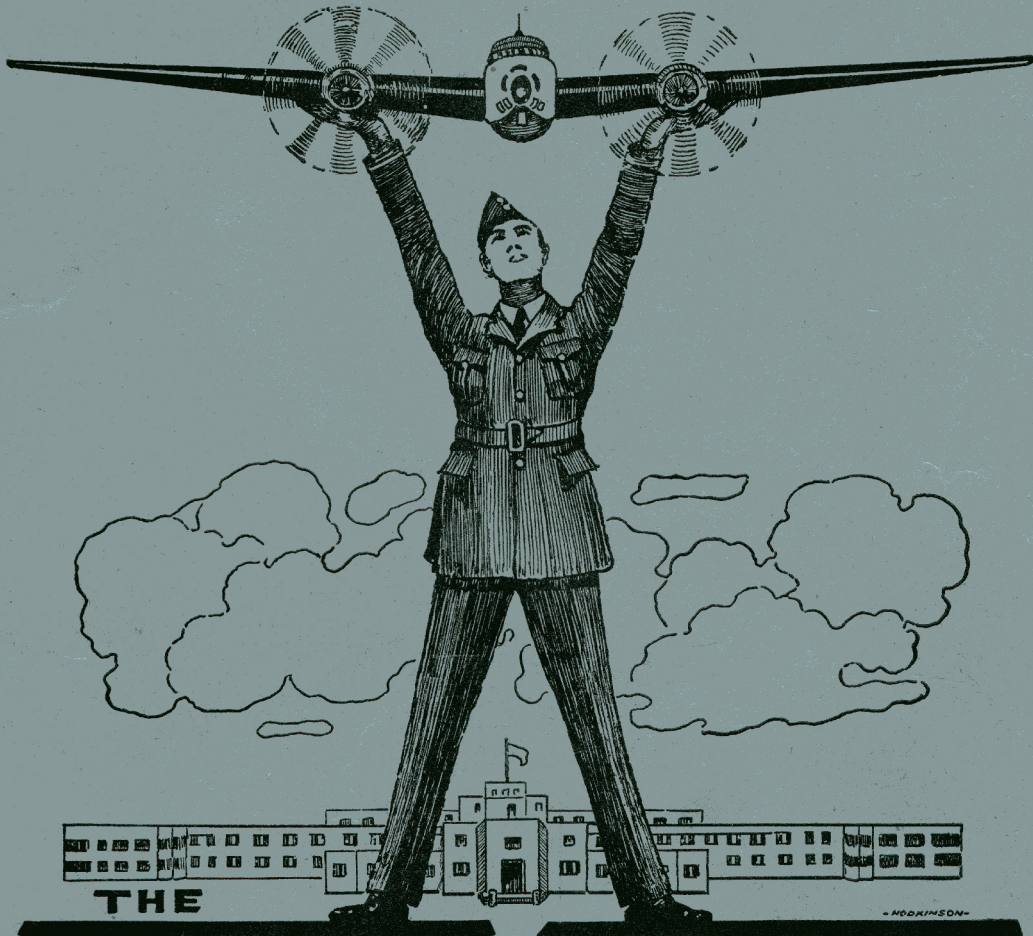


THE *Aircraftman*

VOL. 1 - NO. 10

MAY 1, 1941



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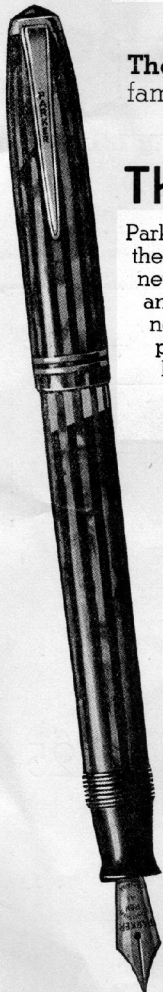
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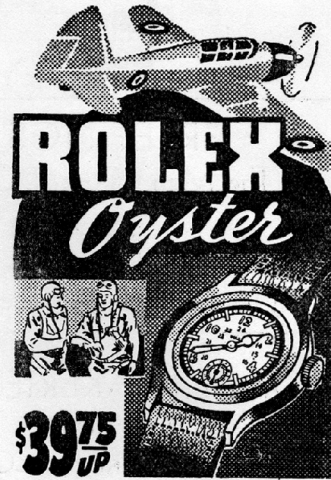
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THE AIRCRAFTMAN

A Magazine of the R.C.A.F. Technical Training School
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AN 18TH CENTURY PROPHECY

Most of us remember Gray's "Elegy in a Country Churchyard" and the following is a passage from his "Luna Habitabilis" as printed in a recent copy of "Punch". It is rather remarkable, in 1941, to look back at 1737 and to read:

*"The time will come when thou shalt lift thine eyes
To watch a long-drawn battle in the skies,
While aged peasants, too amazed for words,
Stare at the flying fleets of wondrous birds;
England, so long the Mistress of the Sea,
Where winds and waves confess her sovereignty,
Her ancient triumphs yet on high shall bear
And reign, the sovereign of the conquered air."*

« « EDITORIALS » »

HATRED

Germany will lose the war. Hatred will be one of the greatest factors contributing to her defeat. Hatred will be the fire in which will be forged the weapons of Allied retribution. The Nazis' brutal assault on innocent nations, their treachery and perfidy in international affairs, their indiscriminate bombing of civilians and the blasting of unfortified cities is stirring up a black passion of anger in the breasts of free peoples. Hatred is not a lovely word. It carries within it the suggestion of grim purpose, hard intention and dark fury. Many people went into this war resolved not to hate. But who can look on the ruthless action of Nazi Germany and not cry out with all that is within them? In his madness, Hitler has sown the wind and the whole nation will reap the whirlwind. The peoples who have felt the jackboot of Nazi militarism will learn how to return evil for evil.

If our hatred is a wise hatred and something more than a passion run amok, we shall direct our greatest fury against the false ideas of life and society which are fundamental convictions in dictator States. We shall hate the oppression of the weak minorities by the insolent majorities, the haughty assumption that some are appointed to rule the minds and bodies of others, that one shall decree the destinies of millions. We shall, if we are wise, hate arrogance and ambition and lust and the will-to-power and we shall love and pursue the ways of brotherhood and understanding. If this be our hatred, it will bear fruit in a new and better world.

* * *

MARTIAL MUSINGS No. V

By F/Lt W. S. Lighthall,

Conditions change so rapidly that it is impossible to foretell their exact sequence nor accurately judge the effects which may be produced by the plays in this fast-moving war game. The delay between furnishing copy and publication of THE AIRCRAFTMAN made the April "Musings" far from accurate as, when it was written, no hint of Jugo-Slavian revolt had reached the outside world and it appeared that the Greeks would only have to defend their Bulgarian and Albanian borders.

The entry of Jugo-Slavia, disastrous as it was to that nation, had a dual effect in that it delayed the German drive and cost them heavily

in men and supplies, while the retirement of their southern forces from the Greek junction at Struma opened the way for the flank attack through the Vardar Valley, the capture of Salonika and the outflanking of the Rupel forts in the Struma defile through the Balashitza Mountains.

The defence of these forts will rank in history with the first Thermopylae and it is fortunate that many of those brave defenders were able to slip away to the sea and escape by boat to Greece.

The gallant Greek armies who had held and defeated the Italian forces in Albania met the onrush of Hun hordes and by sheer courage and tenacity held their positions in Northern Greece and Albania until forced to retire slowly under the poundings of dive bombers and panzer divisions.

The retreating line paused at various points down the Greek Peninsula until the Plains of Thessally were reached and there the Greek forces surrendered, worn out by constant fighting for months against impossible odds.

Our forces, few in number but well equipped, have again demonstrated their superiority over the Germans and, although vastly outnumbered, have retired in good order, dealing telling blows wherever they have made a stand.

The casualties inflicted on the Germans by this small force are stupendous and at no place did their armored columns break the British line.

At the time of writing our army is still holding Thermopylae, covering Athens and the port of Piraeus, but they are fighting by themselves and further retirement is indicated, whether to the sea and embarkation from Piraeus or across the Corinthian Canal, where a small force could cover their retreat and allow the evacuation of the bulk of their equipment from ports in Southern Greece.

Whatever the fate of this force may be, they have earned undying fame and the losses inflicted on the enemy makes the Greek campaign well worth its cost.

In Africa the German-Italian drive bogged down at Sollum with the wasps' nest of Tobruk sitting on its lines of communication. The winding up of both Greek and Ethiopian campaigns should give General Wavell ample troops to renew his Libya offensive, and the Germans may well suffer a desert disaster with

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little hope of relief slipping past the navy, freed from Grecian waters.

Turkey's attitude is unfathomable at present but in spite of persistent rumors of German negotiations, it is unlikely that they will allow Hun troops to cross the Bosphorus without a determined fight.

Again the danger of attack on Gibraltar looms as a possibility but it has not yet taken definite shape and in any case would prove most costly to the Germans and further dissipate their far-flung forces.

The increasing flow of supplies from American factories is steadily cutting down Axis material. Superiority and everything now points to these supplies soon being delivered to Britain under U.S. naval convoy. When that comes it will be but a step towards fuller armed co-operation between the democracies, and with the vast U. S. army preparations well under way we could then look for ample military aid being forthcoming with very little delay.

The spring of 1941 has been one fraught with difficulties for the Allies but very costly victories for the Axis and as the season advances it is to be hoped and expected that the sniping tactics of the British will begin to wear down the Huns and prepare the way for allied offensives in 1942.

* * *

LEAVE

(The Editorial Staff wish to take this opportunity to congratulate the producers of "The Fingal Observer" on the splendid paper they are turning out. We are reproducing here an article that appeared in the April issue on the subject of "Leave." Those of us who are continually calling for "more leave" would do well to read this article.—Ed.)

* * *

Leave is respite from monotony; it is a breathing space; it is refreshment which should be reflected in greater ability and willingness to work. The thought of future leave makes it easier to work hard in the difficult present.

Experiment has shown that there is a definite limit to man's ability to work hard for long hours: reduction of long hours in some factories has actually resulted in an increase of output. But the ability to work hard and for long hours springs from spiritual as well as physical sources. The German people have proven this. Driven by an "ideal" of a greater Germany, by a firm belief that their "culture" and way of life is the right one, by the hope of revenge, by a new and more violent nationalism wrapped in the brain-fog of a blood and soil ideology—one could list many more motives—they have labored mightily, have pulled in their

belt to such an extent that our economic and psychological students have been telling us for years that they must break down. While we disagree with their aims and achievements, we must admit that they have shown an amazing ability to work hard. While France squabbled over a forty-hour week, the German working week steadily crept up to as much as eighty-four hours, seven days in the week, and, of course, there were many who exceeded even this week.

What we are trying to say is this: For a few days now we have had rumors of four days' leave at Easter. Do you think the Germans thought of four days' leave at Easter? By now you will have had your leave but at the time of writing no one knows what leaves are possible. But we do know that during the next six months the course of human history is going to be influenced once more as it was during the years 34-36 A.D., the invention of gunpowder or the Reformation—to cite examples at random.

Whether you and I will have the pleasure of four days' leave or a four hundred years' concentration camp will almost certainly be known before this summer is out. Just pause one minute and try to grasp the magnitude of that statement!

And we worry about a leave during the next six months!

We said before that a man has his limits. If that occurs in military life, the victim reports sick.

But we aren't sick. We are fighting fit. We are fighting for all we possess and we are going to prove our powers of self-sacrifice for what we believe in are just as great as those of the Nazi. True, we will accept and welcome all the leave we can be legitimately given without affecting our maximum war effort, but even if we think that that isn't being done, let us grin and take it. The tremendous adventure in which it is our privilege to be playing a part is too great for griping about minor discomforts.

Now is no time for leaning back; let us fight with our whole heart so that in the days of peace each one of us will look back with pride to his share in the struggle that assured another chance for democracy.

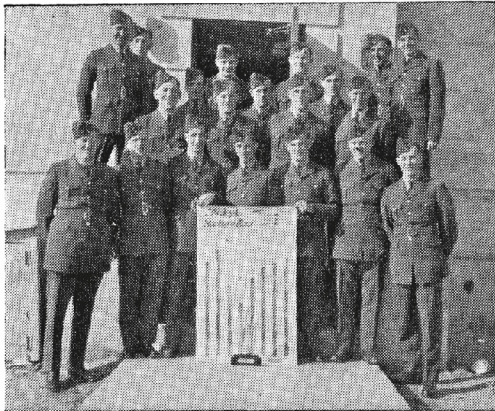
* * *

In a recent thoughtful book, "Air Power," by Major Al Williams, U. S. prominent flyer and aviation authority, his very last paragraph reads as follows: "The lists of deaths are open—the dread signal for the world's first full-out air war is near—and air power, the warrior knight of continents, flies forth—swiftly—to an all-time conquest of seapower."

« « SPORTS » »

2 Squadron 1 Wing Makes Debut As C.O's Trophy Winner

A determined band of athletes with that never-say-die spirit captured the trophy for No. 2 Squadron 1 Wing in March. Led by that master of stratagem Cpl. Maybe, 2 Squadron



had a clear-cut margin over 3-2, the runner-up. Although only 7 points separated the second to the fifth squadron in the final standing.

Even with various upsets, at the time of writing the April series is in full swing and we have a hunch that a new Squad will be making its debut as Trophy winner.

* * *

BADMINTON

Taking advantage of the quarantine, a very successful Badminton tournament was run off on Sunday afternoon, April 13th, in the Drill Hall. Out of 32 entrants, AC Morton of No. 3 Squadron 2 Wing was declared Station Single Champion, with AC Harris of E. & A.T.S. the runner-up. It would appear from the interest shown and the quality of play that a repetition of this tournament would be in order on the first open date.

* * *

TABLE TENNIS

Table Tennis revived somewhat on the Station in April. A table tennis team, captained by Cpl. Walker, R.C.A.M.C., L. & P.S'd it to London to enter the L. & D. Championships. Three of the boys reached the semi-finals and

AC/2 Barkey lost a close game for the championship.

On Sunday afternoon a quarantine special Table Tennis Tournament was held. AC/2 Barkey emerged as unofficial Station Champion of Series A and AC/2 Buchanan was declared winner of Series B. Considering the amount of practice the entrants were able to get in, the brand of tennis was ace high.

All the signs point to a continued revival of this sport, especially as a recreation hut is now under way.

* * *

ASSAULT AT ARMS

On Friday, April 18th, a Boxing Team representing the Station in the Inter-Service Assault at Arms maintained the reputation of the R.C.A.F. in no uncertain manner.

Our boys won 8 of the 11 bouts, three of them by knock-outs. "Sandy" Gordon and Harpell didn't duck often enough. However, the triumphs of Smith, McBeigh, McGill, Best, Evans, Storgre, Despres and Kapuscinski proved sweet revenge. "Best" was given the award as the "best" fighter on the R.C.A.F.

By special permission of Group Captain R. Collis and the generosity of the John Labatt Brewing Company, a special wire was run from the Armouries (London) ringside to the Station Drill Hall so the boys quarantined on the Station could hear the fights.

It was a good show. Congratulations to WO/1 Stubbs and his team.

* * *

SQUADRON SPORTS DOPE

By "A. Square Deal"

1 Squadron 2 Wing have an all-star Basketballer in George Weese, a former Windsor Alumni player.

3 Squadron 2 Wing have won 20 consecutive Basketball games in the C.O's Trophy competition.

2 Squadron 1 Wing have won 14 consecutive Volleyball games in the C.O's Trophy competition.

2 Squadron 2 Wing have a 6 handicap Golfer in F/Sgt Burkett.

THE AIRCRAFTMAN

E. & A.T.S. also have a 6 handicap Golfer in Cpl. Pilkington. How about a game, men?

3 Squadron 1 Wing are a-rarin' to get at those Lacrosse sticks.

1 Squadron 1 Wing have the fightingest teams on the Station.

Headquarters are conspicuous by their absence in the Drill Hall on Sports Nights.

* * *

BOXING

Submitted by WO/1 Stubbs, M. B. E.

The object of these Boxing Lessons is to improve the standard of Boxing in the Service and that the Airman will get more enjoyment out of the sport by performing with greater efficiency.

Besides enabling them to learn the correct technique, physical and mental efficiency are closely allied. The participation and indulgence in boxing produces a healthy body and a healthy mind.

* * *

BOXING LESSONS

1. The Correct Boxing Stance

The left foot should be in advance of the right, feet (or the base) not too wide, approximately 15 to 18 inches; both knees should be slightly bent and the body should be well balanced with heels raised off the ground. Now raise the hands; the left hand should be in front with the arm slightly bent and directed towards an imaginary opponent; the right hand should be rested lightly across the body with the palm turned downwards and the thumb of the right glove near the left shoulder. Hands should not be gripped too tightly but closed with the muscles relaxed.

2. Moving Around

Move around as lightly as possible with the left hand moving forward and backwards and the right hand moving in a weaving manner, ever ready to guard or to attack. The position is: Left incline with the left shoulder higher than the right and the chin tucked down into the shoulder. Always move around on the toes. More success will be gained by moving to the left, thereby making the opponent move around and on to the right hand punch.

3. Footwork

No boxer is complete without a sound knowledge of footwork.

To ADVANCE—Move quickly forward with the left foot, bringing the right foot up with a sharp One! Two! Practice this until the barest

fraction of a second elapses between putting down the left and following with the right foot.

To RETIRE—Reverse the advance movement by letting the right foot go back with the left following as quickly as possible. It is important to remember here that whilst footwork is in progress the hands must be kept up in a fighting position with balance equally distributed on each foot.

4. Side Stepping

This is a movement carried out in order to make a rushing opponent miss badly and is simply an easy move to the left or right. To move to the left, let the left foot go to the left with the right foot following—a slight turn of the body assists in this movement. By this movement an opponent has not only been evaded but has also been put on the blind side of the mover.

To side-step to the right, reverse the order of the movement described. It must be remembered that whichever foot leads first, the other foot must follow immediately. No time spent upon footwork is wasted. It must be mastered because once it is thoroughly learnt the other technique of boxing is much more easily mastered. A great deal of time must be devoted to footwork.

5. Straight Left

This movement is more of a point scorer than a knock-out blow, but it is the first punch a pupil must learn, as straight hitting is the most difficult movement to master.

Step in quickly, at the same time sending out a stinging left-hand punch at the punch ball; the right hand should be protecting the chin and the right side of the body, with the chin tucked down into the shoulder. The left arm is now straight with the fist closed tightly, elbow underneath, hand turned so that the thumb is mainly uppermost. The impact of the punch is taken with the knuckle part of the glove. The glove of the right hand is now slightly open.

When sending out the straight left, straighten the right leg and push off the ball of the right foot, but the feet must not be lifted off the ground.

After having landed the punch, step back immediately. Common faults when making this punch are: Over-reaching, putting the head down, taking the eyes off the opponent, and not keeping the right elbow close to the side.

6. Straight Right

This punch has proved very successful to many famous boxers and is, in most cases, the knock-out punch, because the right hand is normally the hardest punching hand. Practise

THE AIRCRAFTMAN

this punch on a heavy punch sack, making it into a One! Two! punch, or, in other words, feint first with the left, then punch straight from the shoulder with the right. The position of the left hand when the right has come into contact with the opponent or bag is close to the side of the body. Let the right shoulder go well to the front as the punch with the right is made—this adds power to the blow. Having learnt this punch to perfection, don't overdo it—this is a very common mistake.

7. Straight Right to Body

This punch is very much the same as a straight right to head, except that when stepping in with the left foot the left knee must always be bent, leaning the body to the left; a twisting movement of the hips is very essential with this punch. It will be noticed here that as the punch is made the right knee is slightly bent. The best plan to make this punch successful is to let the opponent lead with his left first. Plenty of practise on the punch bag will be required to master this punch.

8. Straight Left to Body

The straight left to body (or mark) should be practised upon the punch sack. The best method of getting home a left lead to the body is to first feint with the right to the opponent's jaw, then send in the straight left to the body. When trying this punch, step well in with the left foot and lean slightly to the right, keeping the chin tucked well into the shoulder. In trying this kind of punch be careful not to over-reach. If this is done it affords an easy target for a counter punch, usually a left hook.

9. Uppercuts

The uppercut is a very punishing blow as it has a jarring effect on an opponent and is a sure and scientific way of reducing an opponent's stamina.

It is used when in close quarters. For a right uppercut, stand fairly firm on both feet and bend both knees, bringing the right shoulder forward at the same time, bend the arm, turning the hand half right with the knuckles uppermost, then make an upward punch. Remember to keep well up on the toes and, as the uppercut is made, make an upward movement of the whole body. This punch is best practised on a punch pad.

10. Hooks—Left and Right

Left and right hooks are also punches which are generally used when in close quarters. The pugilist who brought this punch to a fine art was the late Jim Corbett. This is a very deceiving punch and is claimed by many as being one of the hardest of punches.

A good method of getting home with this punch is to first lead with a straight left to the

face, then as quickly as possible lean well over to the right and bring over the hook by just bending the arm and turning the knuckles of the hand towards the opponent's face, at the same time raising the left shoulder and elbow, and rising well up on the left foot, turning the left knee well towards the right knee.

The position of the right hand is now up against the right side of the face similar to the guard or straight left. Practise these hooks on a punch bag and concentrate on speed and power of punch.

11. Ducking and Slipping

Ducking and slipping are purely defensive movements which are frequently used by boxers. These are very graceful movements which, unfortunately, are usually overdone. The idea of slipping and ducking is to make an opponent miss with his punches. Whenever slipping or ducking, always follow up the advantage with some sort of a counter punch.

The difference between slipping and ducking is:

(a) SLIPPING—Lean the head over to the right or left just enough to make the opponent miss. Another term for this slipping movement is called "riding the punch."

(b) DUCKING—Here the body is bent forward and slightly downward from the hips, but again only enough to make the opponent miss.

In both movements the hands are always on the guard or ever ready to counter-punch. A slight bend of the knees helps this ducking movement.

12. In-Fighting

In-fighting is close quarter work. This kind of fighting is claimed to have been introduced to this country by the Americans. The idea here is to work for an inside position. To get this position the boxer must slip or duck an opponent's lead. Once having gained this position, dig the chin well down into the shoulder and slightly round both shoulders; this gives you protection. Punch away with sharp, crisp punches, varying the punches with hooks, uppercuts, etc. This kind of fighting is generally successful when meeting a much taller opponent.

When inside and punching away, keep the elbows well in. Don't make a habit of in-fighting—have a sharp and brisk encounter, scoring as many points as possible, then get away. Always protect the head and body when coming out of in-fighting. The best method of breaking away is to push the opponent well away with the hands on the opponent's upper arms.

Practise in-fighting on a heavy punching bag and make each training spell a lesson by

THE AIRCRAFTMAN

proper and well-placed punches and quick foot-work, etc.

13. Swaying

This is another defensive movement used by boxers, usually to avoid straight punches or to make an opponent miss, by altering the position of the feet. It is an easy movement of the body and is simply transferring the weight of the body to the rear foot. The knees do nearly all the work of this movement. When swaying back, sink well down on the right or rear foot and well bend the right knee.

To sway forward again immediately, raise off the heel of the right foot and resume the boxing position. The best method for practising this movement is to stand in front of a punch bag and let it swing towards you; when it is nearly touching, sway back as instructed. This helps to avoid punches by swaying and yet be in a position for a counter blow.

14. Drawing

Drawing is a means of bluffing an opponent by persuading him to lead a certain punch for which you have already prepared an effective reply.

Example: A and B—"A" is offering his opponent what appears to be a great chance of landing an effective punch, yet if "B" does so he will expose himself and so fall into "A's" hands and receive punishment.

Another good draw is to tempt an opponent into following up by frequently stepping back out of distance from his leads, making him think you are afraid of him and causing him to follow you. When ready, the next retiring step is only a feint and, instead of going right back, only go half a step back, and as the opponent makes his advance suddenly step well in with a timed punch and the opponent is taken by surprise. Drawing can only be learnt by experience.

15. Feinting

Feinting in boxing means the sending out of a false signal (with some movement of the hands or body) in the hope that an opponent will answer it and make whatever move the feint intended him to do. Don't worry too much about feinting until you have learned how to box, as this will be picked up with experience.

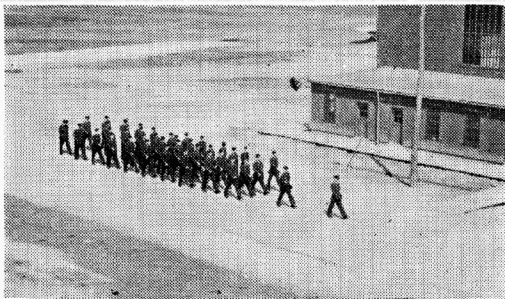
After all, feinting is foreseeing and forestalling an opponent's intentions.

* * *

STATION ACTIVITIES

Vimy Ridge Memorial Service

A Vimy Ridge Memorial Service was held on this Station on the afternoon of Sunday, April 13th. Veterans of the First Great War assembled on the parade grounds and were inspected by Group Captain R. Collis, command-



ing officer of the School. Led by the Band, the company marched to the cricket field, where a drumhead service was observed. F/Lt Light-hall, D.F.C., addressed the gathering and reminded the veterans that it was their duty to

hold a confident belief in our ability to beat the Hun a second time and never to allow the spirit of the younger recruits to decline into a defeatist mood. F/Lt Aldersley, who was wounded at Vimy, placed a wreath at the foot of the cross. Two minutes silence was observed and the "Last Post" and "Reveille" were played.

Following the service, the canteen was opened and the old songs sung and the old stories told. The occasion was improved by the finest weather and the presence of an interested crowd of Airmen who stood nearby.

* * *

"LIBRARY CORNER"

By A. Askew

Maybe one cannot expect to find many lovers of poetry amongst a body of men who are preparing for the grim art of making war. And yet war and struggle, particularly when there is a distinct clash of ideals, as apart from the simple lust for power, has always produced fine poetry. When the epic of Dunkirk comes to be written it will be only in poetry that that amazing event will be properly described. More

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than 2,000 years ago a Chinese official wrote some beautiful poetry of the events of his generation. Recently The Book of the Month Club issued a volume of this old patriot's verse, and it is now in our Library. If you love poetry, don't miss reading this fine book.

Many men in the School do not realize that we receive newspapers from various cities of Canada and the U.S.A. If your home town is not represented, possibly arrangements can be made to obtain your home paper. At present we are well served by papers from Toronto, Montreal, Ottawa, Windsor, Winnipeg, Regina, Calgary, Saskatoon, Vancouver, Boston and New York.

The consignment of books from the County Library arrived just before the heavy demand caused by the "stay in" order developed. Some good books are in this section, and they have been extremely helpful of recent weeks. Special emphasis is made on return of these books, because they are on loan to us and must be returned before we can obtain a fresh supply.

Answer to Correspondent:

You are in error. The book "Stubbs at Fifty" definitely has no relation to, nor describes any incident in the life of a well-known W.O. on this Station.

* * *

CONGRATULATIONS

Congratulations are in order to E. & A.T.S. for the splendid showing made in the War Savings Certificate drive. A lead of 45.93% over the second highest squadron, and 58.04% over the last squadron. Well done, E. & A.T.S.

* * *



* DRILL HALL SCENE ON MOVIE NITES !!!! *

* * *

AS OTHERS SEE US

By Hawkeye Chips

STAGGERING

They stagger out in the morning,
 They stagger back at noon,
 Tho' they feel their morning's labor
 Are rewarded none too soon.
 Still staggering after dinner
 They essay to reach their classes,
 Where a snooze can be caught 'tween effort of
 that
 Ere they stagger to their bays with the masses.
 Like a bolt from the blue comes a time they
 all rue,
 'Tis a date with the P. T. instructors;
 To the Drill Hall they amble, and I didn't
 say scramble,
 Where gents in white shout "Do or bust be,"
 'Tis then they discover that long under cover
 Are spare tires near the midriff,
 So with tests of agility, beyoje their ability,
 'Tis no surprise they conclude it, stiff.
 So once more they stagger, but pity the lag-
 gards,
 Treatment like this would make J. Louis look
 Haggard.

* * *

AIR FORCE FOLLIES

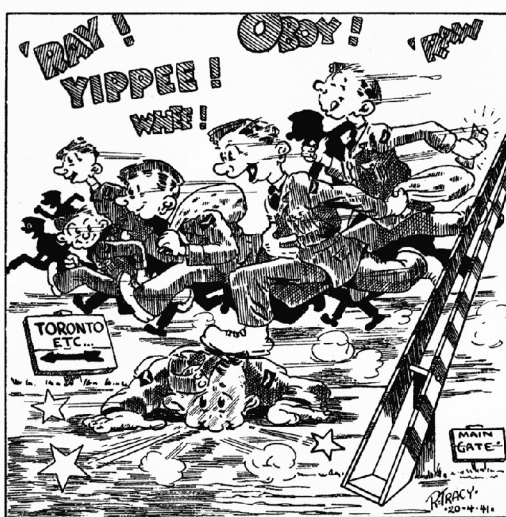
Under the direction of AC/2 Lees, the second edition of the Air Force Follies made its appearance to the strains of the Station Orchestra. The R.C.A.F. Cuties wowed the boys.

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Of course, the aforesaid Cuties had some difficulty in keeping their hair and other parts of their anatomy in place, but what is a little incident like that in an evening of fun. The talented ones of the Station went to town. There was music and mirth, comedy and touching melodrama. The tap dancing was excellent; the adagio was—well, nuff said, the classics kept company with crooning and the curtain kept company with nothing and finally parted company with itself.

All in all, we had a lot of fun, both backstage and front.

* * *



EXODUS

* * *

GAMES FOR MEN IN QUARANTINE

Y.M.C.A. Makes Life Easier for Trainees Detained at Air School

Amusement While Awaiting Results of Tests

The Y.M.C.A. Auxiliary Service at the Technical Training School has stepped into the breach again to take the monotony out of life for members of the R.C.A.F. quarantined at the big R.C.A.F. school. All of the Airmen are confined to barracks, and several hundred others who were positives in the swab tests are segregated until the cultures become negative again.

Besides sponsoring general entertainment for all the School in movies and Station activities, the Y.M.C.A. brought in more than 100

special kits for the benefit of the segregated men.

These kits contain plenty of games of the type that can be played indoors—checkers, darts, chess and similar games—and also brought in nearly 200 decks of playing cards.

The men have made good use of the games during their enforced period of incarceration and the thoughtfulness of the Y.M.C.A. is greatly appreciated by them.

* * *

LADIES' OUTING

Not often is the Y.M.C.A. called upon to organize a party for ladies only and yet this is what happened on Thursday afternoon, April 3rd. Interested by the reports of the Airmen who were out visiting the Sparta district the previous Sunday, the ladies decided they also wanted to see what it was all about. Mrs. Collis, wife of the Commanding Officer, enthusiastically took up the idea, and the "Y" immediately began to scour the countryside for a sugar bush that could be approached without the ladies getting their dainty feet too muddy.



Mr. Chas. Ashmore, River Road, agreed to entertain the party providing, of course, the weather was suitable for a good flow of sap.

So on a beautiful spring afternoon twenty-one cars, loaned and driven by good citizens of St. Thomas, set off on what proved a very interesting and happy outing. Going south to Union and turning east, then north, the home farm of Hon. Mr. Hepburn, Premier of Ontario, was admired, particularly by the ladies from the great open spaces of the prairies. Crossing the highway, a drive of four miles over roads that were good in places, and not so good in others, brought the party to the sugar bush.

Operations were in progress at the camp and the process of boiling the sap down by evaporation was explained in detail by Mr. Ashmore. Numerous questions by the visitors showed they were thoroughly interested in the work.

The School Librarian, Mr. Askew, gave an instructive talk on the history of the industry,

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mentioning how the Indians were making a crude syrup long before the white man came to this continent.

Then came the visit to the homestead, where Mrs. Ashmore made hot maple taffy for the whole party. "My, wasn't that taffy delicious!" says a lady from Manitoba. "Western hospitality couldn't beat this."

Then away again over the country roads, a detour to pass the Fingal Bombing School and home in the evening, everybody agreeing it had been a thoroughly enjoyable afternoon.

* * *



* * *

AIRMEN FROM CANADIAN WEST SEE THEIR FIRST SUGAR CAMP

More Than One Hundred Men From Technical Training School on Motor Tour to W. B. Roberts' Bush Near Sparta

From The St. Thomas Times-Journal

Royal Canadian Air Force trainees at the Technical Training School, from various parts of the Canadian West, enjoyed the novelty — for them — of seeing how maple syrup is made, Sunday afternoon, when they were taken on a motor tour to the Roberts sugar bush, off the Port Bruce Road, Sparta, with about 20 St. Thomas car owners acting as drivers and individual tour conductors. The trip to the sugar camp was organized by Ernie McEwen, the Y.M.C.A. director at the School, and Alderman Archie Askew.

The enthusiasm with which the Airmen embarked on the trip and their eagerness to learn the why and wherefore of everything at the sugar camp and many things en route indicated that they enjoyed the trip greatly.

Yarmouth Councillor William Roberts, owner of the sugar bush and camp, went to a lot of trouble to have everything in readiness for the visitors. Sap was gathered Sunday morning and the evaporators were in full operation. Mr. Roberts took the visitors in groups,



explaining the process of "boiling down" the sweet sap of the hard maples into syrup or maple sugar. Every Airman was permitted to sample, generously, of the product of the camp. There was about only one Airman in the big party who did not find the excursion a distinct novelty. He was from Nova Scotia. He admitted that syrup and sugar-making was "old stuff" to him, but he said he enjoyed the drive and also seeing how the industry is carried out in Ontario.

The boys from the Prairie Provinces were particularly enthusiastic, for any kind of a tree intrigues them. They had to know how a hard maple was distinguished from a soft maple; how the wind and other weather conditions affect the flow of sap.

The sugar camp was not the only thing which interested the Airmen on the 700-acre Roberts farm. They had to inspect the big flock of sheep and early spring lambs in the barnyard and the brood sows that rooted contentedly in an adjoining field. The magnificent vistas that open out on either side as a person walks the two miles to the sugar camp, with the old Catfish Creek twisting and turning through the wooded hills and cultivated flats, also fascinated the Westerners. Many of them carried cameras, while one Airman took his portable radio receiving set with him. Some of the boys got a bit muddy in a "route march" across the flats, but a little thing like Southwestern Ontario sand loam mud didn't worry them.

As one lad from Southern Saskatchewan put it: "If it had been gumbo clay like we have out West, it might have been different."

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"OUT OF THE BLIGHT"

Notes from Isolation Publication, "The Dipsy Doodle"

FOUND Diphtheria Bacillus

Captured in the Dormitory of the Isolation Wing of the T. T. S. after an intensive hunt by the Morning Fatigue Party at exactly 1105.1/50 hours on this day of Our Lord, April 14, 1941, A.D.

REWARD

A reward of *One (1) extra (?) Egg* for breakfast is offered to any interested party or parties who discover any more of these ferocious critters!

* * *



* * *

AN AIRMAN'S ATTITUDE TOWARDS ISOLATION

By AC/2 Shephard, C. W.

I joined the R. C. A. F.
To help to win the war,
And now that I have started
I wonder what I did it for.

My reasons were the noblest,
My intentions were sincere,
But quarantine is all I've heard
Since ever I reached here.

Then came the isolation
To keep diphtheria down;
They moved us into Squadron Two
And gave us the run-around.

They put us all on duty-flights,
To wash and sweep and mop,

And altho' we're isolated
They keep us on the hop.

They prick us all with needles
And shove tooth picks up our nose,
They give us all a throat swab,
And that's the way it goes.

They say that we are carriers,
That we are all diseased,
But we're sure were healthy
And so we are displeased.

We have a yard to play in,
The size of a chicken coup,
So our only great desire
Is to rejoin the other group.

Some boys are a bit discouraged
And say we'll all be dead,
For if the germs don't kill us
The M.O's will instead.

However, I don't like that,
I think it is unfair,
For they are working for the best
By keeping us in their care.

They don't like it any more
Than you or I myself,
None of us like being pushed around
Like bottles on a shelf.

So just take it with a smile, boys,
And the time will not seem long;
We're headed for adventure—
Let's take it with a song.

* * *

Here is one to figure out, fellows, although
I do not advocate trying it:

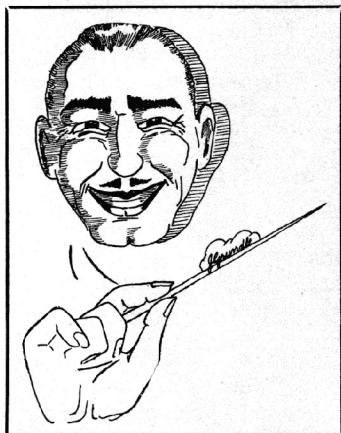
An Airman walked into a soda fountain and asked for a drink of Coca-Cola. The fair maiden placed the bottle before him, upon which he said, "Oh, I am sorry I wanted Orange Crush." The fair maiden aimed to please, and exchanged the coca-cola for orange crush.

Leisurely the Airman drank the contents, and when his thirst was quenched he proceeded to depart, without paying for the drinks. The fair maiden called this oversight to his attention, and said "You did not pay for the Orange Crush." The Airman said, "Well, I traded the Coca-Cola for the Orange Crush." The maiden replied, "Well, you did not pay for the Coca-Cola, either." "Well," said the Airman, "I did not drink the Coca-Cola." Leaving her slightly bewildered, he proceeded on his way.

THE AIRCRAFTMAN

STATION PERSONALITIES

There is one dark, handsome man on this Station who is often in the limelight, but more often he is in the background worrying about the hundred and one details which add weight to the contention that most musicians are slightly off centre. As N.C.O. in charge of Bands, F/Sgt Green is responsible for the showing made by the Brass Band, the Bugle Band and the Station Orchestra. The perform-



ance of these organizations is adequate proof of the competence of the Flight. F/Sgt Green has long been in the music game. As a youngster of fifteen years he went overseas with the band of the 52nd Battalion but managed to

wangle his way into combat service when the bandmaster wasn't looking. The result was that he was wounded when he was sixteen years of age. All through the First Great War the Flight blew his trumpet and on demobilization joined the orchestra of the C. N. R. in Winnipeg. During this period he organized the Transcona C.N.R. Shop Band. Then the Border Cities called and for nine years F/Sgt Green had his own dance band in that area.

During the time in which he has been in charge of Bands on this Station, F/Sgt Green has managed to keep a brass band going with only 17 instruments belonging to the Station. In spite of frequent changes of personnel (250 men have been members of the Bands), he is always ready for any occasion, be it a ceremonial parade or a "jam" session.

We won't vouch for the fact, but if trumpet playing has anything to do with it, there is a fair chance that at some time or other the Flight will understudy Gabriel.

* * *

WANT ADS.

"For Sale—A typewriter, by a Cpl. with a new ribbon."

"For Sale—A cow, by a man with brass knobs on his horns."

"Lost—A chocolate bar, by a little boy half eaten."

"For Sale—A piano, by a lady with carved legs."

* * *

AMONG THE SQUADRONS

Squadron 1, Wing 1

It was with deep regret that we learned some of our fellow-Airmen would have to be separated from their Flights, necessitated by the laws governing quarantine.

Our wholehearted sympathy was extended to those whose names were called for isolation, and when they left, we admit, we lost some of the finest lads in our entries.

Even under these adverse circumstances, it was evident the fellows were real men about it, and wore a smile as they left, however forced it may have been.

As far as Entry 44 is concerned, the joy of

ducking the boys in cold water has lost all its incentive. Without Larry Sevengney's wholehearted laugh, which came from his toes and imparted a cheery air to all those who heard it—why showering has lost all its suspense and fun. There was no need to go to the baths to see if the victim was immersed, because when this occurred Larry's laugh permeated the air, and all was O.K. We know, even under these unavoidable circumstances the lads will keep a stout heart, and chins up, and will we celebrate when we get out together again, soon!

* * *

OUR LEISURE HOURS

It is not with the idea of depicting the life of an Airman when off duty, or to detail his activities during his own time, but with the

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thought of proving to you that we have everything within our reach, let us proceed to show some of the highlights:

DRAMA—The unconventional walk to and from the showers, in all manner of attire, not yet found by the fashion creators.

MUSIC—Our bugler in the morning.

SUSPENSE—Waiting for the names of the Isolationists.

FEAR—That you are elected next for the cold showers.

HUMOUR—When someone else is the goat.

TECHNICOLOR—Wash day in the Squadron.

HONOUR—Re-payments on pay day.

GLORY—When our Squadron wins the Trophy.

EXCITEMENT—Everybody preparing for a Forty-eight.

SILENCE—Only when everybody is asleep.

HAPPINESS—When we get that letter from home or from the sweetheart.

VARIATION—Mess Hall.

CHANGE OF THOUGHT—Wet Canteen.

* * *

"THE 44TH"

May we, the 44th Entry, take a bow? For we figure when this edition is out we will be preparing to make an exit, to execute the orders and work of the Squadron to which we are detailed. In leaving we extend to those officers who were responsible for making our time of schooling so interesting a vote of thanks, and to our Squadron Officers a salute, as we feel we were treated the best.

During the latter part of our lives, when we have licked the enemies, and fulfilled our duties, we will often sit back in our easy chair, and possibly as we sit and smoke, go back to reminiscence among the various trains of thought, which leads back to that part of our life when we were in the R.C.A.F.

All we can hope is that our future associations with fellow-Airmen, wherever we might be, will be as pleasant as they were at the T. T. S.

* * *

FRAGMENTS FROM FELLOWS OF THE FIGHTING FIRST SQUADRON

There was such a rush the other morning in the wash room that five fellows were combing each others hair before someone put them wise to what they were doing.

After the moving around schedule was completed, there were so many foreigners (name given to any Airmen out of his own bay) in our Squadron that we started a League of

Nations Committee to take care of any refugees that may be left over.

There is a Duckworth of the 56th Entry who tried so hard to sell his pigs that his theme song now is "Want to Buy a Pig, Honk, Honk?"

It's no use, fellows. According to Smith and Parson of the 50th Entry, there is no possible way of getting around it. When you are celebrating, you just have to keep it quiet.

They tell me that Russ Carter of the 44th has just received an offer from the manufacturers of wire brushes to purchase all his head of hair to make stiffer brushes.

The 45th Entry looks like lost sheep now that their Right Guide Adnet was taken out for isolation.

It seems that, finally, Ashby of the 56th hollered himself right into a network of trouble one Sunday when the Flight was on hand.

J. R. Smith of the 44th is practicing to be a professional bouncer, because he is continually going around trying to incite a riot, with that smile of his.

Could it be that Hall, Gosley and Nicholson of the 45th are just consoling one another about their shortness, or is it some mutual misunderstanding they are sharing.

The height of disillusion was achieved when Gilbert of the 50th extended Easter Greetings to the Flight late Easter Sunday morning, while still in bed. For his laxness in getting up he was awarded extra fatigue duties. Soft soap did not seem to stick.

Over the week-end, when we were confined to barracks, we found four fellows with an open map of Ontario standing in the wash room, holding a cold water tap wide open, and keeping their eyes closed. We inquired into the mystifying procedure, only to learn that they were taking an imaginary trip to Niagara Falls and having reached their destination had turned on the tap to get the effect of the falls in action.

There is a white-haired boy in the 45th who thinks his boat is going to come up the golden stream.

We are still trying to find out who the teacher's pet is in the 44th who had dirty buttons on the day we had inspection.

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Donnelly of the 50th feels it in the mid-section after assisting in a feud between the 49th and 50th.

* * *

SPORTS

Sports in our section, as well as generally, took a slight drop in the past month, which was caused by the ills which man is heir to. Also, with the warmer weather coming along, many of the boys who have so gratefully showed their laurels during the winter months on inside games are turning outside and practicing for outdoor games.

However, considering all this, and a little more, we have a good challenge to take up. Corporal Brooks of our Squadron definitely states that he will have the champion Volleyball team of the Station during May. Now, fellows, let's back him up.

* * *

Squadron 2, Wing 1

Around the Orderly Room

When a Disciplinarian gets a Technical N. C. O. behind the proverbial "8 ball" that's not news; but when a Discip. gets another Discip. there, that is news.

* * *

THE EAST AND THE WEST

By AC/2 Maclean, R.

Perhaps you have heard the story
Of the beautiful West and all its glory;
Can you tell me where beauty can be found
In miles and miles of barren ground,
What of sand storms clogging your gizzards
And freezing winds and howling blizzards?
Let the Westerners boast and of their land
rave,
For blue rivers and green forests we'll always
crave.
What could be better than our Eastern land
With wide expanses of blue water on either
hand,
Green fields and beautiful valleys we hold dear,
No sand storms and treeless barrens here.
You can boast, my Western friend,
Here in the East my life I'll spend.
You can ridicule and call us demented,
Jealousy makes you dissatisfied, we're con-
tended.
And when the war is over and the cannon cease
to roar
I'll return to my homeland on the Eastern
shore.
You can go back to your wastes of sand,

We'll not trade though your boasting sounds
grand.

So let's not argue or boast in the least,
You love your West and we our East.

* * *

363 - A PRAYER FOR ALL

By A. E. Elliott, Saskatoon, Sask.

God give to our STATESMEN *wisdom*,
And to our MECHANICS *skill*;
God give to our AIRMEN *vision*;
To ALL OF US more *goodwill*!
God give to our SOLDIERS *courage*,
Whatever their lot may be—
The power of a grand *endurance*,
Till nations again are free!
Be near to the ONES WHO SUFFER—
The victims of war, and ALL!
Oh, list to the prayers they utter,
And answer their humble call!
Give *strength* to the ONES WHO ARE STRIVING
With all that is in their power
To comfort the *sick and dying*,
And lighten the darkened hour!
Then, after the night of sorrow
That has been so dark and long
Shall come with a brighter morrow,
A world full of joy and song.

* * *

SPORTS

2 Squadron 1 Wing pulled the hat trick in admirable fashion last month by absconding with the C.O.'s Trophy in grand style.

It was more or less a race between 2 Squadron 1 Wing and 3 Squadron 2 Wing, but Sgt. Rowley and his drill team won the drill contest again to give us the deciding points—with quite a margin. Nice going, fellows. How about a little of the same co-operation this month?

* * *

Ford Plane Engine Expected To Shatter Air Speed Records

(From Detroit Free Press, March 26/41)

A new supercharged Ford aircraft engine with more power and lighter displacement than any engine now on the market probably will be perfected by June 1st, H. C. Van Rance, chief aeronautical engineering designer of the Ford Motor Company, said Tuesday evening before the American Society of Tool Engineers at Convention Hall. Van Rance revealed for the first time the make-up of the new motor which has been under tests since last summer. How fast the new engine would allow an aircraft to go, he declined to discuss, explaining that the task thus far has been to supply the power. He

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also said that he could make no predictions concerning production.

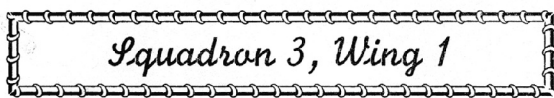
The new engine, with a supercharged exhaust-driven turbine to function throughout the entire range of flying and with a maximum take-off horsepower of 1,500, will propel a ship faster than anything now in the air, he indicated.

He pointed out that other planes use superchargers mostly for acquiring altitudes. He described the Ford engine as weighing less than a pound per horsepower, considerably less than any present engine.

A two-cylinder test engine, V-typed and liquid cooled, has been completed for several months.

The motor is designed to be flown with the throttle wide open, with speed adjustments to be made by regulating pressure in the manifold and through the pitch of the airscrew blades. Another innovation is a piston only half as long as the diameter, made to aid piston-ring performance and dissipate heat more quickly.

* * *



Squadron 3, Wing 1

In Memorium

FLT/SGT CHRISTOPHER HOWARD GREEN
of Edmonton, Alberta

who passed away recently.

We, the N.C.O.'s of 3 Squadron, mourn his loss both as a friend and an instructor.

*"He can rest and in faith he shall need it,
Lie down for an eon or two,
Till the Master of all good workmen
Shall put him to work anew."*

—ALL THE N.C.O.'S OF
3 SQUADRON 1 WING

* * *

SPORTS

BASKETBALL

March proved a bad month for our ball handlers. But even as March was bad, April has started well. We have to April 14th won all our games and we have great hopes of keeping the winning streak going all month. During last month we reorganized the team and now have a team to be proud of.

McGraw, Fisher, Tannahill, Thomas, Carter, Pognat, McGillivary and Rutherford now are the mainstays. All have been turning in a good game every night.

VOLLEYBALL

Last month this team was the means of gaining the points for us and we hope they will continue their winning this month. So far they have not lost a game in the new month.

Nickel, O'Grady, Holingshead, Stopherd, Heslok and Marshall are the boys who make up this team.

BADMINTON

Another team that brought us points last month and looks as though they will keep up the good work.

Again we are sorry to say that supporters are still very conspicuous by their absence. Supporters are just as important in sports as the teams. So, 3 Squadron, come out and cheer your teams on.

* * *

A Message From the O. C.

This Squadron (No. 3 of 1 Wing) has never yet won the Commanding Officer's Trophy; but that is no reason to think we never will.

I am sure we have just as good talent in this Squadron as any other, and there is no reason why this month shouldn't see us on top.

We have started off well, for at this moment we have full points, having won every start. Therefore, let us as a Squadron get right behind our teams and give them all the support we can. That means attending the various games and rooting to the limit. You will be surprised how far a little encouragement will take us. Let every man take a personal pride in his Squadron and its efforts and make them his own. It is only by pulling together we can ever get anywhere. So, boys, let's go!

* * *

JEST CHATTER

We have heard a lot about the Commanding Officer's Trophy but as yet this Squadron hasn't held it. So let's have an "ALL OUT" effort this month and bring out the means whereby we can win the Trophy.

After receiving a letter containing money, AC/2 "M" hurriedly opens another from the same place and found this at the bottom:

"P.S.—If I hadn't sealed this letter I would have enclosed another dollar.

"LOVE."

A True Incident

"And who are you?" asked the M.O. while taking the swab test on the nose of an N.C.O.

"I'm a disciplinarian," came the reply.

"Then let's shove it higher and see if you have any brains."

WORK



SAVE

3S-1W 20.89%

E.Q. - 26.41%

2S-2W 27.33%

1S-2W 27.41%

2S-1W 29.41%

3S-2W 30.60%

CIV. - - 43.44%

1S-1W 55.28%

E.A.T.S. 82.08%



LEND



H. E. Bay



THE AIRCRAFTMAN

WE ARE WONDERING

Who is the corporal in 3 Squadron who is called the "Weasel."

How much longer "Cleopatra's Needle" can last with all the injection going on.

When No. 3 Squadron will be first for once.

If Corporal S. will be more lenient with the boys when he returns from his leave.

When No. 3 Squadron can proudly display the Commanding Officer's Trophy.

* * *

SECRETS FROM "B" FLOOR

What Corporal of Squadron 2 helped what Airman of Squadron 3 sober up for his intermediate exam? We wish that more Corporals were like Cpl. "S." Nice going, Cpl.

Also, what Airman claims he knows all that has been taught him? How about it, AC/2 "H."?

The boys of the 48th Entry want to know where the boys of the 55th Entry came from. For at 5.30 at least one-quarter of them are up. Take it easy, boys; we like our sleep.

—SLEEPY.

* * *

THE NIGHT BEFORE

'Tis the night before exams
And tension is taut;
Some nerves near collapsing,
And some that are not.

Manuals and notebooks
Are pored over and scanned,
Sequence and operations
Are mapped out and planned.

Telechrons and telegons
Sound much the same,
But ten marks are deducted
For every wrong name.

Cigarette, after cigarette,
We burn as we try
To fathom out difficulties,
The wherefore and why.

This valve and that valve,
Are they the same?
Which spins the trainer,
And what is it's name?

Lord, how we sweat!
As we think of the morn
When with notebooks interned
And of our manuals shorn.

We tackle the exam questions
And pray that we might
Not get too many of them wrong
And more of them right.

So "GUARDIAN ANGEL" of Airmen,
We beg and we pray
You'll lead us to victory
On examination day.

* * *

Squadron 1, Wing 2

THE FORTIETH

By AC/2 Busby, B. C.

The 40th Entry by the time of publication will have passed through the portals of T.T.S. Our postings were somewhat retarded, due to quarantine. We were a very fortunate entry for, besides learning more than we ever had dreamed possible about "Airframe Mechanics," in the latter stages of our stay at St. Thomas we learned much about "Kitchen Mechanics" to the tune of eighty bags of spuds a day. However, we were only too glad to pitch in and take our extramural activities with a grin for some of the boys claimed it was more work dodging the corporals than doing the actual fatigues.

In a lighter vein, we can remember seeing one of our boys being carried to the hospital after making a sudden descent from a top bunk.

Our thoughts wander back to the night when another of our members mistook a department store for a pet shop while trying to purchase a pet monkey for his young daughter.

To the members of the Fortieth and all the other gang left behind, we wish the best of everything.

* * *

TO THE FORTIETH

By AC/2 Lee, P. J.

Now the day has come at last
The 40th are no more,
For they have gone—their turn has come
To go and take the fore.
How well you know, in days gone by
The things that they have done:
In Drill, in Sports and peeling spuds,
They are surpassed by none.
So here's to them as they pass on,
And luck to those who stay,
But memories they'll always have
As they pass on their way—
Farewell!

SPORTS TALK

At last 1 Squadron 2 Wing is up in the charmed circle in the C.O's Trophy series. In March we were only 7 points out of second place and at this date we are well up with the leaders. Lacrosse, Tennis, Softball, Soccer and Horseshoes are on the list for the summer program. Airmen desirous of playing in these sports report to Corporal Goomanson, in the Squadron Orderly Room.

* * *

A MODEL AIRMAN

By AC McDonald, A.

I'm a model Airman,
I know my way about;
I'm always up in the morning
Before the bugler's out.

I always have my shaving done
Before the rush begins,
And I'm always first at the kitchen
Afilling up my tins.

I'm always neat and tidy,
My shoes are shining bright;
I'm always first on Morning Parade,
And I never go out at night.

I always salute an officer
Tho' he's a mile away,
And you never hear me kicking
Tho' our hash's made of hay.

Now I'm in love with an Airman's life,
I know that it's good for me;
I know the grub is wholesome,
And there's nothing like P. T.

But today I learned a lesson,
And tonight I am C. B.
Just 'cause I shouted "Hey" to the Flight
When he wanted "Sir" from me.

* * *

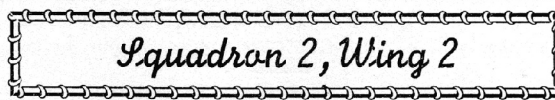
No. 1 Squadron 2 Wing, in harmony with their fellow-members of the Station, express their enthusiasm and gratitude to the kind source for the likenesses of our Pace Setters which hang in our respective messes.

Will the Professor of the 50th Entry stop yawning so persistently and early in the A.M.? This must embarrass the M.D.

The A.M.W's are all proud of Cpl. Baker's new desk. But definitely!

* * *

HELP WIN THE WAR - BUY WAR SAVINGS



SAGA OF SPORTS

By Cpl. Cassidy, J. V.

Well, gang, it's a long road in our fight to regain our position at the head of all the squadrons in the race for the C.O's Trophy. After losing the cream of our players in the passing out of the 36th, 37th and 38th Entries, we have rebuilt our Basketball team around two of our outstanding players, Paul Zeaton (Capt.) and Alex. Chomiski. We have a Volleyball team that really looks like a good threat to Cpl. Harris' boys. This Sports Scribe was not the only casualty in the opening of spring training; our O.C., Flying Officer Brickenden, was also on the list. He has been pleased with our record turnouts and, fellows, we mean to keep up our reputation of no defaults. Last November things looked black for inter-squad sports, until 2 Squadron's victory wakened the Station, but for two more months we showed the various squadrons some real playing. So let's bring the Trophy back to where it rightfully belongs— 2 Squadron 2 Wing. Orchids to AC/2 Sargent and AC/2 Sarkissian for outstanding performance in Volleyball. This column will make a practice of bringing to your attention players on the various teams. Many thanks to Cpl. Thompson, K. W., in his untiring efforts on behalf of the Badminton team which he has whipped into shape.

* * *

SQUADRON NEWS

By Cpl. Hunt, T.

The personnel of No. 2 Squadron take great pleasure in congratulating Sgt. Morrison in his advancement to the rank of Sergeant, but also regret the loss of Cpl. MacIllwain, who is being posted to Trenton. We are still in a muddle with our boys living in all parts of the wing, from up in Headquarters to way down in the far east in No. 2 Squadron. Oh well, you must let the Medical Officers have their way or they will C.B. you for ever. We only wish that we could send some of them over to No. 1 Wing and hope that they would bring back the O.C's Trophy.

We are sorry that so many lads had to have that certain something that made their presence required up on the 2nd and 3rd floors, but from all appearances and sounds, it seems that they are really enjoying the stay in No. 2 Squadron. There are ball games every afternoon and plenty of music at all times.

THE AIRCRAFTMAN

Are you positive or negative? That is the favorite saying of many.

Lost, Strayed or Stolen—The 48th, 49th, 57th and 42nd Entries, formerly on "B" and "C" Floors. If found, please report to Sgt. Morrison.

* * *

Squadron 3, Wing 2

FAREWELL

By AC McCaskell

It looks as if our valedictory note of last month has been vetoed by the quarantine. As a result, you will still find us slaving (?) away in the hangars and orderly rooms, still awaiting that day when they escort us out to the L. & P.S. and we'll get our last glimpse of T. T. S.

Probably it won't look the same as it did the first time we saw it. The pile of masonry will be changed to windows where we and our friends looked out when quarantined to diamonds where we played ball, to yards where we drilled, to hangars where we worked.

On our leaving, T. T. S. may be little enriched, but each of us will carry with us memories, not to speak of new knowledge that was not ours before December 6th, when we arrived in St. Thomas.

So again the 41st says farewell and good luck to all those we leave behind. It's time for us to go out and see if those instructors of ours know what they've been talking about. So "thumbs up" and we'll be seein' ya.

* * *

Here are a few things that the 41st Entry would like to see before we leave T. T. S.:

Ross Briscoe on time for Parade.

Bill Cook tongue-tied.

"Ozzie" Raison up by 8.30.

Scotty Harris hitch-hiking to Toronto.

Jim Libbey and Joe Pundyk wrestling.

Al Bull leading a parade.

Andy Wilson writing *his own* girl friend.

Flight Lachance posted to the same Station that we draw.

* * *

SQUAD 3 SPORTS

By Cpl. Jorgenson, G.

Although the recent quarantine has upset the sports schedule to some extent, the Squad 3 athletic boys have really gone to town. Their

punch has really been felt out there on the drill floor and here's a little dope just to show you what I mean:

The Basketball team, headed by Captain M. King, have hung up a record of 20 consecutive wins. This has been achieved only by a lot of persistent and game battling, particularly against teams like the 1 Squadron 2 Wing ball throwers or the 1 Squadron 1 Wing boys.

Some of the boys who have been largely responsible for this record are AC Redhead, AC Grundle, AC Holter and AC Noseworthy.

Not to be outdone, the Badminton team, led by AC Morton teamed with AC Grundle, have an equally imposing record of 21 wins and only 2 losses in the last 23 games played.

AC Morton brought added laurels to the Squadron by winning the Badminton tournament sponsored here in the Drill Hall by the Y.M.C.A. on Sunday, 10/4/41.

As for Volleyball, it has been coming up with J. Rosenthal (of the 41st) and his gallant band doing all the battling.

Give these fellows your support, boys, by coming out and getting on the teams. Remember, there are always ranks being depleted by the fellows going out of their entries and it's up to you to

"Not break faith with those who leave,

Be it yours to hold it high."

* * *

THE BOYS OF BAY 3A

By George Poulter

The sixteen lads who are in our bay,
I'd like to spout them in a lay;
First there's Corporal Bert O'Shea—
The poor old boy is much dismayed
Because the "Bearcat" in his play
Will not do just what he says.
Then comes Tyer so depressed
When all he needs is one good "rest,"
And Ollie Olson, the innocent Swede,
Who pesters Wilson when he reads.
Then Taylor, A., the worry "wart,"
Sleeps right next to poor old Mart.
And up above is Tomilson
Who is always having his little fun.
On the other side is Fink,
And under him the man who thinks
That Bobby Strain is "quite" the lad.
Then Thompson, who is naught but bad,
And Stevery, from away out West,
Who sleeps below our "arguing pest."
Then there's Paul who's muscle bound
And does his best to get around.
If I mention Poulter, too,
That's all there is in this "gol darned crew."

THE AIRCRAFTMAN

IN LIGHTER VEIN

Who is this Mabel that one of our T. T. S. Corporals can be heard calling any night in the week? He never seems to get much farther "than calling." Or does he?

Cpl. Holmes has a decided distrust of anyone taking his phone calls. But then why shouldn't he?

The most popular man in the 52nd Entry. "The man of the hour" he is called and the boys have already conferred on him his rank of "senior flight." Ask Pearson for further details.

A Sound Thought

Before you are fit to give orders you must be willing to take orders. The leader of the orchestra has always been a man who has played second fiddle.

Corporal: "Are you cheating in this examination?"

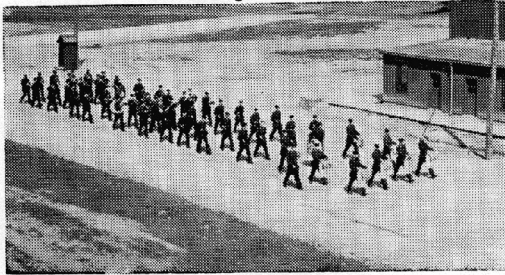
AC/2: "No, Sir. I was only telling him his nose was interfering with my pen."

* * *

THE BAND

In speaking of hobbies, there's one thing to have a hobby and another thing to have one and make it something really worth while.

Corporal Walton and F/Sgt Green have just the latter. The Bugle Band and the Brass Band, under Joe's direction, has been a real credit to the Station and has developed into something well worth being proud of.



Many of the parades recently have been favored with the well-sounding ring of horn and drum and I think it's well agreed that they've made a grand showing.

The Memorial Parade held on the Station for the Vimy Veterans was a highlight in the Band's activity when the boys really strutted their stuff.

Any of you fellow-Aircraftmen who play band instruments are urged to see Cpl. Walton

of Squadron 1 Wing 2. To date the Bugle Band has 12 buglers and 9 drummers. The latter are favored by having an expert drummer, AC Bothwell, a Toronto lad.

If your hobby is music—band music—here is the place to keep it up. The boys practice two or three nights every week and play for a number of the parades.

* * *

Equipment and Accountant Training School

SPORTING SLANTS

"Who's the guy in the white shirt?" was the topic of conversation after E. & A.T.S.'s fine showing in the first Basketball game of this month. AC/2 Moorhouse is the name, boys, and he will really bear some watching. Due to illness, Moorhouse could not participate in last month's Trophy race but he is staying with us for another term and looks like our Basketball losses are going to be few. This boy is not only a good playmaker and a dead shot but he is contemplating marriage. That's dynamite in any game. A certain AC Scott also gave the boys a lot of trouble in last Monday's Basketball game. Nice going, fellows.

Orchids to AC's Hardy, Harris, Bullard and James. These boys have not only shared honors in their respective sports but have really kept the boys hep during the last few weeks. I wonder what the Station Badminton champ was sweating about one Sunday in April. Ask AC Harris; he knows.

So long, fellows; it was nice knowing you. You may have lost a few games but they were always games. Ask any of the opposition.

* * *

In the last issue of THE AIRCRAFTMAN an A.F.M. offered his prayer prior to trade test. The following is a humble equipment assistant's prayer offered with trembling lips from the veranda of E. & A.T.S. Quarters one recent starlit evening:

Oh, star of eve, whose gentle beam
Doth on my troubled spirit gleam,
Look down and to my brain send light
Upon this dread and awful night.
For betwixt now and nine of morn
I've lectures, seventy-two, to learn.
I've not been bad, oh evening star,
I have not strayed or wandered far
At nights, as did that A.F.M.
Who to the Lord his prayer did send.
My prayer, oh star, I send to thee

THE AIRCRAFTMAN

That thou might ask the Lord for me.
I did not hike or dance or skate,
I never in the morn was late.
I'd just one little fault, dear star:
I quenched my thirst at the Canteen Bar.
Oh, then, just once, from a winsome miss,
I stole one sweet and lingering kiss.
So that's my record, star of beams.
Tonight, whilst he is in his dreams,
Remove the brains from S/M Watt
And swap them for my awful lot.
T'aint wrong 'cause "Exchange" Para. Three
Says "Adjust by E ninety-three."

A/H/M/E/N !

* * *

ODDS AND ENDS

By AC Fodey

Besides turning out Equipment Assistants and Clerk Accountants, it looks like E. & A.T.S. are turning out some public speakers. Six members from the Orderly Room Staff were present at the last meeting of the Oratorical Club. It looks like we will have to order a few soap boxes.

That fellow you see running over to the post office twice daily is not a competitor practicing for the cross-country race. It is AC Morris going over for the mail.

The fellows at the T.T.S. are all anxious for Port Stanley to open up for the summer. They are looking forward to visiting with these American girls who come up for the summer holidays. The fellows take great delight in misleading the girls into thinking that they are everything from a Test Pilot to an Aeroplane Designer.

It was rumored that the inoculation for diphtheria was to be given on the left hip. It's a good job it wasn't. If the fellows showed their hips to everyone like they did their arms, it would make people think that the Air Force had gone in for burlesque.

* * *

It's easy enough to be pleasant
When life goes along like a song,
But a man worth while
Is a man with a smile
When everything goes dead wrong.

—AUTHOR UNKNOWN.

* * *

E. & A. T. S. BITS

The 83.03% that the E. & A.T.S. showed in their drive for support to the War Saving Stamp effort would have been higher if the

lads on sick leave and the ones in the Hospital had been contacted. However, it is our intention to contact every Entry and have as good, if not a better showing.

The E. & A.T.S. Lads are showing quite a lot of tan from the route marches that F/Sgt Sisk has been taking them on. However, they look quite funny when they take their Field Service caps off and display the white "V" on their forehead. They have lots of time, however, during the quarantine to bake the spot.

It is not an uncommon sight these sunshiny days to look out of the window and see several trainees, stripped to the waist, sunning themselves.

A joke that back-fired on Sgt/Major Borysuik was the fact that he jokingly told F/Sgt Hodgins and Cpl. Ryckman that they would be next to pack their duffle bags and go into isolation. After the above noted N.C.O's had packed they were told it was a joke, but a few minutes later word came in that the Sgt/Major was to go into isolation himself.

It might appear that the M.O. took pity on the E. & A.T.S. trainees after they had waited in line several times, as there was only one trainee put in isolation. Maybe it's the clean life we lead.

We hear that Harold "Buck" Fodey is achieving great heights in oratory as Secretary of the Public Speaking Club. We hope that this will be proved in his address in the coming Oratorical Contest.

* * *

AC/2 JOE CLAIR

By AC/2 White, A. R.

"I t'ink, bygar, dis h'Air Force she
Ees mighty fine—an' beeg comp'nee.
'By dam,' I say, 'I go an' see
Eef she don't hire Joe Clair—me!"

Aftaire I sign da papaires so—
Da General he say 'Now, Joe,
You catch da train to Toronto;
You're in da h'Air Force now, you know.'

So bime'by Joe's at Manning Pool.
Dat uniform! Eet ees da rule
For eet, by jeez, I work like fool,
Den Joe 'es sent to T.T. School.

Aftaire study beaucoup short time
On dat 'Equipmen' Course so fine,
Joe mak' da pass! (den leetle wine
Wit' dam good fre'n's an' pals of mine).

THE AIRCRAFTMAN

In two, t'ree day (p'rap 4 week, I hear),
If Joe don't get dis dam Dip-theer
He go back home. Mon Dieu! Da cheer!
'Vive da l'Air Force! Vive Joe Clair!'

* * *



AC 2 HONSINGER

* * *

Headquarters

HEADQUARTERS SQUADRON

I suppose at this time something should be penned in regard to our being quarantined and isolated. It is unfortunate that it had to happen just as Easter was coming up, with a long week-end staring us in the face. However, if that is the only thing we have to bother us during this war, we have not very much right to complain. It is this humble one's opinion that if we have one or two hardships to put up with during our stay of training that we will be better prepared for the task which is before us.

But to get to the lighter side of the matter, we must say that we have had quite a few laughs out of it and can certainly say that we have never heard so many rumors in all our life. It seems that two Airmen were discussing their inoculation when the first Airman stated that he was "Positive" that he was "Negative"

and was that clear to his friend. The second Airman got a little warm under the collar and declared that it was not and that he was very "Sensitive" and if he was not spoken to in a clear manner he would "Isolate" the other. And now rumor 9,999 is that we will all get twenty-one days sick leave if and when this quarantine is lifted.

* * *

THE CANADIAN DENTAL CORPS

Although the Canadian Dental Corps is a comparatively small unit alongside the other units forming the armed forces of Canada, its work has far-reaching results and a decided value. Let us discard its relationship with the Navy and Army, which it also serves, and consider its usefulness to the Royal Canadian Air Force.

A toothache is a very common dental complaint. An Airman whose teeth receive no care would probably develop a toothache at some time or other during his term of service. He is of no value to his country then, because he cannot carry out his duties properly. His mind is taken up with a new worry, a nerve-trying pain, from which he must get relief. Consider a Pilot or any other member of Air Crew who must be free to think with a clear and alert brain while on duty in the air. If he should develop an aching tooth, the probability of which is increased at high altitudes, he is hampered in his work.

It is the duty of the Dental Corps to keep every man in the Service dentally fit, to keep his teeth in a sound condition so that he will be able to masticate coarser foods than he was accustomed to in civil life. Perfect teeth pave the way to perfect health. Health is of prime concern to all troops. Every minute an Airman loses off duty with a toothache is time lost in the Empire's war effort. If the Canadian Dental Corps has carried out these ideals, then it has been a personal benefit to every man in the Service and played its part in winning the present war.

* * *

"THISA AND THATA"

Why is the "Welcome" sign on the St. Thomas City Hall darkened at midnight? Could it be that we are not welcome after that time of night?

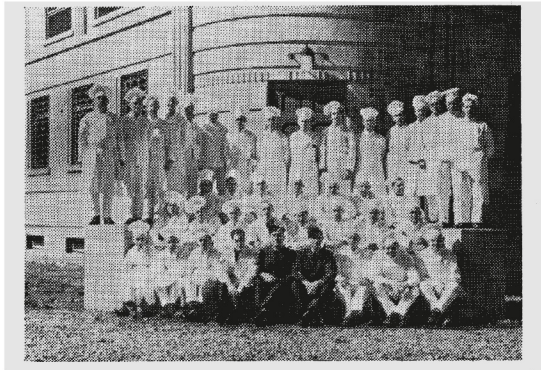
Why is L/AC Kennan, J. H., such a great admirer of "Antiques"? Maybe he is interested in one of the owner's relations.

Why does that tall, blonde, distinguished-looking "Clerk" in the Pay Office dash over to London at every opportunity?

THE AIRCRAFTMAN

Who is it that cannot sleep in the same bay as a Radine or Stafford?

* * *



Third Class Trainee Cooks, which was graduated on March 21st.

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"SCOTS WHA HAE"

It was a long way from pay day and Cpl. MacTavish of the Queen's Own Canadian Highlanders was dry. The trip to Scotland had cost a little more than he had figured, and there

* * *

was not much left in the poke. Not so with his companion, Cpl. MacDugald of the Royal Scotch Highlanders. Cpl. MacDugald had pounds to spend, if he would. Aye, that was it—if he would! MacTavish toyed with his empty glass at the bar and turned on his most fetching manner, but it was no use. MacDugald was patient and wary.

"This time," said Cpl. MacTavish, "I was in the north woods deer hunting. There I was sitting in the scrub by meself when I spotted one. He was looking over a willow bush."

"He was, eh?" said MacDugald, dryly.

"Yes, over a willow bush," continued MacTavish. "I waited until I saw the whites of his eyes. Then I shot him right in the yours."

MacDugald eyed MacTavish doubtfully. "In the where?"

"In the yours," repeated MacTavish.

"Mm-mm, in the yours, eh?" said MacDugald, tapping a finger on the bar. "Never heard of it."

"Yes," MacTavish persisted, "I shot him right square in the yours."

MacDugald could contain his curiosity no longer. "What's yours?" he blurted out.

"A whusky and soda!" shouted MacTavish promptly.

RECREATION CALENDAR

MAY

THURSDAY, MAY 1
2000-2200 Hrs.—Variety Concert, Station Talent.

FRIDAY, MAY 2
2000-2200 Hrs.—Cinema supplied by the Y. M. C. A.
2100-2430 Hrs.—"Bachelor" Dance (at the Y. W. C. A., St. Thomas).

SATURDAY, MAY 3
2000-2200 Hrs.—Cinema supplied by the Canadian Legion.

SUNDAY, MAY 4
0910 Hrs.—R. C. Church Parade.
1000 Hrs.—Protestant Church Parade.

MONDAY, MAY 5
1900-2000 Hrs.—Scheduled Inter-Squadron Games.

TUESDAY, MAY 6
1900-2000 Hrs.—Scheduled Inter-Squadron Games.

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

WEDNESDAY, MAY 7
1900-2000 Hrs.—Scheduled Inter-Squadron Games.

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

2000-2130 Hrs.—Inter-Squadron Boxing.

THURSDAY, MAY 8
2030 Hrs.—Variety Concert by London Troupe.

FRIDAY, MAY 9
2000-2200 Hrs.—Cinema supplied by the Y. M. C. A.
2100-2430 Hrs.—"Bachelor" Dance (at the Y. W. C. A., St. Thomas).

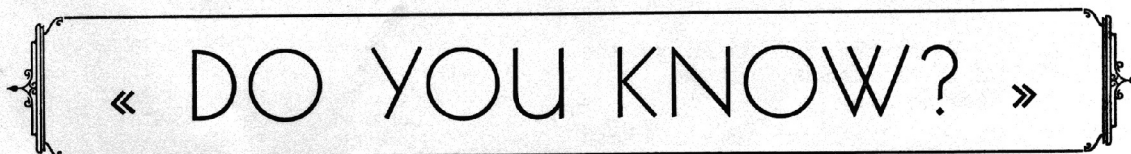
SATURDAY, MAY 10
2000-2200 Hrs.—Cinema supplied by the Canadian Legion.

SUNDAY MAY 11
0910 Hrs.—R. C. Church Parade.

THE AIRCRAFTMAN

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| <p>1000 Hrs.—Protestant Church Parade.
 MONDAY, MAY 12
 1900-2200 Hrs.—Scheduled Inter-Squadron Games.
 TUESDAY, MAY 13
 1900-2000 Hrs.—Scheduled Inter-Squadron Games.
 2000-2200 Hrs.—Cinema supplied by the Y. M. C. A.
 WEDNESDAY, MAY 14
 1900-2000 Hrs.—Scheduled Inter-Squadron Games.
 1930-2030 Hrs.—Camera Club (1 Wing Club Rooms).
 2000-2130 Hrs.—Inter-Squadron Boxing.
 THURSDAY, MAY 15
 2130 Hrs.—Variety Concert by a London Troupe.
 FRIDAY, MAY 16
 2000-2200 Hrs.—Cinema supplied by the Y. M. C. A.
 2100-2430 Hrs.—“Bachelor” Dance (at the Y. W. C. A., St. Thomas).
 SATURDAY, MAY 17
 2000-2200 Hrs.—Cinema supplied by the Canadian Legion.
 SUNDAY, MAY 18
 0910 Hrs.—R. C. Church Parade.
 1000 Hrs.—Protestant Church Parade.
 MONDAY, MAY 19
 1900-2200 Hrs.—Scheduled Inter-Squadron Games.
 TUESDAY, MAY 20
 1900-2000 Hrs.—Scheduled Inter-Squadron Games.
 2000-2200 Hrs.—Cinema supplied by the Y. M. C. A.
 WEDNESDAY, MAY 21
 1900-2000 Hrs.—Scheduled Inter-Squadron Games.</p> | <p>1930-2030 Hrs.—Camera Club (1 Wing Club Rooms).
 2000-2130 Hrs.—Inter-Squadron Boxing.
 THURSDAY, MAY 22
 2030 Hrs.—Variety Concert, provided by Eaton’s of Hamilton.
 FRIDAY, MAY 23
 2000-2200 Hrs.—Cinema supplied by the Y. M. C. A.
 2100-2430 Hrs.—“Bachelor” Dance (at the Y. W. C. A., St. Thomas).
 SATURDAY, MAY 24
 1930-2130 Hrs.—Cinema supplied by the Canadian Legion.
 SUNDAY, MAY 25
 0910 Hrs.—R. C. Church Parade.
 1000 Hrs.—Protestant Church Parade.
 MONDAY, MAY 26
 1900-2200 Hrs.—Scheduled Inter-Squadron Games.
 TUESDAY, MAY 27
 1900-2000 Hrs.—Scheduled Inter-Squadron Games.
 2000-2200 Hrs.—Cinema supplied by the Y. M. C. A.
 WEDNESDAY, MAY 28
 1900-2000 Hrs.—Scheduled Inter-Squadron Games.
 1930-2030 Hrs.—Camera Club (1 Wing Club Rooms).
 2000-2130 Hrs.—Inter-Squadron Boxing.
 THURSDAY, MAY 29
 1730 Hrs.—Drill Competition.
 FRIDAY, MAY 30
 2000-2200 Hrs.—Cinema supplied by the Y. M. C. A.
 2100-2430 Hrs.—“Bachelor” Dance (at the Y. W. C. A., St. Thomas).
 SATURDAY, MAY 31
 1930-2130 Hrs.—Cinema supplied by the Canadian Legion.</p> |
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That the new building being erected north of the main gate is to be a Recreation Hall. It will be 91 feet by 140 feet and should be ready for use about the first of July.

* * *

That temporary accommodation for the families and lady guests of Airmen may be secured at the Salvation Army Hostess House, 13 Wellington Street, St. Thomas.

That the word “Dope”, which has the following meanings: drug; a stupid person; information; a material used in covering aircraft frames, is not generally found in dictionaries.

* * *

That the Station Library has now on its shelves about three hundred books loaned by the Elgin County Library Association.

THE AIRCRAFTMAN

That trade magazines supplied by the Canadian Legion are available at the Station Library? Use these magazines and keep up with your trade or hobby.

* * *

That the origin of the word "News" is the first letters of North, East, West and South.

* * *

That persons desiring living quarters in St. Thomas can receive help in the matter by contacting Mrs. Wallis of the Y.W.C.A., St. Thomas.

* * *

That there are no words in the English language to rhyme with "month" and "orange."

* * *

That the term "Gat", used by gangsters to mean a gun, is derived from the name of the "Gatling" gun, which was a fore-runner of the modern machine-gun.

* * *

That new dormitories have been opened at the Active Service Club in London, where men in the Services may secure a bed at a reasonable rate.

* * *

That during the period April 6th-17th, exclusive of the equipment to the boys in isolation, 3,696 pieces of sports equipment, supplying 18,480 men, were issued at the Station Sport Stores.

* * *

"PLANE FACTS"

By L/AC Harland, M. W.

Recently Pilot Officer Eric Lock was decorated in Buckingham Palace. The 21-year-old pilot officer received a D.S.O., D.F.C. and the bar to the latter. This was the second time in history that a man was thrice decorated at the same investiture. The first time was when King George V awarded William Bishop the V.C., the M.C. and the D.S.O.

* * *

In 1793 J. P. F. Blanchard made a balloon ascent in the United States. This was the first aerial trip on this continent. George Washington was watching.

* * *

Air Schools have been operating more than 35 years. In the summer of 1907 the French Government started an Air School at Chalais-Meudon. Here pilot officers, mechanic officers and ground crew were instructed in the principles of aircraft, mostly lighter-than-air.

The United States National Advisory Committee for Aeronautics was established by President Wilson in 1915.

* * *

The early experimenters in model aircraft of all kinds used rubber bands for power in the same manner as it is used in model aircraft today.

* * *

In 1925 one of the first American constructed airships, the Shenandoah, commenced a tour of the Midwest. Early one morning the ship suddenly broke into pieces. Lieutenant Commander Charles E. Rosendahl found himself with 27 men in half an airship. After a 12-mile flight, he landed his wreck safely.

* * *

Leonardo Da Vinci, fifteenth century artist and scientist, first conceived the parachute and aerial propeller. He was also keenly interested in ornithopters—flapping-wing aircraft.

* * *

Three women made aerial ascents in the year from June 1784 to June 1785. They were Madame Thible, Mademoiselle Simonet (14½ years old) and Mrs. L. A. Sage. One of these women was the first female flyer.

* * *

Aircraft was much less expensive in the earlier days than now. Russia, in 1909, bought from France a 200-foot dirigible for only \$40,000, a mere trifle compared to present-day figures.

* * *

David R. Davis, first president of Davis-Douglas Company, which later dropped his name, has startled aeronautical engineers with a new air foil design which is 20% more efficient than anything conceived before. Conservative experts in the industry still find the innovation hard to believe, but it is sound in principle, and the new wing with its much greater efficiency is here to stay. A little more than five years ago Davis hardly knew where his next meal was coming from.

* * *

Of the first 26 rigid airships built by Count Zeppelin, 13 were destroyed by accidents due to a variety of causes. In these 13 crashes of the monster craft not one fatality was recorded. Dirigibles, once a major factor in aeronautics and a distinct nuisance to Britain in the first world war, now have no military value.

* * *

Zeppelin L-33, commanded by Lieutenant Commander Bocker, was forced down near Colchester, England. Although the craft was inflated with highly inflammable, extremely dangerous hydrogen, it resisted all efforts of the stranded crew to demolish it by fire.

THE AIRCRAFTMAN

It is seldom that four out of four motors go wrong at one time, but it has happened. German Zeppelin LZ-90, under the command of Captain Ernst Lehmann, once in 1916 was disabled due to all four motors stopping at once.

* * *

The average modern aircraft carries a load equal to its weight empty. "Load" includes gasoline, crew, passengers, freight, bombs, etc.

* * *

Raiding Zeppelins in the last war carried an observer hanging thousands of feet below the airship. The observation car was precariously suspended by a small, powerful copper core steel cable.

* * *

Atmosphere highly charged with electricity plays strange pranks with aircraft, and to a lesser degree with water craft. Metal aircraft flying through a storm sometimes appear to be on fire. Sparks fly off metal objects such as machine guns; men's fingers drip flames and the man himself sometimes appears to be standing in a halo of blue light. It is nothing new, this strange condition, and has been known for years to sailors and others as St. Elmo's fire.

* * *

In September, 1916, an important military funeral was held in London, England. Commander Schramm, skipper of the downed SL-11 German airship and his crew of 15 men were buried with full military honors. A colonel of the R.A.F. headed the procession and Commander Schramm's coffin was borne by six R.A.F. officers. Some protest was expressed by the spectators, but the majority of onlookers were in sympathy with the courtesy shown the enemy.

* * *

During the last war, a disabled yet still airworthy Zeppelin, under the command of Lieutenant Commander Count Von Platen, while over neutral territory, was found incapable of further progress. The commander decided to abandon ship. When the craft was but a few feet above ground most of the crew jumped as ordered and were saved. Four men, however, misjudging the order, remained with the craft which sailed away over the ocean. Nothing was ever heard of them again.

* * *

The fastest power diver in the world, Lieut. Andrew C. McDonough, N.S.N.R., has this to say about the sensation: "When the pull-out takes place, you sit down a little hard in the seat. It's as if you suddenly sat down hard on the floor. Or maybe it's like being kicked by a mule, but not so sudden—it's more gradual. That's all."

THE WORM THAT TURNED

(With Apologies to R. W. Service)

An I. M. was tired of workshops, as he lounged on the wooden bench;
His work was lying unfinished, and his file lay down at his feet.

So the instructor stooped in his pity, and gave him a pass to go

For the space of a month to Headquarters, to mix with the Stenogs, and so.

He doffed his technical garments, scarce waiting to hand in his kit;

He bade his Adieu to old Cooky, who jealously threw a mad fit.

The staff of the orderly room chanted the first bars of De Profundis

And Fraser tore all his notes up, because he was not in on this.

Never was seen such an airman; eyes of a heavenly blue,

Features that near shamed Apollo, and hair of a golden hue.

The women simply adored him, his lips were like Cupid's bow;

But he never ventured to use them—and so they voted him slow.

Till at last there came one woman, a marvel of loveliness,

And she whispered to him: "Do you love me?"
And he answered that woman

"Well—yes."

And she said: "Put your arms right around me, and kiss me, and hold me—so."

But fiercely he drew back whilst saying: "This thing is all wrong, and I know."

Then sweetly she mocked his straight scruples, and then softly him she reviled,

"You, who are verily man among men, speak with the tongue of a child.

We now have outlived the old standards; we have burst like an overtight thong

The ancient, outworn, puritanic traditions of Right and of Wrong."

Then Flight-Warde feared for his airman, and called him again to his side;

For oh, the woman was sondrous, and oh, how the airman was tried.

And down in H.Q. sang the females, and this was the strain of their song:

"He refused to work amongst chickens, perhaps last month's statement was wrong."

* * *

Heard at a local dance recently:

They were eighteen, lovely and refreshing.
The blonde said to the brunette: "Come on, let's get out of here. There's nobody here but middle-aged men of thirty."

Take a tip from that, you relics of thirty-five or so.

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PSALMS OF A FLYER

By Lt. J. B. Lome, Royal Norwegian Army Air Force

1. As the telephone operator who giveth wrong numbers, so is he who extolleth his exploits in the air.
2. He shall enlarge upon the dangers of his adventures, but in my sleeve shall be heard the tinkling of silvery laughter.
3. Let not thy familiarity with airplanes breed contempt, lest thou become exceeding careless at a time when great care is necessary to thy well-being.
4. My son, obey the law and observe prudence. Spin thou not lower than 1,500 cubits nor stunt above thine own domicile. For the hand of the law is heavy, reacheth far and wide throughout the land.
5. Incur not the wrath of thy commander by breaking the rules; for he who maketh right-hand circuits shall be cast out into outer darkness.
6. Let not thy prowess in the air persuade thee that others cannot do even as thou doest; for he that showeth off in public places is an abomination unto his fellow-pilots.
7. More praiseworthy is he who can touch tail-skid and wheels to earth at one time than he who loopeth and rolleth till some damsel stares in amazement at his daring.
8. He who breaketh an undercarriage in a forced landing may, in time, be forgiven, but he who taxieth into another plane shall be despised forever.
9. Beware the man who taketh off without looking behind him, for there is no health in him; verily I say unto you, his days are numbered.
10. Clever men take the reproofs of their instructor in the same wise, one like unto another; with witty jest, confessing their dumbness and regarding themselves with humor. Yet they try again, profiting by his wise counsel and taking not offence at aught that has been said.
11. As a postage stamp which lacketh glue, so are words of caution to a fool; they stick not, going in one ear and out the other, for there is nothing between to stop them.
12. My son, hearken unto my teaching and forsake not the laws of prudence, for the reckless shall not inhabit the earth for long.
13. Hear instruction and be wise, and refuse it not; thus wilt thou fly safely; length of days and a life of peace shall be added unto thee.

The Ten Commandments For Instrument Pilots

By Lt. J. B. Lome, Royal Norwegian Army Air Force

1. Seat thyself well upon the fifth vertebra, leaving not thy fingerprints on the controls, and chewing not on thy finger-nails.
2. Know thy instruments; for they are the true and appointed prophets.
3. Follow the indications of thy instruments, and verily the airplane will follow along, even as the tail follows the sheep.
4. Do not stick out thy neck a foot; stay within the confines of thy ability, and thou shalt live to a happy old age.
5. Know the appointed words and approved methods; so that if thy neck drapeth out thou shalt be able even unto thyself to place same in its proper place upon thy shoulders.
6. Follow thy radio beam; for its ways are the happy ways and will lead to the promised land-ing.
7. Listen carefully; yea verily, to the signals impinging on thy eardrum, for sometimes they seem to have the tongues of snakes, and will cross up thy orientation, to the sad state where thou must ask Heaven herself for guidance.
8. Assume not, neither shalt thou guess, that thy position is such, but prove to thine own satisfaction that such is the case.
9. Boast not, neither brag; for surely Old Devil Overcast shall write such words in his book, and thou shalt, some day, be called for an accounting.
10. Trust not thy seat (of thy pants); but follow thy instruments, read and truly interpret the words as given thine instrument board, know that the responsibility lies not with the hand that rocks the control column, but in and with the mind that directs the hand, and thou shalt be blessed with a long and happy life.

* * *

VICTORY AND PEACE

By AC/2 Duddridge, L.

Oh! Love for peace that in man burns,
Where dost thou go at sound of strife?
Why is it that a strong heart turns
And care is lost for limb and life?
Short time ago peace reigned o'er lands
That now are torn with shot and shell.
This pillage wrought by ruthless hands
Will be avenged at gates of Hell.
Fight on with pride and you shall win
For right shall triumph over wrong,
And at the halt of battle din
We'll sing aloud the Victory Song.

TECHNICAL TOPICS

THE MAINTENANCE OF WHEEL BRAKES ON AEROPLANES

Introduction

Wheel brakes are now, more or less, in general use on aeroplanes. There are three distinct types of brakes, all being manufactured in various sizes to suit the aeroplane for which they are required. The three types may be designated as:

- (1) Mechanically Operated Brakes,
- (2) Pneumatic Brakes,
- (3) Hydraulic Brakes.

In each case the brakes are hand or foot controlled by the pilot, adjustment being provided to permit the limitation of the braking forces in order to avoid locking the wheels and consequent risk of turning the aeroplane over. In most braking systems arrangement has been made to provide a differential brake in addition to the normal brake; this brake as a rule is coupled to, and actuated by, the rudder bar, and is intended as an aid to manoeuvring during taxiing, etc.

The advantage of brakes in general may be summarized in the following manner:

- (a) Reduction, and when fitted with differential brakes, control of the run of an aeroplane on landing, so permitting higher landing speeds to be used. This is important where a heavily loaded aeroplane is concerned, and also where the landing ground is limited in size. It has been found in practice that the average length of run can be reduced by approximately 50 per cent when brakes are applied.
- (b) Differential brakes independently operating on the landing wheels provide a single-engined aeroplane with the ground manoeuvrability of one having multi-engines. This, of course, dispenses with ground staff for taxiing purposes, and enables the course of run to be controlled when landing across wind, etc.
- (c) Tail wheels can be used in the place of tail skids with consequent increase on manoeuvrability and decrease of damage to the surface of the aerodrome which, in busy centres, is a big factor.

The principal disadvantages of brakes (whilst greatly out-balanced by the advantages) are the cost of fitting and maintenance,

extra complication involved and the extra weight added to the aeroplane. The amount of extra weight, however, has been greatly reduced in modern systems by constructing the main parts from light alloys.

The construction and operation of the various brakes used on aircraft would require more space than this article permits, so the following notes are confined to general maintenance work which must be periodically and carefully done to keep the brakes in proper order. One make from each type of brake has been selected, and these notes are only intended to give a general idea of the maintenance work carried out, and must not be accepted as an authority to vary local maintenance orders.

MECHANICALLY OPERATED BRAKES — BENDIX

Maintenance

The maintenance of Bendix brakes will consist of lubrication, inspection for wear, adjustment and checking all turnbuckle nuts for locking. During inspection the cable should be examined for fraying, especially where it passes through the outer flexible cables and around all guide pulleys. The cable should be treated throughout its length with a medium-bodied graphite grease. Each guide pulley should be quite free and oil should be applied to the centre pins; oil should also be given to the rocker shaft bearings and fork joints, whilst the ratchet pawl and operating button should be lubricated. A little graphite grease on the quadrant teeth of the hand control and at each end of the compensator bar will assist in giving easy operation and will facilitate return to the "off" position.

Between the back-plate and the shoe inner edge an application of the special zinc-oxide grease supplied by the manufacturers should be made on the projections which guide the shoes.

Care should be taken to avoid a surplus of grease in the brake conduit, as excessive grease is liable to work through and get on to the brake shoe liners, rendering them unserviceable.

Adjustments

Adjustments of the brakes will be necessary in order to take up wear of the brake shoe liners, and at the same time take up any cable stretch that has occurred. Two simple adjust-

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ments are provided for this purpose: (1) at the ends of the control cables consisting of a turnbuckle for each brake unit, (2) shoe adjustment at the star wheel, and eccentric on each brake unit, which are reached through a slot in the back plate by means of a small flat steel tool or a suitable screwdriver.

The following sequence of operations should be observed in service:

Secure the rudder bar in the central position and trestle up the aeroplane.

Examine the wheel bearings; excessive wear here will make any brake adjustment useless until the fault is rectified. Should the wear only be slight, the wheels should be centralized about the axles by means of a roller fixture placed under the wheels.

The brake shoes should now be fully expanded in the drums by means of the star wheels in each unit. Apply a slightly greater pressure to the brake control than is normally used in ordinary brake application, return the lever to the "off" position, when the turnbuckles on each control cable end should be adjusted until any slackness in the cable is eliminated; the cables, however, should not be in tension and the brake shoe cam lever should be at rest when the control is in the "off" position. The star wheels should now be turned an equal amount at each side (usually six teeth will be found correct) until the clearance between the drum and the primary shoe is 0.008 inches, measured by means of a feeler gauge through the slots in the back plate. The clearance between the secondary shoe and the brake drum should be correct, but if adjustments are necessary they can be made on the eccentric stop on the large type brakes only. The brake should now be applied until the shoes just allow the wheels, each requiring the same effort, to be turned by hand; any difference may be caused by stiffness in the compensator or lack of grease in the cable conduits. Any fault in this direction should be located and corrected, finally testing the adjustment by full application of the brake, when both wheels should be locked. Test the differential action by movement of the rudder bar, and then, after releasing the brakes, ensure both wheels are free when the brake control is in the "off" position.

Brake Shoe Renewal

When the liners have worn badly and relining is necessary, the complete shoes must be replaced; the shoes are supplied lined and correctly ground to a jig, and not only riveted in position but also held by a special cement to prevent movement should the rivet holes become elongated. Shoes that are lined without special appliances are liable to be distorted, and

the uneven surface of the liner will render the brakes uncertain in action. Given correct adjustment, the proper functioning of the brakes is entirely dependant upon the true surface of the liners and the suitability of the linings. When brake shoes are removed the springs and their location must be noted in order to ensure their correct replacement. The use of a hooked tool will assist in the removal and replacing of the springs. After fitting replacement shoes the wheel and drum should be placed in position and the brakes adjusted as described above by means of eccentric and star wheel, ensuring first that the shoes are located properly by measuring the clearance of the tip at both ends of the shoe, which should also be 0.008 inches. In the small sizes of brake the eccentric stop is not fitted but otherwise the adjustment is the same.

Note:

Grease or oil-impregnated liners must be discarded; do not attempt to wash. Scored and damaged drums should be replaced by new ones.

Lubricate flexible cable conduits but avoid a surplus of grease. Do not allow water, especially sea water, to remain in the drums, as it will attack the magnesium alloy. Keep the channel in the torque ring of the back plate clean and free from surplus grease.

PNEUMATIC BRAKES—DUNLOP

The maintenance of this type of brake consists of slight adjustments after some usage, cleaning the air filter periodically, attention to the air line connections, and possible adjustment to the relay valve. If the system included an Engine Driven Compressor, then that must also be checked periodically together with the oil level in the oil seal and the cleanliness of the oil trap.

The brake control of the Bowden type is provided with an adjuster to take up slack in the operating cable, as slackness would result in loss of movement at the valve plungers, whilst overtightening would result in excessive pressures being allowed into the expansion chamber.

It is essential that the system is completely free from air-leaks, this being easily tested by "Parking" the brakes overnight and noting the air pressure in the system, and checking the pressure again in the morning. If a loss of pressure exceeding 20 lbs. per sq. in. is found, the location of the leak must be ascertained and corrected. To do this all pipe joints in the suspected part of the system should have soapy water applied, while the pressure in the system is at the maximum, leaks being indicated by the formation of bubbles.

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Joints which have been disturbed should be carefully re-made, and the rubber seal thoroughly inspected, and replaced if there is any doubt as to its serviceability. When tightening a joint both the male and female hexagon should be supported (overtightening will crush the aluminium pipes).

In the event of brake blocks becoming greasy or impregnated with oil, a new block must be fitted while any leak in the expansion chamber necessitates its renewal.

If the protective coatings on the magnesium alloy parts have become damaged, the parts affected must be treated with cellulose enamel.

REMOVAL OF BRAKE BLOCKS AND EXPANSION CHAMBER

After the aircraft has been trestled up, and safety supported, the wheels must be removed, when the spring clips which hold the blocks in position will be seen. Mark the position of the blocks in order to ensure correct re-assembly, after which the clips may be removed and the brake blocks lifted off the ring. When replacing a block with a new one a clearance of $\frac{1}{32}$ " must be allowed between the butt ends of adjacent blocks. If it is found necessary to remove the expansion chamber, this must first be disconnected from the pipeline and rolled off the rim of the channel at a point diametrically opposite the connection; a metal lever must not be used for this purpose.

When fitting a new wheel to an aeroplane, make sure that the protective covering is removed from the brake drum.

ADJUSTMENT OF THE DUAL RELAY VALVE

Correct functioning of the unit is indicated by the pressure gauge. For instance, with the hand lever fully applied and the rudder bar central, the pointers on the gauge should record the same pressure in both Port and Starboard lines, and take the same time to attain that pressure, which should be 80 lbs. per square inch.

For initial adjustment of the dual relay valve the following procedure should be adopted:

1. Lock rudder-bar central.
2. By adjusting the link arm between the rudder-bar and swivelling block until the line on the latter coincides with the centre line on base block.
3. Charge the air bottle to 80 lbs. per square inch.
4. Ensure that with hand lever in "Off" position no air is reaching brakes (small pointers are at zero). To correct, screw valve sleeve outwards.

5. Charge air bottle to 120 to 140 lbs. per square inch and adjust on valve sleeve until maximum application of the hand lever just opens inlet valves, i.e., lightly applies the brakes.
6. Tighten sleeves $\frac{5}{6}$ of a turn, apply brakes, and note gauge readings. Adjustments must be made to the sleeves until equal pressures and movement of the pointers is indicated.
7. Charge air bottle to 200 lbs. per square inch. Adjust on Bowden cable until maximum travel of hand lever gives a pressure of 80 lbs. per square inch in each brake.
8. When adjustments have been made, differential movement, and the "Off" position checked, tighten lock-nuts on cables and valve sleeves.

Whilst in service, small adjustments can be made by screwing the valve adjusting screw in or out, remembering that screwing out valve decreases pressure and screwing in valve increases pressure on that side of the brake.

Parking

These brakes can be left in the "Parked" position by applying the brakes fully, and depressing a thumb catch which holds hand lever in this position.

It is important to remember, however, that if aircraft are left "parked" in the open, the rudder bar must be locked central to prevent brakes being released on one side should the rudder be moved, thus allowing aircraft to swing, and in any case permitting a certain loss of air from the system.

Hydraulic Brakes — "Harvard" Type

In the maintenance of this brake the essential points are that the fluid level is kept correct, the system is free from air or leaks, and that adjustments are made occasionally to take up wear on brake shoes. Each day the reservoir should be checked to ensure it is completely filled when the aircraft is standing with its three wheels on the ground, and also all cables from pedals to master brake cylinder should be inspected for wear, especially at pulleys.

To check for leaks, a good method is to "Park" the brakes overnight, and check for secure application in the morning, any leak in the system being indicated by slackness on that side or sides.

Periodically the wheels should be removed and the brake linings inspected for secure attachment to the shoe, for wear, for correct clearance above rivet heads, and for the presence of oil and grease. If the lining is un-

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serviceable, the brake shoe should be changed complete.

The pull-off spring and shoe attachments should be checked for security and axle should be cleaned and re-greased sparingly.

The wheels should then be replaced and the clearance between brake drum and brake shoe checked, starting at rear inspection hole (in back plate) nearest the anchor pin, and then working round until all three have been adjusted, each wheel in turn. Adjustments can be made by screwing in or out as necessary on the Filister screws nearby the slots until the clearance is correct (.010 inch, or as stated in relevant handbook).

To Fill and Bleed the System

This consists of forcing fluid through the system until all air is eliminated.

Fill reservoir of master brake cylinder to capacity, this filling point being found immediately in front of fire wall. Remove plug screw from the bleeder screw at the wheel back-plate, and attach bleeding adapter with the free end of adaptor hose immersed in small quantity of fluid in a clean glass container. By unscrewing bleed screw half a turn the fluid will flow under gravity into receptacle. Then the brake pedals should be depressed rapidly and the bleed screw tightened. This will cause more fluid to be drawn into the lines as the pedals return slowly to the off position. The opening of bleed screw and depression of pedals should be repeated several times until bubbles, denoting the pres-

ence of air, cease to show in receptacle, when bleeding adapter can be removed and bleeder screw plug replaced. It is important that the reservoir is kept filled during the above process at all times.

Draining

The system is drained by opening the bleed screw at the back of the wheel back plates and allowing the fluid to drain out under gravity, while the reservoir is drained by removing drain plug beneath it.

Cleaning

Periodically the whole system should be cleaned out by first draining and then washing out with pure alcohol if the fluid used in the system is equal parts of diacetone alcohol and castor oil, or with Hydraulic Fluid type I if that is the fluid used in the system.

The fluid used for cleaning the system should be immediately emptied away to ensure it not being used for filling the system at some future date.

Conclusion

To maintain the efficient operation of any aircraft braking system with the minimum of maintenance it is necessary to have complete co-operation and understanding between the pilot and airframe mechanic.

Faulty manipulation of brakes by inexperienced pilots can impose unnecessary wear and loadings on any type of aircraft and its braking system.



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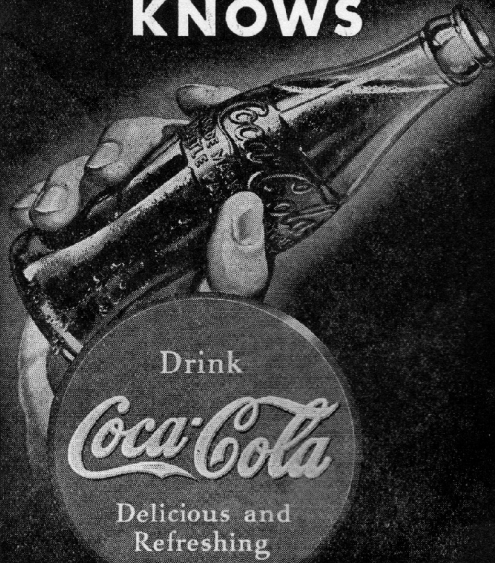
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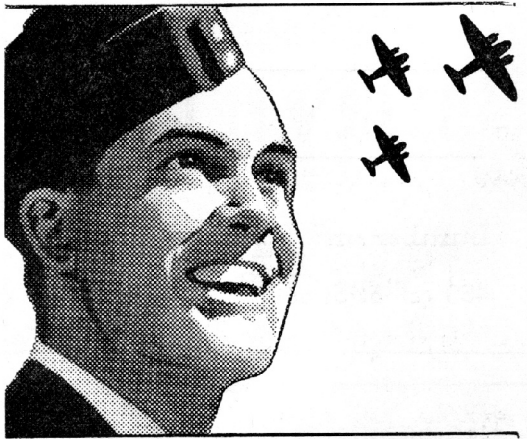
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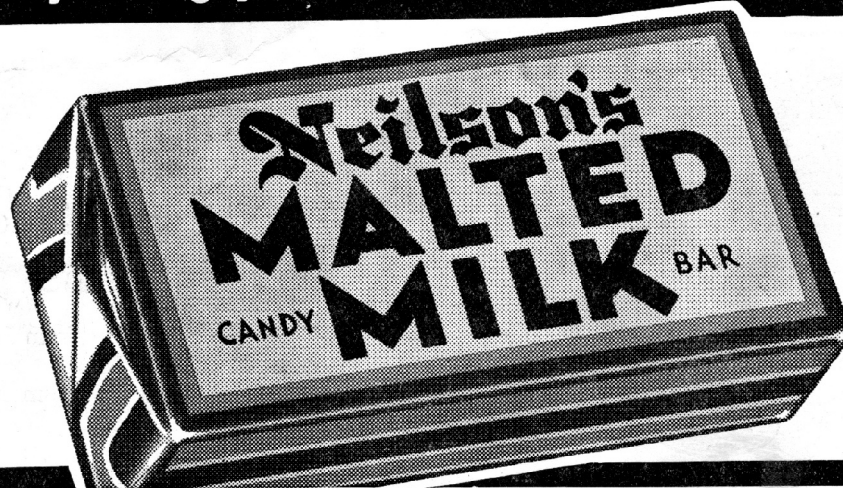
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