

# THE *Aircraftman*

VOL. 2 - NO. 2

SEPTEMBER 1, 1941



THE

# TECHNICAL TRAINING

ST. THOMAS

# SCHOOL

ONTARIO

## STATION COMMITTEES

\* \* \*

### Officers' Mess

S/Ldr H. J. Adkins (P.M.C)  
S/Ldr A. G. Vince  
F/Lt E. D. Armour  
F/O W. L. Marshall (Secretary)

### Sergeants' Mess

S/Ldr N. McLeod (Officer in Charge)  
W/O A. Holdsworth (Chairman)  
WO/2 Banks (President)  
F/Sgt Gilbert (Secretary-Treasurer)  
Three Members

### Corporals' Mess

S/Ldr J. S. Eley (Officer in Charge)  
Cpl. Symington (Secretary-Treasurer)  
Cpl. Judge (Chairman)  
President (to be elected)  
Three Members

### Airmen's Mess

S/Ldr N. McLeod (President)  
F/O Pooler (Secretary)  
F/O A. R. Little, 1 Wing  
F/O E. Hendry, 2 Wing  
F/Sgt Acton (Kitchen)  
L/AC Doyle, E. & A.T.S.  
AC/2 Friedman, 1 Wing  
AC/2 Gallagher, 2 Wing

### Canteen

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F/Lt D. Armour  
F/O W. E. Tuer (Secretary)  
Two Airmen representatives

### Sports

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F/O G. Ross (Treasurer)  
F/O R. K. Armstrong  
F/O E. Hendry  
F/O A. R. Little  
WO/1 C. Taylor  
F/Sgt Harvard  
F/Sgt McMahan  
Sgt. Maybie  
R. G. Gibson (Secretary)

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W/O 1 C. Taylor  
F/Sgt M. J. D. McGuire  
R. G. Gibson (Secretary)

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F/O W. L. Marshall (Secretary)

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F/Lt M. C. Davies  
F/O Lowe  
F/O Plumbridge  
R. G. Gibson, Y.M.C.A. (Secretary)

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F/Lt H. F. O. Smeaton  
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Mr. R. G. Gibson (Secretary)

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S/Ldr H. S. Adkins  
F/Lt A. S. Turnbull  
F/O R. K. Armstrong (Secretary)  
O.C. No. 1 Wing  
O.C. No. 2 Wing  
Mr. McLachlan (Station Engineer)  
Sgt/Maj M. H. Mills (R.C.A.M.C.)

### War Savings

G/Capt R. Collis (Chairman)  
S/Ldr A. G. Vince (Secretary)  
S/Ldr A. R. Sinclair (Treasurer)

### Members:

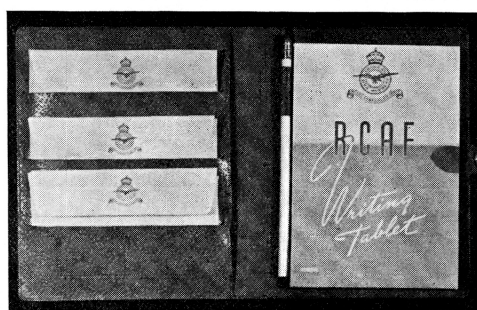
S/Ldr E. F. W. Peacock, O.C. No. 1 Wing  
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F/O W. L. Marshall, O.C., H. Q. Sqdn.  
F/O G. Ross, No. 3 S. No. 1 W.  
F/O A. R. Little, No. 2 S. No. 1 W.  
F/O J. M. Harris, No. 1 S. No. 2 W.  
F/O E. Hendry, No. 3 S. No. 2 W.  
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# THE AIRCRAFTMAN

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Published Monthly at St. Thomas

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**Headquarters** - Cpl. Harland, M. W. **E. & A.T.S.** - F/S King, H. G.

## TABLE OF CONTENTS

- |                         |                         |
|-------------------------|-------------------------|
| I. EDITORIAL            | IV. AMONG THE SQUADRONS |
| II. SPORTS              | V. DO YOU KNOW?         |
| III. STATION ACTIVITIES | VI. TECHNICAL TOPICS    |

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*This, above all—To thine own self be true;  
And it must follow, as the night the day,  
Thou canst not then be false to any man.*

—SHAKESPEARE,  
*Hamlet: Act 1, Scene 3.*

« « EDITORIALS » »

**AIR RAID VICTIMS**

The members of the Royal Air Force stationed at St. Thomas have experienced that sickening feeling which comes with reading or hearing that some place where they have relations or friends has been bombed.

Few details have been given. In some instances letters have come along describing the experiences of a friend or relative. Sometimes the news was pathetic—the home had been reduced to rubble—in other cases roofs had been blown off, windows blown in and the contents of the home ruined by bomb blast. Food and clothing were destroyed, but amid it all there was a determined tone to carry on and see the thing through. Sometimes the news was more tragic. A bread winner had been killed and the dependents made to depend on some charitable institution for their daily bread.

The idea came to a few senior N.C.O's on this Station that the R. A. F. here would be willing to contribute a small sum monthly to assist these unfortunate victims and this was the birth of a small committee who undertook to solicit the ideas of the whole contingent. Everybody pledged to contribute a minimum of a dollar each month as a contribution to the Lord Mayor's Mansion House National Air Raid Distress Fund, England. Practically everybody has honored that pledge and there is no doubt those who have excused themselves to the Collector when he has made his monthly visit will make good the deficiencies. After all, the price being paid for security enjoyed whilst serving in Canada is cheap at one dollar monthly and the R. A. F. will not let their friends and relatives down.

This is not the only source of income, however. We Englishmen do not despise the cent piece, but you know how it is when you turn out your pockets and find a lot of them there—well, it's misleading. The noise of all those jingling coins conveys a false impression of wealth and the best thing to do, so we argue, is to put the pennies aside and enjoy the comfort of knowing that every coin in the pocket represents a nickel upwards.

The enterprising committee have worked on this weakness and they institute frequent and unheralded searches for the pennies.

Everybody turns out his or her pockets and the pennies are put into a collecting box for the fund.

It was with no intention of snubbing the grand Canadian sponsored funds to this same National cause that the Committee decided to send contributions direct to the Mansion House, London. They saw an appeal in The London Daily Telegraph and felt compelled to act on the advice. Well, read it for yourself; could you do otherwise?

# AIR RAIDS

**PLEASE NOTE THIS ADDRESS  
WRITE TO IT, NOW!**

It's a wretched feeling, to hear or read that some place where you have relations, friends or business associates has been bombed—and (for good reasons) no details are available. You are anxious. You are more than anxious—you want, somehow, to help instantly.

When you find yourself cut off, the next desire is that someone should be doing something on your behalf. Who is competent to act?

You can trust the Lord Mayor of London. It is a long-standing tradition that money sent to the Mansion House, for any cause, will be handled sensibly, promptly and with equity. Send a cheque or postal order to this London address and it will swell a fund that *immediately* aids any bombed area, city, town, village, hamlet.

In four months £800,000 has been rushed to places in urgent need, by the Lord Mayor of London's National Air Raid Distress Fund—and the best thing you can do is help to keep it replenished, against further emergency. We simply dare not to dilly-dally in this war—send that cheque or P.O. now to:

**THE LORD MAYOR'S  
NATIONAL AIR-RAID  
DISTRESS FUND,  
MANSION HOUSE, E.C.4.**

## THE AIRCRAFTMAN

The number of the R. A. F. contingent is gradually being reduced. Unfortunately some affluent members have gone, but the spirit of those remaining is to carry on for it is a worthwhile effort.

Everybody will be interested to see the results of the collections and so a balance sheet is shown below over the three months that the enterprise has been in existence:

<b>Receipts</b>	
May — By Collections.....	\$115.00
June — “ Collections.....	117.00
“ Penny Fund.....	7.00
July — “ Collections.....	107.00
“ Penny Fund.....	23.00
Total.....	\$369.00

<b>Expenditures</b>	
May 21 — To remittance to the Lord Mayor's Fund (£25).....	\$111.75
To Remittance Fees.....	1.50
June 25 — To Remittance to the Lord Mayor's Fund (£27/10/0).....	122.93
To Remittance Fees.....	1.50
July 25 — To Remittance to the Lord Mayor's Fund (£29).....	129.63
To Remittance Fees.....	1.50
To Balance on Hand.....	.19
Total..... (£81/10/0) =	\$369.00

Carry on, R. A. F.! It's a good show and a good cause.

\* \* \*

### OUR CONFIDENCE IN COMPLETE VICTORY

A very old saying reads somewhat as follows: "Let every man give a reason for the faith that is in him."

We know that in our individual lives we have the forces that make for victory or defeat. It is so in the life of the nation. The will to win is more than half the battle. The glory of the Men of the Empire is that they refuse to acknowledge defeat—as we say colloquially: We don't know when we are licked and fight best with our backs to the wall.

But it takes more than cock-sureness and intestinal fortitude to win battles. Mr. Churchill has said that "It will take Blood —

Sweat — Tears — and Toil — but we shall not flag nor fail."

After nearly two years of war, let us take stock of ourselves—our resources—our friends and our assurance of victory.

The Spirit of Britain, always high, was never higher than at this moment. Many of our fears have not been realized. The long-threatened invasion of Britain has not materialized. In fact, at the moment the talk is of an invasion by Britain of some part of Europe occupied by the Nazis.

The Air Blitz on Britain of exactly a year ago failed completely, thanks to our gallant Airmen of whom Mr. Churchill said: "Never in the history of man have so many owed so much to so few." And from experience we know that not only our gallant men in Air Crew but the unsung, efficient, unceasing vigil and sweat of the men in the Ground Crew contributed to that victory. "Jerry" will hesitate and count the cost before he launches such an all-out daylight Air Blitz again, for well he knows that we are infinitely stronger in the air than a year ago. In fact, our round-the-clock raids are becoming a rapidly accepted fact.

On land our hardy, fearless soldiers stand on guard and watch and wait almost praying that the Hun will attempt an invasion, that our troops may be given an opportunity to fling them back into the sea.

On the oceans, particularly on the Atlantic and in the Mediterranean, the sure and relentless grip of the British Naval blockade, with our intrepid sailors, is winning the Battle of the Oceans. Hit and Muss' navies have been battered and crippled and sunk beyond any possibility of a comeback in this sphere. And that second navy, the British Merchant Marine, with their gallant allies from Norway, Holland, Greece and Belgium, to say nothing of the Australian, Canadian, South African and now the Russian Merchant Service, carry doggedly on —keeping the lifelines of Empire open, carrying food, planes, guns, munitions, men, and bringing out the exports to pay for supplies. Facing bravely the terrors of undersea, surface and sky raiders and refusing to be blitzed off the sea lanes, typifying the true bulldog breed.

With men from all parts of that little island set in a silver sea—yes, and women too, for in a greater measure than ever before in our history our women are driving transports, manning the fire patrols, working in factories and shelters, despatch riding, ferrying aeroplanes, firing anti-aircraft guns, nursing the wounded, harvesting the crops, carrying on, as we say, in order that freedom may not perish from the

## THE AIRCRAFTMAN

earth. And not only men from the Motherland, but Canadians, Australians, New Zealanders, men from Africa, India and, as we say, the Isles of the Sea, coupled with increasing numbers of our Cousins from across the border. Yes, the Lion not only has wings and cubs but cousins too and these, coupled with freedom-loving Czechs and Poles, Norwegians and Dutch, Belgians and Free French, Greeks, Russians and Arabs, Jews, Egyptians, Ethiopians and Serbians, are battling with us. The man with the funny little moustache and his stab-in-the-back side-kick have certainly stirred up a veritable hornets' nest of enemies who will utterly destroy the foul growths of Nazism and Fascism which have darkened the brows of men.

And the greatest factor of all in the present conflict is God. A God whose word promises help for the faint and strength for the weak. A God whose word breathes decency, justice and righteousness. No idle words were those uttered by His Majesty our King when he said, "Put your hand into the hand of God." More recently he said, "Put your trust, as I do, in God and in the unconquerable spirit of the British people."

You may well ask, "Does God, then, take sides? Read your Bibles. Read the history of the British people. God does use individuals and nations for the working out of His will and the bringing in of His Kingdom of love, peace, brotherhood and righteousness.

This we know, however, we take sides and this is all important. After all, to side with decency and justice, freedom and right is fundamentally to be on God's side. This we can say:

*We know that right is right,  
That givers shall increase,  
That duty lights the path for  
The beautiful feet of peace;  
That courage is better than fear,  
That faith is stronger than doubt;  
And fierce tho' the fiends may fight  
And long tho' the angels hide,  
I know that truth and right have  
The Universe on their side;  
And that somewhere beyond the stars  
Is a love that is stronger than hate,  
And when night unlocks her bars  
I shall see Him and I will wait.*

Victory may not be just around the corner. Long, hard and bitter may be the journey ahead. But, for our children and our children's children's sake—we shall go on until this cancerous growth which has disturbed the peace of mankind many, too many, times shall be wiped from the earth, that justice, respect for minorities, freedom of speech, press, assembly religion, and lasting peace may be the portion of all of God's children. We have the spirit, the will to win. The men—the tools—are on the way and we shall, with God's help, finish the job and there will be peace on earth to men of good-will.

\* \* \*

# « « SPORTS » »

## SPORTS DAY

The second annual Inter-Squadron Sports Day of T. T. S. is over but it will long be remembered. August 10th found the weather perfect, just as ordered by the Sports Committee, and Pinafore Park was packed even to the last square foot of standing room. The Station Band, under the leadership of Flt/Sgt Green, provided the music for the afternoon, while six clowns from Equipment and Accounting added to the merriment. No. 2 Squadron, 1 Wing managed to come out on top, taking the Trophy away from No. 1 Squadron of the same Wing who were last year's winners. The whole afternoon was keenly contested and it was not until late in the day that the new champions piled up enough points to make it impossible

to overtake them. The events were run off smoothly and according to schedule—a great deal of the credit is due to the efforts of WO/1 Taylor. He was the popular winner of the Esprit de Corps Trophy presented by the Officers' Ladies' Club.

At the close of the meet our Commanding Officer, Group Captain Collis, expressed appreciation to the Warrant Officer, N.C.O's and all others connected with Field Day arrangements. Mrs. Collis presented the prizes and trophies. Below are listed the winners of the various events.

### Final Standing

- No. 2 Squadron, 1 Wing — 79 points
- No. 3 Squadron, 2 Wing — 63 points
- No. 1 Squadron, 1 Wing — 62 points

**THE AIRCRAFTMAN**

No. 3 Squadron, 1 Wing — 60 points  
 No. 1 Squadron, 2 Wing — 55 points  
 No. 2 Squadron, 2 Wing — 54 points  
 E. & A. T. S. — 52 points  
 Headquarters — 14 points

\* \* \*



*A Popular Sports Day Official and Competitor.*

\* \* \*

**440-Yard Relay**

No. 2 Squadron, 1 Wing — first  
 No. 3 Squadron, 2 Wing — second  
 No. 2 Squadron, 2 Wing — third

**Mile Relay**

E. & A. T. S. — first  
 No. 3 Squadron, 2 Wing — second  
 No. 1 Squadron, 1 Wing — third

**2-Mile Relay**

No. 2 Squadron, 1 Wing — first  
 No. 1 Squadron, 1 Wing — second  
 No. 1 Squadron, 2 Wing — third

**1-Mile Team**

No. 1 Squadron, 2 Wing — first  
 No. 2 Squadron, 1 Wing — second  
 No. 3 Squadron, 2 Wing — third

**360-Yard Hurdle Team**

No. 1 Squadron, 2 Wing — first

No. 2 Squadron, 1 Wing — second  
 No. 3 Squadron, 1 Wing — third

**Long Jump Team**

No. 2 Squadron, 2 Wing — first  
 No. 1 Squadron, 1 Wing — second  
 No. 2 Squadron, 1 Wing — third

**High Jump Team**

No. 1 Squadron, 2 Wing — first  
 No. 2 Squadron, 2 Wing — second  
 No. 3 Squadron, 2 Wing — third

**Shot Put Team**

No. 2 Squadron, 2 Wing — first  
 No. 3 Squadron, 1 Wing — second  
 No. 2 Squadron, 1 Wing — third

**Javelin Team**

No. 3 Squadron, 1 Wing — first  
 No. 1 Squadron, 1 Wing — second  
 E. & A. T. S. — third

**Hammer Team**

No. 3 Squadron, 1 Wing — first  
 No. 3 Squadron, 2 Wing — second  
 No. 2 Squadron, 1 Wing — third

**Discus Team**

No. 2 Squadron, 2 Wing — first  
 No. 2 Squadron, 1 Wing — second  
 No. 3 Squadron, 1 Wing — third

\* \* \*



*It may not look like it from here, but Lorne Ashton (lying face down) of E. & A.T.S. won this race.*

\* \* \*

**Hop, Step and Jump Team**

No. 3 Squadron, 2 Wing — first  
 No. 2 Squadron, 1 Wing — second  
 No. 3 Squadron, 1 Wing — third

**Tug-of-War**

No. 2 Squadron, 1 Wing — first

## THE AIRCRAFTMAN

No. 3 Squadron, 2 Wing — second  
 No. 1 Squadron, 1 Wing }  
 No. 2 Squadron, 2 Wing } — tie

\* \* \*

Results of events run at Annual Sports Day but which do not count in points towards the winning of the C.O.'s Trophy:

### Mile Open Relay

1st — 3 Squadron, 2 Wing — Time, 4.55  
 2nd — P. T. I.  
 3rd — Crumlin Airport

### Girls' Race

1st — Miss Marjorie Smith  
 2nd — Miss Shirley Hessenauer  
 3rd — Miss Joyce Atkins

### Boys' Race

1st — Kenneth McGinn  
 2nd — Jack Brunette  
 3rd — Bob Smith

### Officers' Race

1st — P/O Curtis  
 2nd — F/L Cotton  
 3rd — Flt/Lt Louis

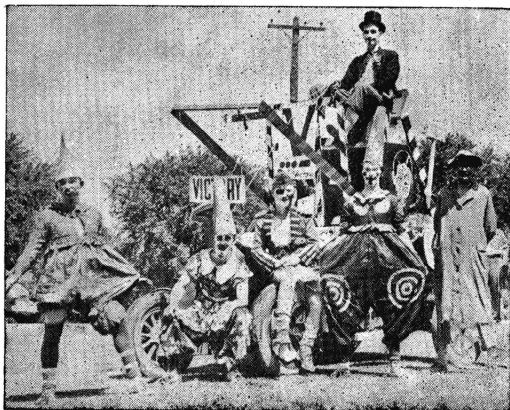
### 100 Yards, Open

1st — AC Waram, 2 Squadron, 2 Wing  
 Time, 9.7  
 2nd — AC Caruthers, 2 Squadron, 1 Wing  
 3rd — AC McIntyre, 3 Squadron, 2 Wing

### Sergeants' Race

1st — Sgt. Reys  
 2nd — WO Matheson  
 3rd — Flt/Sgt Vail

\* \* \*



*The E. & A.T.S. Clowns*



*"Fair" Interest There, Too!*

\* \* \*

### Corporals' Race

1st — Cpl. Judge  
 2nd — Cpl. Weaver  
 3rd — Cpl. Brooks

### Tots' Race

1st — Joan Bridon  
 2nd — Lewis Beckett  
 3rd — Mike Tuffy

### Ladies' Race

1st — Ruth Christie  
 2nd — Ruby Sills  
 3rd — Mildred Murphy

### Wheelbarrow Race

1st — AC Kerivin and AC McClaren,  
 2 Squadron, 2 Wing  
 2nd — AC Watson and AC Harris,  
 3 Squadron, 1 Wing

### Sack Race

1st — AC Ravell, 2 Squadron, 1 Wing  
 2nd — AC Carman, 2 Squadron, 1 Wing  
 3rd — AC McDonald, 3 Squadron, 1 Wing

### Three-Legged Race

1st — Mildred Murphy and AC Rowell  
 2nd — Elsie Denite and AC Ledger

### Bandsman Race

AC Thompson, 1 Squadron, 1 Wing

\* \* \*

## SQUADRON SPORTS DOPE

*By A. Square Deal*

### No. 2

Headquarters, almost unheard of a month or two ago in the line of sport, have come very much to life. Their Softball team has only dropped two games in the August series.

## THE AIRCRAFTMAN

Headquarters also have placed Lacrosse and Tennis Teams in the field. All they need now is someone to organize a Soccer Team.

No. 3 Squadron, 2 Wing, winners of the Commanding Officer's Trophy for July, will be hard to stop in August. They have a comfortable lead to date.

Our Station Lacrosse team won the first of a two-game series with Manning Depot at Toronto on August 16th. The score was 8-2 and the second game is here this coming Saturday.

E. & A. T. S. have been giving the rest of the Squadrons an idea on just how tennis should be played. They have not dropped a game to date.

\* \* \*

### SPORTS

#### With the T. T. S. Cricketers

The T. T. S. Cricket Team is enjoying another successful season in the Southwestern Ontario Cricket League and while its position in the league is not as strong as it was at the corresponding period last year, the team has a good chance of repeating last season's championship success.

It is perhaps fitting that the team's rivals, R. A. F., Port Albert, should be composed entirely of Englishmen and the entry of this team into the league has infused new interest into the race for league honors. In inflicting the first league defeat on the school eleven they revealed themselves strong in all departments of the game and, although the season is only just half over, it seems reasonable to assume that the championship will be decided between the two teams. In addition to competition in the league, the team has played a number of friendly (exhibition) games and has met some of the best teams in the province, if not in the Dominion. Against this strong opposition the team has acquitted itself well, every match being keenly contested. A fixture list, showing the results of games played, appears at the end of these notes.

The team is composed mainly of R. A. F. personnel but the inclusion of Cpls. Langton and Bennett, AC Snowden and, at less frequent intervals, AC Croft, all of the R. C. A. F., has added immeasurably to the playing strength.

Success in any sport is not won on the playing field alone. The club owes a lot to its President, F/O G. H. Ross, who has put in a lot of hard work behind the scenes. Within his province come such problems as the preparation and maintenance of the ground, supply of equipment, release of players and a host of administrative details none the less essential. Sq/Ldr

H. J. Adkins has also worked unobtrusively to further the interests of the game, while the Commanding Officer, Group Captain R. Collis, has shown his encouragement by his acceptance of the position of Honorary President. Finally, a tribute should be paid to a small, faithful band of "old-timers," Sgts. Thompson, Jeffrey and Hebdon, who have devoted a good deal of their spare time to the game. No "kudos" accrues from the work they do, nor does the work lessen with the passing of the season.

#### Club Officials

Honorary President—Group Captain R. Collis  
Honorary Committee Member—Sq/Ldr H. J. Adkins

President—F/O G. Ross

Secretary-Treasurer—Sgt. R. C. Ireland

Captain—Sgt. D. Thompson

Vice-Captain—Sgt. H. Clancy

Executive and Election Committee—Sgt. G. Jeffrey, 1 Wing; Sgt. G. Hebdon, 2 Wing; Cpl. Langton, Headquarters.

Below are brief sketches of players who have represented the Station:

**Sgt. Thompson**—The best bat in the team and one of the best in the district. Distinguished himself in the game with Eglinton when he scored 95 not out. A sound slip fielder and useful bowler.

**Sgt. Clancy**—A forcing bat and medium pace break bowler.

**Sgt. Jeffrey**—A sound bat who normally opens the batting and a sure point fielder.

**Sgt. Joyce**—A left-handed batsman who usually gets runs; a brilliant cover-point.

**AC Sowden**—The team's "discovery." A brilliant opening bat and sound field who first represented the School on July 12th. A product of Vancouver cricket.

**Cpl. Langton**—Perhaps the best "all-rounder" on the side. Best feat to date, 56 against London Nationals.

**Sgt. Richards**—Pace-bowler who usually opens the attack with Langton. A brilliant field.

**Flt/Sgt Langley**—Wicket keeper. Has made some useful scores with the bat.

**Sgt. Edney**—Has shared the stumping with Flt/Sgt Langley and can be relied upon to get runs.

**Sgt. Ireland**—A useful change bowler.

**Cpl. Bennett**—A useful change bowler.

**Sgt. Drew**—A keen player who often gets runs.

**AC Croft**—In his few appearances has

**THE AIRCRAFTMAN**

proved himself a hard-hitting bat (left-handed) and a brilliant fielder.

**Cpl. Wallhead**—A keen player who has frequently come to the rescue during a shortage of players.

Umpire—Sgt. Hebdon.

Score—Flt/Sgt Aviss.

\* \* \*

**Fixture List — 1941**

- May 17th V St. Thomas-Woodstock (H) League —For 120; against 31—won.
- May 24th V Stratford (A) League—114; 7; won.
- May 31st V St. Georges (A) League—125; 100—won.
- June 1st V Fingal (A) Friendly—106 for 6; 77—won.
- June 7th V Port Albert (H) League—87 for 3 (rain)—drawn.
- June 8th V Toronto (H) Friendly—65; 111—lost.
- June 14th V London C.N.R. (H) League—88 for 2; 116 (rain)—drawn.
- June 15th V Hamilton (H) Friendly—225 for dec.; 151—won.
- June 21st V St. Thomas-Woodstock (A) League —108; 26—won.
- June 22nd V A Crumlin XI (H) Friendly—143 for 5; 68—won.
- June 28th V Stratford (H) League—114; 47—won.
- July 5th V St. Georges (H) League—91 for 5; 77—won.
- July 12th V Port Albert (A) League—102; 147—lost.
- July 26th V St. Thomas-Woodstock (H) League —127 for 3; 115—won.
- Aug. 3rd V Eglinton (H) Friendly—183; 201 for 5—lost.
- Aug. 9th V St. Georges (A) League—83 for 4; 43—won.
- Aug. 16th V Port Albert (H) League—175 for 4 dec.; 58 for 8—drawn.
- Aug. 17th V Essex C. C. (A) Friendly—156 for 7 dec.; 159 for 8—lost.
- Aug. 23rd V London C.N.R. (H) League.
- Aug. 30th V St. Thomas-Woodstock (A) League.
- Aug. 31st V Brantford (H) Friendly.
- Sept. 6th V Brantford (A) Friendly.
- Sept. 13th V St. Georges (H) League.
- Sept. 14th V Essex (A) Friendly.
- Sept. 20th V Port Albert (A) League.

Note: "A" denotes away match; "H" denotes home match.

\* \* \*

**Southwestern Ontario Cricket League**

	W.	L.	D.	P.
R.A.F., Port Albert.....	10	0	1	21
R.C.A.F., St. Thomas..	8	1	2	18
London C.N.R. ....	4	4	3	11
St. George's .....	1	7	3	5
St. Thomas-Woodstock	0	9	1	1

Note: Table includes matches played up to August 18th.

\* \* \*

**SERGEANTS' GOLF TOURNEY**

On Thursday evening, August 21st, the W.O's and Senior N.C.O's from the Station turned out 24 golfers and proceeded to the Union Golf Course.

A good game of golf was enjoyed by all, even WO Downes, who should have had a shovel on the 13th hole.

Another outstanding feature was to see two foursomes holing out on the 9th green.

After the game a wonderful dinner was served and the boys certainly did justice to it.

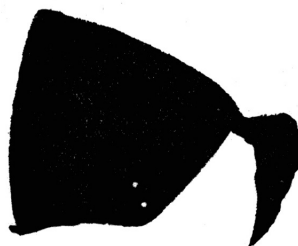
Before returning to the school it was decided to have another evening of golf at a later date.

\* \* \*

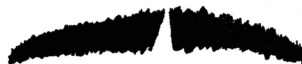
**SPORTS**

F/O N. Harris is a star on the Headquarters Tennis Team.

\* \* \*



1. Exhibition of  
Globe



*Leduc of Montreal*

# STATION ACTIVITIES

## LIBRARY CORNER

There are well-known authors who can and do write so easily and freely as to publish a book every year. Generally their books are what one might expect "easy" books to read.

Dr. Cronin, who wrote "The Citadel," the book that caused such a sensation about five years ago, is not in this class. "The Keys of the Kingdom" is, I believe, his third novel. It is the story of a saint, if ever there was one. It is a record of thirty-five years in China, struggling against indifference, famine, plague, war, in fact all of the sorrow and bitterness with which mankind is afflicted. A dramatic, gripping, intense book that will stir your emotions, if you're not too sophisticated.

Talking about difference in authors, what a difference there is also in readers. The Library rules allow two books to be taken out at one time, and we have men regularly taking two books twice weekly. The record so far is held by a man who is not now in the school, 44 books in one month, an average of 1½ books per day. And he got good marks in his trade test, too. On the other hand is the chap who takes out a book the first day he enters T. T. S. and forgets all about it till he is "posted." This is the man who causes the Librarian most worry.

Some new Entries are not quite clear how the Library is run. The Library is completely free, unless books are held longer than the time permitted. A small fine is imposed on books overdue. Seven days is the time allowed for fiction and all non-technical books. In both cases renewal is granted if no reservation has been made. The Library is maintained by funds provided by the Station and is governed by a Committee, the President being Padre Davies.

A welcome is extended to everyone to visit us, and suggestions for books or improvements in the service will receive close attention.

\* \* \*

## Corporals Hold First Dance

A delightful event took place on Friday evening, July 25th, in the Masonic Temple, St. Thomas, when the Corporals' Mess held their first dance. Since the Mess has been organized, plans have been under way to add to the social life, not only of the Mess in itself, but also as a means of acquainting St. Thomas with the

activities of the Corporal. The ballroom was tastefully decorated and the Station Dance Orchestra, under the leadership of Flt/Sgt Greene, furnished splendid music.

Over two hundred couples were in attendance and, in spite of the extreme heat, everyone thoroughly enjoyed themselves. Favours were presented to each lady guest and all present were given paper hats. A delicious buffet supper was served under the direction of WO Chippett. The capable President of the Mess and his wife, Cpl. and Mrs. Judge, were at the door to receive the guests and to make them welcome. Assisting the President were Cpl. Treleaven, chairman of the Entertainment Committee; Cpl. Symington, Mess Secretary, and Committee members Cpl. Pilkington, Kerr and Richards.

Several of the officers and their ladies attended the dance and they were loud in their praise of the arrangements and the entertainment.

\* \* \*

## MEDALS



Pictured above is a R.C.A.F. T.T.S. Medal. For the newcomers on our Station there are three types of these Medals—Gold for leading honor graduates of the various classes; Silver for outstanding work in welfare, and Bronze covering winners in sport. The latter are awarded to each member of championship teams in the Commanding Officer's Trophy Series. All are worth shooting for and will be a keepsake you will long treasure. On the face of the medal you see "Per Ardua Ad Astra"—through adversity to the stars—a motto which is familiar to all R.C.A.F. personnel. Below is "Mens Sana In Corpore Sano"—sound mind in a sound body.

## THE AIRCRAFTMAN

Here is a little story of a recent and worthy winner of a Gold Medal—AC/2 Nel R92073. This trainee is a “Free Frenchman.”

On the outbreak of the war, AC/2 Nel was a second master mechanic on the “S.S. Normandie” lying at New York. He left for France in October of 1939 on “S.S. DeGasse” to be employed as a first class mechanic in the French Army garages in a civilian capacity at LeHayre until mobilized in the French Merchant Marine in May 1941.

He was drafted to “M.S. Indo China,” which was on the Atlantic route, and sailed for New York, leaving his wife and relatives behind in the outskirts of LeHayre. His duties took him between Portland and Vancouver, and whilst lying up at the former port, the armistice between France and Germany was signed.

The ship’s officers and crew were interned on “S.S. Alencon” and the vessel was later removed to Oakland, California, where it is understood she remains still under guard with a number of internees aboard.

Whilst at Portland, AC/2 Nel, realizing he was cut off from his family and taking no active part in the war, wrote to Ottawa and asked for permission to enlist in the R.N. or R.C.N., but received a negative reply. Not to be daunted, he managed to visit the British Consul at Oakland and volunteered to enlist in any branch of the Canadian Services or take employment in munition work. The Consul eventually arranged his release from internment and he was sent to Vancouver, where he enlisted in the R.C.A.F.

He had practically no knowledge of the English language and was transferred from Vancouver to the R.C.A.F. School of English, Quebec, and eventually to St. Thomas in April 1941 as an A.E.M. Trainee.

Despite the language difficulty and the stress of mind brought about by absence of news of his family AC Nel has made singular efforts to absorb the instruction at St. Thomas with outstanding success. His weekly assessment record shows continued zeal and industry which has been rewarded by obtaining first place on the mid course examination and in winning the Gold Medal as honor student for the 58th Entry A.E.M.

Never has the Gold Medal, to passing-out entries of the A.E.M., been so suitably awarded and it should inspire the French-Canadians, who are in part suffering the same handicap as AC/2 Nel, to make every effort to win this coveted prize.

\* \* \*

HELP OUR WAR EFFORT . . .  
BUY WAR SAVINGS REGULARLY!

## CALENDAR OF ACTIVITIES

(Newcomers to the Station can follow the following set-up for recreational and sporting activities from week to week. Special events or any change in any particular week can be noted in the Y.M.C.A. Daily Bulletins which are posted up in all Squadrons.)

### SUNDAY

0910 Hrs.—R. C. Church Parade.

1000 Hrs.—Protestant Church Parade.

### MONDAY

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

### TUESDAY

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

2015-2200 Hrs.—Cinema, supplied by the Y.M.C.A.

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

### WEDNESDAY

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

1930-2030 Hrs.—Camera Club (in 2 Wing, Security Guard Lecture Room).

### THURSDAY

1900-2000 Hrs.—Inter-Squadron Games.

1930-2030 Hrs.—Bible Discussion Group (in 2 Wing, Security Guard Lecture Room).

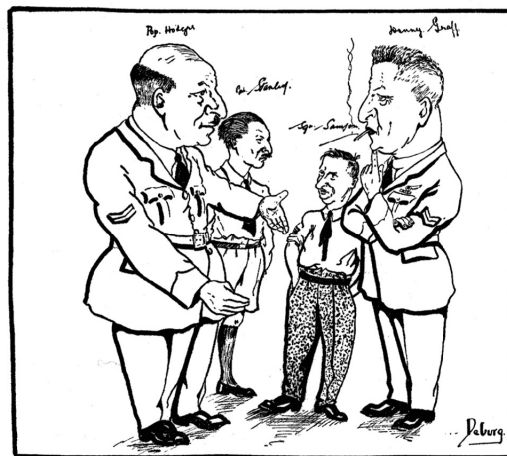
### FRIDAY

2015-2200 Hrs.—Cinema, supplied by the Y.M.C.A.

### SATURDAY

2015-2200 Hrs.—Cinema, supplied by the Canadian Legion.

\* \* \*



# AMONG THE SQUADRONS

## 1 SQUADRON, 1 WING

### SPORTS

By Cpl. Hardy

Well the 10th of August has come and gone, and although 1 Squad 1 Wing only finished in 3rd place we still believe that without the few tough breaks we received we would have finished on top.

We have the best 2-mile relay team on the station and we'll challenge any squadron to prove otherwise.

It must have been a big relief to SGT. HARRIS to have an athlete like AC/2 McDONALD dropped in his lap a few days before the meet. Nice going MAC, our loss was their gain.

Now that things are coming back to normal we'll have to start looking ahead to winning the C.O.'s Trophy. We came from 7th to 4th place last month and we hope to do even better this month. We also hope the new Entries, the 75th and 76th, that we receive this month will contain a bunch of athletes; we can sure use them, so here's hoping.

Now that the 56th and 57th Entries have gone their respective ways, to do their bit, we the N.C.O.'s of 1 Squadron know they'll be a credit to the Squadron and the Station. A fine bunch of sportsmen whom we'll all miss. Good Luck, fellows, carry on with the good work.

Congratulations to Cpl. Hertel on receiving his Sgts. Stripes.

And alas, no longer will these halls ring with the familiar BELLOW, sure and begorre you have to be properly dressed to come on this parade, Sgt. Murphy has left us. Good Luck, Murph.

\* \* \*

### WE WOULD LIKE TO KNOW

Why judges and timekeepers can't agree.

Why athletes don't listen to their instructions before and not after a race.

Why Team Captains are forgotten when the bouquets are being handed out.

\* \* \*

Why all umpires but one are blind.  
Why 1 Squadron can't install an information booth with a beautiful Blonde to answer all Questions.

When is Cpl. CONRAN going to finish Canada's secret weapon.

Why is Cpl. Lacoste looking so "Tin" lately, and why does he get a gleam in his eye when someone mentions Pig.

Why the angels don't send 1 Squadron a real softball battery.

Nuf Said, we'll carry on, so keep up the good work, fellows, and we'll bring home the bacon one of these days.

What does Squadron Leader Peacock think of the fine showing No. 1 Wing made at the Station sports meet?

\* \* \*

## 2 SQUADRON, 1 WING

By AC Doty, D. R.

### FLIGHT

Cpl. Crockett: Squad atten - tion.

Cpl. McNulty: Put that man on charge for talking in ranks, Corporal Crockett.

Cpl. Crockett: He wasn't talking, I saw him.

Cpl. McNulty: Then put him on charge for deceiving me. R.T.R.

\* \* \*

### DAILY ROUTINE RUMOURS

That they're cutting out Basics.

That the cooks eat here.

That the Duke of Kent is coming to-morrow.

That the 61st won't flood the showers. (There's no charge at Port Stanley if you have your suits, boys.)

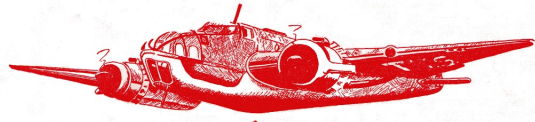
That the little man with the big whisper is suffering from a sudden change of temperature.

"What was that, Flight?"

Morning Sick Parade Advice by Sgt. Murphy.



# WORK



# SAVE

E. & A. T. S.

1 Sq. - 2 Wing

3 Sq. - 1 Wing

2 Sq. - 1 Wing

Headquarters

3 Sq. - 2 Wing

2 Sq. - 2 Wing

1 Sq. - 1 Wing

Civilian

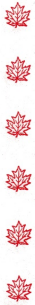


# LEND



YOUR  
SAVINGS  
TOTAL  
\$26,776  
NOW

H. & G. Hardy



## THE AIRCRAFTMAN

### SPORTS

"Smatter, boys? Only four trophies in a row? Not bad though, better luck next month. We're in second place already, and now the Track and Field Meet is bottled up we can concentrate on the C.O.'s Trophy again. It was time well spent, seeing No. 2 Squadron come out in front with a final spurt on the last lap, nosing out toughest opposition (No. 3 Squadron 2 Wing) by 16 points. It was well fought all the way by everyone throughout the Squadron, where ability was lacking it was won on "guts" alone.

How about another Entry like "62"? When it comes to sports, 62 takes the lead in Soccer and Lacrosse as well as all the other sports. (C'mon 68, 70, 72 and 73, let's see what you got. You must carry on and keep up No. 2 Squadron's reputation when the early Entries leave.)

\* \* \*

### 3 SQUADRON, 1 WING

#### THE R. C. A. F.

"The Empire is on the march. We are all together, and as the months roll by, trained pilots and air crews in their thousands will proceed to the other side to do once again what their forbears did before—blaze the trail of combat and of conquest with Britain, beside her—fighting together until the last Messerschmitt fades away and the sound of Dorniers and Heinkels is no longer heard in the land.

"The British Commonwealth Air Training Plan is a great success. It was a great conception that will be a magnificent contribution to ultimate victory. A steady flow of pilots, air observers, wireless operator air gunners, has already begun its course from Canada to the other side. That stream of reinforcements, all splendidly trained, will increase from week to week."

—From a speech by  
Air Marshal W. A. Bishop, V.C.

\* \* \*

#### FROM HERE AND THERE

Who is the Cpl. who climbs trees after golf balls?  
Never has so many, waited so long, for so little.  
(Meal Parade)

A new arrival from Trenton asked a certain N.C.O. when he thought they would be starting the first A.E.M. Course, he was very surprised when he was told the courses started over 18 months ago.

\* \* \*

#### IDENTIFIED

(Sudbury Daily Star)

Sentry: "Halt; whose there?"

Voice: "Canadian."

Sentry: "Advance and recite the second verse of 'O Canada'."

Voice: I don't know it."

Sentry: "Proceed Canadian."

\* \* \*

#### IT WAS STATED

By A. Trainee

A safety gap is for economizing.

The diffuser is placed in the Carburetor for upside down flying.

### BON MOTS AND EPIGRAMS

The "b" in debt is silent; but it presumably was stuck there to supply the sting.

One of the easiest ways to seek death in the old days was to blow out the gas. The present way is to step on it.

Defeat isn't bitter if you don't swallow it.

As George Bernard Shaw says: "There are two tragedies in life. One is not to get your heart's desire, the other is to get it."

Now-a-days two pints make one cavort.

They know enough who know how to learn.—Henry Adams.

Love doesn't really make the world go round. It makes people so dizzy that it looks like it.

\* \* \*

#### THE LIGHT FROM AFAR

By Cpl. Stanley, W. M.

The moon with tears, looked down on Earth,  
Covered with wars, and she heard no mirth;  
She said to the rest of the heavenly crowd,  
"Let's cover the Earth with a hood or shroud."

"No:" said a voice that came from afar,  
It came from a little mite of a star;  
"Just wait until my light doth grow,  
And shines on Earth a steady glow;  
Make them look up to the Heaven above—  
To God the Father, whom they love:  
So that soon they'll send a prayer  
For God to show them how to share:  
The lands, the trees, the rain, the snow  
And all the wonders on Earth below:  
Shelve their ancient, foolish pride,  
Let foes and friends stand side by side.

Then on the Earth you'll shed no tears  
For peace will reign throughout the years."

The moon again looked on the Earth,  
And saw this distant light give birth:  
She saw the people look high above,  
And heard their prayers to the God of Love.

She heard no shots, saw wars cease,  
And saw the flight of the Dove of Peace.  
Hate grew cold, and scars were healed,  
The sword was broken also the shield.  
Out of the ports ships did glide,  
To freely sail the ocean wide.  
The God of War laid down his tools,  
And said, "These mortals are no fools,  
I'll leave the Earth and go away,  
For where there's peace I cannot stay;  
They want me not, so I'll go and hide  
In some dark cave, and there abide."

So God, we thank Thee, for the star  
That shed it's light from afar,  
And returned to this sad, weary Earth  
The spark of peace and the return of mirth.

\* \* \*

#### AN AIRMAN'S PLEA

By AC/2 B. A. Worden, R99186  
Saint John, N.B.

Did you ever stop to ponder,  
What people think about  
"An Airman's reputation,"  
Every time that he steps out.

## THE AIRCRAFTMAN

One can hardly help but notice  
Though one tries to act correct  
That a certain class of civies  
Do not treat you with respect.

There was a time when all the Airmen  
From Lundy's Lane to Bombay,  
Were classed as sturdy heroes  
But its not that way today.

Would you like to know the reason  
For a reason there must be  
To disrespect the uniform  
To this you must agree.

Some kids have joined the Airforce  
They're just starting in their teens  
They try to act like hard guys  
It's they that spilt the beans.

They can smell an empty bottle  
And they stagger like they're drunk  
And that's the reason half the civies  
Think the Airforce is the bunk.

And why must all the airmen  
Suffer for the sins of a guilty few  
And lose their rights to a social life  
For what some others do?

Now I don't claim to be an angel  
But I'm sticking by one rule  
That when I go out on a pass  
I won't act like a fool.

And if all the men in uniform  
Would try and do the same  
With this coming generation  
We might save the Airforce's name.

\* \* \*

A sailor was cast away on a desert island. After he had been there for nine years, he awoke one morning and saw a lovely woman floating toward the beach on a barrel. The barrel washed ashore and the woman approached.

"High ho," said she. "And how long have you been here?"

"Nigh on ten years," said the sailor.

"Gracious," said the woman. "Then I shall give you something you certainly haven't had in a long time."

"Bust my leg!" said the sailor. "Don't tell me you got beer in that barrel! ??"—*Air War Digest*.

\* \* \*

### 1 SQUADRON, 2 WING

By L. Falle

Our Squadron has a unique distinction in T.T.S., that of having the greatest number of different trades being taught its Trainees.

We have Air Frame Mechanics (Entries 58-59-69 and 70). Instrument Makers, Fabric Workers and A. F.M. Advanced Metal Workers, not to mention a few Parachute Packers from England.

No one can ever say that No. 1 Squadron wasn't doing its "bit" towards the war, eh, fellows?

On the 13th a number of our oldest trainees left—to wit—some of the advanced Metal Workers. Every man was well satisfied with his posting (we hope).

\* \* \*

Very soon the 58th and 59th entries of A.F.M.'s will be leaving. At present, however, both entries are "diligently" (I wonder) studying for their final Trade Board Exam. These two entries have been very active in Sports and in the Drill Team so their loss will be keenly felt in the Squadron.

\* \* \*

May I say here I would appreciate any little items of news from any Entry that wishes to have such printed in the paper.

It is a trivial matter of no philosophical significance, but if I were to inquire of you "what were your prognostications as to the idiosyncracies of Juphunius for the ensuing day (in other words 'will it rain tomorrow') would you be inclined to believe that I was a sophisticated rhetorician intoxicated by the exuberance of my own verbosity, making supercilious, unpremeditated and preponderous statements? I assure you this is not my intention. So for fear you will think I am a dextrous exponent of perverted veracity and verbal inexactitudes I shall forthwith cease this assinine preamble.

\* \* \*

### SPORTS

The continual changing of the "trainees" in the Squadron due to Entries being posted to stations, makes it very hard for team captains to keep their teams intact.

This matter of winning sports is vital to the Squadron, fellows, so any new "trainees who play any sport" please see the Captain of that sport. He will be glad to have you.

\* \* \*

The most noted successes have been achieved by Briden's Baseball Team behind Rasminsky's able pitching. The Lacrosse team also has been hitting top stride. The Tennis and Soccer Teams have split even. All in all it has been a good showing.

\* \* \*

In the Station Sports Events at Pinafore Park No. 1 Squadron Athletes won three events. 1. The Hurdles. 2. The Mile Team Race. 3. The High Jump and came close in other events. The sporting endeavour of our athletes was second to none. That's the spirit, boys.

\* \* \*

### IN LIGHTER MOOD

A report has just come in that the dust storms in Saskatchewan are so thick that Gophers can be seen 100 feet up digging holes.

\* \* \*

Haugen: I just simply can't bear fools.

Barlows: No! But I see your mother can.

\* \* \*

Cpl.: What is an Amphibian?

Rhuda: Combination Eagle, Duck and Chicken.

\* \* \*

Cpl.: What is the last word in parachutes?

Falle: Jump.

\* \* \*

Cpl.: What is Aeronautical amnesia?

Rowlatt: Instrument Flying.

\* \* \*

Cpl.: What is a wing flap?

Clark: An aileron on relief.

## THE AIRCRAFTMAN

### THE BOYS IN 7-C

Come on you fellows in 7-C  
Of Entry fifty-eight  
Out of your bunks  
And into your trunks  
So none of us will be late.  
Smarten up Blackie  
And open up your eyes  
Just take a look at the morning skies  
Chop those whiskers off your chin  
Stop moaning about somebody cutting you in.  
Just take a look at Andy there  
Combing away at his falling hair  
And Wilfred sitting on his bunk  
Going through his developing junk.  
Next is the boy from Kirkland Lake  
Twisting around like a garter snake  
About this lad I'll say no more  
Just blame his actions on the war.  
Next in line is handsome Jit  
At cracking jokes is quite a wit  
Just take a look at that baby face  
In the movies I'm sure  
He will find a place.  
Who is this fellow sleeping so sound  
The best truck driver  
The Air Force has found  
It is Toolmey boy with curly hair  
Reposing so sweet in his underwear.  
Up on top is Danny boy  
Who used to be Stratford's pride and joy  
Peddling around on a bicycle seat  
Selling the public groceries and meat.  
Morris the lady killing kid  
When stepping out  
Sure lifts the lid  
Just where he goes  
We do not know  
But is often seen  
Around a certain show.  
That is all of our happy gang  
Except the boys with a foreign twang  
They are all good guys  
There is no doubt,  
But we never know what  
They are talking about.  
Then there is a guy named Wood  
Who could if he would  
But don't think he should  
So come on boys hear those running feet,  
That means one thing.  
It is time to eat.

### 2 SQUADRON, 2 WING

#### HEARD IN NO. 2 SQUADON ORDERLY ROOM

Trainee: Next Wednesday Frankie Masters is coming down.

Cpl. Cassidy: What is he? A.F.M. what Entry?

Do not tell anybody, the 56th Entry would all like to go west, Dartmouth or Russia.

Until Johnny McCoullack gets his new set of grinders he won't be enjoying the gum we offer him or the nice tender stakes the Kitchen mechanics have been giving out lately.

### IT MIGHT BE VERSE

By Cpl. Keohane, P. T.  
2 Squadron, 2 Wing

Here is a story, strange as it seems,  
Of "Hitler & Nazi" and his terrible dreams,  
Worn out by Allies, he laid down in bed  
Amongst other things, he dreamt he was dead.

He was all straightened out and lying in state,  
His little moustache was frozen with hate,  
And when he was dead, he found to his cost  
That his plans and his passports to the next world  
were lost.

He left this earth and to heaven went straight  
And marched proudly up to the golden gate;  
St. Peter looked out and in a voice loud and clear  
Said "Hitler the Nazi, you can't get in here."

Then Hitler turned back and away he did go  
With the greatest of ease, to the place below,  
But the lookout angel was well worth his hire,  
For he went straight to Satan and gave him the wire.

So Satan said "Fellows, I'll give a warning,  
I'm expecting old Hitler down here this morning,  
I'll tell you straight and I'll tell you clear  
We're too blasted good to let that heel down here."

"Oh Satan, Oh Satan," old Hitler cried.  
"I heard what you said while waiting outside;  
Oh give me a corner, I've nowhere to hide."  
But Satan said, "No, a thousand times no."  
He booted Herr Hitler, then vanished in smoke,  
And right at that moment, old Hitler awoke.

He hollered for Goebbels in a lather of sweat  
Saying I ask no more but to the Reich will get,  
Heaven won't help me, I know full well,  
(But its a darned awful thing to be kicked out of  
Hell.) (Duke of V. W.)

Who was the airman of the veteran 57th who gracefully sauntered in wearing ladies' high heel shoes? Why could he not get into his upper berth without the aid of a chair? We are still wondering how he passed the suspicious glances of three (3) S.P.'s.

We often wonder if Bill Martin from Galt will ever stop boasting to the boys, how his 1914 Essex came all the way from Paris, Ont., without having any tire or engine trouble. He is running a close second to Jack Benny's Maxwell, but some of the lads who have seen it, state that the only repairs needed on it is a new body, new tires and an Engine.

### 3 SQUADRON, 2 WING

By Cpl. Jorgenson, G.

#### SPORTS

If ever a Squadron deserved congratulations and laurels No. 3 Squadron is just that! The record of their achievements of the past month will long be remembered.

When we predicted a win last month we had not anticipated—it being so decisive as to be even spectacular. Three of the four teams in the competitions

## THE AIRCRAFTMAN

finished the month with a perfect record of no losses. The result is that to-day (when this article is being written) three very proud teams—Lacrosse, Soccer and Softball—are being the recipients of Sports medals which they will long cherish.

The following are the members of the teams who contributed to the victory for the Squadron.

**Lacrosse Team**—Catto, J. H. (Captain); Pearson, H. C.; Gorina, C.; Menard, J.; Short, R.; Grundle, J.; Giddings, D.; Mackenzie, D.; Cunningham, A.; Stevenson, L.; Black, D.; Suter.

The team held a perfect record with Gorina, Short and Suter proving outstanding ability.

**Soccer Team**—Maltin, B. (Captain); Hodges, R.; Galloway, N.; Delisle, R.; Irving, J.; Hall, H.; Goodwin, G.; Lawrie, G.; Thornley, G.; Taransky, W.; Rohatynski, S.

**Softball**—Cpl. Goodmanson (Coach); Cpl. Bradley and Berry, F. W.; Vicary, F.; Hutchison, H. S.; Atkinson, G.; Crawford; McMurty, J.; Koleada, M.; Arbuckle, H. M.

The Bradley-Berry combination was invincible and the rest of the team gave them noble support.

As adequate proof of the squadron athletic ability we are well on our way to repeating last month's performance. The new members in the drive for victory is the tennis team—finishing 4th last month they have pulled themselves up and are now bidding for top place along with other Squadron teams. Three outstanding netmen of the Squadron are Bigelow, Vallieres and Irwin—all of whom have an unbeaten record to date.

### Squadron 3 and Sports Day

Adding to our Squadron laurels was the grand showing made by our boys on Sports Day. They made a strong bid for first honors but came out only second best—with a grand total of 63 points and well deserving of second place.

Some of the more outstanding athletes were: Agnew running in the mile and half mile and Lund who ran a very pretty quarter mile and the Mackintyre twins both doing well in the sprints, as did Suter in his class. Hooper and Galloway also scored triumphs in the long distance races.—Goodwin (Batchelor of the 63rd) jumped to victory in the High Jump.

Cup winners were Emmerson, Suter, Scanlon and Agnew.

Sgt. White has a good word for the tug-of-war team and attributes this loss only to the fact that the anchor man dug in and sat down.

Much of the credit of this Squadron's achievement in sports is due to the enthusiastic support of the Squadron Commander, F/O Hendry, W. O. Hutchinson, Sgt. White, Sgt. Hunt and Cpl. Hodgins.

Congratulations; it was a job done well.

\* \* \*

### SQUADRON 3 N.C.O'S

In order to recognize the following N.C.O's, note characteristics as listed below:

Name: Cpl. Merriam—Favorite Expression: What's the snag?—Gen. Occupation: Pacing floors at night—Description: Political airs.

Cpl. Brown—Well, I figure . . .—Persuasive discussion—Beaming countenance.

Cpl. Alguire—Anybody got a cigarette—Crashing the dinner line—School teacherish.

Cpl. Meadly—Is that right—Playing Swiss Navy—Bright blue eyes.

Cpl. Holmes—Well I like that—Feeding fish—Cassanova.

Cpl. Mycock—Now when I was . . .—Giving the "gen"—Smiling.

Cpl. Yates—I'll go through it again; watch the board—Blonde heart throb—Mustache.

Cpl. Hunt—I'll put you on charge—Good for a touch—Happy in the Service.

Cpl. Hodgins—Did I do all right—Sunday duties—"Browned off".

Cpl. Bradley—Censored—Stealing alarm clocks—Slinging the bull.

\* \* \*

### THE "56"

Here is to the boys of the "56";  
The lads from Galt, the men from the "Sticks",  
We're awfully smart as we all do know,  
Just ask the Sergeants if that ain't so.  
The very first week we were ready to go,  
But a file in our hands proved us plenty slow.  
But before the first two weeks were done,  
Our champion, Merritt, made a perfect one.  
The engine course was long and dull,  
But near the end we all did well,  
Carburetion and boost seemed to all quite queer,  
But the Sergeants said, "You'll learn in a year."  
In the intermediate we didn't do badly,  
And none of the boys were very sad.  
The Corporal said, "All did well",  
But the final exam is the one to tell.  
Next we learned how to work on a plane,  
So that all our lectures wouldn't seem in vain,  
And now all we have left to do is checks,  
So the "Blinking Pilots" won't break their necks.  
In three more weeks the final is here,  
And we'll learn the best in the past quarter year.  
The final will tell that we're the best,  
Then out to the squads we'll go with the rest.  
Maybe you'll think we're bragging some,  
But I think you'll agree we're the best, by gum,  
But anyway it's plain to see  
That any airman loves his own Entry.

\* \* \*

### Equipment and Accountant Training School

In Tennis the E. & A.T.S. Team continues to keep up the hot pace they set for July when they went through the entire month without loss of a single match. To date this month the Team has done equally as well. So far they have yet to taste defeat and it would appear at the time of writing that another victory for E. & A.T.S. for the month of August is in the offing.

The Team is under the management of F/Sgt H. G. King and is composed of the following lads: For singles players we have "Fuzzy" MacMillan, J. Ebbels and G. Duff, and the two doubles teams are composed of Vic Blake and A. Devlin and D. Simard and H. Fry.

## THE AIRCRAFTMAN

### NOTES FROM HITHER AND YAWN

*By Flt/Sgt King*

It's History now, but . . .

Congratulations are in order on the following promotions to three well-known members of our staff: Sgt. Arthur (Morganthau) Clarke and Cpl. Joel of our Orderly Room have taken one step up on the well-known "ladder", and also the mountainous Cpl. Hyphen Ppfiddleton (no known occupation) who has commenced to grace (?) our Mess—or mess our grace.

A word of welcome is in order to a couple of coyotes from the West, Cpl's. Portman and Allward, recently attached to our Instructional Staff. Generally known as "Scruff" and "Little Scruff" they refuse to live up to this moniker and are doing a right smart job around the school.

F/Sgt Sisk, having recently returned from Escort Duty to an "Eastern Canadian Port", has refused to commence his serial story on "My First Aeroplane Ride" or "The Wright Brothers Were Pikers". The Sisko Kid apparently has chosen the sea as his first love, and is preparing a stupendous submarine saga, tentatively titled "Down to the She in Sips".

Our present tennis team, who took up where last month's stars left off in the middle of the schedule, carried right on and took all honors for July, taking the maximum of seven points every night they went out. Our singles stars were AC/2's Ebbles, Duff and MacMillan, and the doubles teams were "Spike" Blake and Devlin, and "Gypsy" Simard and "Fish" Fry! Competition was keen throughout the month, and through splendid co-operation of the teams and captains all postponed games were completed without a hitch. Let's hope that the August tournaments will have been as successful. Our boys are out to take it again!!

Well, the annual Sports Day has come and gone again, and to the successful contestants and Squadrons go the congratulations of this School. It was a good "meet", well handled, and perfect weather aided the efforts of all. We didn't do as well as we hoped for, but the EATS boys were in there punching all the way. Particular mention must be made of AC/2 Ashton, who showed his heels to all and sundry in the two-mile race, and finished as fresh as the well-known daisy, and AC/2 Herbert, who placed fifth in the mile team race and ran the final heat of the two-mile relay. These two lads will bear watching in future events. Also Sgt. Leduc, of the non-Vichy Leducs, who arranged the clown display, which was all too short, from a general public point of view. And to F/Sgts Vail and Spano and Sgt. Pilkington, whose untiring efforts caused the School to field

a very presentable aggregation on comparatively short notice, and with brand new recruits.

WISDOM: Knowing how to do it.

TACT: Knowing when to do it.

VIRTUE: Not doing it.

\* \* \*

### FLUTTERS FROM FLIGHT FOUR

Daylight breaks o'er T.T.S.,  
Reveille's clarion trumpet call:  
Awake! the E. & A.T.S.,

Flight Four, the thin, the short, the tall.  
Quick wash and shave and then with roar  
These brave lads rush to mess hall door.

At Sun's first glorious shining rays,  
Boots black, brass bright, inspection risk;  
They stand, uncertainly in line,  
"My Dizzy Aunt," roars dear Flight Sisk  
With wrenching hands he pulls his hair  
And frowns severely; the lads stare.

In column of route they march across  
The road, to classes down below  
Sometimes in step, more often not,  
Books held up high 'neath left elbow.  
Day's work begun, at books they leap,  
But on hot days they drowse and sleep.

With quip and jest and merry eye,  
Flight Hodgins teaches his "trainees,"  
The M.S.L. and A.I.U.,  
Forms "Fifty Six" and "Ninety Threes."  
"Tally Cards" and "Invent'ries,"  
Make their heads abuzz like bees.

At eleven o'clock each day "It's Fun,"  
The boys all say, to skip  
And frolic for one happy hour  
With naked chest; and dip  
And grunt. "Hell's on a spree."  
We love this thing they call "P.T."

Then comes exams. "How much d'you know,"  
Three fleeting hours to write it down—  
"What is a voucher?" "Who demands?"  
"Name this," "Name that." It makes you  
frown.

It seems like years, this agony.  
"Oh, shall I pass?" Well, wait and see!

The postings "up." Where do I go?  
"Where's Alliford, Penhold or Claresholm?"  
"Why don't they send me East or West?"  
"I cannot leave my girl alone."  
Flight Four is through. They're on their toes,  
To really punch old Hitler's nose.

Old T.T.S., we've cussed you, we've cussed the  
meal parades,

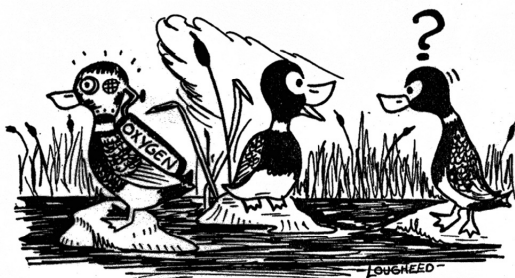
THE AIRCRAFTMAN

We've cussed the eggs you've served, and  
 cussed the beds we've made.  
 We've cussed the luke-warm water for quen-  
 ching our dry throats,  
 We've cussed you through the lectures,  
 we've cussed you note by note!  
 But now that we are leaving you, for skies both  
 blue and grey,  
 You're not so bad, old T.T.S. Doggone it,  
 YOU'RE O.K.!!

—AC/2 SCHON, L. A.

\* \* \*

HE IS ALL SET FOR SOME HIGH ALTITUDE  
 FLYING THIS FALL !



\* \* \*

*Do You Know?*

**That** AC/2 "Bill" Steel (Electrician) saved a young man from drowning at Pinafore Park during July.

\* \* \*

**That** if you are bringing your wife and family to St. Thomas the Y.W.C.A. will help you secure accommodation for them.

\* \* \*

**That** Harry Houdini, the great magician and escape artist, turned his uncanny abilities to good account by showing the public how spurious spiritualists and cardsharps were deceiving it.

\* \* \*

**That** drivers going to various parts of Ontario over week-ends can obtain riders (to help defray expenses) by applying at your Y.M.C.A. office on the Station.

\* \* \*

**That** Thomas A. Edison's formal education was limited to three months at Port Huron, Michigan. He was a news butcher on a train at twelve and a telegraph operator at fifteen.

**That** Airmen are always welcome to the Active Service Club in London situated next to Y.M.C.A. There is sleeping accommodation.

\* \* \*

**That** an Australian (and not Doug Deane) won the greasy pig competition at Fingal's Sports Day—held August 20th.

\* \* \*

**That** John Hay, one of Lincoln's secretaries, once wrote of him: "The Tycoon is in fine whack. I have rarely seen him more serene and busy. He is managing this war, the draft, foreign relations and planning reconstruction of the Union all at once."

\* \* \*

**That** the Station Library has a wide selection of mystery stories.

\* \* \*



A year has passed since Prime Minister Winston Churchill paid that famous compliment to the young men of the R. A. F. Everyone is familiar with the one outstanding sentence in it but the whole paragraph is worth repeating as it will be repeated, and repeated in ages to come

"The gratitude of every home in our Island, in our Empire, and indeed throughout the world, except in the abodes of the guilty, goes out to the British airmen who, undaunted by odds, unwearied in their constant challenge and mortal danger, are turning the tide of the world war by their prowess and by their devotion. Never in the field of human conflict was so much owed by so many to so few. All hearts go out to the fighter pilots, whose brilliant actions we see with our own eyes day after day; but we must never forget that all the time, night after night, month after month, our bomber squadrons travel far into Germany, find their targets in the darkness by the highest navigational skill, aim their attacks, often under the heaviest fire, often with serious loss, with deliberate, careful discrimination, and inflict shattering blows upon the whole of the technical and war-making structure of the Nazi power. On no part of the Royal Air Force does the weight of the war fall more heavily than on the daylight bombers who will play an

## THE AIRCRAFTMAN

invaluable part in the case of invasion and whose unflinching zeal it has been necessary in the meanwhile on numerous occasions to restrain."

\* \* \*

Decent people believe that children should be spared the horrors of war. Not so the Germans. Early in the first world war children all over Germany were encouraged to chant this dirge:

*"Zeppelin, flieg,  
Hilf uns um Krieg,  
Fliege nach England,  
England wird abgebrannt,  
Zeppelin, flieg."*

"Destroy England!" they sang. "Fly, Zeppelin, and burn up England!"

\* \* \*

On May 25, 1938, Winston Churchill warned members of the House of Commons that the British aircraft industry was operating inefficiently. Two men in England, he said, were required to do as much work as one was doing in Germany. Since Mr. Churchill got to be head man, production figures have risen satisfactorily, we are told. Attending to that little matter was probably one of the Prime Minister's first jobs.

\* \* \*

In 1915 a committee of prominent London citizens was formed to protect St. Paul's Cathedral from air raid damage. For more than three years volunteers patrolled the inside of the dome, ready to spot and minimize any fires caused by bombs. The only damage done to the structure was slight, and done by our own AA shells.

\* \* \*

In 1935, Germany had ready and fully equipped 30 mobile AA regiments, in addition to stationary batteries with thousands of personnel. Presumably these forces were greatly expanded later. According to reports, however, this great force has so far been practically impotent, anti-aircraft defences in general being a little slow for the whirlwind air war now going on.

\* \* \*

On September 2, 1916, a swarm of Zeppelins raided London; sixteen of them together. It was a bad September day for the Germans, much like that one a year ago. A few of them managed to get home, but mass airship raids were never repeated.

\* \* \*

When the French surrendered to the Germans they were holding 400 German pilot prisoners for the Allies. Most of them had been shot down by the R. A. F. and were rightly

British prisoners. But France gave them back to Germany, who immediately put them back in the air.

\* \* \*

The very first London victim of German bombing was a little child, Elsie Leggatt. It was in 1915. The little tot, almost four, had just settled to sleep for the night when an unexpected bomb from a Zeppelin made almost a direct hit on her bed.

\* \* \*

On the night of September 7, 1915, a Zeppelin came over London. In a small attic in the house of William Beechey of Deptford, Southeast London, were two beds separated by a gap of a little more than two feet. In one of the beds was a grandmother and in the other her eight-year-old granddaughter, Elizabeth Beechey. A live bomb passed between the two beds without harming either occupant. A number of people on the floor below were killed.

\* \* \*

One bomb, weighing 2,500 pounds, dropped in Paddington in 1918, caused extensive damage in seven streets. Almost 150 houses were damaged to varying degrees from demolishment to shattered windows.

\* \* \*

In 1917, 1,250 bombs were dropped on England, killing 596 people.

\* \* \*

A two-ton bomb makes a hole about twenty feet deep and seventy-five feet across. A bomb this size has a destructive radius of about a half mile.

\* \* \*

### WE SEE FROM THE

#### FINGAL OBSERVER THAT:

They have a new Station Bugle Band comprised of 23 members.

The Y.W.C.A. have taken charge of their new hostess house.

That another trainee has become a member of their now famous "Pickle Barrel Club," having hit a thirty-foot triangular target at a height of 10,000 feet.

\* \* \*

#### JARVIS FLY PAPER THAT:

Pictures showing interiors of the Airmen's Canteen and Reading Room spell comfort.

The Station Softball team has entered the play-offs in the Simcoe League.

\* \* \*

#### "THE AIRMAN" (UPLANDS) THAT:

It is issued weekly and is now on its 12th

## THE AIRCRAFTMAN

edition. Uplands Station Softball Team are continuing their march toward the National Defence League Championship. They have nine straight victories to their credit.

\* \* \*

**"WINGS" (YORKTON, SASK.) THAT:**

No. 11 S.F.T.S. has published its first Station paper, entitled "Wings," a monthly publication. It is away to a big start with sixteen pages of Station news. We wish the Editor and his staff the very best and know

"Wings" will continue to be a prize publication.

\* \* \*

**"REVIEW" (NO. 1 WIRELESS SCHOOL, MONTREAL) THAT:**

They have so many budding young poets that a "Poets Corner" has been set aside for their rather large collection. Their Sports Equipment men have rather familiar difficulties, too—getting equipment returned on time is a problem.

\* \* \*

# ALL RANKS



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

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

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

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

# TECHNICAL TOPICS

## Some Further Notes on Airscrew Development

In an earlier issue of this magazine, this subject was briefly dealt with. It was shown there how that change in aerodynamic features of the blades change in material construction and added facilities to vary or maintain constant airscrew speed had contributed to improve the overall efficiency of an airscrew. The airscrew designer has at all times to study the effect of innovations which, whilst improving airscrew performance, may prove detrimental by excessive strain imposed on the members.

There are various forces acting upon an airscrew when it is rotating, viz., centrifugal, bending and torsional loads. These have increased with the increase in structural weight of components and engine speeds. Engine speeds have risen considerably with the object of developing greater horsepower and, although reduction gears have been introduced to reduce the speed of the airscrew shaft, nevertheless airscrew speeds have risen.

Centrifugal loads on an airscrew form perhaps the major portion of the ultimate load that is brought to bear upon the blade root. It affects the problem of root attachment to the boss, especially when blades are detachable. Aerodynamic loads, too, are very high due to better aerofoil sections, larger pitch angles and higher speed. These loads vary in the ratio of speed to the second power, *i.e.*, by  $^{\text{KL}} P S V^2$ . Where

$^{\text{KL}}$  = lift coefficient of the blade element

P = density of air—slugs per cu. cm.

S = area of blade element

V = velocity of the element ft. per min.

Now when a blade angle is changed, not only does the value of the lift coefficient change, but the point at which the force on each small element acts also changes. This is the centre of pressure of the element and in a similar way that the weight of a body is said to act at its centre of gravity although made up by elements which each have their own centre of gravity, the summation of all the forces acting on the blade of an airscrew are said to act at the centre of pressure of the blade as a whole.

Let us assume that a blade is divided into small strips from leading to trailing edges. Suppose the strips to be a quarter of an inch

in width and that the centre of pressure is at a distance of a third of the chord of the blade, back from the leading edge. Now visualize an airscrew blade; its change of shape at both edges. It is hardly likely that the centre of pressure we have marked on each strip will join up in a straight line; yet at each of these points there is a force acting. If our assumptions are correct, there are a multiple number of couples produced which may be having the effect of twisting the blade in its housing. Even if these various centres of pressures did line up on a common line, that condition of stability is upset when the blade angle is changed for as we have mentioned, the position of the centre of pressure varies with the angle of the blade and at some angles is completely off the blade.

The angle of the blade, however, is only one of the contributory factors which decide on the position of the centres of pressure. The attitude of the blade to the airflow is also a governing factor and this again depends on the forward velocity of the aircraft. So the actual direction of the airflow on the airscrew blade is a resultant of the combined forward aircraft speed and rotational speed of the airscrew itself. These facts are mentioned simply to convey to the reader the fact that the centres of pressure are shifting a considerable amount and must have a great consideration in the design of the airscrew.

Not only is the airscrew subject to forces without but also to those within. With the advent of the high boost engine, piston pressures have increased. However smoothly an engine may be balanced, the firing impulses are imparted in some degree to the crankshaft and through the airscrew shaft to the airscrew itself. If we accept this and realize as mentioned the high engine speeds now ruling, these frequent loads on the airscrew may have a weakening influence. There are other fluctuating loads which may occur within the engine—such as small out of balance rhythmic loads set up in reduction gears, auxiliary drives, etc.—which may combine to set up high fluctuating loads in an airscrew.

Imagine a flexible beam rigidly supported at one end and at the free end of the beam there is a regular and rapid load applied and removed. It will cause a similarly regular deflection of the beam. If other regular and

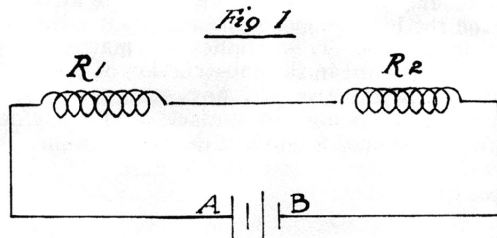
## THE AIRCRAFTMAN

rapid loads are applied at other points along the beam, they, too, will have a tendency to set up regular deflections of the beam. If the frequencies of the loads vary it is possible that all deflections will damp out, but on the other hand if they phase in, the deflections may be considerably increased, which leads us to the consideration of the airscrew. If the centrifugal, bending, torsional loads and pulsating forces act in unison, the effect on the airscrew may be very detrimental. There are other factors, too, which may be present only with the airscrew mounted on the installed engine. Take for example a twin-engined aircraft with the nose of the fuselage extending beyond the engines. Invariably with this type, the distance between the fuselage and the tip of the airscrew is comparatively small and buffeting is quite noticeable in the cockpit. The airscrew reacts to this buffeting in a similar way for it is pronounced in this area only and it forms just another of those rhythmic forces (in this case a breakdown of the aerodynamic qualities of the blade) which may affect airscrew characteristics.

A prominent airscrew firm has devised a test rig whereby the order of these disturbing loads might be measured. The test itself is known as a "Strain Gauge" test and it consists of measuring the deflections of small pieces of carbon filament secured by strong cement to nodal points along the airscrew blade. From the ends of each filament, insulated wires are led to a slip ring at the boss of the airscrew and thence to a Sperry Oscillagraph mounted away from the engine under test. As far as possible, flight conditions are assimilated in so much that the airscrew tested is one assembled in an aircraft and the range of test covers all engine speeds and boost pressures.

For those who may wish to know the theory of the test, the elementary principles are outlined below:

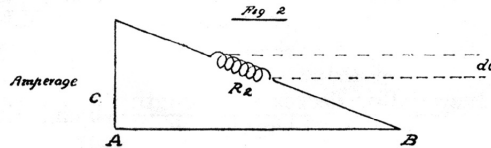
Imagine an electrical circuit as shown in Figure 1.



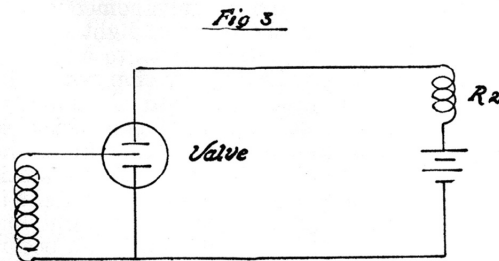
Two resistances,  $R_1$  and  $R_2$ , are placed in series in an electrical circuit. If the voltage across A - B is constant, and we vary the

resistance  $R_2$ , changes in current across it will be noticeable. The E.M.F. in the circuit shown will be a maximum at A falling off to zero at B and even if the E.M.F. at A - B is high, unless big changes occur in  $R_2$ , the changes in the current in it will be very slight.

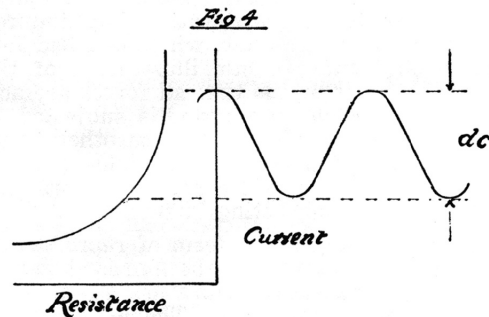
This can be seen from Figure 2. The amperage at A is a maximum, at B it is zero and there is only a small fall across  $R_2$ .



To increase the effect of the small current changes across  $R_2$ , the principle of the wireless valve is utilized. The current changes are passed through the valve and thus become magnified. The circuit is shown in Figure 3.



The current changes in this circuit when plotted against small resistance changes assume hyperbolic shape, and the rate of change is shown up to a very marked degree, as will be seen in Figure 4.



The current changes as shown at "dc" in Figure 1 are now more of a measurable quantity.

It may be as well at this stage to say that  $R_2$  represents the resistance of the filaments attached to the rotating blade. Changes in the resistance of these filaments are caused by deformation of them under the loads on the

## THE AIRCRAFTMAN

airscrew. These filaments are calibrated for resistance under static conditions. Changes in E.M.F. of a circuit in which a carbon filament is interposed are measured by a sensitive voltmeter as the filament lengths are changed. These changes in length are very small and are measured to within .00005" by a Hoffman Extensometer. Thus the relation between change of length and resistance is obtained and we can extend the relationship to a change of length and current in a circuit of known E.M.F. In the same way, changes of current can be related to the ratio.

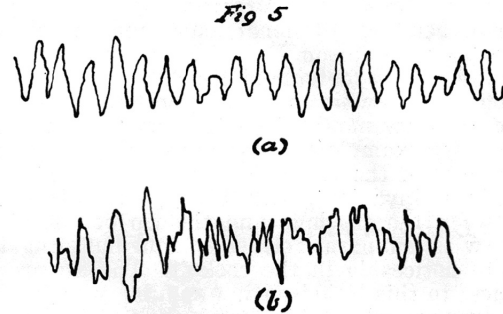
$$\frac{\text{Increase or decrease of length}}{\text{original length}}$$
 which is the definition of strain. Thus the test derives its name of "Strain Gauge."

The valve introduced in the circuit makes current changes more of a determinate size, and a photographic record of change is made by introducing a mirror galvanometer. By suitable positioning, the beam of light thrown off from the mirror is directed on to a moving film which enlarges the angular changes in the mirror. A photographic record is complete except for some datum line from which to measure the degree of load acting upon the blade. This is obtained by conducting a static line from the slip ring. A pin point of light is thrown upon the film. It gives a straight line photographic reproduction with a break occurring at each revolution. Thus by means of this line and a Neon tube the actual speed of airscrew revolution is obtained and also the degree of filament extension.

The photographic reproduction will tell its own tale. If this is a fairly regular phugoid it will indicate that all the vibrations have induced resonance in the airscrew, which is a bad feature. Going back to our illustration of the flexible beam, it means that all forces are acting in unison and the beam is subjected to greater disturbing loads. On the other hand, if the photographic record is a jumble of paths traced on the film, it will denote that vibrations are present but not acting in resonance.

A comparison of the form of reproduction which might be found on the film is shown at Fig. 5. At (a) engine vibration has induced resonance in the airscrew. The phugoids are clearly noticeable and the changes in load are

very pronounced, whilst at (b) there has been a tendency for the forces to be opposed to each other and, although there are load differences, the rhythm is not present and the number of repeated forces are less. The peaks of the record indicate a resonance in the airscrew vibration.



The magnitude of the disturbing load can be determined by comparison of the photographic record of an airscrew made to rotate from a motive force not subject to pulsations of an internal combustion engine and free from a disturbed airflow. The airscrew designer can as a result of the comparison decide if any re-design of blade attachment is necessary

When we realize the enormity of the loads that an airscrew has to withstand, we must appreciate that a designer may have to work to fine limits of material strength to keep down airscrew weight. Having this in mind, the mechanic must appreciate the care that is necessary in handling and maintenance of an airscrew to preserve its efficiency. A certain amount of servicing is permitted where indentations of a blade occur near the leading edge, but in all work of this nature care must be exercised to see that the tolerances allowed are not exceeded. The workmanship must be of a high standard and the existing damage must not be aggravated by carelessness which may extend the damage by scratching across the width of the blade. Such a scratch, although slight, may impair the strength of the airscrew at the section and cause failure when subjected to high loads. This applies no matter what material is used in the construction of the blade for maximum stress at any section is to be found at the boundary surfaces and a surface defaced becomes a point of definite weakness.



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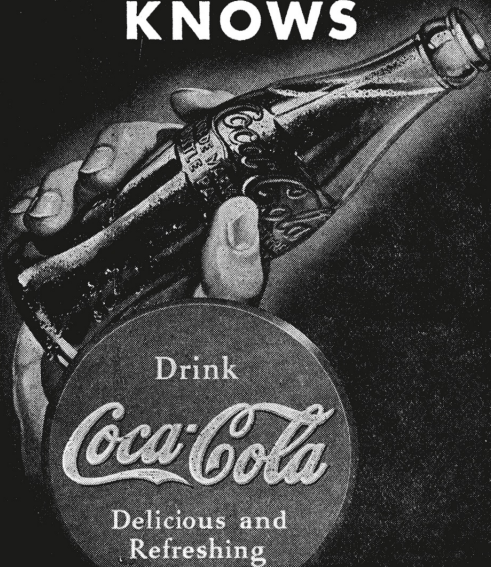
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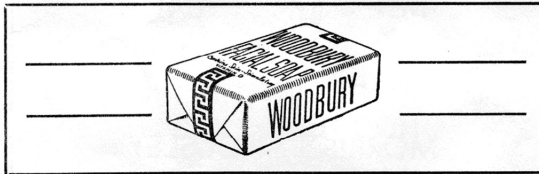
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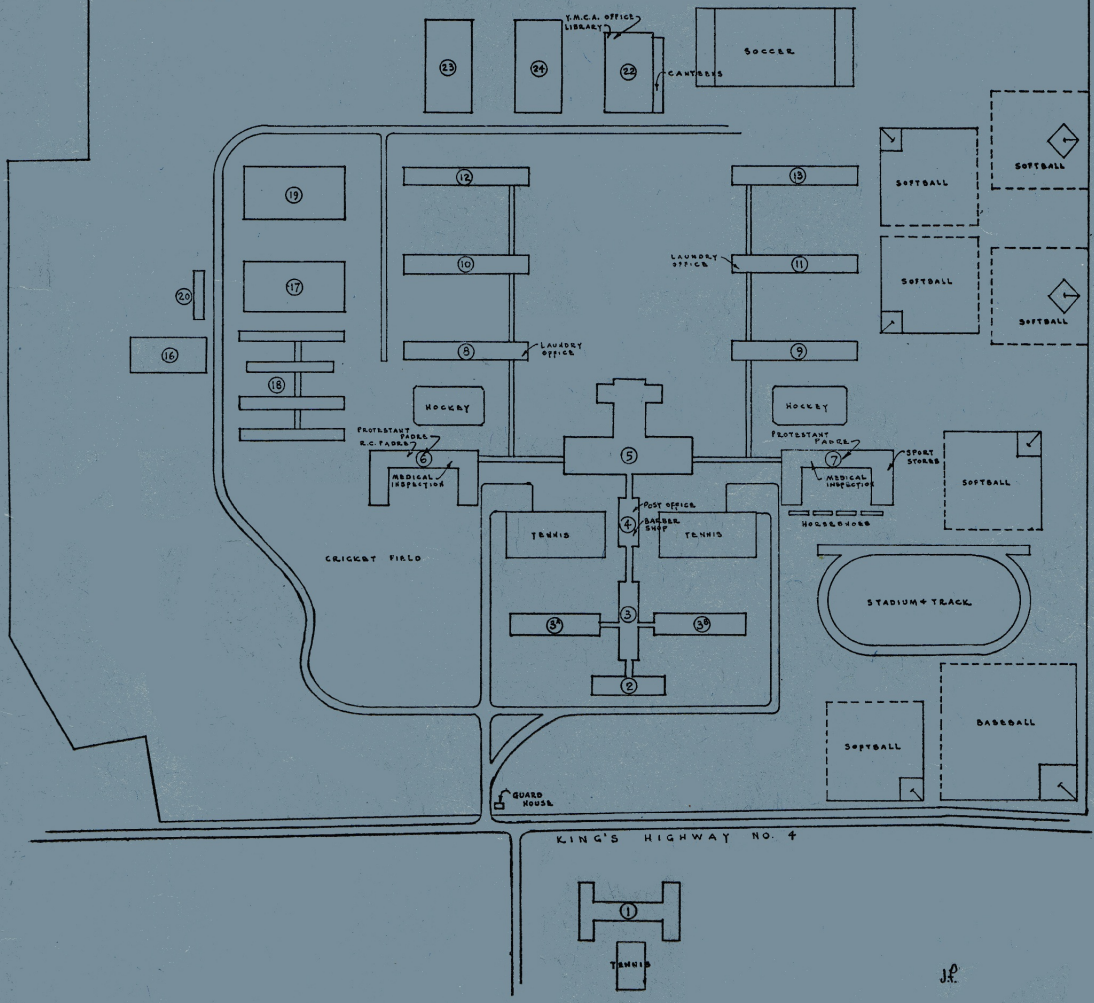
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