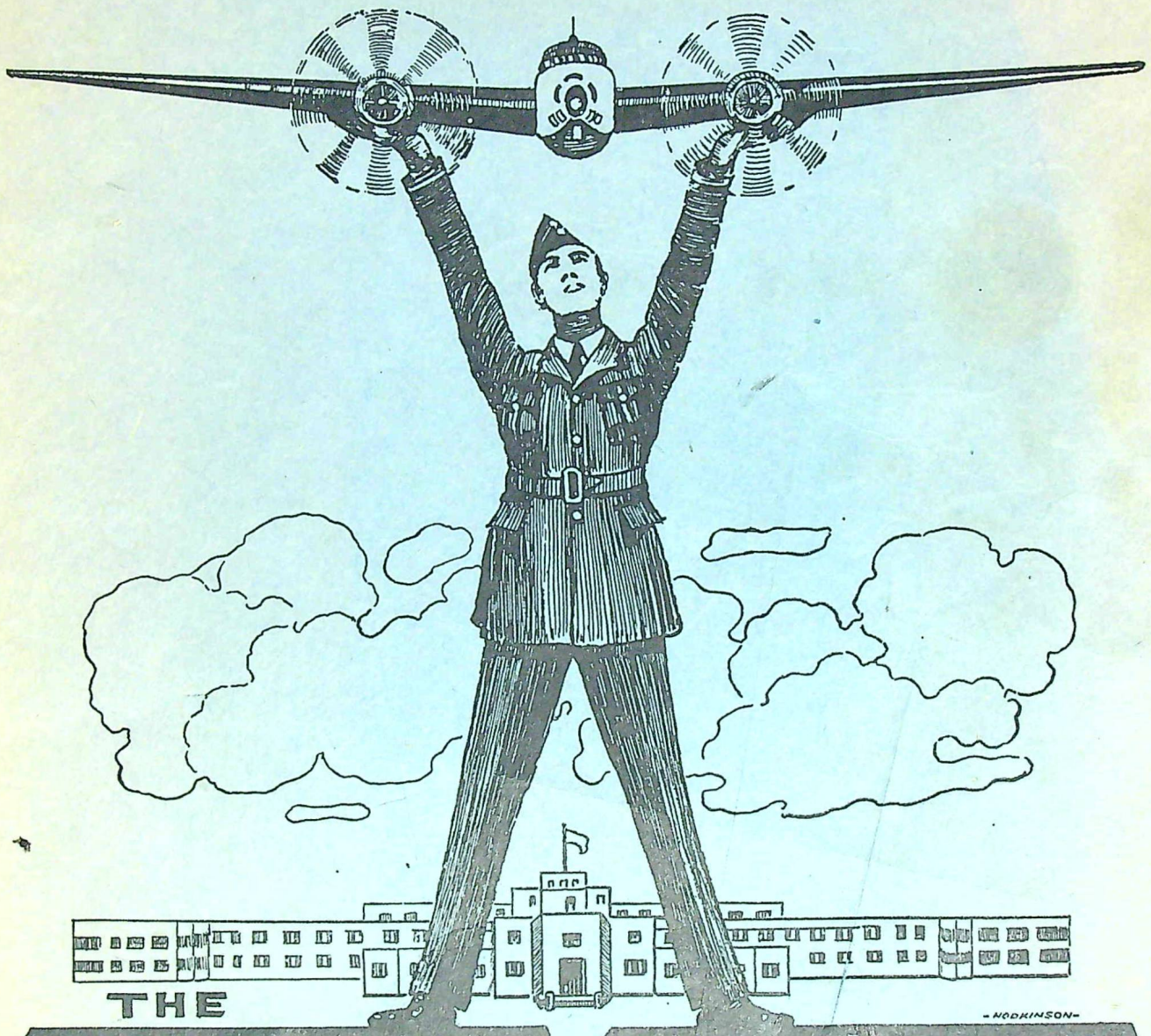


THE *Aircraftman*

VOL. 2 - NO. 6

JANUARY 1942



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

-HODKINSON-

STATION COMMITTEES

* * *

Officers' Mess

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

Sergeants' Mess

S/Ldr N. McLeod (Officer in Charge)
WO/1 Clark (Chairman)
WO/2 Ard (President)
F/Sgt Barnard (Secretary-Treasurer)
Two Members

Corporals' Mess

S/Ldr H. N. C. Williams (Officer in Charge)
Cpl. Campbell (Chairman)
Cpl. Weaver (President)
Cpl. Sawyer (Secretary-Treasurer)
Two Members

Airmen's Mess

S/Ldr N. McLeod (President)
F/O Armstrong
F/O Pooler (Secretary)
F/O A. R. Little, 1 Wing
F/O E. Hendry, 2 Wing
Airmen representatives 1 Wing, 2 Wing,
E. & A.T.S., H.Q. Squadron.

Canteen

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

Sports

F/O G. Ross (President)
F/O J. M. Harris (Treasurer)
F/Lt E. E. Aldersley
F/O R. K. Armstrong
F/O E. Hendry
F/O A. R. Little
WO/2 H. H. Netzell
F/Sgt. S. E. Bryant
F/Sgt. J. Maybie
Sgt. Goodmanson
S. M. McLennan, Y.M.C.A. (Secretary)

Entertainment

S/Ldr H. N. C. Williams (President)
F/O E. Hendry
Sid. McLennan (Secretary)

Recreation Hall Committee

F/O W. E. Cayley (President)
F/O H. G. Plumbridge (Secretary-Treasurer)
F/O A. R. Little

P. S. I.

S/Ldr N. McLeod (President)
S/Ldr H. N. C. Williams
F/Lt W. G. Cooke
F/Lt W. L. Marshall (Secretary)

Awards

S/Ldr N. McLeod (President)
S/Ldr A. G. Vince
F/Lt M. C. Davies
F/O J. T. L. Lowe
F/O H. G. Plumbridge
Sid. McLennan (Secretary)

Welfare

F/Lt M. C. Davies (President)
F/Lt H. F. O. Smeaton
F/Lt H. Cotton
R. C. Good, Y.M.C.A. (Secretary)

Fire

S/Ldr N. McLeod (President)
F/O R. K. Armstrong (Secretary)
O.C. No. 1 Wing
O.C. No. 2 Wing
Mr. McLachlan (Station Engineer)
F/O M. H. Mills

War Savings

W/C J. H. Keens, A.F.C.
S/Ldr A. G. Vince (Secretary)
S/Ldr Hall (Treasurer)

Members:

S/Ldr H. N. C. Williams, No. 2 Wing
F/Lt W. G. Cooke, No. 1 Wing
F/Lt J. E. Corrigan, E. & A.T.S.
F/O R. K. Armstrong, O.C. H. Q. Squadron
F/O G. Ross, No. 1 Squadron, 1 Wing
F/O A. R. Little, No. 2 Squadron, 1 Wing
F/O J. M. Harris, No. 3 Squadron, 1 Wing
F/O J. Boyes, No. 1 Squadron, 2 Wing
F/Lt Drummond, No. 2 Squadron, 2 Wing
F/O Kerr, 3 Squadron, 2 Wing
F/O H. F. Morris, E. & A.T.S.
Mr. Oliver (Civilian)

Library

F/Lt M. C. Davies (President)
F/Lt R. Cockburn (Secretary)
Two Airmen representatives

Use This Page — Familiarize Yourself With Your Committees

VALENTINE CARDS on VALENTINE'S DAY

Saturday, February 14th

Don't forget to send a card to . . . Friend, Mother,
Sweetheart, Sister, Cousin and Aunt.

Valentine Greetings

*Some were kinda hi-fallutin',
Some too gushy to be suitin',
Some too serious, some too funny,
(Some just cost too darned much money!)
But this one just hit the spot
'Cause it says, "I like you a lot!"*

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Gay Cards . . . Humorous Cards . . . Cards that express the sentiment
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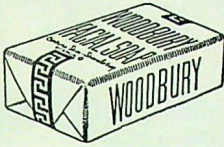


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To LONDON.....6 tickets \$1.00

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"SHADOWS of the THIN MAN"

starring

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WED., THUR., FRI. - JAN. 28, 29, 30

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"CITIZEN KANE"

starring

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THE AIRCRAFTMAN

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

VOL. 2 - JANUARY 1942 - NO. 6



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F/Lt H. F. D. Smeaton (R. C. Padre) - F/Lt H. Cotton (Prot. Padre)
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Sq. 2 - AC/2 Scott, E. H.
Sq. 3 - Cpl. Jorgenson, G. E.
E. & A. T. S. - WO/2 King, H. G.

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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.

*"A land which the Lord thy God careth for : the eyes of
the Lord thy God are always upon it, from the beginning of
the year even unto the end of the year."*

—Deut. 11:12.

« « EDITORIALS » »

A Good and Happy New Year

This is the way we usually greet one another at the turn of the year. We use the greeting but do we really understand and mean all that the words imply?

A Good New Year

A thing is good inasmuch as it helps us to attain an end or reach a worthy goal. Money, for instance, is nothing in itself, but it is an asset if by it we are enabled to aid others and to bring happiness into our surroundings. A government is good only if it helps citizens to a better life, promotes peace and good will and creates a better understanding both within its own borders and in the world. The year 1942 will be a good year, therefore, if each of its days carries us towards a worthy goal and sees us nearer to a desired objective. Our present problems—fighting for ideals, righteousness, honor, peace and freedom—tell us that our immediate goal is to win the war. We will be asked to sacrifice. Restrictions will be imposed upon each of us this year, and it may well be that these will be greater than we think at present, but this is war and we are fighting for victory. When Nelson, at Trafalgar, wrote his admirable prayer for victory he included this phrase: "May no misconduct in anyone tarnish it." This reminds us that there is another war as well as the one against Hitler. This war we must fight from within. It is a war against ourselves. There are things that are not imposed upon us. These we must do voluntarily. Our King has repeatedly invited us to implore the Divine assistance for our arms, and to set aside certain days for prayer on behalf of our cause. 1942 will be a good year if we pray in a penitential spirit, realizing that there is much to improve in our moral and religious life. 1942 will be a good year if we live a clean life in order that we may be better airmen. 1942 will be a good year if each one of us tries to become efficient in his work or trade so that we may give our best to the common cause we have in hand. 1942 will be a good year if at each day's

end we go to sleep with a clear conscience and with the satisfaction of having added something to yesterday's effort, and with the desire to do still better on the morrow.

* * *

Thank You! 174 Dominion St.

In a recent issue of a Moncton daily paper the following ad was carried under the "To Rent" head:

TO LET—Living-room and bedroom, furnished or unfurnished, with kitchen privileges. Use of phone and bath. Preference shown to R.C.A.F. No objection to small baby. Call at 174 Dominion St. Dial 7801.

Without doubt this is one of the finest ads we have seen in any paper and brought a great deal of favorable comment in the various service messes in this district.

It is items of this type that make the men in uniform feel that their services are truly appreciated. To the person that inserted this ad we say, "Keep up the good work," and may others take an example from the manner in which you have come to the fore to do your bit "for the boys."—R. K. BUZZELL.

Eastern Provider, Moncton,
No. 5 Equipment Depot.
December 1, 1941.

* * *

A Way To a Happy New Year

To leave the old with a burst of song,
To recall the right and forgive the wrong;
To forget the thing that binds you fast
To the vain regrets of the year that's past;
To have the strength to let go your hold
Of the not worth while of the days grown old,
To dare go forth with a purpose true,
To the unknown task of the year that's new;
To help your brother along the road
To do his work and lift his load;
To add your gift to the world's good cheer,
Is to have and to give a Happy New Year.

—Robert Brewster Beattie.

MEDALISTS FOR DECEMBER
(Gold)



R97744	AC/1	Ford, J. F.	AFM (MR)	Entry 63
R102308	AC/2	Madge, A. E.	AFM	Entry 70
R97742	AC/1	Frost, M. C.	AFM (MR)	Entry 64
R102321	AC/2	Grimsen, M.	AFM	Entry 69
R116297	AC/2	Sprott, A. O.	AEM	Entry 73
R117816	AC/2	Conner, W. L.	AEM	Entry 74
R107917	AC/2	Smith, G. R.	AEM	Entry 75
R105924	AC/2	Peterson, C. E.	AEM	Entry 76
R119332	AC/2	Buchanan, J. J.	AEM	Entry 77
R89354	AC/1	Brownell, G. J.	AFM	Entry 69E
R110981	AC/2	Pitts, H. E.	AFM	Entry 74
R106778	AC/1	Bailey, H. C.	AFM (MR)	Entry 68E

* * *

ST. THOMAS CITIZENS' AUXILIARY WAR SERVICES COMMITTEE NEW ACTIVE SERVICE CLUB ROOMS

The Citizens' Auxiliary War Services Committee of St. Thomas has in operation, for the convenience and pleasure of the men in uniform, a fine Active Service Club Room situated at 455 Talbot Street, over the Strand Bowling Alleys.

It is most comfortably furnished with attractive chesterfields and chairs, piano, victrola, games, etc. The furniture is all new and is homey in appearance and will provide for the men a home away from home.

A canteen is also in operation where sandwiches and snacks may be procured at minimum prices.

In attendance at all times is a competent staff of young ladies to operate the canteen and to see that the men are comfortable and well looked after.

In the near future entertainment will be furnished during various evenings and on Sunday.

The rooms are open from two in the afternoon till eleven at night on week days and from eleven till eleven on Sundays.

It is hoped the men will take advantage of these spacious quarters and make them their headquarters while in St. Thomas.

CALENDAR OF ACTIVITIES

(Newcomers to the Station may 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.

* * *

“Woodbine Willie”

Soldiers of the last war will have no difficulty recalling the name of “Woodbine Willie,” best-known Padre of the Imperial Army, who literally “packed the house” every time he gave a lecture or organized a concert.

Today his son, Pat Studdert Kennedy, is a Y.M.C.A. worker among the troops of the Eastern Command and is already showing much of his famous father's ability, concerts and lectures organized by him being consistently crowded.

It is expected that Pat Kennedy will shortly return home to be ordained into the ministry, after which he will return to the army.

AMONG THE SQUADRONS

2 SQUADRON, 1 WING

By "Rusty"

Congratulations to Headquarters Squadron on your very fine showing in winning the Commanding Officer's Sports Trophy for December. We all hope that you will continue to keep in the running from now on. Although we ended up near the bottom, we had a lot of fun trying. The loss of F/Sgt "Happy" Maybie was a serious blow, and then the posting of the 70th, 72nd and 73rd, where most of our sportsmen came from, finished the job. We have no alibis and no excuses. We had a lot of fun and we'll be right in there next month.

By the time this appears the new year will be well on its way. We are looking forward to another successful one. Looking back (yes, we can afford to do so), we have a tendency to hold our heads higher and throw out our chests just a little. After all, we did clean up on the "Big Sports Day" and we have won the Trophy five months out of twelve, besides holding down the lead in War Savings Sales for some time. Taking everything into consideration, it hasn't been a bad year at all. I think a vote of thanks would be in order for the men of the Y.M.C.A. who have worked ceaselessly, tirelessly, day and night to make the sports what they are. To "Al" Diehl and "Don" Stuart go a good deal of the credit. Then along came Bob Gibson and his staff to carry on with the splendid showing. It is anything but an easy job to persuade close to 5,000 men that there are sports for one and all. That there is room for beginners as well as old-timers. To "You" gentlemen we take off our hats—keep up the good work. A word of thanks to F/O Little for his confidence and interest. Nary a game played that he isn't on the side lines with a hearty cheer, either win or lose. Thank you, Sir.

* * *

3 SQUADRON, 1 WING

Well here it is, the New Year. Yes 1942, and as we say farewell to 1941 we shall have two points of view:

At first we look at it with disgust and contempt because of the sorrows it has brought to many of us. Yet on the other hand let us look on the bright side and see all the good of 1941.

To us at T.T.S., especially those who are on the staff, it has brought many new friends, friends from our own home town, with news. It has brought us another Easter, Birthday and Christmas; but more than this it has brought us one year nearer to the time when the "Dove of Peace" shall come to end this war. It is with this last thought in mind that I say to every one of you: "Happy New Year, and may it be the happiest and most prosperous year to you and yours, and may you see world peace in the year 1942—a peace that will be everlasting and will end for all time strife and tyranny."

—SGT. STANLEY, W. M.

1941 has passed and No. 3 Squadron has seen many changes in men, N.C.O.'s and Officers, and as we look back we would like to see them all in person and wish them "A Happy New Year." As we can't do this, we take this way of wishing them one and all "The Very Best in the Year 1942."

Don't forget to visit our new study room.

A BONER

A safety gap is to prevent blowing out the fuses if there are any. In case of too much electricity it jumps the gap and goes back. A safety gap is on much the same principle as a relief valve on a steam engine.

—By A. TRAINEE.

THE SPORT SCOPE

The Basketball team had the pleasure of making the trip to London to play against the Y.M.C.A. Aces. The game was fast with the advantages of team play with the Aces. The score of 33 to 15 sounds bad but the honor and privilege of being the guests of the Y.M.C.A. was a higher honor than a win.

Cpl. Conkey is loud in his praise of the co-operation he received from the captains of the teams, and the keen interest and sportsmanship of the lads who have turned out so regularly. We did not win the Trophy, but all the teams that played against us knew there had been a game.

Great going, lads; keep up the good work.

ENTRY 76

(To the tune of Notre Dame's Victory Song)

We are the scrounging Seventy-sixth,
We are up to all kinds of tricks;
T.T.S. has taught us how
To use a hammer instead of a plow.
We love our drills and our P.T.,
It has given us housemaid's knee;
So cheer up, my lads, and you will see
Us marching to victory.

—AC/2 GIANVECCHIO.

* * *

1 SQUADRON, 2 WING

GALT ENTRY

(Composed by the two best men of the 84th, McCollum and Middleton)

Why the boys of the 84th are getting the name of Morrison boys:

We wash the sinks, we scrub the halls,
They even make us climb the walls,
As on the end of a mop we heave—
For gosh sakes give us our annual leave.

It's a cinch, we're a bunch of Joes,
Just leave it to our N.C.O.'s;
It's in the bag, we have no joys,
That's why they call us the Morrison boys.

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

W/C J. H. KEENS, A.F.C. *Chairman*
S/LDR A. G. VINCE *Secretary*
S/LDR HALL *Treasurer*

MEMBERS :

F/Lt W. G. Cooke No. 1 Wing
S/Ldr H. N. C. Williams No. 2 Wing
F/Lt J. E. Corrigan E. & A. T. S.
F/O R. K. Armstrong O.C. H. Q. Squadron
F/O G. Ross No. 1 Squadron, 1 Wing
F/O A. R. Little No. 2 Squadron, 1 Wing
F/O J. M. Harris No. 3 Squadron, 1 Wing
F/O J. Boyes No. 1 Squadron, 2 Wing
P/Lt Drummond No. 2 Squadron, 2 Wing
P/O D. Kerr No. 3 Squadron, 2 Wing
F/O H. F. Morris E. & A. T. S.
Mr. Oliver *Civilian*

Answer Wedge Wedge Answer

Inson welding is fusing
WORK the metal
after
work is used

Wellington
P & I

What is the process of calcining
Mining.

Oregon

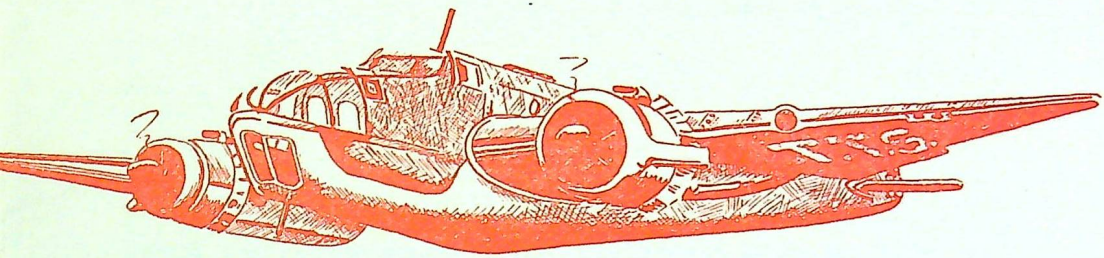
Wing Wing
Civilian
Wing. &
Headquarters

3 Sq.
3 Sq. - 2 Wing
Civilian
Headquarters
2 Sq. - 1 Wing



Squadron

20
5



SAVE

2 Sq. - 2 Wing

1 Sq. - 1 Wing

E. & A. T. S.

1 Sq. - 2 Wing

- 1 Wing

LEND



H. E. Kistler





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

PLEASE, SIR, WHERE MAY I? . . .

Among the thousand-odd requests for information which are handled every day by the Y.M.C.A. Information Bureau at Waterloo Station in London there are always some which would baffle even the experts of "Information, Please."

One soldier recently came to the counter and asked where he could obtain a Stradivarius violin, while another wanted a lion cub. To the first it was explained that a Stradivarius is a very rare instrument and worth thousands of dollars and the "Y" had no idea at all where one could be obtained. The second was presented with an every-day sort of black cat which seemed to satisfy him quite as well as would his more exotic request.

Other demands which left the "Y" staff gasping were these:

"Where can I get some animal films to send to my little boy?"

"Where is the nearest pawn shop?"

"Can you tell me where I can get some nice underwear for my girl?"

"Have you got a legal department? I want to buy some good shares."

And then there was the young soldier and his bride on their honeymoon who came in to ask for the address of a good rooming house "with a landlady who was a strict tee-totaller."

On another occasion the "Y" Supervisor, hearing an uproar in the washroom, investigated and found a half dozen soldiers attempting to use the liquid soap in the containers as hair oil.

One of the most common requests is for information on how to go about obtaining marriage licenses, and what they cost. Equally prevalent are calls for help in locating bombed-out relatives. In most cases this information is obtained from the authorities within a few minutes.

Most bewildering was the case of the soldier who came to the counter and explained that he wished to attend the funeral of a friend of his

presenting him with ten quid to tide him over (who said there wasn't any Santa Claus?).

The stowaway made his way to the enlistment depot, which at that time was in Whitehall, and joined up; an hour later he was on his way, singing the old song: "There's many an airman just finishing his time, etc."

—ANON

WINGS MAGAZINE,
No. 31 B. & G. School,
Picton, Ontario.

named Lionel Smith. The only other information he possessed was that the funeral was to be held in a Jewish cemetery.

By a process of elimination by telephone the correct information was obtained and the soldier reached the cemetery in time to attend the funeral.

Another demand on the ingenuity of the Bureau came from a man who said that his wife had left him and could the "Y" help him to get her back. The "Y" did.

Other questions from soldiers included the following:

"Will you ring up the Dance Hall and find out if they rent dancing shoes? I want to know before I go there."

"Where can I buy some macaroni?"

"Could you let me have a nail to keep my trousers up?"

But perhaps the prize incident of all occurred when the telephone rang one day and the "Y" Supervisor found himself talking with an unknown young lady.

"What can I do to help you?" he asked.

"Well," the young lady fluted, "I want to speak to the sailor, please."

The Supervisor shuddered. "Which one?" he inquired. "There are exactly thirty-five of them here right now."

"Oh, but this one is a Canadian."

"Twenty of this lot are Canadians. Don't you know any more about the one you want?"

"Well, he wears a little chain around his neck," the young lady volunteered dubiously.

"That's because he's a Catholic," the Supervisor explained patiently. "At least half the Canadians here today are registered as Catholics. I'm afraid we shan't be able to help you very much if that's all you know."

"Oh, wait!" the young lady exclaimed excitedly. "I know how you can tell him from the others."

The Supervisor drew a long breath. "Yes," he said guardedly.

"Why, the one I want carries a wishbone in his pocket. I told you it would be easy, didn't I?" she finished triumphantly.

But the Supervisor made no reply. He had hung up gently and was engaged in mopping the cold sweat from his harried countenance.

* * *

A series of popular lectures for the Canadian troops in Britain has been arranged by Y.M.C.A. Supervisor A. R. Kluckner, with the co-operation of Viscount Duncannon.

THE AIRCRAFTMAN

A HYMN FOR THE AIR FORCE

Someone sent the Padre a copy of "The London Times" in which an editorial and two other columns dealt with the matter of an Air Force Hymn. Several samples were referred to and dismissed with a single stanza. The only hymn quoted in full was the following, submitted by a man who signed himself simply "B. C."

O Lord of sea and air and sky,
Protect Thy sons where'er they fly;
In war or peace, or near, or far,
Be Thou their True and Guiding Star.

Frail men of earth, who search the air,
The wonders of the sky declare,
And pray that wicked war may cease,
To free their wings for ways of peace.

Through cloud and tempest, flame and fire,
Uplift their souls as they aspire
Through arduous ways, towards stars above,
Symbols of realms of light and love.

O God, Thou madest man to be
An image in himself of Thee;
Who loses life in time and space
Shall live again by God's good grace.

'Mid trackless air and war's alarms
We trust a loving Father's arms.
Keep us, we pray, O King of Kings,
Sustained by Thine almighty wings.

—From The Airman, Uplands.

The first of these lectures was presented in late September, when a well-known authority spoke on "Russia at War" to a large audience.

The series of lectures gives every evidence of being thoroughly popular with the men in uniform, and the arrangements call for it to last throughout the winter.

* * *

An all-day tour through the City of Winchester has been arranged by the Canadian Y.M.C.A. Overseas as a featured Sunday excursion for Canadian troops in England.

Already ranking with the trips to Windsor and Lincoln in popularity with the Canadians, the new tour has on its itinerary such points of interest and historic significance as Winchester Cathedral, Winchester College, the Guildhall and Wolsey Castle.

A party of thirty men makes the trip each Sunday and the British Legion has very kindly offered to act as host to them while in Winchester, and one of the highlights of the tour is the tea which that organization provides during the afternoon.

ANCIENT PROPHECIES

Written by "Mother Shipton", born at Norfolk, England, and died at Clifton, England, in 1440. So many of the prophecies noted in the article have been realized that it makes interesting reading. The prophecy is in the form of poetry and reads as follows:

A carriage without a horse shall go,
Disaster fill the world with woe,
In London's foremost hill shall be
Its untree hold a Bishop's see.
Around the world men's thoughts will fly,
Quick as the twinkling of an eye,
And the waters wonders do;
How strange, and it shall be true.
Then upside down the world shall be
And gold found at the root of a tree;
Through towering hill proud man shall ride,
No horse or colt move by his side.
Beneath the water men shall walk,
Shall ride, shall sleep, and even talk.
And in the air men shall be seen
In white and black as well as green.
The great man shall come and go,
For prophecy declares it so.
In water then iron there shall float
As easy as a wooden boat.
Gold shall be found in stream and stone,
In land that is as yet unknown.
Water and fire shall wonders be,
And England shall admit a Jew.
The Jew that once was held in scorn
Shall of a Christian then be born.
A house of years shall come to pass,
In England, but alas, alas,
A war shall follow with the work
Where dwells the pagan and the Turk.
The state shall lack fiercest strife,
And seek to take each other's life.
The North shall then denounce the South,
For tax and blood and cruel war;
Three times shall lovely sunny France
Be led to plan a bloody dance
Before the people shall be free,
Three tyrant rulers shall see
Three rulers in succession be
Each spring from different destiny.
Then when the fiercest fight is done
England and France shall be as one.
The British, alive, next shall turn
In marriage with the German men.
Men shall walk beneath and o'er the stream,
Fulfilment shall be strange dream;
All England's sons that plow the land
Shall oft be seen with book in hand.
The poor shall now most wisdom know,
And water winds where corn doth grow.
Great houses stand in far-flung vale
All covered over with snow and hail.
And now a word in uncouth rhyme
Of what shall be in future time.

RESEARCH AND DEVELOPMENT
IN AIRCRAFT

The high standard of performance reached by aircraft today is the result of the accumulation of research carried out in past years. When one considers the multitudinous parts necessary to make up the complete aircraft, one perceives that all branches of science are represented.

The engineer could make no progress without the scientist, the physicist, the metallurgist, the chemist and the doctor. Advance in one branch is only possible by the co-operation of the other branches.

For example, take the case of the aero engine. The ultimate aim of the engineer is to obtain the maximum horsepower/weight ratio. The dimensions of static and reciprocating parts are reduced to save weight but the loads imposed on them will be the same or even greater than before. The metallurgist is asked to produce a metal which will take higher loads with reduced scantlings, stand up to shocks, give a hard-wearing surface, resist heavy torque, be of a non-corrosive nature and with it all, be light. There are limitations to these qualifications and to assist in the ultimate achievement, the scientist has to produce a fuel which has better thermal properties, which will not detonate and supply a lubricant which will withstand greater bearing loads and operate at wider temperature ranges.

If we consider the problems associated with the airframe, they are as wide as those with the engine. Weight must be reduced, wing loading increased, lubricants must be satis-

factory in tropical as well as arctic conditions; hydraulic fluids must function at all temperatures; the airscrew must operate at higher tip speed and present a wider range of blade effectiveness. Fabric parts have their problems.

It seems impossible to enumerate all the problems which require research and what branch of the scientist is not included?

The range of subjects mentioned is not complete for with the increased ceiling of aircraft the problems of instrument (including radio) functioning is a very serious one.

Last, but not least, the physical effects of high speed and high altitude flying has concerned the medical profession for a considerable period. Oxygen equipment and electrical clothing have been supplied, but the correct usage of these depends upon the investigations of the medical authorities.

The aircraft industry is still in its infancy and there must be vast fields of research as yet untouched. When it is remembered that, although ships have been at sea for centuries and development in design and construction still continues, there must be many problems to be solved in a science born in our present century.

It is a peculiarity in man to look ahead and try to fathom the mysteries of nature. The advance, when looked at in retrospect, is called Progress and each succeeding generation of man seems to cover the ground more quickly.

The last war intensified resourcefulness. Wars always will do that because the brotherhood which unites the international scientists in peace is broken down momentarily. More advance was made in aircraft industry during 1914-18 than during the dozen years of peace following that war. We are at war again and it will be found later that victory in the air was achieved by the herculean efforts of our scientists and engineers in their research.

It is pleasant and instructive to keep abreast with the times. Research is under the shroud of secrecy at the moment, but now and again a glimpse of what is going on is revealed in the technical press. It is proposed, therefore, to devote a page of this magazine each month to short abstracts of what is going on in the research and development of aircraft which may be of interest to the technically minded.

* * *

WE SHIPPED MORE THAN BRITISH LOST

In first seven months of 1941, this country shipped to Britain more combat planes than that country lost in battle in the same period, according to Col. John H. Jouett, head of Aeronautical Chamber of Commerce.

For in those far-off wondrous days
The women shall adopt a craze
To dress like men and trousers wear
And cut off all their locks of hair,
Then ride astride with brazen brow
As witches do a broomstick now.
Then love shall die and marriage cease
And nations move as babies decrease.
The women shall fondle cats and dogs.
In nineteen hundred and thirty-six
Build houses of light straw and bricks,
For then shall mighty war be planned
And fire and sword shall sweep the land.
For those that live the century through
In fear and trembling this shall do.
Flee to the mountains and the den,
To bogs and forests and wild pens,
For storms shall rage and cannons roar,
When Gabriel stands on sea and shore,
And as he blows his wondrous horn
The old world shall die and a new be born.

TECHNICAL TOPICS

AEROPLANE SALVAGE

Part I.

The dictionary meaning of Salvage is "recovery of wreckage". This is a rather severe expression to apply in most cases where aircraft salvage is undertaken. It must not be assumed that a Salvage party in the R.C.A.F. is purely concerned with just garbage clearance. A well thought out plan of Salvage may be the means of conserving the serviceability of a large bulk of equipment or ensuring that components — and even the aircraft itself — may be made serviceable within a small space of time and with a minimum expenditure of material.

Salvage of aircraft generally falls to the lot of every aero-engine mechanic or airframe mechanic during the course of his service. It is perhaps the only task for which no specific instructions on *modus operandi* is issued because, clearly, no two similar conditions may arise. There are however a number of points to be observed which apply in all cases and which are enumerated later in this article.

The equipment for salvage work is fairly standard varying only in quantity. If the scene of the work is not too far away, it is sometimes beneficial to inspect it so that requirements can be better gauged. It also allows the terrain to be examined and the approach with heavier vehicles mapped out.

Apart from the standard equipment such as shear legs, lifting tackle, jacks, trestles, etc., a quantity of clean drums may be necessary to salve fuel, coolant and oil and these may prove useful as supports. Long and short ends of 3" timber should be carried out, used economically to avoid cutting, preserved to the maximum degree and returned for use at the Unit. Good rope is also an asset. It may be necessary to drag the airframe over the ground to a more suitable position and although this should be avoided if possible especially if damage is thereby increased, rope lines leading from braced parts of the aircraft provide a better purchase for the salvage crew. Then, of course, rope is always necessary in the final lashing of the machine before moving off to the Unit. An adequate supply of padding material to avoid chafing of vulnerable parts of the airframe and components during the return trip is vital.

Before salvage operations are allowed to proceed it is usual for a technical officer to view the damaged machine, list the extent of damage and classify the nature of repair or overhaul. If a fatal accident has occurred, it is the custom for an officer representing the office of accident investigation to carry out an examination with a view to ascertaining the cause of an accident. Sometimes an armed guard is placed over the machine before the investigation commences especially in populated areas. The duty of the guard is very responsible for not only is it necessary to prevent unauthorized people interfering with the crash, but to prevent smoking in the unsafe area. Sightseers should be ordered to extinguish cigarettes. A channel of gasoline which has trailed from an aircraft before coming to rest can ignite by indiscriminately throwing away burning tobacco ashes. The greatest fire hazard to a crashed machine comes from the morbid sightseer or souvenir collector.

It may generally be assumed that when a party has been detailed for salvage operations, all formalities connected with investigation or examination have been completed.

After making a general survey and deciding on the best method of attaining manoeuvrability with minimum effort, the next thing is to position equipment.

This article would be incomplete unless the importance of being observant whilst carrying out salvage work is stressed. The very reason for the work you are engaged on is that a physical or mechanical defect in either the pilot or aircraft has occurred. If it is due to some fault of the pilot, then no doubt that will be subsequently revealed, but the mechanic must always work on the assumption that the cause has been mechanical. Some fault may have caused the pilot to make a forced landing, and landing under bad circumstances may have resulted in a wreck owing to the nature of the landing surface. Check this and make a mental note. Be on the lookout the whole time for something which may have been the primary cause of the accident. For example, an engine covered with oil would indicate that a pipe line was broken and caused a seizure of the engine. Notice the quality of the oil. If it is good, then that is a possible explanation, but note also if the oil tank has been pierced in the crash and accounting for the condition. If the fuel

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tank is unimpaired, check up the contents. Is the coolant system undamaged? Is there any coolant remaining? If you are sure there is no fire hazard and the airscrew will enable you to get a hand hold, see if the engine is free. Look at the engine and airscrew controls. Are they intact? If not, is it reasonable to suppose that failure occurred before landing? Has any loose equipment become jammed in the exposed engine parts which might cause a failure? If there has been a fire in the engine bay, is it possible to trace the source and form an idea of the cause?

The airframe mechanic, if one is in the salvage party, would naturally be interested in the airframe itself. He would be weighing up mentally the best position that offers itself for support. If the undercarriage is retracted and resulted in small fuselage belly damage, it may be possible by local ground excavation, and the use of jacks, trestles and packing to raise the aircraft sufficiently to drop and lock the undercarriage and get the aircraft back to the Unit in a simple way.

On the other hand the problem may be more involved, but whatever the circumstances, keen observation may lead to determining the cause of failure. A few suggestions which call for examination are offered. Are the control surfaces and the controls in perfect order? If damaged, is it obvious that the fault resulted from ground impact or might it have existed before? Faults in landing gear are difficult to diagnose but a sheared retaining bolt or jammed member is sometimes observed which may have caused a collapse of the whole unit on impact. If the retaining bolt is absent, it is more than likely it was sheared before the attempted landing occurred. It is possible that a series of heavy landings during the landing and take-off flights was the prime cause of failure and the idea may be worth following up.

A keen and observant tradesman may alight on a cause of the wreckage which may have escaped the vigilant eye of the expert. If any unusual feature is noticed, bring it to the attention of the N.C.O. in charge of the Salvage operations so that your report to the N.C.O. of your flight can be corroborated. Not only may you assist in arriving at the cause of the accident but possibly be the means of avoiding a repetition of it thereby avoiding serious loss to the Service by damage to equipment or severe injuries to aircrew.

An aero-engine mechanic does not regard the task of removing an engine from an aircraft a difficult operation providing he can get everything in the desired position, e.g., machine

in rigging position and lifting gear vertically above the engine.

In the same way, the airframe mechanic will proceed without hesitation to dismantle an airframe providing it is trestled up in the correct position. Unfortunately a crashed machine seldom settles in the required position and it may be necessary to right it. This calls for a knowledge of the correct points for taking loads on the fuselage and wings. Ingenuity to compromise is often required if such points have become damaged and a supply of timber adequate for the work is necessary. Such contrivances as temporary bracings covering a large area may become necessary to avoid local damage.

A machine that has gone on to its nose can usually be righted by introducing a fulcrum point vertically below the C.G. (which can be assumed to be approximately one-third the chord distance back from the leading edge at the wing root) whilst the machine with a permanent set out of horizontal can be righted by jacking up the low wing on the outer end of the spar (for a monoplane) or under outer struts (for a biplane).

The machine resting on its back presents a difficult problem not only to right, but also to salvage without increasing the damage which is generally confined to the top wings (of a biplane), or fuselage and empennage (of a monoplane) and to airscrew and engine. The best thing is to work out the solution backwards by ascertaining the cause of the somersault and utilizing it. If this is due to ground conditions (say a ditch), the machine can invariably be righted by reversing the somersault and confining damage to those parts which have already suffered. If this is not possible, then there is nothing remaining but to dismantle in the inverted position (including engine) until weights can be reduced and units lightened to become capable of being manhandled.

Use of a jury undercarriage will sometimes enable an aircraft to be moved to a more suitable area for repair or dismantling and must be resorted to if it will save time and trouble.

A number of precautions which are necessary for the preservation of life and property must at all times be observed, a few of which are now enumerated.

(i) **Fire prevention**—Adequate precautions against the risk of fire should be taken to meet the circumstances during all salvage operations. In all instances when an aeroplane is to be dismantled for transportation purposes the fuel tanks must be drained, and the petrol salvaged for further use. Special fire precautions,

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which should be strictly adhered to, are necessary in instances where fuel tanks have been damaged and petrol has escaped from them. In instances where a large amount of petrol has soaked into the ground, fire extinguishers should be placed, to hand, around the affected area, a careful watch maintained and the aeroplane moved if possible to an unaffected area. If it is found that the aeroplane cannot be moved, dismantling operations should be delayed as long as possible while the petrol is disposed of and the ground allowed to dry. If for any reason the dismantling operations cannot be delayed for the required period sand or gravel applied to the saturated ground will considerably reduce the risk of fire, but great care must be taken to avoid causing sparks when using tools, handling equipment and dismantling the electrical installation of the aeroplane.

(ii) **Prevention of injury to personnel** — Precautions with regard to the safety of personnel engaged on salvage work should be given full consideration. The removal of explosives, pyrotechnics, ammunition and the unloading of guns and other firearms would be dealt with by authorized personnel before the salvage party is permitted to approach the aeroplane concerned. To prevent possible injury to the operating personnel, which may be caused by failure of the salvage equipment, it is important that they should be competent in the handling and correct method of using the various items of lifting tackle, etc. The equipment must not be subjected to a load in excess of the maximum laid down for the particular item, and allowance should be made to meet contingencies, such as a sudden increase of wind velocity, subsidence of soft ground, or a heavy fall of snow or rain, which may arise and cause overloading in this direction.

(iii) **Prevention of damage to the aeroplane** — Reference to the appropriate aeroplane handbook will give instructions in the procedure of dismantling the components and equipment of a particular type of aeroplane, together with the correct lifting and jacking points. To prevent damage or further damage to the equip-

ment or components of the aeroplane during salvage, it is important that the personnel concerned should be acquainted with these instructions prior to the commencement of the operations. The work involved must be carefully done irrespective of the fact that the aeroplane may be badly damaged, and the components and equipment should be carefully handled as they are removed and stowed on the available means of transportation. Suitable protection in the form of waterproof covers should be included in the salvage equipment for use against the effects of sun and adverse weather conditions; this precaution particularly applies when salvage operations cover a long period or when work is temporarily abandoned.

(iv) **Prevention of damage to property** — Precautions to prevent damage to property should be taken and in instances where this is found to be impossible the damage should be restricted to a minimum during salvage procedure. These precautions should be given special consideration in cases where properties of a fragile nature are concerned, e.g., advanced crops, hedges, orchards, irrigation works, etc. Spectators should be kept under control or they may cause more damage to these properties than that which may occur during the actual salvage operations. In the event of an aeroplane landing or crashing in a field of crops it should, if possible, be handled to a convenient gateway or clearing before dismantling, but if for any reason this is found to be impracticable care should be taken to limit the amount of damage to the crops. A clearing of sufficient area to allow the work to proceed efficiently should be made and roped off and all personnel kept within this area.

* * *

Up to the present, salvage has been considered only when the aircraft is accessible on land. There are occasions, however, when a machine, either landplane or seaplane, may have to be recovered from deep or shallow water.

A further instalment in a later issue of this magazine will deal with this aspect of salvage.



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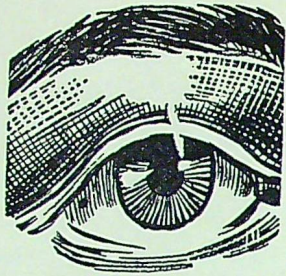
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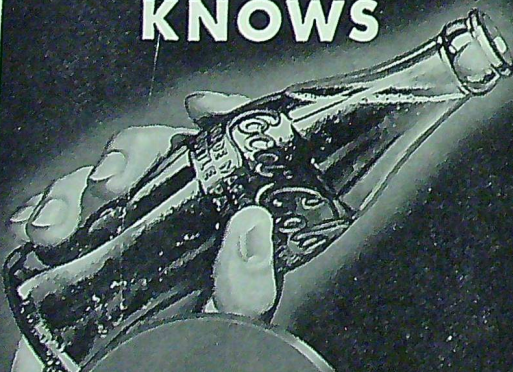


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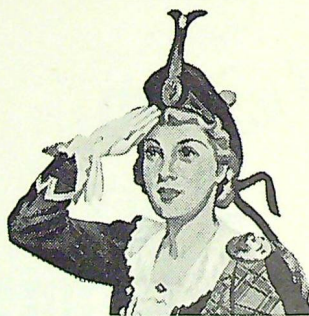
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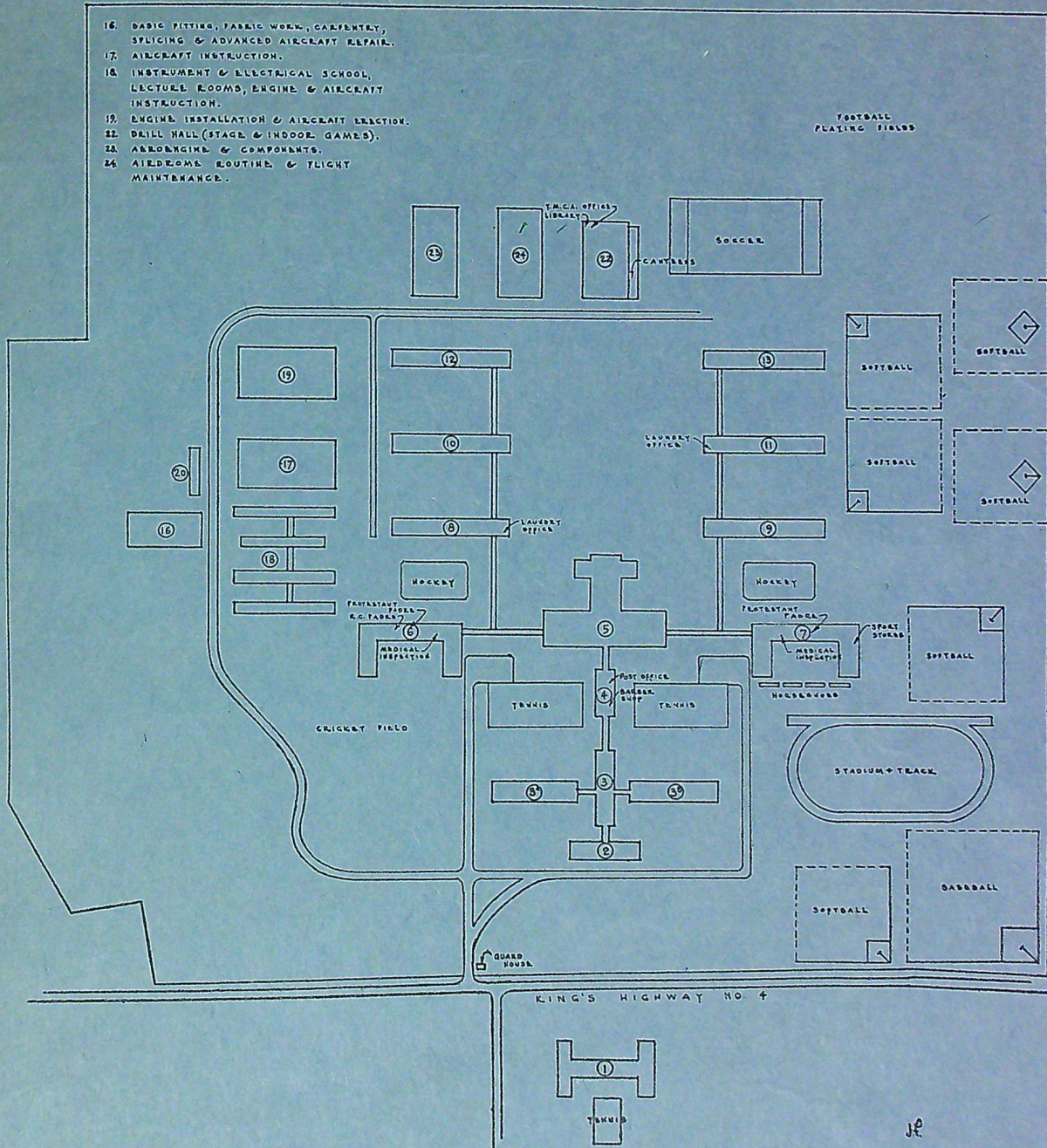
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PLAIN OR CORK TIPS

- 16. BASIC FITTING, FABRIC WORK, CARPENTRY, STUCCO & ADVANCED AIRCRAFT REPAIR.
- 17. AIRCRAFT INSTRUCTION.
- 18. INSTRUMENT & ELECTRICAL SCHOOL, LECTURE ROOMS, ENGINE & AIRCRAFT INSTRUCTION.
- 19. ENGINE INSTALLATION & AIRCRAFT ERECTION.
- 22. DRILL HALL (STAGE & INDOOR GAMES).
- 23. ARMOURING & COMPONENTS.
- 24. AIRBORNE ROUTINE & FLIGHT MAINTENANCE.



PLAN OF TECHNICAL TRAINING SCHOOL

