

THE *Aircraftman*

VOL. 2 - NO 3

OCTOBER 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

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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

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F/O J. M. Harris (Treasurer)
F/L E. E. Aldersley
F/O R. K. Armstrong
F/O E. Hendry
F/O A. R. Little
WO/2 N. B. McMahan
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R. G. Gibson (Secretary)

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R. G. Gibson (Secretary)

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F/O W. L. Marshall (Secretary)

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S/Ldr A. G. Vince (Secretary)
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F/Lt W. G. Cooke, No. 2 S. No. 2 W.
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.
F/O H. F. Morris, E. & A.T.S.
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F/Lt R. Cockburn (Secretary)
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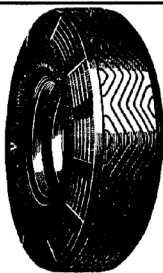
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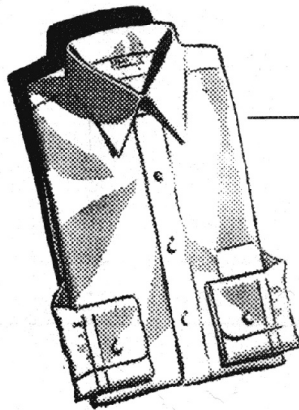


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THE AIRCRAFTMAN

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Published Monthly at St. Thomas

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Subscription Rate is \$1.00 a Year - 50c for Six Months - 25c for Three Months.
Mail Subscriptions to F/Lt Davies, M. C.

Old French Sayings



Celui qui veud tout n'aura rien. (He who wants every-
thing will have nothing.)

*Respectons la propriété d'autrui si nous voulons qu'on
respecte la nôtre.* (Respect the property of others if you wish
them to respect yours.)

Le bonheur appartient à celui qui fait des heureux.
(Happiness belongs to him who wishes happiness.)

« « EDITORIALS » »

IMPRESSIONS OF A GREAT STATION

One of the greatest assets in life is knowledge. The glib salesman with watered stock can't take your knowledge from you. Education, as we call it, is one of the costliest departments of Provincial Government. When the war is over and we will really find ourselves willy nilly in the labor market—it is what *we know* and what *we can do* that will really count.

We shall find ourselves in competition inevitably with other men. Men who have had, as we say, a good education.

The fortunes of war or in most cases our own personal choice has placed us where we are today. We have a unique chance to improve our knowledge in a field of transport which is revolutionary.

It was a great day for the human race when the first wheel was invented. Prior to this invention stone boats, as some call them, or sledges, as others know them, were used. Huge structures were erected with the most primitive means of dragging huge blocks of stone. Then came the discovery of the wheel. For the most part, two-wheel carts for peace and two-wheel chariots for war were used for centuries. Up until our day two- and four-wheel vehicles were and are used throughout the world.

Then came the greatest revolutionary discovery of all time. The flight of a heavier than air machine on wheels and floats. The implications of this discovery in war and peace are just beginning to be appreciated. The day is not far distant when the world will be policed by a huge international Air Force in all probability based on this North American continent. The Canadian base used mainly to police Europe and the American base being used mainly to police Asia. There will, of course, be other bases in Russia, India and Australia. We are at the dawn of a new day for the human race.

You will be asking by this time what has all this twaddle to do with the heading of this editorial: Impressions of a Great Station. Simply this: Aeroplanes need servicing. Aero-Engine Mechanics — Air Frame Mechanics — Electricians — Instrument Makers — Advanced Metal and Fabric Workers, etc., will be greatly needed.

You are in on the ground floor of the great-

est training scheme for ground crews in the world.

You do not have to pay for this training as a few years ago men paid dearly for correspondence and other courses along this line. Whilst you are learning your trade the Canadian Government undertakes to feed you — three times a day — clothe you, give you medical and dental care free of charge, and in addition give you one dollar and thirty cents a day, and if married more than another dollar a day to your wife. With hospitalization and pensions if disabled whilst serving in a theatre of war.

Opportunities for increasing pay soon come as a reward for steady application. Even on AC/2 pay it is possible to save money as was instanced not so long ago by an AC/2 recently arrived on this Station who came to an officer and enquired about opening a bank account, stating that in a few months he had saved One Hundred and Twenty Dollars and wished to deposit One Hundred and Fifteen Dollars of this in the bank. This reminds the writer of a Private in the last war who became a Lance/Corporal and for fifteen months plugged away with one stripe on his arm. Further promotion subsequently came and when the war was over this chap — believe it or not as Ripley said — saved over \$3,000.00 (three thousand dollars) with which to re-establish himself apres la guerre. Yes, boys, you can save if you will. You need not always be broke the third day after pay parade. There are those on every Station who are looking for suckers of whom it is said one is born every day. Don't be that one. Make these three words your motto: *Study — Serve — Save*. This is a great Station. Equipment and personnel are second to none. Give the best you have to the Station and the best will come back to you.

* * *

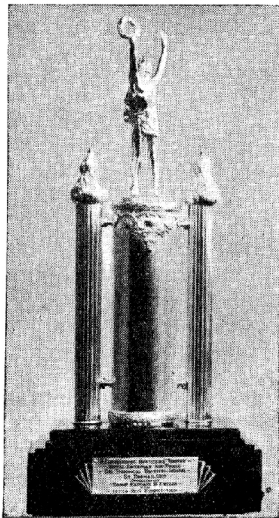
An Airman interested in saving can make regular deposits in the local banks without going to the bank personally. Purchase a Postal Note from the Station Post Office and mail it to your bank with a request that same be deposited to your account.

The full details on how War Savings Certificates can be purchased, and the return they will provide a few years hence, can be found on the insert of this issue. You will be glad of this in the future. Think it over and *start saving today*.

« « SPORTS » »

SPORTS

Congratulations to No. 3 Squadron, 2 Wing, who have won the Commanding Officer's Trophy for September — three in a row!



The Commanding Officer's Trophy

No. 2 Squadron, 1 Wing still holds the record—having won the Trophy four consecutive months.

Tex Crymes proved the most popular Softball umpire for the season. Arguments with Tex were never tolerated.

Cpl. Charlie Bradley pitched a no-hit, no-run Softball game against Aylmer S.F.T.S. on the 11th. T.T.S. won 5-0.

No. 3 Squadron, 2 Wing can thank the combination of Bradley and Berry for its numerous Softball victories this past season.

Sgt. Maybie is working out nightly on the Basketball floor. He advises it will be necessary to work off a few pounds before he will be in trim for the strenuous season ahead.

Cpl. Hardy, No. 1 Squadron, 1 Wing, although unfortunate in having his teams weakened by postings during the past couple of months, is working hard towards bringing the Commanding Officer's Trophy back to his Squadron.

With the turn to winter sports for October —Basketball, Volleyball and Badminton (and

possibly Table Tennis)—it is hard to say who will come out on top next month. When the weather gets a bit colder Hockey will be added to the Trophy series.

* * *

MEDICAL SPORTS

Under the leadership and catching of Wing Commander Peacock, the Medical Services Ball Team has slowly carved a name for itself in the granite walls of this Station. In a tense two-game series the Meds "took" the Dents in close games. Unfortunately player rotation denied the spectators of a clear comparative appraisal of merit of teams as in the second Lt. Styles was missing from the Dental line-up. Then, too, some of the Dental Corps experienced a little difficulty tearing themselves away from the second base, possibly on account of the baseman's name being N/S Mulholland. Maybe they wanted their pulse taken. A startling development has been the progress of F/Lt Marquis, who, as he professed, has never been a ball player. L/AC Crymes, our referee, has been heard to say he never saw such playing in all his life. We might call to the Ump's attention a triple-play which featured one of our blood-thirsty games which ended in a score of 45-1 in favor of the Pick-Ups vs. the All-Stars.

The game with the Pay Accounts Section has been reported elsewhere. All we can say is "We wuz robbed," and besides they had to use a red-head to do it.

Meanwhile, you keglers had better get dusting the alleys as the five-man bowling team the Meds are organizing will be worth watching.

Greetings and medications from your Medical Muser . . . Today we are minus one great guy, and good ball pitcher, Max Lumley, who will henceforth be known as the Hagersville Hag . . . 'tis rumored that Spitfire Christie was driven in by two charming shes the other nocturne; for further information ask the man who poured him into bed . . . the Kettle Kreek Dive Bomber, Bill Millie, has just popped his head into our office and announced in his characteristic hush-hush fashion that a certain chiropodist on our Station is going to the dogs (tsk, tsk!) . . . FLASH: How did Winging Sam Younger's hand get into that cast? And who is gong to lift them for him now? . . . Scrapes and scratches and lots of mashes—what well-known play-boy among the junior leaguers of St. Thomas and London juke joints

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has had the wind extracted from his sails to the extent of being on a 2359 curfew? . . . and what two corporals by the name of Burford and Filiatrault have found Victoria nurses so, shall we say, divertisement? . . . but enough of this hash and trash. We herewith present a play-by-day account of the first hour of a medical man's day: 0600 hours, as the rosy sun carelessly breaks the horizon in typical Kayyam fashion, there is heard nought but the peaceful sleeping sounds of our heroes . . . suddenly comes the strident call of Burford as with one foot in his bunk and one on the floor he blows

the bugle that sets rolling the medical juggernaut. The boys all being awakened, the N.C.O. hitches up his nightgown, the one with the stripes on the sleeves, and falls back into bed. 0700 hours, as the sun begins its long climb to its zenith in the aforementioned manner, we see our braves straggling along the corridors, the well leading the blind, steadfast in their purpose and not fast in their stride. And yet ye who are hurt at Lacrosse expect sympathy and ye who seeketh aspirin expect service, and ye who swingeth the lead expecteth attend B—all is vain, all is mockery.

* * *

STATION ACTIVITIES

CITY COUNCIL AND OFFICIALS SELL ST. THOMAS TO AIRMEN

(As taken from The St. Thomas Times-Journal, September 15th)

The members of the City Council, assisted by city officials and members of other civic bodies, enabled about one hundred trainees of the R.C.A.F. Technical Training School to get better acquainted with St. Thomas and its environs on Sunday afternoon during a motor tour conducted under the direction of Ald. R. A. Sanders, chairman of the city reception committee, and Bob Gibson, Y.M.C.A. director at the T.T.S., and Ald. A. C. Askew, the school librarian. The motor tour, with 22 cars in the cavalcade, finished at Pinafore Park, where savory hot coffee and doughnuts were served the Airmen and each was presented with a pretty little bouquet of asters from the Pinafore nurseries. The bouquets were souvenirs of "St. Thomas, the Flower City," and appeared to be much appreciated by the young men in R.C.A.F. uniform. Most of the Airmen who made the tour of the city's beauty and historic spots are from the Canadian West. One American—from Royal Oak, Mich.—said St. Thomas reminded him very much of his own town. Stops were made at Alma College, where Dr. Perry Dobson addressed the guests in the beautiful open air theatre and then obligingly conducted the Airmen through the college to the Gymnasium and swimming pool; at the Waterworks Park, where Supt. W. A. Allan conducted them through the filtration plant after the gardens had been admired; at Gus Pletsch's attractive gardens in Alma Street; at the old St. Thomas Church in Walnut Street, with its 117 years of pioneer memories; and finally in Pinafore Park."

CAMERA CLUB CORNER

It has been pointed out to us that there are men on this Station who feel that they are not sufficiently proficient or have not enough knowledge of photography to join the Club. To you who have these thoughts we wish to present the purpose of our organization, just as it appears in our constitution.

Quote: "The objects of the Club shall be to promote photography in its various branches, through association of its members for study and entertainment in matters relating to photography, and especially to introduce new members into the theory and practical technique of the hobby."

Notice that last clause: "especially to introduce new members into the theory and practical technique of the hobby." There is your invitation and welcome, embedded in the very constitution of our organization. You are welcome at our meetings whether you are fortunate enough to carry an expensive, high quality camera or an ordinary box camera.

Our constitution also provides that, quote: "Any person in any way connected with the Royal Canadian Air Force Training School in St. Thomas may become a member of the Club as provided in the by-laws."

At present the executive of the Club is busy drawing up a programme of the material to be covered during the Fall and Winter months. It is intended to introduce a plan whereby we will begin "at the beginning," with the very elements of picture-taking, printing and development. Each of these subjects is to be treated separately in lectures, discussions and dark-room illustrations. Thus we will build up our

THE AIRCRAFTMAN

knowledge of photography in an orderly and systematic manner. To get the most out of the project, it will be necessary to attend the meetings, but provision is being made for those who have to miss meetings and for new Entries coming in from time to time. A summary of the material covered in previous meetings will be available to them. It is also planned to hold an open forum for questions and discussion of any problems after each meeting.

* * *

Save Your Tinfoil, Fellow!

During the past few weeks a number of containers have been placed in prominent positions around the Station for the salvage of tinfoil. Each Thursday the contents of these are emptied into a large container and handed over to the Red Cross Society.

Tinfoil is worth 13 cents per pound and the average value of collections has been \$1.00 weekly or \$52.00 a year. It should not be difficult to collect five times that amount—or even twenty-five times that amount. Tinfoil is worth saving—think of it, boys! at only five times our present saving it would mean \$250.00 a year to the RED CROSS SOCIETY, and at no cost to anyone on the Station and at very little effort—and all from the tinfoil your cigarettes, tobacco, etc., are wrapped in. So how about pulling out that tinfoil next time and depositing it in one of the many containers. For any further details, see Sgt. Sims, Building No. 23.

* * *

LIBRARY CORNER

By A. Askew

He came into the Library in a hurry. Rushing over to the Technical Corner, he began making a thorough search for something he evidently badly wanted. Every few minutes he muttered to himself, "I know I'm right; I know darn well I'm right."

Now a man who knows he's right can be one of two things. Either he is a close student and arrived at conclusions from experience, or an ignorant fool repeating what someone else thinks he knows. He did not appear to be the talker type, so when he turned to the desk for information we were naturally glad to help him. "I want a book describing the properties and characteristics of metals, particularly nickel. An argument has arisen concerning the magnetic attraction of nickel. I'm in a minority of one, but I know I'm right." And he was right.

We are continually adding to our technical corner, and we want to make it as useful and comprehensive as our funds will allow. Recent

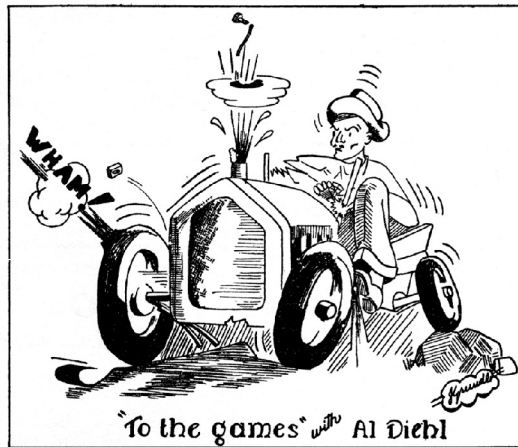
additions include "Airplane Sheet Metal Shop Practice" and "Shop Trigonometry." When you have a technical problem that's bothering you—"Don't cuss; see us."

The following Books to Read are not in the Library, but have been suggested by a facetious reader who is intrigued by the titles of some of the books that are on our shelves:

Books to Read

"The Silver Stem," by I. C. A. Birch.
"Going Up," by Ele Vator.
"Don't Trust Me," by The Fueler.
"Too Many Mistakes," by Lotta Blunders.
"My Canine Friend," by Iona Dogg.
"Electricity," by Dine A. Mow.

* * *



Al Diehl, shown above in his familiar means of conveyance, has been posted to Clinton, Ontario, to carry on Y.M.C.A. Activities there.

* * *

The Libray Committee has made appeals to many papers across Canada to have their respective issues placed in the Library. Many of the papers turned down the request but quite a number have put us on their mailing list—much to the delight of Airmen coming from these particular cities. To these papers we say: Many thanks. Listed below are the papers now received free of charge and which can be found in the Station Library:

Edmonton Journal
Saskatoon Star-Phoenix
Winnipeg Free Press
Vancouver Sun (three copies)
Christian Science Monitor, Boston
(three copies)
Calgary Herald
Regina Leader-Post
La Presse

All the above papers come daily.

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

TUESDAY

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

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

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.—Public Speaking Club (in 2 Wing, Security Guard Lecture Room).

FRIDAY

2015-2200 Hrs.—Cinema, supplied by the Y.M.C.A.
2100-2430 Hrs.—“Bachelor” Dance (at the Y.W.C.A., St. Thomas).

SATURDAY

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

* * *

AMONG THE SQUADRONS

1 SQUADRON, 1 WING

SPORTS

By Cpl. Hardy

Well, fellows, here we are in the middle of September and our prospects of lifting the C.O.'s Trophy are not very bright, but let's pull up our socks and fight; there's still a chance.

So another of our Senior N.C.O.'s has gone the way of all good men. F/Sgt Ard is now 1 Wing Warrant Officer. Congratulations, Flight, from the N.C.O.'s and men of No. 1 Squadron; and at the same time we would like to take this opportunity to welcome F/Sgt Nash to a swell Squadron with a fine bunch of Airmen who will give him their utmost co-operation.

Last week we said farewell to the 63rd Entry, a swell bunch of fellows, and we welcomed the 79th. This Entry shows promise of being the best sporting Entry in the Squadron.

And last but not least, we welcome F/O Ross, whom we know to be a fine soldier and a real sportsman, who is now our Commanding Officer—a real loss for No. 3 Squadron and a real gain for No. 1 Squadron.

* * *

THINGS WE WOULD LIKE TO KNOW

By Cpl. Hardy

Why a certain AC/2 in the 63rd in Bay A4 has to see the Padre every time there is a barracks clean-up.

Why a red-headed AC/2 hates so much to get up in the morning.

* * *

THIS AND THAT

Some of us wish we were still in basics so that we

could tie Somerville to the benches again, as he still insists on borrowing smokes.

* * *

Corp.: “Scragg, why is the airscrew left in a cross-wise position?”

Scragg: “To stop the pitch from running out.”

* * *

Eleven boys from 8B comprise one-third of the Drill Squadron. How's that for a bay record?

NOTE: Will trade three suitcases for one good quality maid.

—Bay 8B, Entry 76.

* * *

2 SQUADRON, 1 WING

SPORTS

By Sgt. Maybie, J.

The two great Entries will be on their way this month, the 61st and 62nd Entries. They will be long remembered by the T. T. S. and No. 2 Squadron, 1 Wing.

Walker, Ferguson, Ludbrook, Garland, Whitehead, Archer, Bonin, Everett, Rowell, Ruocco, Rickson, Clee, Northcliffe, Philp, Gilchrist, Gregg and Whyte will all be remembered for their fine sportsmanship.

We have two great sportsmen in “Doc” Fawcett and Doug. Moores.

Our Tennis and Soccer teams have sure been fighting hard to win the C.O.'s Trophy.

We sure hope we get a couple of good sporting Entries in the 80th and 81st Entries. We have just lost the two best sporting Entries we ever had.

Ferguson, Garland and Clee will be sadly missed both for sportsmanship and as fine Airmen.

THE AIRCRAFTMAN

Our Softball team sure has brightened up lately. We have only lost one game to date.

AC/2 Croft we consider to be the best Tennis player on the Station; he also plays a grand game of Cricket and Softball.

Thanks to No. 3 Squadron, 2 Wing; they certainly have a great bunch of sports.

* * *

2 SQUADRON, 1 WING CHATTER

By AC/2 Pike, H. A.

To the rookies: Never mind, lads; it won't be long until you're through your basics and get your coveralls washed. Right now you sigh and say: "That will be the day."

The noisy "77" has at last realized that you must study at least once in a while, so we have a slightly improved floor these past few nights.

* * *

Personal Questions

Why do some of the boys insist on scrounging out on clean-up nights?

Who "fixed" Rosin's bed the other night?

What was wrong with "Virginia" last Sunday?

* * *

The boys are really shivering these mornings. And they're actually talking about wearing their issue shirts and drawers. The first day they try those on it ought to be worth watching.

* * *

There's one thing the trainees don't kick about and that's the course. They all think the training is tops, especially the practical work. Come on, let's recommend this training to all young men wanting good training.

* * *

Well, this is finis, No. 2 Squadron. Let's see you out to support our teams in future.

* * *

3 SQUADRON, 1 WING

OUR TASK

We have a task to do! Let us do it, and do it with a will that will carry us through to a glorious end.

Every "Man Jack" of us, from an AC/2 right up the scale to the very highest, has a part to play, and we can only win by "team work." Team work, esprit de corps, they both have the same meaning. It is for this that we have to forego some of the pleasures and deprive ourselves of little things, and sacrifice the pleasures of our homes, our families, our friends and, if necessary, even our lives, in order to obtain ultimate victory, and that soon.

Think this over, lads, and will you not agree with me in this thought: You are here but a short time, 18 or 20 weeks, and what are these compared to the time of life itself. Is it not enough to have to give up our homes without having to come here and hear the complaining moans of those who won't apply themselves to the surroundings?

Now let's forget ourselves as individuals and think only that we are men—MEN with a task before us, one that we can do, and do with the best that is in us. Every time you want to complain think of these things. There is a crisis on and I can aid it by applying myself freely and happily, and can assist my fellow-men by

willingly putting the best that there is in me to "THE TASK." THINK IT OVER.

* * *

WORDS OF PRAISE

I have taken it upon myself to congratulate the lads of this Squadron on their efforts in bringing this Squadron up, in the eyes of those higher than us. The general appearance of the Squadron as a whole has improved, floors, bays and even the appearance of the men themselves has improved greatly; but, of course, we don't want to swell our chests or put on airs for there is still room for improvement. I know that the newcomers to our "Home" will lend themselves to this effort that has brought so great an improvement. Keep up the good work.

* * *

IN TRUE PRAISE

With all fairness to the Eastern people I would like to quote a few lines from one of our Corporals who was posted recently: "You know what fall is like in the Golden West; it's just like that here now. Tonight, as I glance westward, the sky is illuminated with a typical western sunset. I think I shall never be able to settle down in any other part of Canada and I've seen most of it. Those Easterners don't know what they're missing."—T. H. Taylor.

* * *

Last month there was a Scout Reunion held at Pinafore Park. The Station was well represented, as there were about fifty Old Scouts from all parts of Canada from this Station there. This reminds me of another reunion that took place in Toronto; at that time there were 128 Old Scouts and Scouters then stationed at the Manning Pool. This was November 1939. "Be prepared" is well carried in the Air Force.

* * *

DELETE TWO MORE

We used to be eight of a kind, but alas we are now five, for two more of our members have left to carry on at other Stations. Cpl. T. H. Taylor from Edmonton has been posted to Regina and Cpl. R. J. Millar has gone to St. Hubert. The five remaining here wish them the best at their new posts, and wonder who will be next.

(Signed) WE ARE ~~EIGHT~~ FIVE,
(C. G. L. M. P. R. S. W.)

* * *

TID-BITS

No longer do we see two Corporals riding bikes in the gate for one has been posted and the other sleeps in ? ? ?.

* * *

We thought Cpl. S's wife had gone back to Edmonton; but she may be in Aylmer. How about it?

* * *

VISITORS

Flying Officer Witherspoon, an old instructor of this School.

L/AC Dunston, an old No. 2 Entry fellow now stationed at Borden.

* * *

BON MOTS AND EPIGRAMS

Liberty is the one thing you can't have unless you give it to others.—William Allen White.

No one can make you feel inferior without your consent.—Eleanor Roosevelt.

H. G. Wells said a democracy cannot produce a

THE AIRCRAFTMAN

stable form of government. But it can provide a pretty good stall.

The hardest tumble a man can take is to fall over his own bluff.

Marriage vows might be a trifle more accurate if the phrase were changed to read "Until debt do us part."

If a man empties his purse into his head, no one can take it from him.—Benjamin Franklin.

* * *

FROM THE BOARD

Question: What is "pig-iron"?

Answer: It is a "ferocious" metal.

* * *

"Tolerance" in respect to bearings and fits is being fair to fellow-trainees.

* * *

"Sozzel" is always being called "Snozzell."

The "Ferodo" packing on the Merlin is being called the "Ferocious" packing.

The "Pronoy" brake is being called the "Phoney" and "Pony" brake.

* * *

A trainee was asked what was the matter with him; he stated that he couldn't eat. After being duly examined and X-rayed by the M.O., he was declared physically fit. The trainee then stated that he was all right, but he had lost his knife, fork and spoon.

* * *

FROM THE ORDERLY ROOM

Several changes have taken place recently with regards to the Orderly Room staff:

Cpl. Gutsell, a newcomer—Very promising.

F/Sgt St. Laurent—Returned from leave.

Sgt. Maguire, in hospital—(Mother and child doing well).

Cpl. Whelan—Temporarily posted.

* * *

Congratulations go to Sgt. Kerr on his Rank Appointment.

* * *

Question: Is Cpl. "S." a discip. or a Technical N.C.O.?

* * *

It was stated by Goering that the R.A.F. would only bomb Berlin over his dead body. The R.A.F. have bombed Berlin. Where is Goering?

* * *

1 SQUADRON, 2 WING

By AC/2 Falle

Our "happy home" has been blessed (?) by new arrivals—to wit, the 77th and 79th Entries (of A.F.M. fledglings) and the 60 A.M.W. (old grey beards of A.M.W.). We are not sure which is the lesser of the two evils, are we fellows?

But, seriously, we extend "the hand of welcome" in no uncertain terms and we feel sure you (the new arrivals) will give us full support in keeping this a top Squadron.

The brains of all and sundry are being overworked in dealing with the latest of the numerous little prob-

lems that confront us. The problem is that of what to do with all the civilian articles of clothing we have accumulated, and really some of the solutions offered are quite comical and original.

It was driven home with a sharp blow the other day that Winter is not far off when we noticed an Airman coming down the hall clad in a pair of over-shoes, a great coat, a winter hat (commonly called a tea cozy) and a pair of gloves.

We were just going to rush out to see if it was snowing when we noticed he was carrying numerous other articles of apparel, and realized he was a new "trainee" coming off clothing parade. The easiest method of carrying his clothes evidently was to wear them.

However, "pal," don't scare us again, eh?

I have been asked by many to extend thanks to the people of the neighboring city of London for their hospitality. Many Airmen would fare badly if it were not for London's close proximity.

* * *

SPORTS

Lately so many of our older trainees have left that we have suffered in the games, so come on, you new fellows, fill the places of these men. Report to the team captains immediately.

We must have players to win games. The captains cannot do it all themselves.

Let's forge into the lead this month.

Softball—Our standout is ably captained by AC Berry (Bay 12A).

Lacrosse—More than holding its own; has AC/2 Goranier as its able pilot (Bay 2B).

Soccer—A good point getter is under the guiding hand of AC/2 Baker (Bay 1B).

Tennis—which shortly will need new players due to team members leaving—is run by myself (L. Falle, Bay 13B).

* * *

IN LIGHTER MOOD

Years ago in Germany a high official was out for a canter with his servant, who was riding a mule. During the course of the ride the servant remarked that it would rain in a half an hour. The official said he was crazy—but sure enough it did rain and the official got soaking wet.

He asked the servant how he had known that it was coming.

"Oh," said the servant, "by my mule. When its tail droops right down I know it will rain."

"From now on," said the official, "I'll make the mule my weather prophet and bestow on it a high rank."

This he did—thereby establishing a precedent that has been followed ever since in Germany—that of designating asses to fill positions of authority and trust.

* * *

Someone should send Hitler a copy of "How to Win Friends and Influence People?"

* * *

This was overheard by an Airman passing a house (he sure must have big ears). A girl was saying: "My father takes things apart to see why they don't go."

An Airman who was with her remarked: "So what?"

The girl replied: "So you had better go."

THE AIRCRAFTMAN

Is an Airman Progressive or Conservative? It is hard to tell because he wears last year's uniform, takes out this year's dates and lives on next year's income.

* * *

How can you go upwards and downwards, forwards and backwards all at the same time?

It's easy. Get on a bus going up hill and walk from the front to the back.

* * *

Owing to the fact that I will be leaving the Station shortly, I will be able to write only for one more issue of THE AIRCRAFTMAN. Someone will be needed to take my place. If anyone in the Squadron is interested in this work will he please see me or Sergeant White in the very near future.

* * *

2 SQUADRON, 2 WING

78TH ENTRY NEWS

AC/2 Bill J. (120724) thought when he came in that he was going to make himself right at home. He walked up to Cpl. Keohane and asked him where the clothes pins were. Then a few days later on kit inspection he displayed a can of "Mum."

* * *

COMMON SAYINGS HEARD IN THE CORRIDORS OF 2 SQUADRON, 2 WING

By Cpl. Thompson, W. B.

"If you fellows would stay away from the beer parlors you wouldn't be broke all the time. Be like me, I never touch the darn stuff."—Sgt. Morrison (Hiram) (Very Fatherly).

* * *

"Well, boys, there's nothing wrong with St. Thomas, but Montreal is the place! Anyway, tomorrow is another day."—Sgt. Archambault (Jimmie).

* * *

"Alright, fellows, settle down or I'll put you on charge."—Cpl. Cassidy (John Vincent) (a proud car owner).

* * *

"What type of stamp is that?"—Cpl. Smith (Philanthropist).

* * *

"I should have joined the navy!"—Cpl. Farrell (a born sailor).

* * *

"By Jove, you Westerners never saw anything until you came East."—(Cpl. Walton) an Easterner.

* * *

"By Gosh! Where's Morrison, Archambault, Cassidy, Keohane, Mouldy, Tinsley? Where's everybody?"—W. O. Birkett (a born golfer).

* * *

Who is the N.C.O. and clerk who recently purchased a recent model automobile which blew two front tires and caught on fire between St. Thomas and Port Stanley?

* * *

Where is the little man who wasn't there?—Yhoudi (L/AC Gordon) (a very busy man).

* * *

BUY WAR SAVINGS CERTIFICATES NOW!

3 SQUADRON, 2 WING

By Cpl. Jorgenson, G.

SPORTS

Again, Congratulations 3 Squadron! For the second time in that many months the athletes of 3 Squadron have won the Commanding Officer's Trophy. This second win indicates decisively the athletic prowess of our boys and that it was no quirk of fate that we commandeered the Trophy. We are out to break the Station record set by 2 Squadron, 1 Wing, with 4 consecutive wins.

Let's tie it and then break it, boys. We've got the goods!

Cpl. Goodmanson has been a great boost for the Squadron games and has of late been playing goal for the Lacrosse Team. He is a "regular" fellow with the boys, even though he does come hey heyng pretty early in the morning.

Cpl. Bradley still pilots the Softball Team, doing a splendid job. AC Maltin and AC Catto are the chief reasons for successes in Soccer and Lacrosse, respectively. All three of these captains have led their teams to successive victories and so long as they maintain the support and efforts put forth by their respective teams — We just can't lose."

NOTE: Remember, fellows of No. 3 Squadron, the Winter sports are starting soon and players for Basketball, Volleyball and Badminton are asked to turn their names in to the Orderly Room at their earliest convenience.

* * *

SQUADRON TALK

It is said that AC Marquee was a great musical director in his day as was evidenced by his "choir" conducting in the canteen the other night. Hit song, "Alouette."

* * *

The tall blonde Corporal brought up the point:

"What is a buccaneer?"

And the response was truly agrarian:

"Too much to pay for corn."

* * *

Here's a bird's-eye view of one of Galloway's "down town girl friends"; she has buck teeth so bad she could eat an apple through a picket fence.

* * *

NO. 3 SQUADRON N.C.O'S

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

GOODMANSON—*Favorite Expression*: Hey! Hey!—*General Occupation*: Polishing Brass—*Description*: A veteran.

HARRIS—?—?—Strong, silent man.

BAILEY—Am I making myself simple enough?—Acquiring—Thin on top.

SHORE—Censored—Filing—Western account.

REA—Holy Cow—Visiting sisters—Quiet, but oh boy!

MCTAGGART—"A smiling" face—Looking for work—5 bulls.

SGT. WHITE—Now let's see!—Making duty rosters—Short hair.

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SGT. CRIPPS—Now Lads—Playing “Crib”—Married.
WO HUTCHINSON—Everybody out!—Horseshoes—a crown.

CPL. ADAMS—That’ll be the day—Telling Western stories—a ready howdy.

* * *

Equipment and Accountant Training School

THE SMIRCH OF TIME
By F/Sgt King

SPORTS

The E.A.T.S. boys, after several months of oblivion, decided it was about time to re-take the coveted Commanding Officer’s Trophy. So, with the old School tie waving enthusiastically, they set out for the Trophy, and after a brilliant attempt ended up very comfortably, thank you, in second place. In the face of such competition, even second place is a worthy achievement for a School whose personnel changes every six weeks. So, lads, consider yourselves congratulated, and all that sort of thing. Stout fellows!

Our third new Tennis team is carrying right on, winning everything in sight. At the moment it looks like three months in a row. The new teams are AC/2’s McKnight, Fiddes and Smallbone in singles and AC’s Upham and Towerzey and Glen and Remmer in doubles. Best game this season was F/O Harris of the Headquarters team vs. our workhorse, McKnight, who lost 6-4, 4-6, 4-6.

RECENT ARRIVALS

On the S.S. Storkonia, early in September, Baby Vail, weighing in at 6½ pounds. The proud Poppa is F/Sgt Larry Vail, who was on hand to greet the new recruit. He says he expected at least a Corporal, but will have to wait now until recruiting opens for the C.W.A.A.F. Strangely enough, Pop bought a car the same week, and with all the excitement coming at once, i.e., Baby and Buggy, his conversation ran something like this, “You really should see her, fellows. What a beauty! Blonde, blue eyes, built-in headlights; she gurgles when I fill her with water, and I’ll have to remove a slight squeek in the rear. I’ll have to watch this new 7 o’clock gas law, too. The nurse said a little bicarbonate would fix it.”

On the L. & P.S., Cpl. Cook, our new disciplinarian; head of the Grief Department. We hope Cpl. Cook enjoys his work with us.

RECENT DEPARTURES

F/Sgt Sisk, our elongated disciplinarian, who was recently posted to Rockcliffe. The best wishes of the School accompanied the Sisko Kid to his new post.

Don’t look now, but Summer just left, so we’ll be holding our weekly sports days complete with water-wings and Coats, Water-proof, Long, Rubber, each One. Ah yes, Summer, 14 days leave, sand in your soup, Resorts, hot and cold running chamber-maids, poison Ivy (if you can get away with it) and all stuff like that there.

Welcome to our latest entries of Equipment Assistants and Clerk Accountants. They are a fine crowd of lads, and we hope they do well on their course. They have a big job ahead of them, but those who work hard and study hard will make a name for themselves in helping to bring about the victorious end of this war.

Just remember, there are no menial jobs on Active Service!

And whatever your education may have been, just remember that “Two Pints make one Cavort.”

MOVIES

Sgt. Leduc says he went to see “The Reluctant Dragoon,” but was disappointed. No soldiers or no parades! Tsk, tsk, tsk!

* * *

HEADQTRS. SQUADRON

HEADQUARTERS SPORTS

Pulling mightily on her own boot-straps, H. Q. has gradually advanced to fifth place in the C.O.’s Trophy race. Although it is a very secret wish, the sports mentor, Barney Neilson, is covetously eyeing that top spot. Too long have No. 3 Squadron 2 Wing occupied the crowning seat, and as the old order has to change, why shouldn’t the hardest working department (i.e., H. Q., ahem) be in there? Unfortunately the indoor season is just approaching and the celebrated three-cornered S. P. defence of Longton, Gordon and Bennett, who have kept many soccer shots from the scoring column, may have to hang up their shoes. Meanwhile the Lacrosse team is beginning to really play and can hold the Station champs to a 4-1 victory anytime, what with Simmering, Symington and Wally Sperling carrying the netted sticks. Future plans include a basketball and volleyball team and Barney looks forward to big things from the Badmintoners of H. Q. So any of you lads who play or would like to learn, get in touch with him at the Pay Office.

* * *

EXERCISES FOR THE FEET

By Sgt. J. Walker

In a previous article in this magazine I dealt with Foot Hygiene and the importance of personal cleanliness to good foot health. To follow up, I would like to give some very simple exercises which will go a long way toward giving you a good pair of feet.

Many of us think that when we do the amount of marching that military life entails we do not need any other form of foot exercise. But this idea is very far from correct, and I know from experience that it is possible to revive tired and aching feet by the proper form of exercise. The following are a few of the simple foot exercises which will help to strengthen the arches of the feet:

(1) Upon rising, spend the first ten minutes of the dressing period barefooted and upon tiptoe. Do not allow the heels to touch the floor at any time. Stand well up on the toes while shaving and you will notice a curious thing: that the act of maintaining your balance while looking in the mirror gives the sinews and foot muscles a great deal of work. You will notice them pulling and tugging in a way that will eventually strengthen and vitalize the entire muscle structure of the foot.

(2) Sit on a chair and place a towel flat on the floor just out of reach of your toes when both legs are extended straight out in front. Now stretch your legs until you can catch the edge of the towel with your toes and work the towel toward you, using only your toes and keeping the legs straight until all of the towel is under your legs and then, after a brief rest, try to put the towel back in front of your toes. When you have finished this exercise you will find that you have

Save and Lend for Victory

To assist the Government of Canada in a larger sale of War Savings Certificates, the T.T.S. in common with all other R.C.A.F. Stations, has arranged for Officers and Airmen to pay for such Certificates through reductions from pay in amounts to be designated by the individual.

The right of an Officer or Airman to spend his pay as he pleases is well known, and the Service continues to stress that right, but in the midst of a mighty war it is considered a duty and a privilege to co-operate with the Government in urging all members of the R.C.A.F. to contribute to the war effort further by the purchase of War Savings Certificates. The Service undertakes to act as "trustee" in the purchase of such Certificates through regular payroll deductions.

The costs of war must be met. Participation in that financial phase of the war must be shared by every member of the community, but particularly by those who are gainfully employed while their colleagues take up arms overseas.

To secure this common contribution toward the cost of the war, the Government resorts, in part, to outright taxes on every member of the community who can afford to pay such taxes. Officers have already been called upon to pay National Defence and Income Taxes.

Taxes will not, in themselves, meet the entire cost of the war effort. A wise government has made arrangements to borrow part of the money that it requires immediately, with a promise to pay at a future date. If it succeeds in securing sufficient contributions of this sort, its citizens will be relieved of the necessity of meeting an immediate burden of taxation that might prove crushing. Indeed, its citizens are to be enabled to recoup their present contribution, with a premium, at a later date when the money may be badly needed.

The importance of our participation in the war is fully realized by the Governments of Great Britain and Canada. Every Canadian shares to the fullest in that participation. His individual job is vital to successful prosecution of the War. Let no one underestimate the rôle

he is playing by constant attention to his daily task.

It is not the wish of the Service that undue pressure be put upon any member to subscribe more than he can afford to the purchase of War Savings Certificates. It is desired, however, that each Officer and Airman clearly realize the situation that confronts all of us — and act accordingly. War-time financing is a means by which the nation shares its war-time burden.

You, alone, must judge whether or not you
Buy War Savings Certificates Regularly.

* * *



* * *

WAR SAVINGS COMMITTEE

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
S/Ldr J. S. Eley, O.C., E. & A.T.S.
S/Ldr H. N. C. Williams, O.C. No. 2 Wing
F/Lt W. G. Cooke, No. 2 S. No. 2 W.
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.
F/O H. F. Morris, E. & A.T.S.
Mr. Oliver, Civilian

WORK



SAVE

E. & A. T. S.

3 Sq. - 2 Wing

1 Sq. - 2 Wing

3 Sq. - 1 Wing

2 Sq. - 2 Wing

1 Sq. - 1 Wing

Civilian

2 Sq. - 1 Wing

Headquarters

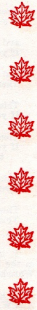
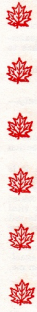


LEND



YOUR
SAVINGS
TOTAL
\$28,705
NOW

U.S. Army





Save and Lend for Victory



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

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

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

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

Three Reasons Why Every Airman's Help Is Needed

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

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

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

GENERAL INFORMATION

Can an Airman Buy War Savings Certificates for Someone Else?

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

Why Are War Savings Certificates Registered?

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

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

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

What About Children As Registered Holders?

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

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

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

What Happens If the Registered Holder Should Die?

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

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

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

What About Safekeeping of War Savings Certificates?

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

What Is the Smallest Amount an Airman May Assign Monthly?

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

REMEMBER!

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

THE AIRCRAFTMAN

discovered a brand new set of muscles which have been brought into play and which have been of little use to you in maintaining your foot health.

(3) Walk an imaginary line on tiptoe, placing one foot in front of the other in slow motion, toeing in and taking a somewhat longer stride than normal. Do this for ten minutes with frequent rests.

These are just three easy exercises which will add to your foot comfort, and foot comfort in military life is the very first essential to the satisfied soldier because when your feet go bad on you your whole outlook is changed and you lose interest in whatever you are studying and gradually develop a perpetual grouch against everything and everyone you contact.

So be good to your feet and they will be good to you.

* * *

Pay and Accounts Section

LOOSE CHANGE FROM THE PAY AND ACCOUNTS SECTION

We have in our midst a "Century" man. That's not old age—that's Cricket.

* * *

L/AC Graham hasn't had an answer to his application for the Ferry Service. We wonder if it could have been mislaid or gone astray en route. Don't give up hope, Dick.

* * *

The lads from the Section all agree that L/AC Lampkin is quite a lecturer. His stories are good also, don't you think, boys?

* * *

Congratulations to Corporals Richards and Hoyt on their election as Secretary-Treasurer and Assistant Secretary-Treasurer, respectively, of the Corporals' Mess.

* * *

A Softball game held the other week between the Pay and Accounts Section and the Medical Corps ended in a glorious victory for the former. Nice pitching, Cpl. Peterson, and an orchid to F/Lt Cockburn for a sterling game in centre field.

* * *

That race between L/AC Arnold and AC Sowden would cause quite a lot of interest if it took place. Our personal opinion is that L/AC Arnold could win by rolling the last 50 yards horizontally.

* * *



Do You Know?

That the No. 1 Soldier of the Red Army is Marshal Timoshenko.

* * *

That he is only 46 years old, having been born in a village of Bessarabia in 1895. He fought in the Great War, became Commander of a Cavalry Regiment in the Civil War and Commander-in-Chief of the Red Army in July, 1941.

* * *

That he is the first man to slow down the Nazi blitzkrieg.

* * *

That Timoshenko is a new type of military leader, totally different from the Russian Officer of the First Great War.

* * *

That the "scorched earth" method in retreat beat Napoleon in 1812, it has beaten Japan in China, and may yet beat Hitler once more in Russia.

* * *

That "dining out" on Sundays, particularly in London, is becoming popular again. Ask the "Y" about getting an invitation.

* * *

That all men in uniform are welcome at the St. Thomas Y.M.C.A. Pleasant recreation rooms and a fine swimming pool are available free of charge.

* * *

That the best place on the Station to buy stamps is at the Post Office. The Librarian tries to carry a few stamps for men who are on the late shift, but definitely yes, the place for stamps is at the Post Office. They have them—lots of them.

* * *

That the Camera Club of T.T.S. has a dark room equipped with trays, chemicals, a trimming board and two enlargers, where its members can work each evening.

* * *

Overheard in the Library

A doctor was busy examining recruits for the R.C.A.F. He congratulated one man on the fine picture of Churchill tattooed on his chest, saying, "That's the spirit, my man."

"Shucks, that's nothing," replied the recruit, and began to unbuckle his belt. "Want to see where I've got Hitler?"



British Commonwealth Air School No. 12 at Goderich, Ontario, has completed almost a year of operations. During that time 25,000 hours have been flown without a single major accident.

* * *

At the beginning of this year Manila, capital of the Philippine Islands, was entirely lacking in any sort of air raid precautions, in spite of the fact that it is highly vulnerable. All other large cities in the Far Eastern hot spot are protected against aerial attack.

* * *

General H. H. Arnold, former chief of the United States Army Air Corps, now something higher, thinks very highly of ground crews. He says in his book, "Winged Warfare":

"Examine the rolls of the flying dead and you'll find almost as many mechanics as pilots. Yet their names are forgotten. Others get the adulation, the praise, the medals and commendations. You can't name the mechanics whose work made possible the prominent flights, though the pilots' names are household words. If I didn't have full confidence in my mechanics, I'd be a foot soldier. If they weren't reliable, it would be too dangerous to fly. So I say to you little mechs, my helmet's off to you. You may be ragged grease-monkeys to some, but to me you're the guardian angels of this flying business . . . You're the real air heroes."

From a man who was one of the first flying students of the Wright brothers, and who attained one of the highest positions in the aviation world, this is praise indeed.

* * *

A little more than one-half of the aircraft of a modern nation at war must be used for training purposes.

* * *

Linton Wells, explorer and radio commentator, was a stowaway on one of the aircraft on the first flying expedition around the world. Wells, Associated Press reporter at that time, lost his job over the incident. He is currently heard on the Ford Sunday hour.

* * *

The late General William Mitchell, United States Air Corps, who was retired because of

his strong convictions and opinions which later proved accurate, had some peculiar ideas about military dress. In a formal picture which includes his chief, Major/General Mason M. Patrick, and the Secretary of War, Mitchell appears in riding breeches, riding boots and spurs, and carries a riding crop. On his tunic he wears the conventional wings and five rows of well-earned decorations.

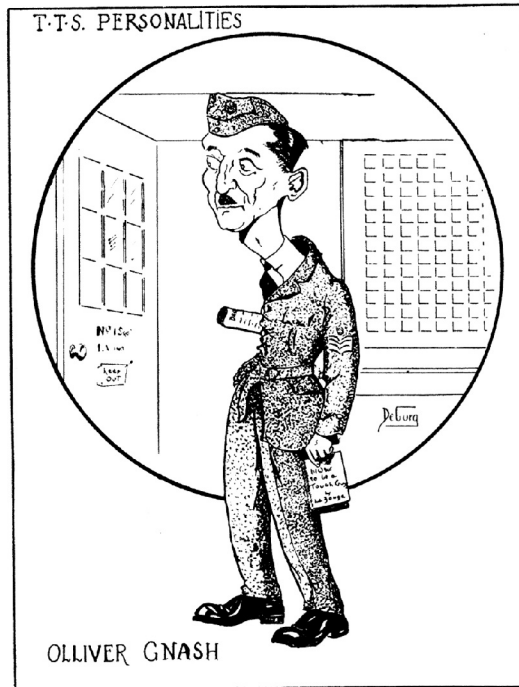
* * *

A few years ago Wiley Post, accompanied by Navigator Harold Gatty, flew around the world in the aircraft Winnie Mae. Over Siberia they became lost in bad weather. The time came when they were supposed to land, but they could see nothing. At Gatty's suggestion Post climbed up to where they could see the stars to let the navigator get his bearings. Gatty pondered, then gave instructions. Still flying blind, they descended for a landing. It was dark and teeming rain: blind flying at its worst. Somehow they got down safely, still lost. Only then did they find out where they were: on the airfield at their next scheduled stop.

* * *

Professional aviators are a superstitious lot. Very few of the old-timers can be persuaded to take flowers for a flip.

* * *



WE SEE FROM THE

"AIRMAN" (UPLANDS) THAT:

A motion picture film portraying activities in the Royal Canadian Air Force is being shot in Hollywood and in Canada, to be released this Fall. James Cagney and other principals arrived in Ottawa on June 13th for outdoor filming. The picture is to be known as "Captains of the Clouds." Air Marshall W. A. Bishop, V.C., of the R.C.A.F., will appear in at least one scene.

* * *

"SKY-LINE" (BRANTFORD) THAT:

Warrant Officers are the Sergeant/Majors of the Air Force. There are Warrant Officers Class 1 and Class 2. On parade a Warrant Officer Class 1 is addressed by Officers as "Sergeant/Major" and off parade as "Mister." A Warrant Officer Class 2 is addressed both on and off parade as "Sergeant/Major." Subordinate Airmen address Warrant Officers as "Sir."

* * *

"FLY PAPER" (JARVIS) THAT:

Jack Brown was enthusiastic when he first decided to enlist in the R.C.A.F. He was going to be one of the band of heroes that was standing between the Hun and the Hun conquest. Though he knew that he would not be one of the pilots, he felt that it would be thrilling to be at least part of the great force that enabled pilots to carry out their work. It all seemed so romantic. And now after ten or twelve months when you look at Jack Brown, you see a chap who is tired and weary, who works carelessly, half-heartedly and who complains because he has to clean this, polish that, do the same job over day after day, week after week. One of the hardest things in the world is to go on from day to day doing something that is common and that we have done often before. Jack Brown does not realize that this is the test of a brave man and one who is courageous. It is easy to be at the head of a parade, difficult to be one of those who

* * *

march at the rear and yet who must keep step if the parade is to be a success. It is as heroic to do the common thing well as to do that which is spectacular and noticed. Not all the brave men of the Air Force have gone overseas. Many are still here, carrying on hopefully at some job of work that is dull and uninteresting and yet they never give up.

One thinks of an actor for whom the epitaph was written, "He was indispensable in small parts." All honor to the man who does a small part and continues to do it without grumbling, unflinchingly and well.

* * *

"SKY-LINE" (BRANTFORD) THAT:

A group of South American Air Force Officers paid a short visit to the Station here at Brantford last Friday to observe generally some phases of training . . . South America has a large number of Nazi sympathizers and before their visit to England they were led to believe that the people of Britain were very much downhearted but their visit revealed that the morale of the people there was high and that, far from being downhearted, they were optimistic about victory.

* * *

"AIRMAN" (UPLANDS) THAT:

The subject "We are looking for an apartment" is no more popular in Ottawa than St. Thomas. They have the same problems.

Here are a few:

1. Rents—High, too.
2. Children—In most cases, out.
3. Some pretty dilapidated places offered for rent.

* * *

"WINGS" (YORKTON) THAT:

Yorkton has graduated its third class of pilots.

Late passes are of vital interest to Airmen at Yorkton, too.



TECHNICAL TOPICS

THE PRINCIPLES OF FLIGHT

Introduction

For many years now it has been necessary for the airframe mechanic to possess an elementary knowledge of the basic principles which govern the flight of an aeroplane.

Just how deeply the individual student should go into the subject depends upon his general educational standard and the length of the course. In actual practice, however, a knowledge of the more important fundamental principles is all that is necessary. There are many other things which the A. F. M. must study and understand in addition to the Principles of Flight; and a sound average knowledge of each phase will be of much greater value than an extensive knowledge of one or two phases which have made a particular appeal to the individual trainee.

In the past the study of flight has appeared formidable to the beginner, probably because the text-books on the subject were so full of formulae. There are, however, text-books available today which cover the subject adequately without employing formulae, and every effort has been made to present the subject in the A. F. M. course in a similar manner.

Trainees frequently ask, "Why is it necessary for me to go through this at all? I want to know how to build aeroplanes; before I joined up I was building washing machines, and provided I put everything where I was told it should go, everyone was satisfied." Probably they were, because that was all that was required. As an A. F. M. in the R. C. A. F., however, you will be required to do much more in the course of your duties. You must be capable of assembling an aeroplane, true to the instructions given for its type, so that it will fly correctly; you are also required to maintain it at that standard, service it daily, overhaul it as required, cure little troubles that may develop and which may cause it to fly incorrectly, and repair it after damage by accident or enemy action. It is upon the manner in which such work is carried out that the safety of the aircraft and its crew depends; and it cannot be carried out intelligently without some understanding of the Principles of Flight. It is obvious, therefore, that a knowledge of the manner in which the various components of an aeroplane contribute toward its ability to fly is

essential to an airman who is responsible for so much.

It is a popular belief that man commenced to investigate the possibilities of flight at the beginning of the present century, shortly before the Wright brothers made their first successful man-carrying flight in an aeroplane. This is not true. Since the days of Leonardo de Vinci scientists have been experimenting and have obtained much useful information, particularly in respect to the properties of the atmosphere and how such properties contribute to successful flight.

* * *

The Atmosphere

If you wade waist-deep through water you will soon realize that it is harder to move the lower part of your body through the water than it is to move the upper part through the air. Both air and water are fluids, and both possess similar properties in many respects. Both water and air have density, weight and viscosity. Density is the mass of a substance per unit volume, and is usually expressed in pounds per cubic foot. A cubic foot of air at sea level weighs about .08 lbs., whereas a similar volume of water has a weight of 62.5 lbs. Viscosity is the tendency of the "layers" of a fluid to cling together. The more viscous a fluid the more slowly it will flow. Thus a thick, heavy oil is more viscous than a light, thin oil, and the latter again is more viscous than water. The viscosity of air is very much smaller than that of water, but it is this property of the air which causes an important part of the resistance when a body moves through it.

It is the greater density of the water, and to a smaller degree its greater viscosity, which produces the greater resistance it offers to a person moving through it than does the air.

Both air and water exert pressure upon anything with which they are in contact. Both also possess inertia; force is required to set them in motion from a state of rest; and, once moving, force is also required to change their rate or direction of motion. The amount of force required to bring about these changes will depend upon the mass of the fluid and the rate at which the motion is changed. Moreover, when pressure is exerted upon a fluid such as water or air—and pressure is only force per unit area—the fluid will react with an equal and

THE AIRCRAFTMAN

opposite reaction. Thus if you move a sheet of cardboard through the air with its surface at right angles to its direction of motion you will feel that a force has to be applied to the cardboard which, in its turn, exerts a pressure on the air and sets it in motion, the air also exerting an equal pressure on the cardboard in the meantime. The faster you move the cardboard the greater the force you will have to apply because of the faster motion you are imparting to the air and the greater mass of air you are setting in motion in a given time.

Three other important facts which have been found out in respect to fluids are (1) that when they are set in motion they exert less pressure than normally, and that when they are retarded they exert more pressure; (2) that regions of high pressure tend to neutralize regions of low pressure and (3) that when a body is immersed in a fluid the pressure of the fluid acts at all points at right angles to the surface of the body.

After a little consideration it will not be difficult to realize that water possesses the properties which have been named. It is not so easy in the case of air, because air possesses them in a very much smaller degree. If, however, you stick your head out of the window of a fast-moving train or car you will soon realize that air can exert pressure; and, because of their high speeds, the air becomes to the aeroplane much as the water is to us when we wade through it.

The Forces Acting on an Aeroplane

From the practical point of view the most important aspect of the Principles of Flight is that concerned with the forces acting on an aeroplane. These forces must be so arranged that a condition of equilibrium, or balance, is established; and this condition can be obtained only by correct design and correct rigging.

It is easily understood that, in order to fly, an aeroplane must have a means of supporting itself in the air and something that will move it from one place to another. The supporting force is known as Lift and the force producing motion as Thrust. In addition to these there are two other major forces acting on the aeroplane when in flight. These are the resistance which the air offers to bodies moving through it, known as Drag, and the weight of the aeroplane itself. During normal horizontal flight the lift is acting upwards, the thrust forwards, the drag backwards and the weight downwards; and it will depend upon the value of these four forces, and the points through which they act in the aeroplane structure, whether the machine will fly steadily on an even keel for any length of time or whether the pilot will

have to continually check its movements by means of his controls.

Let us consider each of these forces separately, commencing with lift. This is produced mainly by the wings. If you hold a piece of stiff cardboard out of the window of a moving automobile, inclined at a small angle to the air moving past the car so that its front edge is a little higher than its rear edge, a force will be produced which will tend to move the card upwards and backwards. If the card is suddenly released it will move for an instant in that direction before it falls. This is because the card has diverted the air in a slight downward direction. The air has resisted this diversion, and reacts equally, and in the opposite direction, to the pressure causing it.

The effect produced by the card on the air is similar to that produced by the wing of an aeroplane. The wing must, however, be much more efficient than the card. The upward force must be stronger in comparison to the backward force. The card, held thus at an angle to the passing air, is not a "stream-lined" form, and offers more resistance than is necessary as a consequence. Experiment has proved that a shape can be evolved which, when moving through the air, encounters little opposition. Such a shape does not disturb the air to any great extent, but parts it cleanly; and, providing its surfaces are smooth, air will not cling to them. A shape of this nature is termed a stream-lined shape, and it possesses just the properties that the card lacks. It retains the flat under surface of the card but has a curved upper surface—the top camber with which we are all familiar.

Such a shape, or "profile," when inclined to a small angle to the air, will tend to rise almost vertically. There will be very little backward pull. What pull there is will be due mainly to what is called "skin friction." The under surface of this structure, which is known as an Aerofoil, exerts pressure on the air when passing through it, and receives from the air an equal and opposite reaction just as the card did. Its greater efficiency, however, lies in the fact that, because of the shape of its profile, it affects the air in another manner as well. Experiments show that air which flows over the top surface speeds up rapidly until it passes the highest point of curvature, and does not lose the velocity it has attained to any appreciable extent until after it reaches the trailing edge. Now this gain in velocity has caused the pressure the air was exerting before contact with the aerofoil to decrease. Thus over the top of the aerofoil we have a region of air at lower pressure than normal. The air flowing under

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the aerofoil, on the other hand, has been slowed up slightly and its pressure has been thereby increased. We thus get a higher pressure below than above the aerofoil; and since it is natural for the higher pressure to neutralize the lower, this difference of pressure will tend to move anything between in an upward direction. This tendency constitutes the lift of the aerofoil.

The lift thus produced does not have the same value at all points of the aerofoil surface. It will normally be greatest near the leading edge and least at the trailing edge. In order to simplify matters all the lifting forces distributed over the aerofoil are represented by a single upward-acting force which will produce the same result. Where the line of action of this force cuts the chord line of the aerofoil is considered to be the centre of all the pressures acting upon the aerofoil surface, and is called the Centre of Pressure, or C. of P.

The chord line is a line running through the centres of curvature of the leading and trailing edges of the aerofoil. The angle which this line makes with the horizontal when the machine is placed in rigging position is the Rigger's Angle of Incidence. In flight, the angle which the chord line makes with the direction of the air-flow meeting the wing is called the Angle of Attack. The first of these angles is fixed in any given machine; the second will change during flight owing to changes in the fore-and-aft position of the aeroplane in relation to its flight path and to the fact that there may be upward or downward air currents in the atmosphere.

As the angle of attack changes, so does the position of the C. of P. In normal flight it will be about one-third of the chord length of the aerofoil back from the leading edge. If the Angle of Attack is decreased, the C. of P. moved backward along the chord line towards the trailing edge; if it is increased, the C. of P. will move forward until the stalling angle is reached. At this angle the airflow pattern changes completely; the air breaks away from the upper surface of the aerofoil and turbulent eddies form. The result is sudden loss of lift and increase in resistance. When this occurs the C. of P. moves back towards the centre of the chord line.

In biplanes the upper wing is usually set forward of the lower one. Each wing is producing its own lift through its C. of P., but one is some distance ahead of the other. The total lift of the wings must therefore be acting upwards somewhere between the two C's of P. Owing to the fact that biplanes are so designed, as a general rule, that the upper wing gives somewhat more lift than the lower one, the

total lift of the two wings will act somewhat nearer to the C. of P. of the upper wing than that of the lower.

The next force to consider is Thrust. This is produced by the airscrew. The blade of an airscrew is also an aerofoil, but it differs from a wing in that it is twisted along its length, the angle being considerably greater near the boss than it is towards the tip. Also, the chord length of the blade, and its thickness, vary from root to tip. These differences are made necessary by considerations of strength, and of the difference in the operating condition of a wing and an airscrew. Whereas all parts of the former meet the air at the same speed in normal flight, the tip of a rotating airscrew meets the air at a much higher speed than those portions near the hub.

In flight all parts of the airscrew blade meet the air at a small angle, which corresponds to the angle of attack of a wing. As in the case of the wing, and in just the same manner, this causes forces to act upon the blade similar to the lifting forces of a wing except that they act in a horizontal direction. These forces acting on all the blades of an airscrew constitute the thrust, which acts in a forward direction through the axis of the shaft.

Drag is a force caused by the resistance offered by the air to any body moving through it. All exposed parts of an aeroplane in flight produce drag forces—wings, fuselage, undercarriage, windshield and even small fittings. The total drag of the whole machine is the sum of the drags of all its components. When the aircraft is flying at a steady speed the total drag is equal to the thrust. If the thrust is increased and becomes greater than the drag the machine will gain speed. As the speed increases the drag also increases until it again becomes equal to the thrust, when the aeroplane will again settle down to a steady, but higher speed. If the thrust is decreased, and becomes less than the drag, the machine will slow up until the two again become equal.

The drag of all the components of an aeroplane may be replaced by a single force which would produce the same results, and the point in the structure through which this single force acts is called the Centre of Drag.

The last force to consider is the weight of the aeroplane itself. This will always act vertically downwards no matter what attitude the aeroplane assumes. It acts through the Centre of Gravity of the machine, which is the point about which the machine will balance. The position of this point depends upon the weight and position of every individual component.

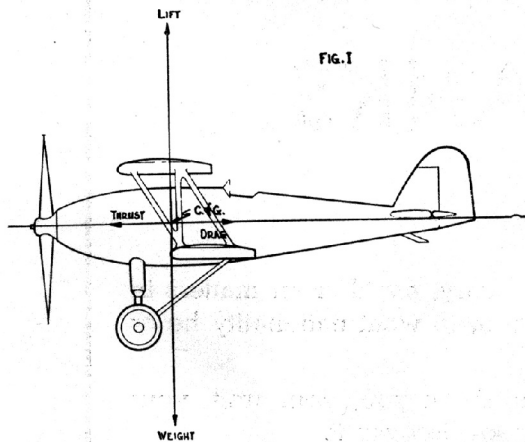
THE AIRCRAFTMAN

It is important to note that every movement which an aircraft makes when in flight takes place about its Centre of Gravity. It is about this point, therefore, that the designer must arrange the four forces which have been enumerated in such a way that they will produce balance during normal horizontal flight.

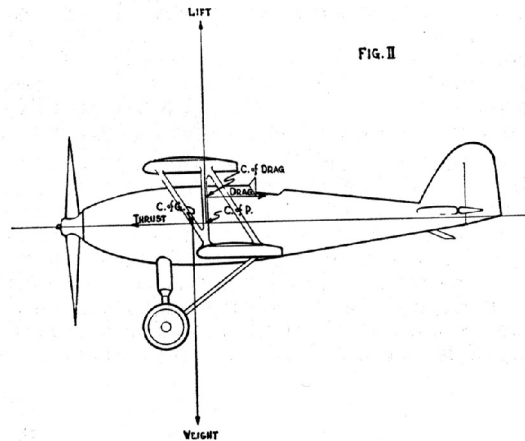
Conditions of Equilibrium

To maintain constant altitude, the lift must just equal the weight of the aeroplane and, as we have already explained, to maintain constant speed the thrust must equal the total drag. Under such conditions of flight, provided there is no force tending to turn the machine about its centre of gravity, the aeroplane is said to be in equilibrium. A body is in a state of balance or equilibrium when all the forces acting upon it counteract each other and produce no change of state whether the body be at rest or in uniform motion.

For equilibrium, however, the positions of the points through which these forces act are just as important as their values. If the four forces all act through one point, the C. of G., as shown in Figure 1, it is clear that the aeroplane



will be in equilibrium, since thrust will cancel out drag and weight will be balanced by lift. Such an arrangement is not usually adopted in practice, however. It is convenient to have the forces so positioned that when the engine is throttled down or cuts out the machine becomes nose-heavy. This arrangement tends to prevent a stall if the engine fails, as in such an event the nose of the machine will drop and the aeroplane will take up a gliding attitude and maintain flying speed. Figure 2 shows how the forces are arranged to give the required result. The machine is so designed that the C. of P. is behind the C. of G., so that the lift-weight combination tends to pull the nose of the



machine down. This tendency is counteracted by placing the line of thrust below the centre of drag. Thus the thrust-drag combination tends to hold the nose of the aeroplane up and counteracts the lift-weight couple. If the four forces are correctly located the machine will be in equilibrium in normal flight without being either nose-heavy or tail-heavy; but, should the engine cut out and the thrust be destroyed, the relative positions of lift and weight will pull the nose of the machine down and prevent it from stalling.

Application of Theory

It should be clear from what has already been said, and from a study of the diagrams, that fore-and-aft balance depends upon the distances between lift and weight and between thrust and drag being accurate. The A. F. M. cannot very well alter the distance between thrust and drag during assembly and adjustments. He can, however, easily upset the fore-and-aft balance by incorrect rigging.

Three things will cause such out-of-balance conditions:

(1) Incorrect stagger on biplane; if stagger is too large lift will act nearer to weight than it should do and the machine will fly nose up; if it is too small lift will act too far aft, and the aeroplane will be nose-heavy.

(2) Incorrect setting of the angle of incidence, causing incorrect angle of attack when in normal horizontal flight which, in turn, causes a displacement of the C. of P. If the angle of incidence is too large the lift will act too far forward—that is, too near weight—and the machine will fly nose up; if too small, the reverse condition will arise.

(3) Incorrect tail-plane setting. In aeroplanes in which the forces of lift, weight,

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thrust and drag are so arranged that they are in equilibrium in normal flight, the tail-plane should have no lift, positive or negative. If it is so set that it gives lift the machine will fly nose down, while if it is set so that a negative lift is obtained the aeroplane will fly nose up.

It will therefore be seen that certain rigging errors give the aircraft certain flying faults. If you were called upon to erect and true an aeroplane and if, after flying tests, the pilot reports nose-heaviness, it is not much use to place the machine in rigging position and fuss about hoping that something may give you a clue as to where the fault lies. The only sure way of dealing with the trouble is to systematic-

ally check each possible cause which might produce nose-heaviness until you locate the cause of the error.

In concluding this article it should be stated that no attempt has been made to cover all phases of the "Principles of Flight" with which the A.F.M. should be familiar. It is hoped, however, that enough has been said to show the importance of this subject in relation to his practical work. A comprehensive knowledge of the principles involved is not necessary; but a sound knowledge of the basic mechanics of flight is essential if the A.F.M. is to carry out his job intelligently and efficiently.



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.

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27-29 program:

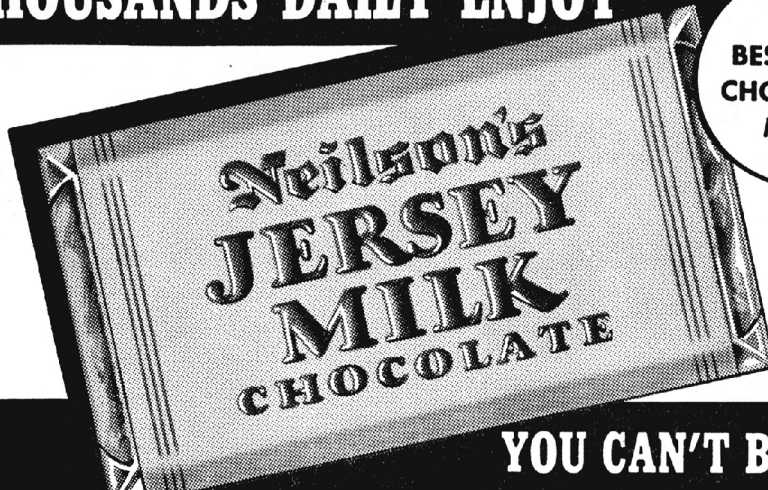
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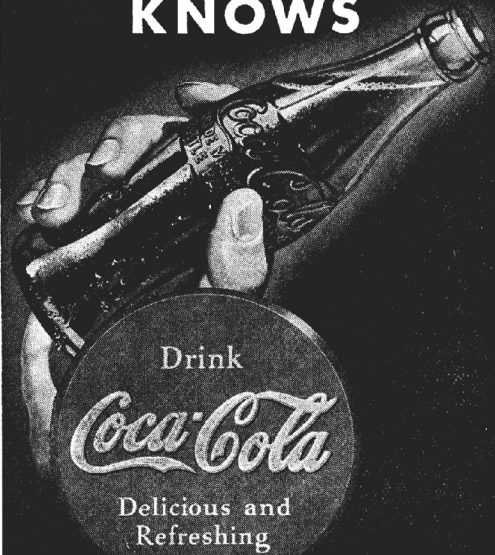
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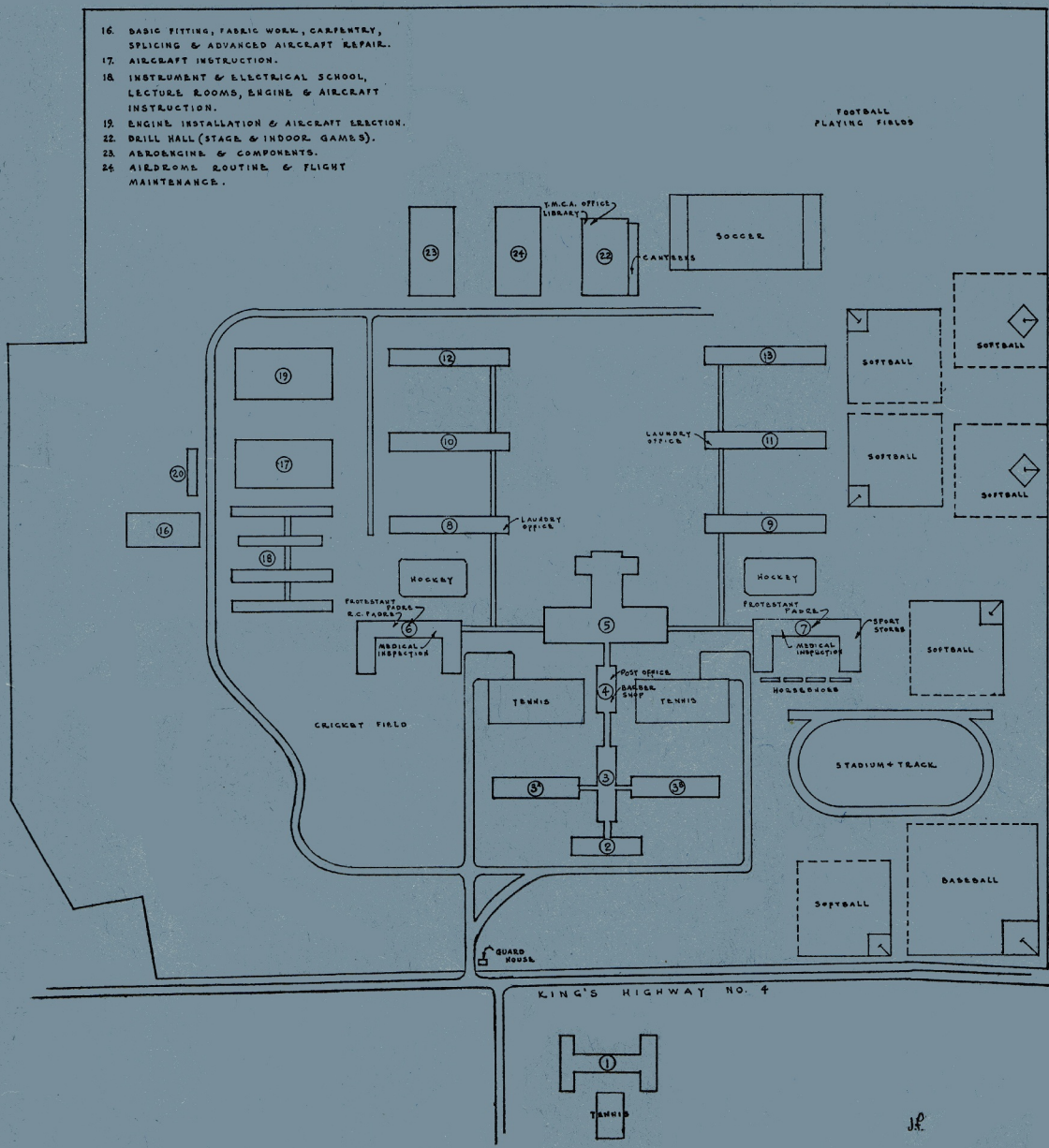
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