.

The Army of the Nile has other things to do and, since pushing the Italians into the wastes of Western Libya, have turned their attention to the Balkans and the giving of substantial aid to Greece.

Turkey's position appears to be clarifying and she has shown that the threats, promises and bribes of Hitler have had little effect on her resolution to withstand aggression. The Germans had ample opportunity in the last war to witness the doggedness of the Turk and the thought of attempting to force a crossing of the Dardanelles or Bosphorus in the face of the Turkish army is enough to make the stoutest courage quail. Now that a large British force has landed in Greece that country should be able to withstand all attacks by the Germans as the mountain passes are few and narrow and the Metaxis line is said to be a very tough nut to crack. Action may be expected in the early days of April but the strong Turkish forces massed in Thrace are bound to pin down a large part of the Germans in South Bulgaria and not much danger should be anticipated from the remainder.

The subversive elements which caused the

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downfall of France are still at work through the Vichy Government. Admiral Darlan, whose hatred of the British is a result of the sinking of the French navy last summer, is intent on venting his personal animosity on the one nation whose victory would ensure the liberation of his country. France is in a sorry pass when her interests are in the hands of such selfish individuals. One of the first duties of DeGaulle on Germany's defeat will be a purge of those elements who have brought the Republic to its present prostrate position.

The French Mediterranean possessions still adhere to Vichy but one defeat of German arms will quickly be followed by action in Syria and North Africa to throw off that pro-German yoke.

While a critical situation may develop in the Pacific during April, this should not divert attention from the main issue, namely, the attempt to invade Britain, which is Hitler's one chance of victory regardless of what may happen elsewhere.

The German nation is not over-endowed with heroes and in intense submarine war the crews of underwater boats must have an ample leveling of these to go out time and again when the fate of their comrades is made so evident.

The submarine menace was overcome last war and will be again so that starvation will not break the British spirit.

It is considered likely that the major offensive will commence about the middle of the month, when the weather may be expected to favor the use of gas and smoke screens and the safe passage of open boats across the channel.

As Germany's larger naval vessels can be of little use in this operation, they may be expected to be found on extensive raiding expeditions scattered over a wide area to cause a large part of the British fleet to be sent to find them at a time when the fleet would be required in home waters.

Exactly what form the attack will take it is impossible to state but it should be looked for on land, sea and air and the extensive use of parachute troops and gliders may be expected.

England is in for a tough time in the next few months but whatever attempt Hitler makes is bound to fail and in that failure a million Germans will be lost and the flower of their armies destroyed, to say nothing of the morale of the whole nation.

The longer the attempt is put off the less chance it has of success but our forces are bored by months of inaction, although keyed up by intensive training and constant aerial activity over their heads. To them the zero hour will be very welcome and will spell the end of inactivity and a chance to come to grips with the hated Hun at last.

* * *

GOLD

Have you ever wondered why gold should be the most valuable of all metals? The excavations in the Near East show that gold was the most cherished of all metals as far back as history of mankind goes.

It may be that man was fascinated by its unique qualities. It does not rust; rain, heat or cold do not change it; acid will not dissolve or burn it. Fire will melt it, but its beautiful qualities are unchanged.

It is interesting to see how gold has come to be associated with the finest in life. The Golden Rule is a fine example. "Do unto others as you would have them do unto you," was spoken by Confucius nearly 3,000 years ago. It is as vital today as it was when spoken by the sage. Long and cherished friendships are called "golden friendships" because they have withstood the acid testing of many trials and come through them unchanged. "Golden weddings" are celebrations of the discovery of this most valuable of all treasures, true friendship.

In these days of shifting values, when hatred is struggling to suppress love, when lies and truth are intermingled to confuse us, when the sacred is being trampled down—should we not read our histories to find those qualities which have been tried by the acids of time and have proven worthwhile and, with this in mind, face the future with confidence.

* * *

« « **SPORTS** » »

3 Squadron 2 Wing Wins the C.O.'s Trophy for February

3 Squadron 2 Wing, after coming close for several months, chalked up their initial victory

in the C.O.'s Trophy Series. 2 Squadron 1 Wing, only 2 points away, was a very close runner-up.

As was predicted, the new scoring scheme

tightened up the race considerably and 3 Squadron may well be proud of their triumph.

At the time of writing only 13 points separate the first four teams and to attempt to pick a winner would be like trying to call the World Series winner next fall. But you can bank on this: there is going to be some hot games in the Drill Hall before the cup comes to rest on a Squadron shelf.

* * *



F/O E. Hendry, O.C. No. 3 Squadron 2 Wing, and F/Sgt Lachance, with the Commanding Officer's Trophy.

* * *

SPORTS PERSONALITIES

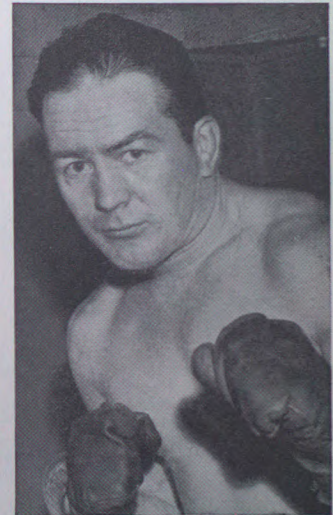
It was with some difficulty that this reporter was able to get a complete story on the achievements of Cpl. Dupres. This modest boxer, who has made such a creditable showing in our Station boxing, has an enviable record in professional boxing circles.

"Jerry" was born in New Brunswick, but early in life moved to the State of Maine. From his earliest days he cherished the idea of being a boxer. It was in 1930 that he broke into the professional class. During the period 1930-35 he held the middleweight championship of Maine, New Hampshire and Eastern Canada.

All told, he has had nearly 300 professional bouts, losing only twelve of these—and in no case was he ever "K.O'ed."

Throughout his entire career "Jerry" has been generous in sharing his experience with young boxers eager to learn. During the period of his professional fighting he ran numerous boxing schools, where he was able to bring success to many a young protegee.

In 1939, when Canada declared war on Germany, "Jerry" came back to do his part. While in the Maritime waiting to be called to the colors, he did a little training and challenged "Big Bill Sparks," the light-heavyweight champion, and defeated him in a thrilling ten-



round bout. Cpl. Dupres is married and has a family of four. He is happy in his work with W/O Stubbs and cherishes a hearty belief in the importance of physical fitness to our Air Force training scheme.

* * *

The phrase "all-round athlete" has been bandied around in the past few years by sports writers and sport fans everywhere. In F/Sgt Hutchinson, we feel the Station has an Athlete who is really and truly all-round and, as in the case of Dupres, we found him a very modest athlete.

During his career he has competed in

twenty-one organized sports, also coaching in eleven of these. In 1926 he won the Hexathalon championship for the North American continent, competing in six events, scoring the highest percentage of any entrant on the continent. He is a former 100-220 yard New Brunswick champ and was once clocked doing the 100 yards in 9.4 seconds.

He headed a group of life-savers at Shediac Beach, N.B., eastern base of Transatlantic Clipper, which was responsible for saving twelve lives, four going to his credit. He began the writing of a book on coastal life-saving which is now being considered for publication. From this post he took over the swimming and life-saving instruction at Moncton Y.M.C.A.,



later transferring to the Montreal "Y". During his spare time "Hutch" organized through the Moncton "Y" a gymnastic troupe specializing in hand-balancing which toured the Maritimes. Last but not least, "Hutch", who appears very slight, is at present Maritime Weight-Lifting Champ and holder of the Military Press Record.

Besides being a very active participant, he has always been keenly interested in the development of physical training and all-round sports for boys and young men.

* * *

The decrepit old car rolled up to the toll bridge.

"Fifty cents," called out the gateman.

"Sold," replied Bill.

* * *

"What caused that explosion on Si's farm?"

"He fed a chick some 'Lay or Bust' feed and it turned out to be a rooster."

Page Six

THE T. T. S. FLYERS

The Station hockey team, the R.C.A.F., T.T.S., Flyers, during the 1940-41 hockey season, added to the Station record of good, clean sportsmanship in extra-mural competition.

Despite the difficulty of maintaining a team when the players are continually subject to posting, Coach Stanyar and Manager Downes labored whole-heartedly to provide a fit representative for the Station.

The team responded to their efforts and provided for the Station sports record a "second place" in the league and a "finalist" standing in the group play-offs.

In losing the final series to the Kitchener-Waterloo Tigers, the Flyers wound up a good season with a clean, sporting and game stand against a better team.

The Flyers took to the ice in 26 games throughout the season, in addition to their efforts in the City League. Sixteen of the games were played in the league schedule, five games were played in the play-offs and the other five were exhibition games.

Of the exhibition games, one deserves particular mention. In co-operation with the London "Streamliners" and the Hamilton "Dofascos," the Flyers donned their pads and took one side of the battle in a benefit game for an injured sportsman, "Jarv" Taylor of the London Senior "A" team.

The picture at the head of the page includes the majority of the regulars of the team but, in addition, mention must be made of two other players who contributed a large share to the success of the team. "Shorty" Ray and "Bill" Gutteridge came out for the team at the first practices and played until duty took them to other stations.

Credit for the team's record must also be given to WO/2 Watt, who guided the City League team, and to those who worked in other ways to make the team a going concern. Cpl. "Johnny" Walker and L/AC Keele of the R.C.A.F.M.C., "Ozzy" Dalzell from the pay office, and L/AC Hill of the equipment section worked willingly and hard to keep the team a smooth-running organization.

The managing executive of the team consisted of F/Lt Vince, F/O Brickenden, F/O Armour, WO/1 Downes, WO/2 Hopkins, WO/2 Stanyar, F/Sgt Andrews and F/Sgt McMahan.

On behalf of the executive and the Station, the writer has been requested to extend to all members of the team organization a sincere "Thank You" for a season of good, clean, enjoyable hockey.

THE TECHNICAL TRAINING SCHOOL FLYERS



* * *

STATION ACTIVITIES

Salvation Army Hostess House

The Salvation Army Hostess House, located at 13 Wellington Street, St. Thomas, was officially opened on Tuesday, March 24th. The purpose of this House is to provide temporary accommodation for the wives and families, mothers and lady friends of Airmen. Meals will be served at reasonable rates. Airmen are cordially invited to avail themselves of the facilities of the Hostess House and make it the place where they meet their relatives and friends.

* * *

The Movies

It was very interesting to the writer to notice that one of the theatres in London was showing a film which had been shown some time before at the Drill Hall on the Station. This is an indication of the improvement in the programs which we have been getting

recently. With the increasing use of 16 mm. films, the film distributors are building bigger and more recent libraries. The result is that we have had newer and better films. It would be rather difficult to say which is the greater of the recent improvements in the presentation of the programs. The new beaded screen makes it possible to show a very clear picture even without absolute darkness. The placing of the sound-horns above the stage has made it possible to direct and control the sound to such an extent that the next improvements would seem to be plush seats.

* * *

Active Service Club Opens Dormitories

The Active Service Club in London has recently expanded its facilities for serving men on Active Service. On March 19th, the Dormitories in connection with the Club were officially opened. These sleeping quarters are for the use

Page Seven

of enlisted men who wish to spend their leave in London. The cost for this accommodation is very reasonable.

The Active Service Club, on Queen's Avenue, is open at all times and welcomes men in the Services. There are many forms of recreation available as well as rooms for reading and writing. Refreshments can be procured at the canteen. As an added attraction, young ladies are on hand to make up a hand of bridge. Drop in the next time that you are in London and enjoy the hospitality of the London Active Service Club.

* * *

Four Lightly Tripping Dancers



This quartette is one of the several dancing teams sponsored by the Tweedsmuir Revue. The girls are members of the Wintour Dancing Troupe.

* * *

CONCERT IN THE BAY

There have been many write-ups of the splendid programs which have been provided on the Station by outside organizations. However, much as we appreciate these concerts, we feel that a word concerning the impromptu concerts which are carried on nightly should be mentioned.

Unfortunately, our maestros are rather shy and it is necessary to make an expedition into the wilds of the Bays to find these elusive

beings. But when we reach our goal our ears are assailed with the murmuring throb of the harmonica or the tinkling strum of the mandolin. From the distance comes the rhythm of the



range as the accordion, fiddle and guitar accompany the yodeller. Then comes the moan of the sax and the crimson blast of the trumpet as the slide-horn smears through the chromatics. But how we love it! "Music hath charms" it has been said, and we believe it. It makes this rambling place of ours a home.

Hats off to you maestros; long may you flourish!

* * *

Against weak Ethiopia, Italy's air force was a marvel of efficiency and power. But now, faced with determined opposition, they falter. They can dish it out, but they can't take it.

* * *

Fair Interest



The photographer called this study "Fair Interest." We agreed with him. Scenes similar to this are so frequent at the "Y" Dances on Friday nights at the Y.W.C.A., St. Thomas, that we are beginning to think that interest is more than fair.

A SCENE IN OUR DRILL HALL

He spoke clearly and slowly with measured tones and calm gestures. His story was not new—he brought us no different words of their needs. We knew, some of us, what he was about to say. Upon the soul-stirring, eye-lighting scenes on which he could have dwelt, he passed by lightly. In a way we were disappointed—it was so measured, slow, clear and calm. He had nothing to sell, hence he had no need of passionate utterances.

Let those who depend on mass emotions and blind following use their voices at full range and endeavor, by a hail of bombast, to beat forth patriotism. He merely recalled our full obligations and gently chided our tardiness.

Did I say there were no sounds to break his speech? . . . only the sound of ten thousand shell-muted children . . . only the roar that was Dunkirk and is London . . . only the fullness which came from us as we stood to "The King."

I. Witness.

* * *

OUR EXPLANATION

By AC/2 Ollivier, S. J.

Jack and Tom, although both from the same Western town, did not seem to strike it together too well while here at School. After considerable research, the truth was finally brought out, and this is the story: Both Jack and Tom had enlisted together, gone to Manning Pool in Toronto and were drafted out in the same Entry to St. Thomas. However, they had never met one another until in the train en route to the Technical Training School.

Following a short introductory prelude, the lads found they had much in common and the closest friendship developed. Always together you would find Tom and Jack, at the shows, out sporting at dinner and supper hour, at church, studying and enjoying leisure hours in the closest of fellowship. As a matter of fact they became so attached and intimate in their friendship that they took each other in confidence, and told of the happy hours they had spent with escorts while out west, told of the girls they had given the cold shoulder, and swapped letters from their fan mail.

However, they had not divulged a deep secret, which happened to be the latest conquest in the feminine world, incidentally met in Toronto while awaiting draft. Both Tom and Jack cherished the thoughts of their girls back in Toronto, and held dearly the memories of the pleasant hours spent there. To get on with the story, a 48-hour pass came up for their entry, and forthwith they began to discuss their plans for this leave. Well, I am telling

you, there was only one place they could go, and that was Toronto. Sooooo, together they went, sailing for Toronto, with a smile, and light heart, and ready to beat the world to a stand-still.

Arriving in Toronto, they parted at Queen and Younge, Tom going East and Jack going West. Only for a short distance though, because each boarded street cars bound for the same destination. Lucky as it was, they had not picked the same car.

Arriving at their destination, they went whistling on their way. Tom was in the lead, and arrived at his girl-friend's house quite early. With glad explanations and heart-warming hugs he was greeted by the one and only girl in the world. Taking off his coat, and making himself at home, he felt he owned the world. Comfort and conversation were soon broken by the sound of the door-bell. Up jumped the little sweetheart, excused herself and answered the door. Confronting her was none other than the only boy in the world, Jack.

Tom, recognizing the voice, came quickly to the rescue, and as each faced the other, with only one girl in the world between them, shades of a dismal future began to take definite shape.

From there on the story becomes a little intricate and cloudy, but it does explain the reason we don't find Tom and Jack together any more.

* * *

THE LIBRARY CORNER

By A. Askew

Moving day for the Library was on February 21st. Some readers had difficulty in finding their favorite authors for a few days after the move, but we are organized again now and in better shape than ever to help those who enjoy spending some of their leisure time in reading.

The new Library is much roomier and has enabled us to bring in more books. The lack of heat has proven to be a hindrance but, despite this, the Library has been used more than ever. By the time this is in print it is hoped that we can give you a "warm" welcome, but in any case drop in and look around some evening. A welcome contribution of 150 "Pelican" and "Penguin" books, with their gay paper covers, has added a splash of color to our shelves. With reasonable handling they will last quite a long time, and you can always depend on "Penguins" to be worthwhile reading. Some valuable books have been added to our technical corner this month. Please be extra prompt in returning these for they are in much demand. "Out of the Night" and "When the Bell Tolls" are called for so much that reserva-

tion is necessary if you wish to read these popular books.

A fine modern encyclopedia of 24 volumes covering all phases and periods in the history of mankind is an acquisition of which any Library might well be proud. This should prove of much value for reference purposes.

* * *

THE HOME TOUCH

We were over in the Station Library the other night. There, reposing midway between Thorne Smith's "Triology" and Anne Morrow's "Listen the Wind," our gladdened eyes beheld a thing of beauty. It is not new, but its comfortable homeliness makes the chesterfield set a thing to lighten the hearts of all Airmen.

The Station Y.M.C.A. and the girls of the Office Staff donated this set which was paid for by the profits of the Friday Night Bachelor Dances. Personally, we don't quite see how they managed to run a dance, serve lunch and still have a profit at 25 cents a head. But they did it. It is almost like having your cake and eating it too. In addition to having our fun at the Dances, we now have a splendid place to relax.

Many thanks, folks!

I. Witness.

* * *

THE LIFE WE LIVE

Honor must grow out of humility; freedom must grow out of discipline; since conquest must be born of heavy struggles; righteous joy out of righteous sorrow; pure laughter out of pure tears; true strength out of the true knowledge of our own weakness; sound peace of mind out of sound condition.

—Charles Kingsley.

If I do what I may in earnest, I need not mourn if I work no great work on the earth. To help the growth of a thought that struggles toward the light; to brush with gentle hand the earth's stain from the white of one snowdrop—such be my ambition.

—George MacDonald.

Remember that if the opportunity for great deeds should never come, the opportunity for good deeds is renewed for you day by day. The thing for us to long for is the goodness, not the glory.

—F. W. Farrar.

You can help your fellow-men; you must help them; but the only way you can help them is by being the noblest and the best man that it is possible for you to be.

—Phillips Brooks.

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BIG FAVORITES



The Johnston sisters, those exponents of Western melodies, are two of the many reasons why the Number One Troupe from London is so much appreciated by the boys on the Station.

* * *

THEY RUN IN LONDON

(Anonymously contributed to The London Evening Star)

"They run like hell in London
Whenever there's a raid—
They run like hell in London
Because they are afraid
That someone hurt in London
May be in need of aid.
They run like hell in London,
The police, the A. R. P.,
The firemen and the nurses,
Although they cannot see.
They run like hell in London
From dark till break of day;
And though it's hell in London,
They do not run away."

* * *

"OVER HOME"

Children of the second and third generation are inclined to ridicule their elders when the latter talk of "over home." But this phrase suggests the key-note of England's greatness. Some nations talk of the Fatherland, some of

"the Nation," and spell-binders talk of "the Motherland," but those who love her best call her "Home."

Why is this so? Ask the average Englishman what he means and he will retire into embarrassed silence. He does not know how to say the words which express his feelings. But he does know that there is a part of his being which is England. Part of his soul is the memory of some moor or tor, of a factory or a garden. He reserves the right to stand on the soap-box and flay the class system but by that same right he cheers the Lord Mayor's Show. England is "over Home" to her myriad children because she is like an old lady. Her years of struggle have brought a mellow understanding of life. She sees the futility of senseless hustle. She cherishes the memories of the past. She watches her children, sometimes with bewilderment, sometimes with pride, but always with love. She is "Home."

And that home shall be kept sacred. Not one brick of those blackened streets shall be left without account. Not one bomb-shattered night shall be forgotten. The children have heard the call "over Home" and they go.

* * *

ANY POSTINGS IN HAWAII?



The Hawaiian Dance Troupe represent the London Little Theatre "Rhythmettes." Their numbers, particularly this demonstration of South Sea Island dancing, will ever be remembered by the boys.

* * *

PHYSICAL TRAINING

By WO/1 Stubbs (M.B.E.)

(1) The following are some of the main objects of physical training and indicate the lines upon which the physical training of the Airman should be conducted:

(i) One of the principal objects of physical training is the production of a

state of physical and mental fitness, such that the body may be in a condition to withstand the strain of active service.

- (ii) Bodily endurance is particularly essential. It is not sufficient to exercise the muscles alone and to neglect the brains, heart, lungs and other internal organs that the body depends on, not only for its health but for its very existence.
- (iii) The required conditions of physical fitness necessitate that the heart and lungs should, above all things, be sound and healthy, but the harmonious development of the whole—the skeleton or framework and the internal organs (including, especially, the brain and nerves) and the muscular system—is necessary to produce this condition.
- (iv) Physical training should not be devoted only to producing a sound state of bodily fitness, but the greatest attention should also be paid to the development of mental health and activity. Exercises should aim at developing an alert, wakeful mentality, and should stimulate quick thinking and ensure immediate response to orders.
- (v) Physical training is a powerful factor in the development of the brain, which lends itself to a process of training similar to that applied to the muscles.

All muscles within the conscious control of the individual are actuated by the brain, and the physical training should primarily be directed towards the development of the brain as a means of speeding up muscular control and of ensuring the harmonious and healthy co-ordination of mind and body.

(vi) The ordinary daily work of the individual develops some parts of the body and neglects others. If the brain alone is worked the body suffers, and vice versa. Labor is often "one-sided." The positions adopted are apt to be cramped or incorrect. Certain muscles are employed much more than others, and the range of movement is frequently very limited. The result of this is inharmonious development.

(vii) The exercises employed in a system of physical training—if they ensure the harmonious development of the

Page Eleven

body—will at the same time correct the faults engendered by "one-sided" work, and so put the body in a better state to perform any other work that may be required of it.

(2) Physical training depends for its success almost entirely upon the manner in which the exercises are conducted. More harm than good will accrue where such exercises are permitted to be carried out in a slovenly or slack manner. The Airman, on joining the service, is seldom in a physically fit state to undertake the full duties eventually required of him as an Airman. The performance of ordinary drill is not sufficient to raise him to the necessary standard of physical fitness. Neither is it possible by drill alone to correct the bad habits so often acquired before enlistment. Physical training is therefore essential to prepare the Airman to withstand the physical strain of the latter part of the Airman's syllabus.

(3) It should be borne in mind that the performance of the various exercises is only a means to an end, and that the training is not solely intended to secure a high standard of efficiency in the actual exercises, but should be directed entirely towards attaining the physical and mental results for which those exercises are designed.

(4) Every exercise employed has a beneficial effect on some part of the body and furthers at least some object of the training. None of the exercises is either harmful or ornamental, and it is the sum total of all the exercises employed that produces the required result.

Games and Sports

(1) Physical training and games should be looked upon as complementary to one another and the Airman's physical education cannot be considered to be complete without the introduction of some form of active recreation.

(2) Apart, however, from a physical effect, games, athletics and sports generally have, if properly organized, a most important bearing upon the mental and moral training of the Airman. They provide the best means of illustrating to the Airman by actual practice the importance of unselfish combination and co-operation with the other members of a team.

(3) Although Airmen should be encouraged to make themselves proficient in games, sports and athletics, the greatest care should be taken to avoid selfish motives of play and to discourage any professional tendency.

* * *

The United States is training sea-going parachute troops. 80 U. S. Marines are learning the art of parachute invading at Lakehurst.

THE LETTER BOX

Mother's Advice To Her Boy in the Fighting Forces

(From *The London Free Press*)

My Dearest Boy:

I don't know where you are, but wherever it is my heart is with you day and night. You had a difficult life very young, but now I am glad of it. You do not come at your tender age on a man's job without some preparation for it. All the same, I saw boys in the last war come into full manhood over night.

I was in Austria and in Poland before all this started, so I've seen reality. I know that kidding you that things won't be too bad won't help you in any way. You must be prepared for the worst that can happen. That is the only way I know for facing ordeal and finding it not too bad. For you are going to see the unbelievable and you are going to endure the unbearable; you are going to be called on to do tasks beyond your experience and your strength, and I think you are going to do the impossible because, put to the test, you are that kind of boy—or now, I should say—man. I don't know if you are still in training or if they have sent you over. If not, prepare yourself spiritually before you go; yours is a job which is a very great one. You will risk your life, the wholeness of your body, and perhaps go through a searing experience of pain. Courage in this will help more than yourself; it will help other men. Never a war in all history demanded so much courage pitting the perishable body against formidable engines of indestructible steel. More indestructible than steel, however, is the immortal soul of man.

Your immortality is your strength. Do not brace yourself into a state of tension trying to build an artificial courage. This way your nerves will snap. Man cannot stand alone and should not try. Connect yourself now with the source of your being and rest secure on the only sound foundation now left in this world. Pray at any time about anything. Think continually "God is with me." A presence will come that will never leave you, because every living creature has only to open himself to take God within. Keep in conscious contact with this presence.

Limit of Endurance

Pushed to the last limit of endurance, it is man's lifebelt in a sea of persecution, madness, chaos and pain.

You are human and very young, so there will be many times when you will experience the cold sinking of fear. Do not imagine you

are a coward because of this. Fear is a healthy instinct which has contributed to man's survival. It keeps men prepared and on their guard. Since time began, the bravest men are those who have done things they were afraid to do. The greater the secret reluctance to do the bitter duty resolutely done, the greater the bravery, the unselfishness, the discipline of self. Lack of physical fear exists with lack of imagination. Such men have won V.C.'s—not that this is a bad thing. No one can know the conflict in a man's heart, nor whether his deeds cost much or little. The ideal of sacrifice and devotion is the thing which is honored, rather than the man.

So don't be afraid of feeling fear; nor hate yourself. You will not be alone in this. You have only to pray for courage and you will get it. I know by experience that is a prayer that is always answered. Don't be deluded that prayer is magic. It works. But not in our way but in God's way. Does the teacher indulge the child who asks for his arithmetic lesson to be eliminated because it is too difficult? No. The child needs it to cope with the problems of an adult life. But if the child asks the teacher to help him grasp it, the help is at once forthcoming.

For dark months, man's brutality to man made me wonder if there were a God, and if He cared. But when I saw men stripped of possessions, crippled and humiliated, burning brilliantly with an inner flame that had but smoldered before, I saw very clearly that there is a divine scheme, and trial is an inescapable part of it. The blade of a sword is tempered in flame, unaware that the tempering makes it keen and strong. Man should be very well aware of why he is tempered. Look into the lives of the bravest, kindest, most resolute people you know. You will actually see the divine scheme at work.

Bombs That Melt

There may be bombs ravaging England. Flames in which homes do not burn—but melt. Prepare yourself now not to submit to mass hysteria on the laying waste of the land and the destruction of art, architecture, industrial wealth and family homes. Civilization cannot end—not so long as humanity, enlightenment and justice live on in survivors' hearts. Comfort is a drawback and not an essential to the virility of man. Neither can the land from which wealth comes be destroyed. It can only be devastated. Men—meaning women, too—grow rich in spirit and strong in body, building their wealth again. Men get their strength and their delight in building—not in enjoying. So fear the future not at all.

If the new generation have to build a new world, what then? It may be impoverishment in the material sense of the word, but it will be a spiritual adventure in the greatness of living. I have never wished to give my own children a ready-made world and deprive them of the best life ever offers—the growth that comes of solving their own problems. If this is the future of the children of our whole race, they could not ask for better.

I have enjoyed and experienced all the comforts and drawbacks—of this scientific age, and cannot share the fear of people who think the impoverishment of the war will remove them from reach for another hundred years. Apart from medical science, which is advanced by the experience of war, and not set back, I can take them or leave them. It is a childish state of mind to be afraid to lose possessions, or to face a "lowered standard of living."

Arm yourself against mental suffering at the horrors you will see, by a serene and courageous attitude of mind. Don't regard the killed as lost men, nor the crippled as defeated men, nor the bankrupt as afflicted. These are the fears of puny hearts incapable of looking up at the starlit heavens and reading the signature of God.

You will face destruction of the temporary body, and that is the least of your troubles, because death is nothing. Not even the loss of the pleasure of living. You will walk through a gate and you will go on. I don't even pray you should be spared this, because I would not feel that I had lost you—a temporary separation, that is all. But I do pray you will acquire that steady, relaxed courage which rests on absolute faith in your immortality, and your continual awareness of the reality of the presence of God.

Don't screw up your courage. Nerve-strain, suffering, break-down lie that way. Relax. Give up mentally, before you start—everything you possess, but the integrity of your soul. Look on the things you must see. Not with material myopia, but with the vision that sees beyond them. Hold on to this deep vision when you read the newspapers, otherwise you will lose your sense of proportion.

France has been ravaged before; so has Belgium. The soul of the people has survived. If England should be ravaged, perhaps it's her turn to be tempered in fire. But you may be sure the soul of her people will also survive and her children build her again. Don't be afraid of fear. I repeat it because it is the most important thing I have to say.

Remember, it is man's deepest instinct and the spur to brave men. Relax and pray. Reach out for the source of all life. All courage, all

good and a hand will be placed in yours to lead you through the dark.

I don't say this to give you any false comfort. It is true, manufactured courage will fail you in an ordeal in which only the spiritually strong can stand. Real courage comes through prayer. I know; I have proved it—and I know.

And now, dear boy, to whatever destiny your duty leads you—go with God.

YOUR MOTHER.

* * *

4378 - 13th Ave. W.,
Vancouver, B.C.

Dear Mr. McEwen:

I have been requested by Group 10, Sons' Group, Women's Auxiliary to the Air Services, to ask you if you would kindly convey through the proper channels the deep appreciation and gratitude we feel towards the people of St. Thomas, London and district for their great kindness to our boys whilst training at St. Thomas. We feel that friendships made through this exchange of boys from west to east and vice versa will help to strengthen the understanding and cement the bonds between our far-flung provinces.

Also please accept to yourself and staff our sincere thanks for the work that has made these kindnesses possible.

Yours truly,
E. WILSON, Secretary.

* * *

A LETTER FROM OVERSEAS

(We publish below a copy of a letter received by an Airman on this Station from his brother Overseas with the Canadian Army. Before departure Overseas he was a care-free lad.)

Dear Cliff:

I was glad to get your letter, Cliff, but you had better get over here if you want to see some fun. We have had seven days' rest but Jerry started to warm things up again this afternoon. I don't think it was a very big raid, but he seemed to pick out part of our unit and gave them a real scare, bomber and machine guns. We haven't got all the information on it yet but I don't think anyone was killed. Bert Sherples, Mark Innis and several others you would know were in it. We are all ready for the "B" now, so let him come.

You can see pictures galore of bombed places and blitzed towns and it does not have a great deal of effect on you, but once a person is in an air raid and sees the women and children bombed and machine gunned, then boy, it brings out all the mad in you, so God help the Jerries that I may see.

It is hard to say what will happen. Parachute troops may land anywhere so we may be in the thick of it. The Canadians have a very important part of England to defend and we intend to make a good job of it. So here we sit and wait for the day to come. It may be days or weeks or even months, and if he does not come then I guess we will have to go after him.

Times like these make you talk of strange things, but if I could only be sure that I could help to wipe out the cause of some of the wide-eyed stares I see on kids' faces and be sure that my youngster would never look like that, I would feel that it is worth the effort even if it meant my life. Oh well, we shall see what we shall see, so let's hear more news from home, and thanks again for the pictures.

As ever,
CARLE.

* * *

A LETTER HOME

You may, in the hurly-burly of life, forget to write to your folks back home. It is only natural that we become absorbed in our new environment and, as a result, lose some of the feeling we have for home.

But let us not forget that the love of a mother and father never dies. In these trying days parents are desperately anxious and worried. You can brighten the lives of the folks back home if you make the habit of writing a letter a week. The Y.M.C.A. will gladly supply you with all the stationery you need free of charge.

* * *



AMONG THE SQUADRONS

Squadron 1, Wing 1

CUPID'S SCOREBOARD

Congratulations to the following newlyweds in the Squadron:

- AC/2 Rodger and Mrs. Rodger (née Miss Margaret Scott of Toronto).
- AC/2 Smith and Mrs. Smith (née Miss Jean Helen Hall of Toronto).
- AC/2 Sparks and Mrs. Sparks.
- AC/2 Gibson and Mrs. Gibson.

* * *

Our bugler is one of the finest chaps we know because he is always on time to blow the horn, but—now don't get us wrong—why, after blowing Retreat and everyone is nicely settled down, nearly asleep, does he come around and blow Lights Out and wake us all up again?

It's a morning competition around our way to see who is going to blow first, the bugler or the N.C.O. with the whistle. Usually they both blow just to make sure that there is no misunderstanding about what time it is. Then, darn it all, both of them go back to bed for the rest of the day.

* * *

SPORTS

By AC/2 Ollivier, S. J.

An evening of unequalled entertainment was provided to the many sports fans who attended the boxing card by the contestants who took part in the Inter-Wing competition last month. Keen rivalry and clean sportsmanship predominated. Under the alert vigilance of the Team Captain for Wing One, Sergeant Hilton-Sargent, and instruction from Jerry Dupres, our lads made an excellent showing and promise to be on top in future engagements of like nature.

Though the outcome was very close, we had to take a bow to the winners for the evening, Wing Two. However, the score was 12-11 in favor of Wing Two, since Wing One had no flyweight to enter that evening.

We would like to take this opportunity to proclaim that Wing One has now a flyweight, a future winner, in Squadron Two.

Contestants upholding the honors of the Mechanics were:

- Bantamweight—Neilson
- Lightweight—Stibbard
- Featherweight—Carothers
- Welterweight—McGill
- Middleweight—Bond
- Light-Heavyweight—Saunders
- Heavyweight—Kapucieski
- Heavyweight Exhibition—Neilson

Wing One Team Captain—Sgt. H. Sargent
Instructor—Jerry Dupres.

* * *

WE UNDERSTAND THAT

Rowell of the 44th is experimenting with some kind of new gas for extermination purposes. Although it is still a military secret, yet we hear it has something to do with sulphur and molasses. We feel that the results have far-reaching effects.

AC/2 Stewart of the 37th Entry has told so many dry jokes that the whole Entry has dried up and is now wizened away.

Harris of the 45th Entry will develop a better figure than Sampson if he continues to exercise so early in the morning.

Murray of the 50th Entry could hide all the pillows in his Entry right in the seat of his pants with which he was issued.

Feeheley of the 41st Entry wanted Corporal Comran to put him to bed the other night.

Sullivan of the 38th is related to John Labatt or is just partial to his products.

Marshall of the 47th is going to quieten down—Some Day!!!

AC/2 Mead of the 47th, who is from the West, found something terribly nice in Toronto. The East is not so bad now, is it George?

It would be considered a major catastrophe if McMullen of the 47th were to make a noise above a mouse squeak.

WE WONDER

If there is any kind of a badge for Coates of the 38th Entry to show that he is the distinguished "Skunk Catcher."

How nice and quiet an air raid would sound in comparison to the noise Bay 6, on "A" Floor, makes sometimes.

What kind of a cartoon AC/2 Tracy of the 41st would have made the night he celebrated with Feeheley.

If Staines of the 38th, who wears size 13 boots, ever realized with what a good understanding he is equipped.

What magnetic attraction London, Ontario, holds for Lewis of the 45th and O'Brien of the 44th. Let's in on it, boys.

If Beak of the 50th Entry has any success in his method of pointing in the direction he is going, rather than thumbing.

Why Merzanis of the 45th is always picking on the boys.

Squadron 2, Wing 1

The other morning the lads in One Wing were rudely awakened by the blaring notes of "Reveille," admirably presented by _____. So great was the applause that our bashful bugler retreated in confusion, without even gracing us with an encore.

All of which reminds one of our days at Manning, where "Reveille" blown on a referee's whistle was strictly unethical—nay, even unheard of—and we think that inauguration of this quaint old custom is quite the "razzberries." So keep up the good work.

THINGS WE SHOULD LIKE TO KNOW

Why a certain tall blonde playboy in the 42nd is continually advocating Canada Bud to fellow-Airmen. Could the little secretary who works in the offices of Canada Bud, Limited, in Toronto, have anything to do with it?

What it is about a Trade Test Board that chills the marrow in the bones of some of our staunchest fellow-Airmen. Talk about bony knees playing "Home, Sweet Home"—that descip in Brandon couldn't hold a candle to the Trade Test Board.

How the Atom Busting Scientist in the Ignition Section is coming on with his "infernal" machine designed to change the atomic structure of the Germans so as to produce lead.

On Reflection

By F.B.W., 43rd

No one's been put on charge today,
And spick and span is every bay;
The new Entry are all gentlemen,
There are no Airmen in the pen.
No one has lost his shirt or pants
By gambling on those games of chance.
No one absent, no one late,
No phony rumors circulate;
Nobody turned out on sick parade,
And everybody has been paid.
Even the "Joes" are well behaved,
Everyone is cleanly shaved.
No complaints about the food,
And all the failures are "Morning Good."
The Training Scheme's going right along,
And life itself is one sweet song.
How do I know? As I strolled down the aisle
I saw our orderly crack a smile.

SOMETHING SLIPPED

A young Airman was at a banquet once and heard a fellow-Airman give this toast, "Here's to the happiest days of my life that I spent in the arms of another man's wife—my mother."

He thought that was pretty clever and so when attending a banquet sometime later decided to use it. So he got up all smiles and said: "Here's to the happiest days of my life that I spent in the arms of another man's wife—that I spent in the arms of another man's wife—let's see, what was her name?"

It appears that some time ago when the aeroplane first began its colorful debut in the history of the North, a hard-boiled Northern flier—of the type not uncommon around Edmonton—suffered the misfortune to break a wooden airscrew about 400 miles from nowhere in the N.W.T.

Well, just offhand we'd say he was in a bad fix—but was he dismayed? Not at all. He merely set to and with the aid of a trapper succeeded in carving out a prop—from a piece of birch. That prop brought him back to Edmonton and, I think, is at present in the Museum in Toronto—a symbol of the courage and endeavor displayed by our pioneer fliers.

(C.O.—The "hard-boiled Northern flier" is Wing Commander E. G. Fullerton, R.C.A.F.)

DESTINY OF EMPIRE IS VICTORY

On March 18th, the T.T.S. War Savings Campaign was launched. Under the chairmanship of Group Captain R. Collis the T.T.S. War Savings Committee made arrangements for Colonel E. A. Baker, O.B.E., M.C., Croix de Guerre, to address the entire service and civilian personnel of the Station.

In introducing Colonel Baker, Group Captain Collis outlined the plans of the Committee and urged that all do their part to make the campaign a success. Group Captain Collis gave a brief summary of Colonel Baker's career. During the First Great War Colonel Baker served with the Canadian Engineers and lost his sight as the result of a wound received in action. Since 1918 Colonel Baker has had considerable experience in military and welfare activity, being Past President of the Military Engineers' Association and Managing Director of the Canadian Institute for the Blind. In his address, the speaker reviewed the national situation, emphasizing the fact that the only safeguard for the peace which we shall win is to be the unity of peace-loving nations. That same unity must be evident in our national effort at this time. It was made plain that there is no place in Canada for those persons who are making an attempt to profiteer, neither is there place for those who would demur in paying the cost of victory. Colonel Baker stated frankly that we are facing a well-trained and well-equipped enemy and we shall be committing an unforgivable fault if we deprive the Government of the financial means of giving our men equal training and equipment.

We are facing a time of testing. The struggle will be bitter and costly but the faith in the destiny of our Empire which we declare will give us the courage to triumph. Victory must be assured by our efforts in service and saving.

FOR FREEDOM

By G. L. Creed, R.C.A.F.

What is this Freedom worth to YOU, my friend? . . .
Freedom to live and love day by day—
Freedom to go in peace your chosen way—
Freedom to keep the Faith you hold most dear—
Freedom to worship therein without fear—
Freedom to choose your rulers—and to change—
Freedom to stay by fireside or to range—
Freedom to think and speak your mind aloud—
Freedom to stand alone or with the crowd . . .
What would it cost you, should this Freedom end?
What is this Freedom worth to YOU, my friend? . . .

Ask any one of all those millions who Once took its Boons for granted—just like you! Ask some poor refugee whose haunted eyes Still see the Horrors left 'neath native skies! Ask countless victims of the Nazi lust Who placed in Blind Neutrality their trust! ASK—and remember ere it be too late That what was theirs might also be OUR Fate! . . .

What would you give this Freedom to defend? To save this Freedom, you and I, my friend, Must share the privilege of Sacrifice And each, as he is able, pay the Price; For who in Freedom shall deserve to live; Who, for its sake, is not prepared to GIVE! . . . To win for Man this Freedom, men must die— And in their distant, unmarked graves will lie The buried hopes of mothers, sweethearts, wives Whose sacrifice has been their loved ones' lives . . . And so, "TO FREEDOM SAVE—FOR FREEDOM LEND!"

T. T. S. WAR SAVINGS COMMITTEE

Chairman—GROUP CAPTAIN R. COLLIS

Secretary—F/LT A. G. VINCE

Treasurer—F/LT A. R. SINCLAIR

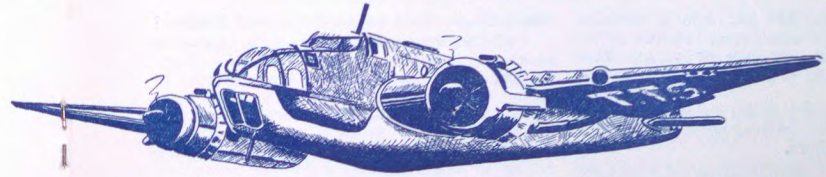
Members:

- S/LDR E. F. W. PEACOCK—
O. C. No. 1 Wing
- F/LT H. N. C. WILLIAMS—
O. C. No. 1 Squadron, 1 Wing
- F/O J. E. BOYES—
O. C. No. 2 Squadron, 1 Wing
- F/O W. G. COOKE—
O. C. No. 3 Squadron, 1 Wing
- F/LT W. W. S. LIGHTHALL—
O. C. No. 2 Wing
- F/O R. K. ARMSTRONG—
O. C. No. 1 Squadron, 2 Wing
- F/O G. A. P. BRICKENDEN—
O. C. No. 2 Squadron, 2 Wing
- F/O E. HENDRY—
O. C. No. 3 Squadron, 2 Wing
- S/LDR J. S. ELEY—
O. C. E. & A. T. S.
- F/O H. F. MORRIS—
E. & A. T. S.
- F/LT V. P. CRONYN—
O.C. Headquarters Squadron

MR. OLIVER—Civilian Employees.

Members of the Executive Committee have organized sub-committees within their respective Unit to ensure personal contact with all service and civilian personnel.

WORK



SAVE

1.0 24.99%

3.0-1W 25.17%

1.0-2W 27.41%

2.0-1W 27.46%

0.0 27.54%

2.0-2W 28.18%

3.0-2W 33.89%

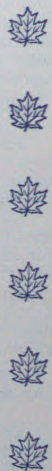
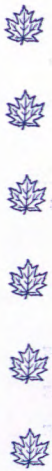
1.0-1W 37.1%

E.A.T.C. 83.05%

LEND



U.S. Savings Bonds



◆ SAVE AND LEND FOR VICTORY ◆

By F/Lt Sinclair, A. R.

Quite often we are put into a position whereby we can do some good towards someone, or something, we love or value. This usually entails some inconvenience or expense to ourselves.

Other times we are in the opposite position, of being able to do ourselves some good, possibly at a cost to others.

Rarely does the opportunity arise where we can help ourselves and by so doing help another worthy cause.

War Savings Certificates have created just this opportunity. By purchasing the safest investment that can be obtained in Canada, you do not only purchase an interest-bearing Government Bond, but make funds available for Canada's War. For this reason I unhesitatingly recommend the purchase of War Savings Certificates as an act of *good, sound business*.

Three Reasons Why Every Airman's Help Is Needed

First—Because, by investing in War Savings Certificates, he is helping to increase the output of planes and ships, guns and ammunition.

Second—Because, by investing in War Savings Certificates, he is building a cash reserve for himself—for his family—against post-war uncertainties.

Third—Because every dollar he spends unnecessarily helps to take people and machines away from war production, and thus directly gives aid and comfort to the enemy.

GENERAL INFORMATION

Can an Airman Buy War Savings Certificates for Someone Else?

Yes; an Airman may have the Certificates issued and registered in the name of any individual or non-profit-making organization that is specified at the time of purchase, unless such individual's or such organization's holdings would thereby be increased beyond the \$600 statutory limit.

Why Are War Savings Certificates Registered?

To protect the registered holder; a record is kept at Ottawa of every Certificate issued, showing the name of its registered holder so that the Certificate itself is of no value to anyone else.

Can War Savings Certificates Be Given, Transferred or Assigned to Someone Else?

No; they are non-transferable and non-assignable; cannot be attached or used as collateral. They are redeemable and repayable only to the registered holder, except in the case of death.

What About Children As Registered Holders?

Children may hold Certificates in their own names. If a child is under twelve years of age at Certificate maturity date, the signature of parent or guardian is required. At ages under twelve years, redemption before maturity is not permitted, unless the Minister of Finance is satisfied by the parent or guardian that the money is urgently needed for the education, maintenance or benefit of the child. In the case of children over 12 but under 16, the signature of both minor and parent or guardian is required at maturity or prior redemption. The signature of any minor over 16 years of age is accepted.

What Happens If War Savings Certificates Are Lost, Stolen or Destroyed?

They will be re-issued three months after notice if satisfactory proof of loss is submitted. The registered holder should notify the War Savings Committee, Ottawa, immediately in the case of loss and provide details, if possible, as to when and where the Certificate was purchased, its denomination and registered number.

What Happens If the Registered Holder Should Die?

In the case of death, Certificates are considered to be part of the registered holder's estate. His legal representatives or heirs should immediately notify the War Savings Committee, Ottawa, and arrangements may then be made to have the War Savings Certificate redeemed for its appropriate cash value or transferred to the name of an heir.

Is the Increase in Value at Time of Redemption or Repayment Subject to Income Tax?

No; due to the difficulties of calculation, the small amounts involved and the limit on individual holdings, holders will not be required to report the difference between the purchase price and the redemption value of War Savings Certificates as income in making returns under the Income War Tax Act.

What About Safekeeping of War Savings Certificates?

The Bank of Canada will place the Certificates in safekeeping free of charge. They may be withdrawn at any time.

What Is the Smallest Amount an Airman May Assign Monthly?

An Airman may assign as little as \$1.00 per month. At the end of four months he will receive a \$5.00 Certificate.

REMEMBER!

We must accomplish by voluntary action more than the enemy can do by compulsion.

THE AIRCRAFTMAN

LITTLE AUDREY

(Resurrected edition) says:

What did the stream say when the elephant sat down in it? "Well, I'll be damned."

What did one mountain say to the other? "Hi, Cliff."

What did the chocolate soda say to the vanilla soda? "I hear a Rap-Sody."

* * *

Squadron 3, Wing 1

SPORTS

"Chasing the Trophy"

The Sports leader, Cpl. McWilliam, handed me the following:

The BASKETBALL team is well on its way and there are lots of players turning out, but more could come. The team as it now stands has a good chance to be tops. With McGraw, Jones, Fisher, Rutherford, McGillvary, Wigglesworth, Trembley, Tannerhill, Pougnet and Hill the team is doing their utmost to bring the Trophy to 3 Squadron.

AC/2 Hill, a nice ball handler, hails from New York and will be leaving us before this goes to press. Good luck, Hill; our loss is some other station's gain.

The VOLLEYBALL team is doing good work and will no doubt turn in a good score at the end of the month.

Our BADMINTON team also is doing their best to help bring the Trophy home.

This Squadron has been asked to get twenty men in shape for the cross-country run which is scheduled for the future. So far, the full twenty are not forthcoming. Step to it, men. Stretch your legs; you may have to chase Italians some day.

Supporters for all our teams are badly needed to help. It's up to the rest of the Squadron to turn out to all the games, which are generally on Mondays and Tuesdays at 1900 hours. So get out and help to "bring home the bacon."

* * *

LITERARY SECTION

We recommend to you:

"The Cannibal" by Henrietta Mann.

"Books To Read" by A. Book Worm.

"Faster Service" by Dell Every.

"I Took It All" by Ima Hogg.

"For You I Pine" by A. King Hearts.

"Plenty of Room" by Pakin More.

"The Blank Book" by Miss N. Words.

"The Fire Dies" by Shove L. Cole.

"No Mistakes" by Hugh R. Wright.

"Unfinished Furrows" by A. Plough Broke.

* * *

It would be a good idea if we could have permission to wear white belts over the issue ones, so that when due to weather conditions we are forced to walk on the highways we could be easily seen by the motorists.

* * *

FROM OTHER SOURCES

For Hitler's tombstone:

"This Is Definitely My Last Territorial Demand."

—Punch.

A Wealth of Thought

One day a rich but miserly Chassid (a learned man) came to a Rabbi. The good man led him to the window. "Look out there," he said, "and tell me what you see."

"People," answered the rich man.

The Rabbi led him to the opposite wall of the room, before a mirror. "And what do you see now?"

"I see myself."

"Yes," nodded the Rabbi, "in the window there is glass and in the mirror there is glass. But the glass of the mirror is covered with a little silver, and no sooner is a little silver added than you cease to regard others, and see only yourself."

—"The Clifton Tray."

Too Fast

A dashing young fellow named Tim
Drove his car with a great deal of vim.

Said he, "I'm renowned
For covering ground"—

But, alas, now the ground covers him!
—Tribune.

Obedience is not a sign of weakness but of strength.

—P. Janet.

Spring's in the offing—how do we know?
Three itching chilblains told us so.

—St. Thomas Times-Journal.

* * *

AIRMAN IN HAREM

A girls' club in London decided to entertain some Airmen. For three weeks plans were made and re-made. A careful selection of guests

was made. Fifteen men from the Technical Training School were invited. But on the night of the party only one Airman appeared. However, it is an ill wind and all that. Our hero got his first taste of harem life. With lordly benevolence he dispensed his favors, happy in the knowledge that in the event of his being sent to Egypt or Turkey his experience would make life easier.

Just imagine—one man—and fifteen girls!

* * *

Squadron 1, Wing 2

A Word From the 51st Entry (A.F.M.)

This is the first issue of THE AIRCRAFTMAN in which the slap happy 51st Entry makes an appearance, but you will probably hear a lot from us from now on. Even with the loss of two 48-hour passes, due to some infernal disease called scarlet fever, the happy 51st has upheld its name. However, we are hoping and praying nothing will happen to our next 48. It seems that Jim and Bud of B-12 weren't notified or something about the cancellation of their last 48. That is why they remained around barracks for a week or so after.

One of our Entry from B-11 walked into his bay the other night with three packages of "Post Toasties." He apparently doesn't eat porridge for breakfast. You can see him entering the mess hall with his breakfast under his arm.

Unless the foreign talk stops in B-12, Superman Bill Monday, 5 feet 3 inches of fighting Irish, threatens to do something about it.

Who was the fellow in the 50th Entry who was taking a shower on pay night with his blues on? If he is starting a cleaning business he shouldn't keep it a secret.

Some of the instrument makers on "C" Floor should re-muster to air gunners. They seem to be firing pillows half the time.

* * *

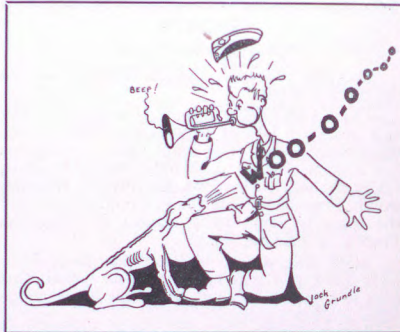
AN A.F.M.'S PRAYER AS HE GOES BEFORE THE TRADE TEST BOARD

By AC/2 Gomer

Oh, Lord, high in heaven hid,
Look down on me, your little kid,
And in this last dread awful hour
Help me with your Almighty power.
I've lapsed a little, Lord, I know;
I sometimes hike down to the show.

I've danced a bit and skated too,
But never more than others do.
Some mornings, Lord, I've let things slip,
Of course I didn't have to skip;
But you who knows all secrets deep
Can tell how much I craved the sleep.
Perhaps, oh Lord, to you it seems
I waste much time on foolish dreams;
But if my dreary round you knew
I'll bet a buck you'd do it, too.
So, Lord, high in heaven hid,
Look down on me, your little kid;
Forget the time I've been an ass
And help me now to get a pass. Amen.

* * *



SPORTS WHIRL

By AC/2 Trembley, H.

Three cheers for our Basketball team. After a time of tough luck, and lack of players, we are now back in the running, winning two out of three games. With the help of the new entries coming in, the team is fighting their way into the winning line. The team is fortunate to have with them a Dominion Senior Champion star, namely George Weese. With George as a pivot, the team should soon be on top of the heap. Let's all get together and cheer the team to victory.

We must not forget our Badminton and Volleyball teams. They have not been winning many games but have been putting up a great fight and we expect great things of them. With a few more new players and with the support of the Squad we know they will bring in more points for the Squad.

We are fortunate in having as a supporter F/Sgt Hutchinson, who is a well-known athlete. So come on, men, let's get behind him and bring home the C.O.'s Trophy for the Squad. If you are not already taking part in some sport and

would like to help the Squad out, see Hank Trembley, Bay 2-B, or E. Scrimshaw, Bay 3-B. Basketball, Volleyball, Badminton, Fencing and Boxing are in full swing. Running shoes will be supplied at our Orderly Room for any wishing to take part in Sports.

* * *

An Article of Interest Noted in a Trainee's Letter Home

Dear Mother: I have just been made Bay Corporal; it won't be long now before I'll be made a Sergeant.

No. 1 Squadron's Headache

The 51st Entry. Their main theme song: "When do we get a 48?"

When a U-Boat wrecked a ship and landed the survivors in South Ireland two Civic Guards discussed the problem.

"We ought to intern them."

"And why, I'm asking?"

"Why? Because we're neutral."

"Sure we are, but who are we neutral against?"

Who is the fellow on "C" Floor who takes his radio to bed with him and plays it after Lights Out, under the covers?

Who is the Corporal in the Orderly Room who drinks all the Coca-Cola and where does he leave his bottles?

* * *

Squadron 2, Wing 2

We are pleased to welcome back to this Squadron F/O Brickenden. During the fall and early part of the winter when F/O Brickenden was the officer commanding this Squadron we had the good fortune of winning the C.O.'s Trophy for three consecutive months.

* * *

SPORTS

We want more Basketball players, Badminton players and Boxers. Watch the bulletin board for announcement of practice periods. Come and try out for the various teams.

We were sorry to see so many members of our different teams leave with the 36th and 37th Entries and we hope the rest of you will come to the help of the teams now and try to keep up their good record. A few of the fellows

were: Zapotecany, Beggs, Kapusta, Lupul, Feldman and Kushnir.

We also regret the loss of AC/2 Slattery of the Editorial Staff of this Section. We wish him success at his new work.

* * *

First Farmer: "I've got a freak on my place—a two-legged calf."

Second Farmer: "Yeah, he came over to call on my daughter last night."

"If the British don't stop taking prisoners in Libya we'll soon be in almost as bad a mess as we were through having all the Italians on our side in the last war." —Ottawa Citizen.

Three AC/2's were talking about absent-mindedness the other day.

"You know," said one, "my brother is so absent-minded that he went to mount his cycle and fell off because it wasn't there."

"What about my brother?" chimed in the second. "He was so absent-minded that he put the cat to bed and shut himself out for the night."

"That's nothing," replied the third. "My father once struck a match to see if he'd blown the candle out."

* * *

THE OATH

(Author Unknown)

I will not drink from a German cup,

Or eat from a German plate;

I will not deal with a German

All foul with German hate.

I'll use no drugs with a German name,

That's grown on German land;

I'll eat no food and drink no beer

If made by a German hand.

I will not use a German tool,

Razor, or knife, or saw;

I will not trade with a German shop

That lives by the German law.

I will not sail on a German ship

Where German songs are sung;

I will not breathe where God's clean air

Is soiled by a German tongue.

I'll not forget those awful deeds

To little girls and boys;

No more I'll hang on Christmas trees

Those blood-stained German toys.

I will not take a German's word—

He'll break it if he can;

There is no love in a German heart,

Or faith in a German.

This is my oath, when war is done,

I'll swear to keep it true,

And since I know you feel the same,

I'll pass it on to you.

Squadron 3, Wing 2

SO LONG, FELLOWS!

By AC/2 McCaskill

By the time this copy of "The Aircraftman" is placed before you we the Forty-First A. F. M.'s will have almost completed our training at T. T. S. It is only natural that we should be anxious to get on to our next post, yet at the same time we shall be sorry to go for we have had a lot of fun along with our hard work.

We, too, resented at first wearing blues for supper. We, too, ranted and raved and wrote "Home for Xmas" on the boards. We, too, have gaped in awe as F/Sgt LaChance held forth on tardily submitted passes and pleas of "Sergeant, please can we get tomorrow off for Grandma's funeral?" We, too, stood in line for our "nocs" until we felt as though we had been partially embalmed.

Yet with all this, we can leave T. T. S. feeling that we have learned something and we can feel proud that we left behind us a fairly good scholastic record and that our moral fibre has been toughened considerably.

One of our biggest regrets will be in breaking up for posting all over the country. Also we will miss those of the original entry that, due to illness or absence, fell by the wayside and ended up in other entries.

So now we say au'voir. No more will these walls echo to our voices raised in Air Force ditties and no more will we roll basins in the halls. All this we leave in other and capable hands.

We leave with all wishes to the friends we have made here, and with hopes of meeting them again "that frosty Friday".

* * *

THE LIGHTER SIDE OF THINGS

So many Airmen won't start at the bottom of the ladder. They wait for someone to install an escalator.

The affairs of men go in cycles and it is well to remember that the typical Dictator began as a bum.

Motorist (to man he just ran over)—Hey, look out back there!

Defeated Soul—What's the matter, y' ain't coming back are you?

Doctor—"The best thing you can do, is give up smoking, drinking and women."

Airman—"What's the next best thing."

Most of the serious slips occur after the cup has been to the lip!

Fat Lady—"Officer, can you see me across the street?"

Officer—"Begorra, lady, I can see you a mile away."

As the undertaker said when the coffin fell out of the car: "We'll have to rehearse that."

First Airman—"Stop acting like a fool."

Second Airman—"I'm not acting."

* * *

"DON'T TALK"

Here's a tip for the duration, if you have any information about troops or planes or munitions, KEEP IT DARK.

Lives are lost through conversation, if you have private information, KEEP IT DARK.

The enemy wants information about you, your squadron, your destination. He will do his utmost to discover it, so KEEP IT DARK.

It is your God given DUTY to keep to yourself any information, no matter how trivial which might endanger your King and Country, your Service, your near and dear ones, so remember KEEP IT DARK.

* * *

SPORTS

By Cpl. Jorgenson, G. E.

Congratulations to this Squadron.

No prediction was ever more deliberately made than the anticipated coup of No. 3 Squadron in winning the much desired and coveted Commanding Officer's Trophy.

It was the determined and unbent energies of all concerned, led by the redoubtable F/Sgt LaChance. With anxious anticipation the boys went into the last week as the competition was keen but in true winning style they came out on top.

A special tribute is paid AC Shute and AC Friendly as Captains of the Basketball and Volleyball teams respectively. Also the Badminton teams under Corporal Prust. The whole Squadron join in a hearty vote of thanks to all who helped in any way to bring us victory. May I add that one glance at the scoring board will prove that we were well deserving the honour and that we are in an excellent position to repeat this success.

Hockey: Although the hockey season was somewhat broken up, the Squadron team have hung up a good record, i.e., no losses to date.

All you chaps who have recently become members of this Squadron are urged to make known your abilities in the various field of sport to the respective team captains and boost the fine work.

Boosters please turn out as well as contestants on Monday and Tuesdays to repeat our success.

* * *

*Equipment and Accountant
Training School*

THE 14TH CLASS OF E. & A. T. S.

By AC/2 Gourley, E.

The 14th Class of E. & A. T. S. wishes to make known its appreciation for the services rendered by the instructors of the 4 classes. We believe if it had not been for your interest in our success many of our classmates, including the writer, would not have passed this difficult course. The classes were also enlivened by the personalities of such persons as R. O. Graham, his famous saying, "let me tell you this one", and the Andy Devine voice of AC/2 Fersihenkoff. The cold baths supplied to various members of the class from their fellow-classmates—are you listening Joe Dubois—Who were the two young men who became over enthusiastic one night on some St. Thomas resident's bicycle? Kidding aside, the class banquet was a huge success, including the speeches of our officers and the message their speeches conveyed. We want to wish the incoming class of the 15th Entry of E. & A. T. S. the same success, and enjoyment as the 14th Entry enjoyed. Yours in fellowship.

* * *

No. M.F.C. 512, AC/2 Eats, T.T.S.,
Writes Home

By AC/2 Miller, J. E.

Dear Muvther:

When i first came in to thee airforce i didn't no much. (if i new anything) Well after beeing in four bout for months, i finally got a pass i could use. I had had pientea of passes befor but i could never use them. It jest seamed that everytime i got one we was quarintened with Scarlet Feever, Measells, or sune one lost something and i jest couldn't get out. Well any way i finally got out. I have told this to you folks befor, so you tells me to tell it all frum the start again.

Well the first day i goes down to thee Recruiting Centor to inlist they asks me a lot

of questions. Then they shoots me hup too the doctour and so he asks me a lot more foolish questions. Well anyway, i passes O.K. and he shoots me down to Maning Pool in Toaronto. Takes my name away from me a gives me a number 515. They then gives us bunks and some sheets and stuff like that. We have something to eat and goes to bed.

Well there was very nice chap under mee. (Yes i had the upper bunk and was it hard) Sew he said weed get up at Revalley for breakfast and i asked him what Revalley tasted like and he had to explain that it was the bugel call to get up. Well anyway mourning comes and this guy Revalley blows his horn and was he corny, wow!

I didn't feal so well so they tells me to go on sick parad. Aftur asking lot more questions i found out what it ment and up i went to the M.O. Well first he asked me how mi constipation was, sew i told him i came in on my own free will. Sew he asked me how mi bowels were, so i sed i hadn't been issued with any as i hadn't my kit. Well four saying this to an officer i get three days C.B.

Well on Sunday we goes to church and the Padree stands up and says "Him" 515 Aren't Thou Wearey, Arn't Thow Sad" and I stands up and yells "Yes Sir" and I gets another fourteen days C.B.

What does a rookie have to do besides getting C.B. and parades.

Now i ask you?

Yor luving sun,

EATS.

* * *

The Equipment and Accounting men on another flying visit to the Station still find time to give their contribution to the C.O.'s Trophy series. Under Cpl. Pilkinston's management, god-fathered by P/O Kerr, we have three well-balanced teams in Volleyball, Basketball and Badminton. We have not won many games but our teams are certainly not set-ups for the other squads. The majority of us are used to some athletics. We are on a short, tough course and the competitive exercise for an hour two nights a week helps to keep us fit and trim.

* * *

Headquarters

THE KITCHEN GANG

By F/Sgt Acton, T. J.

So pleased were we with the reception given the write-up of our activities in the last edition of THE AIRCRAFTMAN that we have elected to

continue our efforts in the field of writing. Lowly cooks do not usually stray from the culinary field but may we fill the rôle of statisticians and give these rather interesting facts. During the last month, the kitchen has served approximately 450,000 meals. The average dinner calls for beef to the extent of the average farmer's herd and now that spring is in the offing there is definite need of spring tonics (or is there). We hope to add tomato and applejuice to the menu. By the way, how was the Lenten specialty of hot cross buns appreciated? We are proud of the job we are doing. In addition to keeping the five thousand satisfied, we boast that our kitchen is one of the cleanest in the British Empire. And, after all, we have the job of training forty trainee cooks every six weeks.

So from 0500 hours, when it is beans, pancakes and bacon to the dawn of the next day, the whole personnel of the staff is trying to keep you satisfied and healthy—and we are proud to do it.

* * *

THE MISSING DOLLAR

(Contributed by our Paymaster, F/Lt Sinclair)

It appears that three Airmen rented an apartment at \$30.00 a month. At the end of the month each chipped in \$10.00 and asked the maid to give it to the landlord. The landlord was in a big-hearted mood and gave \$5.00 back to the girl, with instructions to keep \$2.00 and return \$1.00 to each of the Airmen. In actuality, then, each Airman paid \$9.00 for the apartment. The three of them paid in all \$27.00. The girl got \$2.00, making a total of \$29.00. What happened to the other dollar?

(Editor's Note: We are still trying to catch up with F/Lt Sinclair to find out what did happen.)

* * *

SIR FREDERICK BANTING

In spite of the fact that many tributes have been paid to Sir Frederick Banting by abler men, we feel it to be fitting that we, the Meds of the Station, should pay our homage.

Sir Frederick was honored by his own people in his own time but it is probable that history will place his name among the immortals of medicine. He was a man who was as vital as the years in which he lived and he died as he lived "in action."

* * *

"THE QUIPSTREAM"

By L/AC Harland, M. W.

On the morning of Tuesday, March 11, 1941, a certain equipment corporal in Sgt. Whitehead's drill test squad pulled this boner: "ON

THE RIGHT AND LEFT FORM SQUAD!"

Wouldn't you like to see that done?

Employer: "Sorry you're going to leave, Sambo, but it's for a good cause. Not going to join the Air Force, by any chance?"

Sambo: "No, suh! Dey's too many spirits and corpses in the Air Force."

Employer: "Spirits? Ha! ha! Oh yes, you mean esprit de corps."

Sambo: "Yassuh, somepin like dat. And I ain't hankerin' to get connected up with no skeletons."

From the Post Office to the ambitious lad who recently signed up for a correspondence course in Diesel Engines:

"NO! YOUR DIESEL ENGINE IS NOT HERE YET! And quit bothering us about it!"

It may be some time yet before Hitler and Mussolini can sit down and carve Turkey.

A young genius was watching Squadron Leader Leggett plugging away at that Scarlet Fever test job, jabbing dozens of arms an hour. It looked like hard work.

"Say," said the Y.G., "they could train mosquitoes for that job. Feed 'em the serum and turn 'em loose. Nothing to it."

MEDICAL SMALL TALK

We have been asked for some gossip. We are pretty good at that, for our days are filled with talking, if not our nights, during which we monopolize the best (?) girls in town. And speaking of girls, congratulations to Corporal Dowe for his new pocket edition to the Dowe family. Meanwhile Sergeant Campbell can point with pride to his son Gary, age approximately 10,000 minutes, and with his other hand to the penny bank on his orderly room desk.

It is Singing Sam on the radio but it's Winging Sam at the table. The way that Younger man pulls the joker for his seventh card is a crime!

Some fun when our N.C.O.'s were drilling! First time for many. Burford walked through the whole squad without stopping; McVickers almost called out the ambulance the day he was blank file. Cornwall actually shouted aloud the first time he got that Right Form. We only hope the drill sergeant doesn't signal a retreat from Mons because we feel that we would be inclined to advance to M.O.N.S.

That's all for this time, fellows. Come up and see us some time; socially, not on business, we hope.

RECREATION CALENDAR

APRIL

Activities in the Drill Hall

TUESDAY, APRIL 1

1900-2000 Hrs.—Scheduled Inter-Squadron Games.

2000-2200 Hrs.—Cinema supplied by the Y.M.C.A.

WEDNESDAY, APRIL 2

1900-2000 Hrs.—Scheduled Inter-Squadron Games.

1930-2030 Hrs.—Camera Club (1 Wing Club Room).

1930-2030 Hrs.—Public Speaking Class (2 Wing Security Guard Lecture Room).

2000-2130 Hrs.—Inter-Squadron Boxing.

THURSDAY, APRIL 3

1900-2000 Hrs.—Volunteer Gym Class.

2030 Hrs.—Variety Concert by Station talent.

FRIDAY, APRIL 4

1930-2130 Hrs.—Cinema supplied by the Y.M.C.A.

2100-2430 Hrs.—Bachelor Dance (at the Y.W.C.A., St. Thomas).

SATURDAY, APRIL 5

1930-2130 Hrs.—Cinema supplied by the Canadian Legion.

SUNDAY, APRIL 6

0910 Hrs.—R. C. Church Parade.

1000 Hrs.—Protestant Church Parade.

MONDAY, APRIL 7

1900-2200 Hrs.—Scheduled Inter-Squadron Games.

1930-2000 Hrs.—Press Club (2 Wing Security Guard Lecture Room).

TUESDAY, APRIL 8

1900-2000 Hrs.—Scheduled Inter-Squadron Games.

2000-2200 Hrs.—Cinema supplied by the Y.M.C.A.

WEDNESDAY, APRIL 9

1900-2000 Hrs.—Scheduled Inter-Squadron Games.

1930-2030 Hrs.—Camera Club (1 Wing Club Room).

1930-2030 Hrs.—Public Speaking Class (2 Wing Security Guard Lecture Room).

2000-2130 Hrs.—Inter-Squadron Boxing.

2100-0100 Hrs.—1 Wing Dance (South Dining Room).

THURSDAY, APRIL 10

1900-2000 Hrs.—Volunteer Gym Class.

2030 Hrs.—Variety Concert.

FRIDAY, APRIL 11

1930-2130 Hrs.—Cinema supplied by the Y.M.C.A.

2100-2430 Hrs.—Bachelor Dance (at the Y.W.C.A., St. Thomas).

SATURDAY, APRIL 12

1930-2130 Hrs.—Cinema supplied by the Canadian Legion.

SUNDAY, APRIL 13

0910 Hrs.—R. C. Church Parade.

1000 Hrs.—Protestant Church Parade.

MONDAY, APRIL 14

1900-2200 Hrs.—Scheduled Inter-Squadron Games.

TUESDAY, APRIL 15

2000-2200 Hrs.—Cinema supplied by the Y.M.C.A.

WEDNESDAY, APRIL 16

1900-2000 Hrs.—Scheduled inter-squadron Games.

1930-2030 Hrs.—Camera Club (1 Wing Club Room).

1930-2030 Hrs.—Public Speaking Class (2 Wing Security Guard Lecture Room).

2000-2030 Hrs.—Inter-Squadron Boxing.

THURSDAY, APRIL 17

1900-2000 Hrs.—Volunteer Gym Class.

2030 Hrs.—Variety Concert.

FRIDAY, APRIL 18

1930-2130 Hrs.—Cinema supplied by the Y.M.C.A.

2100-2430 Hrs.—Bachelor Dance (at the Y.W.C.A., St. Thomas).

2100 Hrs.—Inter-Unit Boxing (at the London Armouries).

SATURDAY, APRIL 19

1930-2130 Hrs.—Cinema supplied by the Canadian Legion.

SUNDAY, APRIL 20

0910 Hrs.—R. C. Church Parade.

1000 Hrs.—Protestant Church Parade.

MONDAY, APRIL 21

1900-2200 Hrs.—Scheduled Inter-Squadron Games.

1930-2000 Hrs.—Press Club (2 Wing Security Guard Lecture Room).

TUESDAY, APRIL 22

2000-2000 Hrs.—Scheduled Inter-Squadron Games.

2000-2200 Hrs.—Cinema supplied by the Y.M.C.A.

WEDNESDAY, APRIL 23
 1900-2000 Hrs.—Scheduled Inter-Squadron Games.
 1930-2030 Hrs.—Camera Club (1 Wing Club Room).
 1930-2030 Hrs.—Public Speaking Class (2 Wing Security Guard Lecture Room).
 2000-2130 Hrs.—Inter-Squadron Boxing.
 2100-0100 Hrs.—2 Wing Dance (South Dining Room).

THURSDAY, APRIL 24
 1730 Hrs.—Drill Competition.
 2030 Hrs.—Variety Concert.

FRIDAY, APRIL 25
 1930-2130 Hrs.—Cinema supplied by the Y.M.C.A.

2100-2430 Hrs.—Bachelor Dance (at the Y.W.C.A., St. Thomas).

SATURDAY, APRIL 26
 1930-2130 Hrs.—Cinema supplied by the Canadian Legion.

SUNDAY, APRIL 27
 0910 Hrs.—R. C. Church Parade.
 1000 Hrs.—Protestant Church Parade.

MONDAY, APRIL 28
 1900-2200 Hrs.—Scheduled Inter-Squadron Games.

TUESDAY, APRIL 29
 1900-2200 Hrs.—Scheduled Inter-Squadron Games.
 2000-2200 Hrs.—Cinema supplied by the Y.M.C.A.

* * *

« DO YOU KNOW? »

That every Airman on arrival should obtain an "Interest Finder" card and fill in the required particulars in order that the various Station committees may help him to enjoy his favorite games, hobbies and entertainment.

* * *

That Airmen in England are known as "Irks." Why? We don't know.

* * *

That the wound of which Mussolini boasts, according to Pierre Van Paasen, was not received in battle as claimed but as the result of the accidental explosion of an Italian shell far behind the Italian lines.

* * *

That Mrs. Wallis of the Y.W.C.A. War Services is now in charge of the housing service formerly rendered by the Y.M.C.A. and the Padres on the Station. Persons desiring living quarters are advised to get in touch with Mrs. Wallis at the Y.W.C.A., St. Thomas.

* * *

That the St. Lawrence waterways, with the exception of the canals, has not been charted since it was charted by the Indians. The Indians used poles to chart the course, which is still used by modern vessels.

* * *

That 2,000 Airmen enjoyed the tours arranged by the Y.M.C.A. to points of interest in Elgin County last summer and similar tours will be organized during the coming summer.

That the Cathedral of St. Isaac in Leningrad is built on 30,000 piles driven into the marshy soil. Once the pride of Greek Orthodoxy, the cathedral is now an anti-religious museum.

* * *

That the imposing building facing the Kremlin, often seen in pictures of the Red Square in Moscow, is not a palace but a departmental store.

* * *

That Nottingham Castle, well known to readers of "Robin Hood," was the only Royalist stronghold in that part of the country which was successful in withstanding the assaults of Cromwell.

* * *

That it is now possible to receive an invitation to dinner on Sunday afternoon or evening in either a St. Thomas or a London home. For full particulars call at the Station "Y" Office.

* * *

That approximately 5,000 sheets of writing paper and 2,700 envelopes are distributed by the Station Y.M.C.A. weekly.

* * *

That animals reflect their surroundings: their faces grow refined or stupid according to the people with whom they live. A domestic animal will become good or bad, frank or sly, sensitive or stupid, not only according to what its master teaches it, but according to what its master is.

"PLANE FACTS"

By L/AC Harland, M. W.

Aviators were reaching real heights a century ago. Joseph Louis Gay-Lussac, a French chemist, in September 1804, rose to a height of 23,040 feet in a balloon. In September 1862 Henry Tracey Coxwell and Joseph Glaisher, Englishmen, ascended to a height of 37,000 feet. These men breathed straight air at these heights.

* * *

Many of you who read this item will, most likely, own your own aeroplane after the war. Recently The Saturday Evening Post carried an advertisement of an aircraft intended for private use. Price, \$995; \$333 down. The plane is regarded by impartial observers as highly serviceable.

* * *

Orville Wright came in close contact with tragedy early in his flying career. Colonel E. Selfridge was killed in a crash which injured Wright. Wright never faltered, but resumed flying as soon as he was fit.

* * *

A few years ago a pilot named Fullerton, working for the Imperial Oil Company, cracked up his Junkers machine, smashing the propeller to splinters. It was in Northern Canada, far away from shops or aircraftmen. In the settlement there was a cabinetmaker who knew nothing about aircraft. Advised by the pilot, he fashioned a new propeller out of oak. It worked satisfactorily.

* * *

Count Ferdinand Von Zeppelin, German designer of the dirigible, had his first taste of flying in St. Paul, Minn., in 1863. Although all German and a Prussian soldier, he saw service in the American Civil War.

* * *

WHAT IS SUCCESS?

It's doing your job the best you can
 And being just to your fellow-man;
 It's making money, but holding friends,
 And staying true to your aims and ends;
 It's figuring how and learning why,
 And looking forward and thinking high,
 And dreaming a little and doing much;
 It's keeping always in closest touch
 With what is finest in word and deed;
 It's being thorough, yet making speed;
 It's daring blithely the field of chance
 While making labor a brave romance;

Almost 100 years ago there was an aeronautical magazine in England. It was called "Aerostatic" and was published by Henry T. Coxwell. It had a short life.

* * *

The Victoria Cross, our highest award for valour, was instituted in 1856. Not many more than a thousand have been granted to this day. Six hundred were awarded in the first World War, 19 to Airmen. The first to win the Victoria Cross in the air was Second Lieutenant W. B. Rhodes-Moorehouse.

* * *

A few years ago the Italians appeared to be doing well in the air. In 1933 Italo Balbo brought 115 men and 25 flying boats safely from Italy to Chicago. In 1933 three Italian Air Force planes covered 6,250 miles over the South Atlantic Ocean in 24 hours. How low the mighty have fallen!

* * *

In 1871 Felix Nadar, a French balloonist, met another balloon over Paris. It was German, although with customary German deceit it was flying a French flag. Without warning the German balloonist opened fire with a rifle. Nadar retaliated and drove off the enemy. This was the first aerial battle in history, and was won by France.

* * *

At the beginning of the first World War pilots carried boxes of bombs in the cockpit. When an inviting target presented itself they would drop a few overboard. They also carried steel darts to drop on enemy troops. There were no machine guns at first, therefore many an aerial battle was conducted cowboy-Indian fashion with rifles and revolvers.

* * *

On November 7, 1836, Charles Green, an Englishman, flew in a balloon a distance of 500 miles, from London to Weilberg, Germany, in 18 hours.

* * *



WINGS

Anonymous—1917

Up from earth he speeds on rushing wings,
Conquering regions of uncharted air;
Not as the timid Daedalus he springs
From height to dizzy height to do and dare,
To seek the braggard foemen in his cloudy lair.

As bold and buoyant he of heart—
His spirit light as evening's gauzy cloud—
He strides the winds and reckless cleaves apart
The banking mists that Hell would make
his shroud,
When, lo! The falcon swoops exalting loud.

He hears the hiss of deadly hail—
The devil hammer of the down level gun—
Nor at the test does his high spirit fail,
Nor thought possess him that his race is
run—
Great heart—that of a sudden, fires his foemen
ten to one.

Bloody and shattered drops a skillful hand,
An effort is an effort now at last;
The weapon rests inert where fell the Band
Spitfire and fury, closing on him fast,
And he, so oft a victor, knows his day is past.

One dives by him, firing like a flash—
His quickened senses urge the swift pursuit
And down, down, down, with sudden meteoric
dash
He strikes the striker and as one they shoot
Whirling entwined to earth—by what a fearful
route.

But death came quick to cut that bond in twain,
Still lies his body in a blazing pyre;
Dear lad, who flew for neither praise nor gain,
Has soared to God on wings
That pass unhurt through fire.

TECHNICAL TOPICS

THE INSPECTION AND OVERHAUL OF AERO ENGINE

The aircraft engine of today has little in common with the one that the pioneers of aviation knew. But there is one point about which both the pioneers and the modern engineer are unanimous—the need for extreme care and exercise of rigid maintenance of the engine. The reason for this was not the same in both cases, the aircraft engineer of yesterday keeping a close watch on his engine because he knew that components were often made of unsuitable or inferior materials and it was a then accepted axiom that engines were full of vices and troubles.

Today's engineer knows that the material specifications of his engine are the best that modern scientists and research engineers can produce, that it is inherently "stable" or free from trouble, as far as it is at present possible to make it. Nevertheless, a close watch and careful maintenance has still to be observed in order that the engine will be able to carry out its job of work irrespective of varying conditions of climate or geography. This, of course, applies more to the external part of the engine and yet it is the internal part that is subject to the majority of the wear and load. How can we assure ourselves that the inside is in correct functioning condition? Only by removing the engine from the aircraft, stripping, cleaning and inspecting the internal mechanism, replacing faulty or worn parts and reassembling the engine for further service, under adequate supervision and the employment of competent mechanics.

At the same time an opportunity is afforded to replace parts, which further progress or experience have proved to be liable to failure. These replacements or alterations are known as modifications and their incorporation is essential to the efficiency of the engine as a unit. The removal and overhaul of the engine is undertaken at definite laid down periods, or before the expiration of this period, should a major fault become apparent. The processes through which the engine will pass from the first to the final stage of repair will be discussed below and the process departments of the Engine Repair Shop through which it will follow are:

Receipt and checking department.
Stripping and cleaning shop.

Inspection shop (viewing).

Overhaul of components department.

Engine erection bay.

Test bench—First run, endurance test.
Stripping and examination after first run.

Re-erection bay.

Test bench—Final run and external examination.

Compilation of records and log books—preparation of engine for storage or dispatch.

On receipt of the engine in the workshop, it is first checked in accordance with the approved checking list and deficiencies noted. At the same time, external damage will be noted and recorded. It will then pass to the stripping and cleaning bay, where complete dismantling and thorough cleaning will be carried out. The make-up of the cleaning shop should be familiar with all trainees, as this phase is fully dealt with in the A. E. M. notes. It must be realized, however, that the cleaning is not a job for an inexperienced workman. Knowledge of material specifications, cleaning agents, and the procedure and approved methods of approaching the job are essential. It must be understood that the cleaner may cause damage to components by faulty workmanship, carelessness, or ignorance. From the cleaning bay, the parts (cleaned, dried and lightly oiled) are passed to viewing and inspection shop.

The object of this department is to decide whether the many parts that make up an aero engine are capable of further service without additional work being done upon them, whether they will be fit for further service after reconditioning has been carried out, or whether they are unfit for further service. This latter condition may be due to excessive wear, or damage. It will be seen, then, that the viewer's job is an extremely important one and, further, one which demands scrupulous care, sound knowledge of materials, heat treatment, design, conditions of service and approved procedure, and familiarity with the precision tools, measuring and checking devices necessary to complete the inspection.

Since all parts of the engine must pass through the viewer's hands, a brief account of what we may see there will be necessary. First, we find an extremely clean, neat and tidy shop, maintained at a constant temperature. Various

parts of the engine may go to different inspectors, or, in the case of a small unit, they may all pass through the hands of one or two men. The standard by which all viewing is judged is the appropriate *Vol. II, Part 2*. The engine log books and/or Defect sheets are closely scrutinized for any information which may be of assistance in this department.

All moving parts are subjected to close scrutiny for damage, corrosion, seizure or picking-up, chattering or chafing, "running hot" or "blueing," abrasion and visible cracks (magnifying lens). They are then closely measured with the appropriate precision tools for wear and ovality within the limits laid down. Further examination for cracks may be carried out by means of the hot or cold oil chalk tests, electra- or magna-flux tests.

In addition, connecting rods (master and auxiliary, forked and plain) and crankshafts must be tested for parallelism and twist in the following manner:

Connecting rod. Mount closely fitting mandrels (marked in inch lengths) through the small and big end bores or housings. Mount the rod (with the mandrels) vertically upon Vee blocks with the big end mandrel parallel to the marking out table, and check the parallelism of the axes of the big and small ends. Now, with the rod in a horizontal position, the big end mandrel parallel to the marking out table and the small end supported by a jack, the twist between the small and big end may be ascertained. This error is reckoned at so much per inch length of mandrel where the dial indicator readings are taken. It must be remembered that the actual error will be half the difference of the maximum and minimum readings registered by the dial. It is possible for a rod to have combined lack of parallelism and twist.

Crankshaft. This may be tested for parallelism and twist by mounting the shaft upon a pair of Vee blocks, and then taking dial readings on each journal and pin, when their vertical and horizontal axes are respectively parallel to the marking out table. It must be remembered that allowance should be made for existing taper or ovality of the journals or pins, hence it will be seen that viewer's cards or records are essential.

Further crank and camshafts must be tested for alignment. This is done by supporting the shaft in Vee blocks on their journals, parallel to the marking out table, and taking dial readings at the ends of the shaft. In the case of multiple throw crankshafts, the alignment test must be carried out for journals and crankpins.

Bearings of the white metal or other anti-friction alloy type must be subjected to the following tests before being passed for further service. Ringing, chalk test (for adhesion), magnifying lens.

Stationary parts of the engine such as cases, housings, jackets, etc., are rigorously checked for cracks (visual and chalk tests), especially at base of stud holes, webs, corners, flanges; damaged threads; loose studs, dowels and inserts; bedding and fretting at faces, high spots on faces, working or hammering at main bearing caps, locating spigots, etc. Crankcase for alignment of support feet. Check of bearing shells as for connecting rod big end bearings. Check of breather ducts for freedom from obstruction.

Check of shafts and spindles for alignment; bending, and wear or damage on splines or keyways. Gears for excessive backlash, corrosion, cracks, cross bedding, chipping, pitting, wear, flats and insufficient length of contact of teeth. Cylinders and cylinder blocks for coolant, oil and gas leaks, corrosion inside or outside, bowing (block), damage to cylinder spigots, damage to guard tubes and ferrules (block), worn, blued, scored or rusted cylinder bores, loose valve seat inserts, studs, guard tubes, core plugs, spark plug and other inserts. Worn, bent, stretched, sheared or corroded studs; cracked, burnt, or pitted valve seats, seats cuttered beyond limits; camshaft or rocker arm housing damaged, loose, cracked, bedding faulty; choked or restricted oil passages, slackness of valve guides, scoring, ovality and wear of guides, improperly bedding flange.

Valves for picking-up, ovality and wear on stems, burning, head too thin, warping, pitting or corrosion, worn face, ground beyond limits, cracks, bent stem, scored stem, elongation, squareness of head to stem, abrasion at tip and damaged neck. Springs for permanent set, hammering and chafing between coils, weakness on test, out of square and unequal spacing of coils.

Pipes for dents, twist, rust, damaged end fittings, chafing at clips, bent or sprung, internal scale, corrosion and restriction, leaky, seized, or damaged cocks. Flexible piping for damage, internal deposit and choking, damage to armour and bonding.

Pistons for blow past, pitting of crown, burning, scoring, cracks around oil holes, at machine tool marks, between bosses, crown and skirt, and from circlip grooves: Loose ring or circlip pegs, wear in gudgeon pin boss, burrs, distortion of piston (due to incorrect storage), wear, taper and ovality of piston. Incorrect weight, damage to ring grooves due to faulty

cleaning: Rings chipped, burnt, scored, incorrectly or badly gapped, dead or distorted circlips. Blueing, surface cracks, bending, seizure, ovality, wear on diameter, burrs at ends, and tightness in bosses of gudgeon pins.

Ball and roller bearings for wear, fracture, damage to balls or rollers, cracking or blueing of races, damage to cages, "creeping" of outer races, tracking, and rust or corrosion of assembly.

Supercharger for wear in bearings, choked breather ducts, cracked or damaged casing or spigot, corrosion, damaged studs or inserts, rotor scored, cracked or running out of truth, incorrect "nip" of diffuser vane ring, scored rotor shaft, damaged teeth or splines, unbalanced rotor, damaged threads, choked oil holes in drive gear case, scored clutch pads and tracks in slipper gears, incorrect clutch pad clearances, incorrect slip setting or weak spring ring, gears out of balance.

Control rods and shafting are checked for incorrect setting and wear of stops, freedom of travel, rust, wear and ovality of fork ends, ball joints, shackle pins, levers and eyes, bearings, worn or bent link rod threads, worn or damaged split pin holes, damaged collars, bent levers or sheared taper pins.

Induction pipes and manifolds are examined for damaged, distorted, fractured or mal-aligned jointing faces, loose plugs in manifolds, perished gland packings, damaged gland nuts, burred, bent, choked, damaged or deficient priming vaporizers or jets. Priming pipes choked, damaged, bent, corroded, cracked, or packing perished.

The carburetor will be passed through the hands of the inspector with a view to determining the degree of further serviceability of the individual parts, and the magnetos and generator and other electrical gear will have been passed to the electrician for servicing. Ignition cables may be dealt with in the general viewing shop and passed as serviceable or repairable.

It will thus be plainly seen that nothing is left to chance and the possibility of a faulty part being passed for further service will be remote. The whole of the viewing procedure obviously cannot be dealt with here, but sufficient ground has been covered to enable the process to be understood.

Since various parts are rejected in the viewing shop as being unfit for further service, it is usual practice for demands for new parts to be made from this department. Thus, those parts of the engine classed as fit for further service (either with or without reconditioning), and the replacement parts, are now

passed as a complete engine unit to the component fitting and erection shop, where in separate bays various components of the engine are reconditioned where necessary, reassembled, progressively checked, and finally passed to the engine erection bay.

The procedure will be somewhat as follows: The department comprises a number of bays, each one concentrating on component erection and test. At the same time modifications, repairs and replacements as indicated by viewer's records will be completed. The division will be on the following lines:

Reduction gear bay, where the erection of the gear as a unit is carried out. Tests for end float and freedom to rotate of airscrew shaft, truth of final assembly of shafts in case, and oil pressure test of shaft where necessary, is carried out.

Crankcase bay, refitting of journal bearings and caps. It will be found that journal bearings, nowadays supplied as spares, need very little fitting. They may need slight hand scraping on local high spots on bearings, caps, or shells, but the process of boring them out has to be resorted to only in isolated cases. Facing up of joint faces. Crankshaft end float test and adjustment.

Connecting rod and crankshaft bay, the shaft being erected and blanking plugs and oil seals lapped in and secured, but not locked. The shaft is then sealed at the oil outlet points, and subjected to an oil pressure test, and on conclusion of test, finally locked. The rods are erected on the shaft and checked for freedom and correct play. Renewal of small end bushes if worn. Weight tolerances of rods as units and as an assembly must be borne in mind here.

Supercharger and drive gear bay, where the erection of the blower and gears is carried out, the very close assembly tolerances being carefully observed. Check and adjustment of end float of rotor in bearings and drive gears in bushes. Renewal or reconditioning of those parts noted by viewers, such as broken, worn, damaged or bent studs, etc., refitting new ball or plain bearings, lapping in of clutch pads, stoning of high spots on gear teeth.

Pump bay, where oil and fuel and coolant pumps will be erected, careful attention being paid to any defect or fault noted in viewer's records. Check and adjustment of clearance of gears in pump case, bedding of pump gears, backlash in pump and drive gears, high spots on jointing faces, end float of gears and spindles. Flow test of pumps after erection in all cases, fuel and oil. Erection of coolant pump, refitting of new gland packing and any part rejected by viewers. Check and adjust-

ment of end float of rotor and spindle, filling of greaser stalk.

Wheelcase section, devoted to the complete fitting and reassembly of the whole of the wheelcase unit, replacing of worn or damaged gears or spindles, bushes or races, damaged or broken studs, covers, inspection plates, etc. Fitting of shafting and gearing, checks on backlash, end float, play and freedom of rotation. Adjustment of these if incorrect. Facing up of distorted faces and removal of high spots.

Cylinder bay, where the complete overhaul of the cylinder unit is undertaken. Fitting of new valve guides, spark plug inserts, liners (blocks), new guard tubes (blocks), truing up of ment of faulty core plugs (blocks), truing up of jointing faces, cutting of valve seat inserts, bedding in of camshaft support brackets (overhead camshaft). Refitting of new in place of damaged, worn, loose, or faulty studs or bolts.

Valve section, overhaul of valves, refacing, grinding, fitting of new caps or hardened pads, stoning of high spots, lapping in valves to seats, fitting of springs and collets, testing of valves after lapping. Overhaul of valve gear, renewal of worn parts, stoning of abraded parts as indicated by viewers, renewal of bushes, bearings, etc., where indicated. Alignment of rocker arms with valves and cams or push rod ends, renewal of worn or damaged tappet screws and lock nuts, etc., check and adjustment of play and end float of rocker arms and camshaft (where overhead), removal of burrs or high spots on bearing bracket feet (overhead camshaft).

Carburetor and control bay, devoted to the overhaul, erection and testing of the carburetor and controls. Renewal of faulty parts and fittings, joints, washers, screws, plugs, studs, pins, valves, stops, lock nuts, shackles, etc., as recorded by viewers. Lapping of needle valve seatings. Erection of carburetor with reconditioned or new parts, careful attention being paid to the correct setting of all controls, throttle, mixture, boost, etc. Setting of needle levels, fuel levels, testing of jets, fuel flow through supply pipes, and check for correct operation of all valves, cocks, jets, and other fuel supply devices. Correct setting of controls for operation and safety. The boost control may be dealt with in this section.

There may be a miscellaneous bay where overhauling of auxiliary units is carried out, such as air compressors, hydraulic, vacuum and boost pumps. Also overhaul, test and reassembly of pressure oil relief valve may be carried out in this bay. Oil and coolant pipes flow tested, etc.

These units on completion of their overhaul and test are passed to the engine erection bay. It is pointed out that a job card is raised in each bay, for each component, and that close supervision is maintained over each phase of overhaul. The job card will not only indicate the work and modifications that have been carried out, but will also allocate the responsibility, should faulty workmanship or failure appear in the engine later.

In the engine erection bay the components are now built up as a complete motor. The crankshaft, complete with rods, is fitted into the crankcase and a pump affixed to a convenient oil union, through which oil is passed under pressure until lubricant appears at all main and big end bearings. The assembly of the engine is eventually completed, oil priming being carried out at all necessary stages, to ensure that lubricant is present in all oil pipes and ducts and at all moving parts of the engine. A liberal amount of clean, new lubricating oil is used in the assembly. New joints of the correct type are used throughout, and new locking devices wherever necessary, each unit being independently checked before it is finally covered by the fitting of another component. This obviates errors of omission. Valve and ignition timing is carried out, hand lubrication of remote parts finished, control work connected and checked, and the engine dispatched to the test bench for initial run, tuning, and endurance test.

Subsequently, the engine is removed from the test bench and returned to workshop, where it is passed to the stripping bay with the remarks and test card of the test bench operator. Here the engine is completely dismantled into units and closely examined internally for signs of shuffling and settling, running hot, high spots on bearings, and in general, any sign that the engine would not give faultless performance in service. All faults are noted and corrected and the engine again reassembled (supervision). Priming is carried out and the use of new locking devices where necessary, observed. Once more the engine is passed to test bench, with final instructions. It is put on test to ensure that it still functions perfectly and that controls, timing, etc., are correct and in order. Should the engine be required for storage, the test bench mechanics will run the engine on a straight (non-leaded) fuel for the last fifteen minutes of its run, after which it is removed from the bench and returned once more to workshops.

Here it is externally cleaned, the black matt surface touched up where the metal shows through, and the cylinder bores, valves, camshafts and rocker gear are sprayed with a

special corrosion inhibitor, care being taken to ensure that it reaches all the parts of the cylinder walls and all valves. External bright parts are treated against corrosion by greasing, and ports and orifices securely blanked off to ensure no ingress of atmosphere and humidity, and the engine crated for eventual dispatch.

While the engine is being prepared for dispatch, the staff will have compiled and brought up to date the engine log books and history sheets, the necessary information being collated from job cards. Thus repairs, replacements, modifications, and test bench records and settings and all work done, will finally be recorded in the log books, affording an excellent medium for reference and check on life of engine parts and general engine performance.

* * *

We have not gone deeply into the methods and processes involved during the complete overhaul, but intelligence, common sense, and a technical imagination will leave the reader in no doubt as to what may be asked of an aero engine mechanic, called upon to do this class of work. In conclusion, it will be noted that the overhaul of the complete unit is a fairly long and possibly expensive operation. Consequently it will be apparent that those persons who are employed in Engine Repair Shops must exercise extreme care in workmanship, and give their best efforts, in order that loss of time and material, and cost of overhaul procedure may be reduced to a working minimum and at the same time maintain the high standard of efficiency and reliability demanded of modern aircraft engines.

ALL RANKS



REMEMBER – Never discuss military, naval or air matters in public or with any stranger, no matter to what nationality he or she may belong.

The enemy wants information about you, your unit, your destination. He will do his utmost to discover it.

Keep him in the dark. Gossip on military subjects is highly dangerous to the country, whereas secrecy leads to success.

BE ON YOUR GUARD and report any suspicious individual to your Squadron Commander or Civil Authorities.

