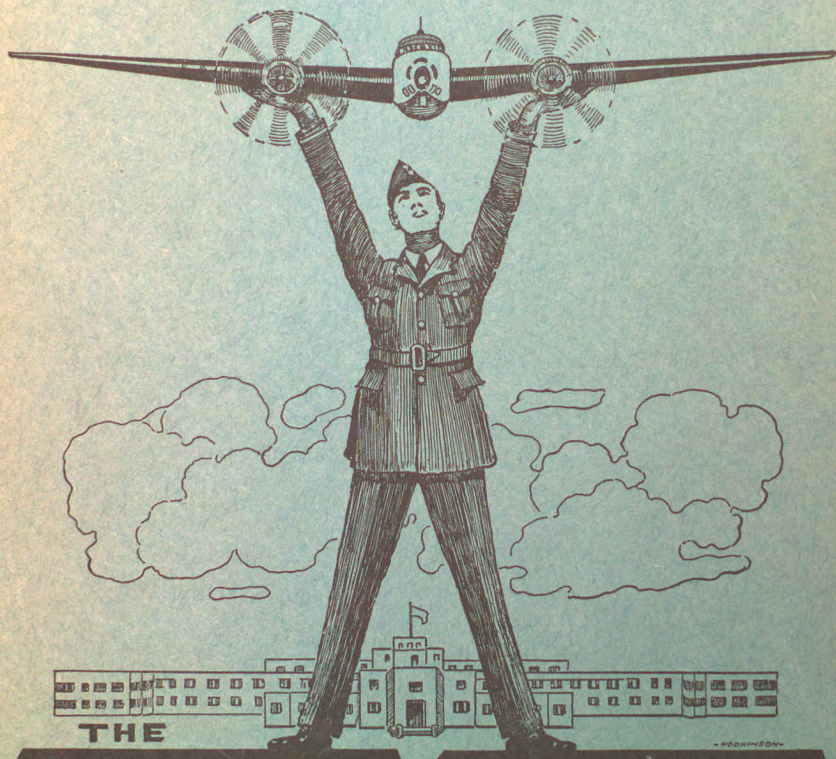


# THE *Aircraftman*

VOL. 3 - NO. 2

SEPTEMBER 1942



THE

# TECHNICAL TRAINING

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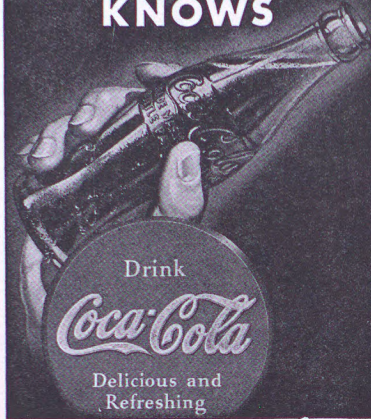
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# THE AIRCRAFTMAN

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

By Permission of The Commanding Officer, Wg. Comdr. J. H. Keens, A.F.C.

VOL. 3 - SEPTEMBER 1942 - NO. 2



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*One may do a great deal of good in the world  
if one does not care who gets  
the credit for it.*



## The Picture of The Month



For while the tired waves vainly breaking  
Seem here no painful inch to gain,  
Far back through streams and inlets making,  
Comes silent, flooding in the main.

—Arthur Hugh Clough.

Page Two

## THE AIRCRAFTMAN

# « « EDITORIALS » »

### HITCH-HIKING

Thumbing one's way from place to place has become a common mode of travel, particularly in vicinities where servicemen are stationed, and it is to the servicemen, especially to members of our service—the R.C.A.F.—that this article is directed.

The large majority of rides given are done so by civilian motorists, and when one stops to realize that a Federal law is now in force making motorists responsible or liable for persons riding in his car, it is obvious that considerable risk is involved. It is most essential then that when riding with a motorist we show them every respect in order to leave a pleasant taste if only to ensure thumbing rides—tires and gas willing!

It is easy yet important that the driver be thanked first for stopping to pick you up, then for having given you the ride. While in the car, ready but not too loquacious conversation is welcome because in many instances a motorist picks up a hitch-hiker for the company he may afford on his trip. Remember, also, that hitch-hiking provides a means whereby the public can get to know the boys in uniform and leaving a good impression goes a long way to help the next fellow.

Another consideration concerns smoking in the car: never light up without knowing whether it is approved by the other occupants. Find out, ask politely for permission and act accordingly—another method might be to offer the motorist a cigarette and allow his reply to be your guide.

Many drivers, particularly women, object highly to smoking in the car and care should be taken not to offend in this way.

A most serious offence by some hitch-hikers is to produce or carry on their person alcoholic liquors while riding with a considerate motorist. Consider the liability under which the car owner is placed; should anything happen to the car not only might he lose it but he stands to lose financially as well as jeopardizing his integrity.

The rarity of offenders is admitted but remember that it only requires a few to cause many hours of waiting and inconvenience by other chaps.

In three specially interviewed cases the following information was revealed:

One driver reported that in some 250,000 miles he had travelled he never failed to pick up servicemen and not one instance of discourtesy could he report, having found the boys at all times perfect gentlemen.

A second motorist stated that out of some two thousand servicemen whom he had picked up he could mention only one case where he could say he was sorry he had picked up the airman. This instance concerned a hitch-hiker who had produced a bottle of liquor and commenced to pass it around in the car. The driver indicated his displeasure and in return received an apology which was well received.

These two records are very gratifying testimony, yet compare it with a report from a third motorist who reported two major offences in one week. Smoking without permission, and failing to thank the driver.

This driver's reaction has become one of indifference towards hitch-hikers.

In consideration for thousands of boys who depend on hitch-hiking as a means of getting around, continue to maintain a high degree of courtesy to motorists. I might conclude that action is being taken by the Provincial Government at present to have repealed the Federal law concerning motorists' liabilities, which will greatly ease the mind of the driver and boost our own morale.

\* \* \*

### "WELFED"

With the inclusion in our midst of all the feminine grace and beauty — to wit, the Women's Division R.C.A.F. cooks — their gay laughter and singing as they work, it is felt that there must be an improvement in messing generally even if there is no material gain. Their mere presence makes things more pleasant in the dining rooms and serveries; their happy smile makes everything brighter. If one stops to think, half the benefit derived from food is in the frame of mind one is in when food is taken.

Happy dispositions, a smile and a pleasant word or conversation enhances the value of food 100%.

These young women have all completed courses of instruction in cooking under competent instructors, and now will be able to put their acquired ability into practice. It will be interesting to watch their progress.

The summer season is well advanced now, with fresh vegetables and fruits becoming available at reasonable prices — fresh apples have appeared on the menu again and as the season progresses they will acquire more colour and a sweeter flavour. Corn on the cob, a real Canadian summer dish, appeared, and there will be more of it. Field tomatoes as an alternative for the canned variety will be available now for another six weeks provided we get favourable weather, and such things as cucumbers, lettuce, celery, green peppers, squash and the various garden vegetables are available too.

Peaches grown within ten miles of the Station are looked for soon.

When one stops to consider the want of food in other European countries, we should be truly thankful for what we have in our midst.

(Continued on Page Seven)

Page Three

## ROYAL and ANCIENT

By Sqn. Ldr. C. N. McLoughlin

Thousands of sea-birds wheeled into the air as the explosion shattered the peace of the Scottish morning.

It was September.

Sirens and police whistles should follow, but that came two years later almost to the day, when Jerry attacked the Naval Dockyard at Rosyth in the Firth of Forth, fifty miles to the Southwest.

It was September, 1937.

At eight o'clock in the morning, the old gray town of St. Andrews in the Kingdom of Fife is usually deserted but for a handful of caddies down by the Starter's box. The fishing boats have left the little harbour long since; you can see their sails out on the North Sea. Not more than a dozen people are on the four golf courses. But today, the place is seething. Two long lines of eager spectators stretch for half a mile down each side of the fairway on the first hole of the Old Course.

On this particular morning, I had driven over from Leuchars, where I was stationed at the time, to witness a ceremony not far short of a hundred years old—the annual playing-in of the new Captain of the Royal and Ancient Golf Club.

The hands of my watch pointed at one minute to eight, when one of the French windows of the clubhouse opened and out stepped a smiling figure in gray flannels, black and white shoes and a blue jacket. The crowd cheered madly as he walked down the steps to the tee. They would have done the same if he had been plain John Smith—the Scottish people are like that—but, as it happened, he was H.R.H. the Duke of Kent.

The Club Professional, a grand old man with a snowy walrus moustache and the delightfully appropriate name of Willie Auchterlonie, had teed up a ball and was standing a few paces away holding the firing rope of a small cannon.

H.R.H. stepped up to the ball, took a practice swing, glanced at the dozens of waiting caddies spread over the fairway and, as Auchterlonie jerked the cannon rope, he swung . . .

Some say that he dropped his right shoulder, some say he lunged. Personally, I am inclined to the belief that he was just plain scared. Anyway, his driver met the ground with a thud, and the ball, only just hit, came to rest after travelling not more than fifty yards. The foremost caddy, who had taken up his position with a view to such a contingency, sprinted to the ball, and, scooping it up just ahead of the general stampede, bore it in triumph to the new Captain, from whose hands he excitedly re-

ceived the traditional golden sovereign. The ball was subsequently dipped in gold, inscribed, and hung with all its predecessors on the crossed silver putters in the clubhouse strong room.

This collection of balls is an impressive sight. Mostly, they are of silver, as only Royalty is entitled to a gold dip, but their interest lies not only in the inscriptions, but in the way the evolution of the golf ball is shown. The more recent ones are of the conventional recess type, those of ten or so years ago have mostly lattice markings, then come the pimples and the gutties, and finally, the large, misshapen feather balls in which you can plainly see the stitching.

If you are ever lucky enough to be in St. Andrews, try to get an invitation into the Royal and Ancient clubhouse. You will be shown photographs of past Captains, photographs that are so old that they are kept permanently behind velvet curtains on the wall. In the strong room you will see the silver putters with their massive burden. There is another silver putter, too, that is played for each year, and it has an interesting history. Many years ago, two old members were arguing about their respective chances of longevity and each was so certain that he would outlive the other that a bet was made. Both had to make provision in his will for a trophy in the form of a solid silver putter, the terms of the will being inscribed on the sole. It was not long before one of them lost the bet and the survivor, having cancelled the clause in his own will, lived on for many more years. Unhappily, he was too old to compete for the trophy which his friend had presented.

The lounge of the club is hung with oil paintings of distinguished members and celebrities, past and present. Over the mantel is a full-length painting of H.R.H. the Duke of Windsor, wearing plus fours and a check cap; I believe he was Captain of the Club a little less than twenty years ago. Earl Douglas Haig is portrayed in the uniform of a Field Marshal and adjacent to him is Tommy Morris, the Professional who won the British Open Championship three years in succession in the early nineties. Below the paintings the walls are lined with oaken lockers on which privileged members have their names inscribed on brass plates. It is a signal honour to own one of these lockers. I once asked a member if he had one and he replied, "I joined the Club only fifteen years ago. Old So-and-so has been a member for twenty-one years and he's only on the waiting list!"

(Continued on Page Twenty-three)

## « « SPORTS » »



FRONT ROW—LEFT TO RIGHT

CPL. TESSIER, GEORGE—R124908. Single at present. E. & A.T.S. (Hq. Sqdn. Discip.). Good all-around athlete. Played on championship teams in hockey, football. 147 pounds boxing champ (Inter Service). Utility player, good at any position, catcher, second, short or outfield.

CPL. TAMMARO, F. J.—P.T.I. Shortstop. Single. Has been in various sports, played ball in Toronto and was assistant coach of boxing team. Has also participated in weight lifting events. Comes from Toronto, where he was employed with Rogers Silverware. Covers plenty of ground and is good fielder and batter.

A.C.2 SMITH, WALTER—E-38. Third base. Was employed by a public relations firm before enlistment. Has been playing softball ever since he can remember. Played shortstop for Trumps Athletic Club, the strongest junior softball team ever assembled in Montreal, 1936-37-38. A sure pair of hands, is an ideal infielder with lots of pep and always in there fighting. Two homers in the big series tell the story of how he hits them. All pitchers look alike to him. Calls Montreal his home.

A.C.2 GENGA, E.—R145587. IR43 stock man in civil life. Hails from Windsor. Played senior ball in Windsor and on winning Junior O.A.S.A. team. A sure ball-hawk. Never stops talking except to eat and then not for long.

CPL. MARCUS, BEN B.—B30123. Canadian Dental Corps, attached to R.C.A.F. Hq. Sqdn. Plays third base. Played junior ball for the Lizies of Toronto. Born in Toronto and was employed as a Dental Mechanic before enlistment.

A.C.2 ALTER—Outfield. A.F.M. Comes from Toronto.

A.C.2 HERBOLD, J. B.—R157776. Second base. Electrician. Comes from Chippawa, Ont., where he was employed as an electrician with the Hydro-Electric Power Commission. Waves a heavy stick. As an electrician with the Hydro-Electric Power Commission. Waves a heavy stick.

STANDING—LEFT TO RIGHT

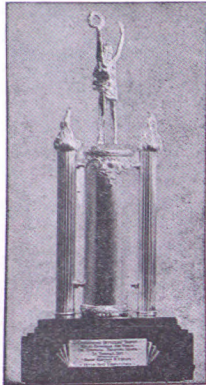
CPL. LEVY—P.T.I. In charge of equipment. Worked for Columbia Pictures in Advertising Dept. Track and field work; ran for Achilles A.C. in Toronto and swam in two Barker Trophy swims.

A.C.2 LUCKI, LOU—R152951. E-30, No. 1 Squadron, 1 Wing. Married. Comes from Winnipeg. Civil occupation, press operator. The silent type; doesn't say where he played ball, but can that boy sizzle them over! Pitched at least part of each game for championship and full game for the final. Is a coach's dream as

(Continued on Page Twenty)

## C. O.'s. TROPHY

It wasn't an accident No. 2 Squadron of 2 Wing did it again, just to show us all that they had what it takes. Congratulations, two and two. It really is something to win the trophy two months in succession. The final score was 207 out of a possible 240, with the nearest competitors No. 1 Squadron of 1 Wing and No. 3 Squadron of 2 Wing tie at 190 out of 240. Actually the score was closer than that for most of the month, but on the last night No. 1 Squadron of No. 1 Wing lost a double-header to the winner.



In Soccer No. 2 Squadron No. 2 Wing only lost 2½ points in a tie game. All the rest they won. It looked for a time as if Goodmanson's eleven were going to take a loss when some injuries appeared but the resourceful Corporal remustered a few Discipis, etc., and fielded a team. He even hi-jacked Flt. Sgt. May and put him in uniform—result a win. It just shows what a good N.C.O. can do when he wants to. No. 1 Squadron 2 Wing were runners-up, with a loss and two tie games costing them 10 points.

**Softball**—Here No. 1 Squadron 1 Wing turned in a fine performance and won every start; 60 out of 60 is something of which they may well feel proud. They were followed by No. 3 Squadron 2 Wing with 50 out of 60. Two losses accounted for a minus of 10 points.

**Tennis**—Here the champions came through again to win 55 out of 60 but it was no easy road. At the last game there was a three-corner tie—No. 1 Squadron 1 Wing; No. 2 Squadron 1 Wing; and No. 2 Squadron 2 Wing. No. 2 Squadron 2 Wing defeated No. 1 Squadron 1 Wing and No. 2 Squadron 1 Wing defaulted (of all times to do that) so were definitely out of the running. No. 1 Squadron 1 Wing finished second with 50 out of 60. Cpl. Charlton's boys did a real piece of work and turned in a good brand of tennis all month.

**Lacrosse**—An upset occurred in lacrosse in July when No. 2 Squadron 2 Wing came

through to bag the medals. No. 1 Squadron 2 Wing had them so long we thought they had a strong hold on them, but No. 2 Squadron 2 Wing certainly showed that they were not fooling and won every game in their series. They certainly had a good team and there was no doubt in anyone's mind (except possibly No. 1 Squadron 2 Wing) that they were tops on the Station in July as far as lacrosse is concerned. However, they were only 5 points ahead of No. 1 Squadron 2 Wing and the latter will be a real threat in August.

Soon it will be time for another roll of the wheel of fate. If you can forecast the winner you are better than we are—so we leave that headache to you. We'll tell you about it after it happens.

\* \* \*

## SPORTS

Saturday, August 8th, and Sunday, August 9th, were red letter days for T.T.S. On these two days the Station softball team went to Toronto and met the best they had to offer from the other R.C.A.F. stations in No. 1 Training Command and came through with flying colours, to take the championship medals.

On Saturday in the first game at 2 p.m. they drew No. 3 Depot, Camp Borden, as opponents and the boys knew they were in a game before they finally emerged winners by a score of 11-9. The players were really tense, which resulted in some loose play and caused a few anxious moments. It was a good game to get out of their systems as the second game showed.

While this game was going on Manning Depot and Guelph played off with Manning on top at the end 15-9.

Belleville and Jarvis had drawn byes and met at 4 o'clock to decide which team would enter the finals against the winner of T.T.S. vs. Manning Depot game. Belleville won against the pitching of Milt Schmidt of hockey fame, who found the plate harder to cross than a goal line.

Manning Depot and T.T.S. started out as though a slugging match was on, but Goring and Lucki of T.T.S. soon had Manning under control and with good fielding featured by Morrison in centre, who made hard ones look easy, they finally scored the winning run in the last half of the seventh inning to win the game and enter the finals against Belleville. The last few innings of this game were played in rain so it was decided to postpone the final until Sunday afternoon.

The final started at 2 p.m. Sunday and was a ding-dong affair from the start. Smith, with a homer, eased the strain a bit but the result was in doubt till the last put-out. Lucki pitched this game and gave a marvellous display, backed by errorless ball.

Features of the tournament were the pitching of Lucki and Goring, batting and fielding of A.C.2 Morrison, a new arrival on the Station, who had everything a coach demands from a ball player, and A.C.2 Smith at third, who fielded and batted like a real champion. Every member of the team played heads-up ball and the only fair way is to give the complete line-up as they were all stars, as the final results show. T.T.S. has good reason to be proud of their Station representatives: A.C.2 Fargher, T. A., catcher; A.C.2 Lucki, L., pitcher; A.C.2 Goring, F. E., pitcher; A.C.2 McNab, V. S., first base; Cpl. Sellers, G. H., second base; A.C.2 Smith, W., third base; Cpl. Tamaro, F. J., short; A.C.2 Ginga, E., outfield and pitcher; Cpl. Tessier, G. J. F., second and outfield; Pte. Bush, E. C. (postal), outfield; L.A.C. Gibbs, F. G., outfield and second; Cpl. Lagrice, N., outfield; A.C.2 Herbold, second; Cpl. Marcus, B. B., third; A.C.2 Nicholson, J. K., outfield; Cpl. Nezgar, M., coach; Cpl. Levy, J. L., scorer and equipment; Cpl. Connor, R. A., umpire; and F.O. T. O'Rourke.

\* \* \*

## INCIDENTS

Every contest clean and hard.

All kinds of pitching deliveries, American and Canadian.

Spikes were not allowed.

Sgt. Donovan of Manning Sports Stores, the busy man with the helping hand.

The opponents wasted efforts trying to get Lucki rattled.

The coolest man on the field, A.C.2 Smith. Scores—too close for comfort.

The medals—donated by Ontario Athletic Commission.

The Champs—T.T.S.

The presser will have lots of work after that rain on summer uniforms.

The Ump in the last game. How that man controlled that game!

No arguments here.

\* \* \*

## ROWING

When one reads history or sees a movie depicting ancient times, there is generally a chapter or scene relating to the Galleys. With their banks of oars propelled by captives or slaves, keeping time to the beat of a drum. How many of us realize that this custom of multiple oar propulsion is carried on today but in a more

humane sense. Then it was hard labour, often resulting in death to the oarsman; today it is sport in which the crews are urged on by the cox and the rhythm given by the beat of a block of wood against the side of the boat, with prizes and praise for the winning crew.

Competitive sport has intrigued man down through the years. Rowing, whether it be a single shell, doubles, fours or eights, is a hard sport as well as an extremely healthy one, combining as it does the benefits of outdoor exercise and the fact that it brings into play practically every muscle of the body.

It is essentially a young man's sport as there are few competitive games in which a man strains his endurance to the extent he does in a rowing race.

Some of the world's most famous oarsmen have been Canadians, such names as Hanlan, Goudour, Scholes, Butler, Dibble, Guest, and such clubs as Argonauts, Dons, Winnipeg, and Leanders have all brought renown in the realm of sport to Canada.

Opportunities for oarsmen to show their skill are few in Canada, months of preparation are rewarded by races at club regattas, and eventually to the select few a chance at the Canadian Henley, which is held at Port Dalhousie, Ontario, during the latter part of July.

One of the least-known sport facilities at the Technical Training School is that we have two fine four-oared work boats for the use of the Station personnel. Port Stanley affords ample room for rowing in the channel and while the season is well advanced, a great many fine evenings remain in which anyone interested could put in a few hours at the sweepoar.

As the rowing is done in deep water, it is necessary that anyone who takes up this sport be able to swim, as even the best of crews have accidents which result in a ducking.

If you are one of those who wish to join in this sport contact your wing P.T. N.C.O. or your Station Y.M.C.A. for details.

\* \* \*

## EDITORIAL - "WELFED"

(Continued from Page Three)

The rationing of tea, coffee, and sugar and the shortage of raisins, tapioca and preserved meat and some other items not easy to get today are accepted with the proper spirit and their want has not really been felt to date. We still have a well-rounded balanced diet available, for which everyone is thankful.

A bountiful harvest is looked for with many of our men helping the farmer as their contribution to his efforts—so necessary to our winning the war.

## STATION ACTIVITIES


**HONOUR MEDALISTS**  
**SILVER MEDAL**  
*(Award of Merit)*

Sqn. Ldr. A. G. Vince.

**GOLD MEDALS**

Entry		
32 Instr. Rep.	- A.C.2 McNery, J. A.	R137925
33 Instr. Rep.	- A.C.2 Syverson, A. N.	R146347
34 Instr. Rep.	- A.C.2 Santopinto, A.	R149404
35 Instr. Rep.	- A.C.2 Peterson, K. E.	R120629
105 A.E.M.	- A.C.2 Wagstaff, R. T.	R160520
105 A.F.M.	- A.C.2 Sally, R. G.	R158007
100 A.F.M. (MR)	- A.C.1 Barrie, J.	R151855
24 Electrician	- A.C.2 Bishop, J. A.	R146300
106 A.E.M.	- A.C.2 Windsor, J. J.	R135392
106 A.F.M.	- A.C.2 Truitt, W. Y.	R157811
101 A.F.M. (MR)	- A.C.1 Perry, J. C.	R151702
25 Electrician	- A.C.2 Beament, J. H.	1312663
107 A.E.M.	- A.C.2 Quinn, V. N.	R143509
107 A.F.M.	- A.C.2 Hoover, L. S.	R158870
102 A.F.M. (MR)	- A.C.1 McAdam, W. J.	R147910
26 Electrician	- A.C.2 Baldridge, B. L.	R149193
108 A.E.M.	- A.C.2 Stewart, D. L.	R161009
108 A.F.M.	- A.C.2 Parliament, D. E.	R158902

\* \* \*

**SPORTS MEDALISTS - JULY**

<b>TENNIS</b>		
<b>No. 2 Squadron, 2 Wing</b>		
Corp. Charlton, J. D.	R71855	
Corp. Bjork, M. R.	R85277	
A.C.2 Hincks, H. O.	R118447	
A.C.2 Kenyon, S. S.	R158882	
A.C.2 Glass, W. E.	R162528	
A.C.2 Manning, N.	R162539	
A.C.2 Woodcock, A. E.	R164849	
A.C.2 Smith, R. R.	R162069	
<b>LACROSSE</b>		
<b>No. 3 Squadron, 2 Wing</b>		
A.C.2 Coates, N. E.	R162725	
A.C.2 Baker, R. M.	R162729	
A.C.2 Tomney, W. J.	R144657	
A.C.2 Randolph, M.	R144700	
A.C.2 Tigh, J. F.	R144743	
A.C.1 Ross, G. N.	R113330	
A.C.1 Neil, W. M.	R162548	
A.C.2 Shepherd, J. N.	R162541	
A.C.2 Healey, E.	R158872	
A.C.2 Diamond, M.	R148065	
A.C.2 Hurd, E. W.	R162430	
A.C.2 Wardill, S. H.	R157706	
A.C.2 Riley, T. A.	R157704	
A.C.2 Kean, D. M.	R157704	
<b>SOFTBALL</b>		
<b>No. 1 Squadron, 1 Wing</b>		
A.C.2 Goring, F. E.	R156378	
A.C.2 MacNab, V. S.	R151065	
A.C.2 Campbell, R. D.	R129073	
A.C.2 Armer, P. L.	R147765	
A.C.2 Derry, J. A.	R160165	
A.C.2 Grunwell, E. A.	R156214	
A.C.2 Herbold, J. B.	R158776	
A.C.2 Kolaczynski, Z. P.	R161250	
A.C.2 Anthony, M.	R153857	
A.C.2 Farghar, T. A.	R130037	

Page Eight



Flashing her winsome smile and giving the V for Victory sign is lovely June Barrett, talented songstress. June is a member of the cast of Lowney's Caravan, the troupe of professional entertainers who will present a two-hour variety show at the R.C.A.F. Technical Training School on September 7th.

\* \* \*

**The Sick Parade**

In they come  
 With pains and ills,  
 With tons of faith  
 In a few small pills.

The M.O. calls  
 Them in the room  
 The patient's face  
 Is full of gloom.

He asks them where  
 They feel the pain  
 And attributes it all  
 To the snow and rain.

A dose of the famous  
 Oleum Ric,  
 They curse the day  
 They reported sick.

The patients now  
 Are very few;  
 The orderly smiles—  
 He has naught to do.

**"STOP THE PRESS NEWS"**  
**Radio Talent**

It is being planned for the R.C.A.F. to go on the air on a series of National and Local broadcasts. In order that T.T.S. may be represented on these programmes, it is requested that personnel who have had radio station experience, as actors, announcers, script writers, production managers, or artists, make their services available.

Other talent such as singers, choruses, instrumentalists, etc., who have not had an occasion to broadcast will be given an opportunity to display their talent. Wing talent scouts please be on the alert.

Flt. Lt. V. C. Smeaton, Chairman of the Entertainment Committee, will interview and record applications of suitable talent. Please report to him.

Page Nine



*Flt. O. D. Newsom, first W.D. Medical Officer to be posted to St. Thomas.*



\* \* \*

*We challenge any station to produce a finer group of Nursing Sisters*



*Front Row (left to right): N.S. R. A. Osborne, N.S. M. I. Curiston, N.S. M. I. Paddison, N.S. J. F. Young, N.S. J. Bates.*

*Back Row (left to right): N.S. P. M. Brown, N.S. E. L. Millman, N.S. M. C. McArthur, N.S. O. Barton, N.S. M. E. Girouz, N.S. A. Coupal.*

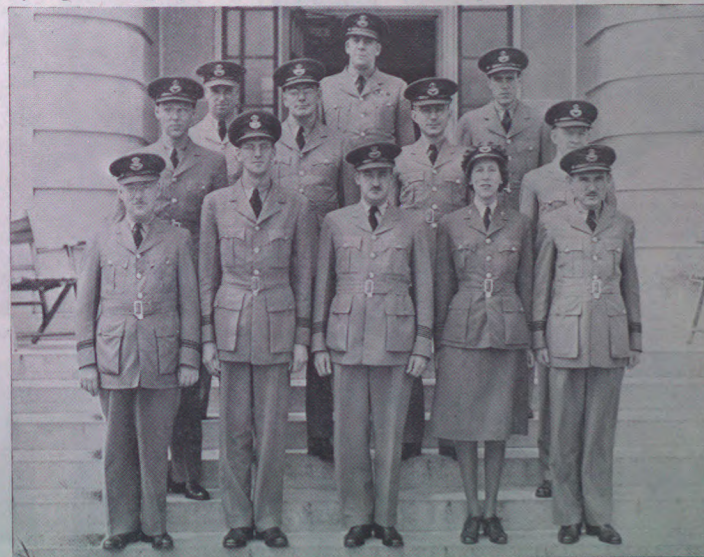


*Sqn. Ldr. C. S. Wilson, Senior Surgeon at T.T.S. for the past year. He has just been posted overseas.*



\* \* \*

*Our very capable staff of Medical Officers surround Wg. Comdr. Peacock, the S.M.O.*



*FRONT ROW (left to right): Flt. Lt. H. R. Brillinger, Sqn. Ldr. J. F. Meakins, Wg. Comdr. H. A. Peacock, F.O. D. A. Neusom, Sqn. Ldr. W. J. Reid.*

*SECOND ROW (left to right): F.O. G. F. Stevens, Flt. Lt. W. N. Gourlay, Flt. Lt. J. G. MacKenzie, Flt. Lt. J. A. Rankine.*

*THIRD ROW (left to right): Flt. Lt. M. J. Setterington, F.O. M. H. Mills (M.M.), Flt. Lt. W. E. Hutchenson.*

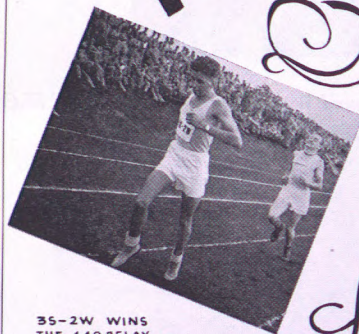


IT TAKES "PULL" TO GET ON THIS TEAM.



AIR WOMEN'S OBSTACLE RACE. THE GIRLS LOOK TIRED.

# PALMAM QUI MERUIT FERAT



35-2W WINS THE 440 RELAY IN EASY STYLE.



HE PUTS THE SHOT....BUT STILL HAS PLENTY LEFT FOR HITLER.



OUR CHEERING SECTION IS ENTHUSIASTIC



SGT. ARROWSMITH, THE DRUM MAJOR. ALWAYS A COLORFUL FIGURE ON PARADE.



MRS. KEENS PRESENTS THE TROPHY TO SQN. LDR. LEA, WHO RECEIVED IT ON BEHALF OF F. O. KERR (ABSENT) O.C. 35-2W, THE WINNERS.



SOME OF THE OFFICIALS WHO WERE RESPONSIBLE FOR A VERY SUCCESSFUL DAY.



OUR P.T. INSTRUCTORS PUT ON A FINE DISPLAY.



THE C.O. TAKES THE SALUTE



THE WINNER OF THE HIGH JUMP AC2 MCARTHUR, 25-2W.



THE COMMANDING OFFICER AND MRS. KEENS, WITH OFFICERS AND VISITORS, SEEM INTERESTED IN THE PROCEEDINGS.

## SPORTS DAY AUGUST 23 1942

# AMONG THE SQUADRONS

## 1 SQUADRON, 1 WING

### CHATTER

It was oversaid that T.T.S. is a nut-house. Here are a few items to prove it:

E-26's two bright boys availed themselves of the town's beauty shop and showed up on parade with permanent waves in their lovely brown locks.

A certain Mc— asked permission for a reveille pass on passionate grounds—and got it!

That an Entry, I.R. 40, were bad enough to warrant their movement from "B" floor to "A" floor so as to be under Sgt. McFarland's eye!

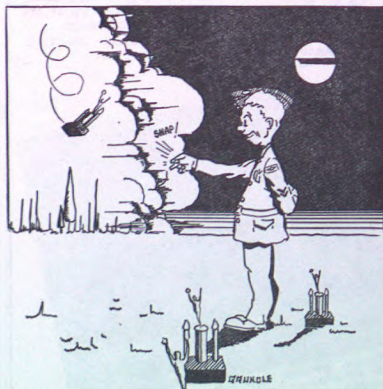
### DRILL SQUADRON

It took the old-timer Sgt. Holland to show the Station what a smart drill squadron looks like. They were not discouraged for losing by so small a margin and will be out there again. "Whiz Bang."

Sgt. Blain should be introduced to that beautiful monument in Port Stanley and not bite his own nails when the draft goes out.

Cpl. Renton is much worried these days about a Spanish-eyed damsel down at Port. Never mind, Renton, you will stand a good chance.

\* \* \*



"Just As Easy As That" . . . Says 2 S., 2 W.

## 3 SQUADRON, 1 WING

### SQUADRON CHATTER

By A. W. J. Carroll

With the advent of annual sports day but a week away, the Squadron's sports entrants are being whipped into shape, under the experienced guidance of Cpl. "Bill" Conkey and Cpl. "Peewee" Levy. I understand we shall have entrants in all events and we will certainly give the rest of the station a good run for the cup. In fact, we hope to take a good number of the events and set a squadron record. Here's wishing each and all participants the best of success and believe me, your squadron commander and staff are proud of the manner in which you have carried on so far and wish you a splendid victory. We hope to be able to write about it next issue.

While speaking of your coach and counsellor, Cpl. "Bill" Conkey, I feel that I should put down in print for our readers' information and posterity the fact that "Bill" has been playing ball for about thirty years, and darn good ball too. Long before he joined the ranks of our lads to fight the last big scrap he was being hailed as a "wonder boy" and from what I was able to learn this was no under statement. Ten years ago he was playing pro—and I don't think there's a ball fan or, in fact, sports fan in the Province who has not heard of him or his prowess. Yes and a good portion of our neighbouring States. Many were the great and near great whom Cpl. Conkey had the distinction of playing with. In later years he managed to raise a family between games and establish a lovely home in this province. He's back in the swim again—his second war, having served with distinction in World War No. 1—he's coaching the youthful airmen in sports here—and his experience in this line as well as the fatherly advice he dishes out freely has been a comforting source to many a lad who has passed through his hands. He knows his sports and he knows how to play the game with everyone. So look him up, fellows; it's worth your time and trouble; and while I'm winding this bit of gossip up, I would like to add my best wishes to "Bill" on his anniversary of thirty years in sports. Surely an enviable record.

### SPORTS

The boys of No. 3 Squadron, 1 Wing might not win the Trophy, but their willingness to turn out is something that is to be commended. Their efforts are really appreciated by the staff. Special mention must be made for the various captains. The captain of the football squad has gathered a team that is very hard to beat. Undefeated in July. Too many ties to boost our average. This month it looks better with the addition of some good men in the "117th" and "119th."

In tennis, also, the prospects are improved with some new entries, under the capable leadership of Cooper.

The lacrosse situation is now on the beam. It is encouraging when men of the character and ability of

"Chuck" Morphett and Giffen get in there and carry the attack. Their team mates are more than pleased with their coaching.

Friedman, as coach and playing manager, always has a dangerous team. Kadis is a catcher with lots of zip. The spark plug of a smart bunch, also look out for our new pitcher, Mann. They are always on the job.

A pleasing feature in connection with sports has been the games of baseball played by the Squadron in July. The games between the West and East show there are sports in both. Those who play the game for the game's sake are true sportsmen. They organized their teams, drew their equipment and gave their time, without thought of reward. Men, we sure like to meet those kind of men and believe it an honour to be their friends.

### HERE AND THERE

Quite a number of our Squadron boys have found time to join the ranks of martial bliss. To these we send the "Squadron's orchids" this month and an extra bouquet to Cpl. Longbottom's wife—a few weeks. They are both in the Services now.

A hand of welcome to the Squadron's new Senior N.C.O., Sgt. Shearcroft; a P.T.I. corporal, Sexsmith; and a new clerk, A.C. Hanna. We hope you'll all like our little Squadron and that your stay here will be both interesting and pleasant.

Chins up, you lads who have found your way to the sanctuary of a hospital room. Although your lot may not be a pleasant one, we on the outside are not forgetting and are looking forward to your speedy recovery and return to your Squadron.

### THIS AND THAT

It has been suggested to this department that several of the "Porkies" who are sensational athletes on the floor of the "Grand Central" get out and show their Squadron what they can really do this coming sports day.

Those who love deeply never grow old; they may die of old age, but they die young.

—A. W. PINERO.

In a restaurant at Columbia University, a refugee professor, speaking English with that acquired precision which so often shames the native born, ordered "figs and cream." The waitress brought a dish of figs covered with cream. "I ordered figs and cream," the professor protested. "There they are," she retorted. "But this is figs with cream," he persisted. "But I don't see . . ." she began, bewildered. "Madam," said the professor icily, "would you say a woman and child were the same as a woman with child?"

The nearest thing to immortality in this world is a government bureau.

An N.C.O. wrote this in an essay: "It is commonly supposed that the first duty of a good soldier is to die for his country. This is a mistake. The first duty of a soldier is to make his enemies die for theirs."

A woman who had just completed a first aid course saw a man lying prone in the street and was shocked that passers-by callously paid no attention to him. So

she rushed up and began giving him artificial respiration. The man raised his head and said, "Lady, I don't know what you are trying to do, but I'm trying to get this wire down this manhole."

And so once again this Arm Chair Pilot brings to a close this column of sense and nonsense. We hope to be back with you again next month. Until then, happy landings.

\* \* \*

## 1 SQUADRON, 2 WING

### AROUND THE ORDERLY ROOM

Ft. Sgt. Morrison: "Passes are the ruination of the Air Force."

Cpl. Smith: "Tee, hee, I am on leave."

Cpl. Tackney: "Call me Cook House Harry (always on Meal Parade)."

Cpl. Shelton: "Gosh, was I ever nervous on that Drill Squad!"

Cpl. Lee: "Week End Joe Boy."

Cpl. Rogers: "Seven days leave was too much for him. He reports poor fishing."

L.A.C. Gibson: "I wish they would send me a W.D. Helper."

### NEWS IN AND AROUND THE SQUADRON

Cpls. Lee and Tackney, recent additions to our staff of P.T.I. men, are cordially welcomed to No. 1 Squadron, 2 Wing (the best Squadron at T.T.S.). They are taking over sports and we expect to win that C.O.'s Trophy; if not this month, we will be sure to get it next month. Cpl. Lee wants to do P.T.I. all day, every day; all in favour will promptly be exterminated. However, it's a good idea. (Who wrote that in here?) Cpl. Tackney is making his presence felt especially on Meal Parades. Cpl. Rogers is still tired, and still back from leave, too. Our hard-working Clerk Gibson reports good fishing from his home town, where he spent a week's leave, and now is looking for a helper—W.D. preferred. If you want a courteous and cordial reception just ask Ft. Sgt. Morrison where that Equipment Assistant Churchill hangs out (start running). Cpl. Shelton took over the Drill Squad and while he didn't win the cup, we weren't at the bottom of the list. Of course, two men had to hold Cpl. Shelton up. He wasn't very nervous, either. Getting back to sports, we could use a little (just a little, fellows) vocal support. We have a great lot of athletes playing and they deserve all our support. Let's see you and hear you at all the games. Have we mentioned that guy Churchill yet? Hey, that's me. That will be all of this and don't forget those little boxes to put your spare change in. The lads overseas can use all the smokes they can get. Keep them smoking.

Last week the 106 A.F.M. left the Squadron in high spirits. A great bunch of lads they were, and sure deserved the good postings they got, Alaska, Gander Bay and points east and west.

The 102 A.M.W. are leaving on Wednesday, and are also hoping for good postings. We wish them the best of luck on their new stations.

No. 1 Squadron, 2 Wing has the J.R. N.C.O.'s to boast of now, and welcome them to the Squadron. We notice they sure like wearing their blue uniforms.



This charming young lady is evidently a friend of some T.T.S. Airman. A personal portrait of the accompanying picture was left in your Station Library, and, having no form of identification, if the Airman should recognize this picture and will report to your Station Y.M.C.A. Office he can secure his lost portrait. (The line forms on the left.)

**2 SQUADRON, 2 WING**

**"NEWS THAT'S HOT  
DISHED OUT BY SCOTT"**

**"THE ORDERLY ROOM STAFF"**

First on the list is Flt. Sgt. May, A fine young lad and VERY gay; He drives a pretty sport car, And often does a course in par.

Next comes our Cpl. Goodmanson, Who says his work is never done; The way he bellows is really some feat, He wants everything done "toute de suite."

Then we come to Ireland's own, Our genial Cpl. "Mac" McComb; Every night he goes out "Waafing," When we say that we ain't scoffing.

Cpl. "Curly" Stewart is next in line; Those Paris gals think he's fine; And to anyone it's plain to perceive The lad's counting on some annual leave.

T.T.'s gift to women, 'tis easy to see, Is none other than "Gable" Rozinski; It seems one day his razor did slip, Now everyone admires that fuzz on his lip.

Last but not least (that's plain to see) Is Johnny "Joeboy"—that's me, A 'ad who never swings the lead, And is always first out of bed.

**A MESSAGE TO THE SQUADRON FROM  
OUR SENIOR N.C.O.**

Last month we again copped the C.O.'s Trophy, and to you we extend best wishes and congratulations. The corner in the Orderly Room would look dull without it. We can keep it here and we will—even though your Entry does hobble around on a swollen ankle the next day. It was a swell game of soccer we played one

night, though (my first in six years), and now I know we have nothing to fear as far as soccer is concerned. You have a good team and one that is really hard hitting. Cpl. Goodmanson is always on the lookout for news of some good players on our various teams, so if you play some particular sport—and very nearly everyone has a liking to play some sport or another—now is the time to get in there and back your Squadron. (Signed) "Flight May."

Cpl. Stewart is looking around the Orderly Room for a little space to place the C.O.'s Drill Trophy, not that he is over confident or anything. Best wishes to Cpl. Stewart and his Squad.

**DOIN'S AT 2 & 2**

We wonder why Cpl. Stewart is so interested in Danforth Avenue in Toronto? . . . Or why L.A.C. Baker arrived in very late one morning and kept shaking sand out of his hair . . . surely he couldn't have been at the Port . . . and what was A.C.1 "Romeo" Foot doing there, too? . . . wait till that news hits Ottawa . . . they also tell us that A.C.1 "Doc" Upton is in the wrong trade . . . trainees on "B" floor claim he should be a bugler as he sang "Lights Out" for the lads one night when the bugler failed to arrive . . . What attraction has Scott got down in Wonderland in London? . . . Cpl. Gosney's favourite saying, "Most good-looking men are conceited but I'm not" . . . What's your favourite pastime, Gos? . . . Why does "Mac" McComb prefer Fingal Waafs to those beauties at T.T.S.? . . . Why Cpl. Rozinski is so interested in a certain London girl's vacation time? . . . Eighth wonder of the world has been discovered . . . Cpl. Goodmanson only had one beer last pay day . . . Cpl. Gosney seems to have taken a fancy to the town of Strathroy this last month . . . Whose Margaret? . . . Grand Bend also seems to attract a lot of the N.C.O.'s, technical ones included . . . you would think they would hate to appear in broad daylight.

No. 2 Squadron, 2 Wing is very proud of the Station Bugle Band and for two very good reasons. The first being that the very capable leader of the band is Cpl. J. H. Walton of this Squadron. Cpl. Walton has spent a large amount of his spare time in working with his Bugle Band and deserves warm praise for his efforts. Our second is that many of the players in the Band belong to this Squadron, and we always look on it as sort of our own Squadron Band. Best of luck to you, Bugle Band.

**SPORTS**

No. 2 Squadron, 2 Wing is showing a leadership in the Commanding Officer's Trophy competition unparalleled on this Station. Although never very far down on the list, sports are now enjoying a degree of success not known since September, October and November of 1940, when No. 2 Squadron, 2 Wing were the trophy holders.

Success is largely due to the interest shown by the O.C., F.O. G. W. Wilson, who can be found any night making a tour of the different sports arenas. And to that indefatigable N.C.O. i/c sports, Cpl. Goodmanson, who never lets a sports prospect evade him.

At the time of writing, No. 2 Squadron, 2 Wing have only dropped one game with half the schedules played for August. It would be a major upset if they fail to retain the championship for a third month. And in May they finished tie with No. 1 Squadron, 2 Wing and only lost the Commanding Officer's Trophy and Lacrosse medals in a close lacrosse game.

**3 SQUADRON, 2 WING**

**SQUADRON ROUND-UP**

By Cpl. Jorgenson, G.

The bright spot in sports for our Squadron has been our lacrosse team. True to form, they came through last month on top of the heap to win the medals.

Every man shared in the excellent showing and they were definitely deserving of the awards. They were as follows: Randolph (goal), Coates, Baker, Tomney, Neil, Bessette, Baradel, Potineau and Ross.

The baseball team has grown by one Cpl. Connor and his enthusiasm and interest in his team is equalled only by his size. Coach Tamaro hopes that playing ball will be just the thing to put Connor in condition whereby he may be able to get into his blues this fall.

A.C. Ross is back on the Tennis team and hopes to garner a few points this month in that bracket. A.C. Halstead has been posted to St. Hubert's and in losing him so goes one of our crack tennis players.

A very popular unit on our Station is Cpl. Walton's Bugle Band, "Band Joe," as he is known back in the hills, is a very capable leader with a mania for playing the same tunes over and over again. The chief advantage in supporting the band has been the opportunity it affords Technical Corporals, not to make names for themselves as bandsmen but rather to keep them off the parade states and duty rosters.

We say farewell to two Entries this month, the "105th" and "108th." The "105th" contributed a great deal towards manning our sports teams and the "108th" made up our drill team.

The boys are going all across Canada from Dartmouth to Vancouver. Good luck, fellows!

We are very pleased to see F.O. Kerr back in our Squadron after his posting on temporary duty. From casual remarks made it appears that there may be prospects of another flying airman.

It has been brought to the attention of the O.R. staff that A.C. Ross has improved his spelling considerably. The huge dictionary at his side indicates a sudden burst of interest in spelling everything correctly. Particularly names of trainees.

Cpl. Craig is on leave and the passes go out just the same. It simply indicates that no one is as indispensable as he sometimes appears.

Cpl. Boyne has just returned from a much anticipated and highly eventful two weeks leave. His return from Manitoba was not made alone as he brought back with him a very charming bride. Best wishes, Stan, to you both.

Mixed feelings and opinions have met Cpl. Matheson's departure on farm leave. It has been suggested that he will be right in his element as the boys say "he talks a lot."

**Democratic**

When a group of you get together and discuss amicably what time you shall get up in the morning,

The soccer team are riding high, being unbeaten during the July schedule and the first four games to date in August.

With a lot of Vancouver boys of the "110th" on the team, their's is one of the best-balanced squads ever to be around here. A.C.2 Shepherd, the captain, and A.C.2 Ross form a tight defense in front of A.C.2 Kerr, who handles the few shots very capably. Loss of A.C.2 Diamond, through a game knee, has weakened them some. A squad of twenty prospective players out to their fourth game this month indicates soccer interest, including two English lads who will be regulars by now.

Numbers has always been a feature of the tennis team also. At times we could have "courted" two very good teams on one night. Champions in May and July, only losing one night during June and unbeaten in three starts to date this month. No. 2 Squadron, 2 Wing are taking the tennis ascendancy held last year by E. & A.T.S.

Cpls. Bjork and Charlton, Tech N.C.O.'s, have played regularly, with other positions being filled by twenty players in all, one of the best being A.C. Hincks of the "107th." Other stalwarts seeing plenty of action this month are A.C.2 Glass, a stylist of the "110th," A.C.2s Schnoter and Woodcock of the "113th" and three Montrealers, A.C.2s Morgan, Tucker and Canzer of the "116th."

Despite frequent afflictions of extra T.T.; C.B.; "girl at Port Stanley" and minor accidents, No. 2 Squadron, 2 Wing have been able to always produce a good tennis team, as their three losses in four months indicate.

The softball team, after winning the medals in June, looked weak with the loss of the 104th Entry. The arrival of the "116th" with a score of good players plugged the leak and No. 2 Squadron, 2 Wing have won their first three games this month. We will miss A.C. Irwin of the "107th," our best pitcher. But with A.C.2s Glasir and Barker pitching, backed up by a good fielding and hitting squad, we'll be in there for the championship. A.C.2 Wright of the "116th" is one of the best players on the Station, while quite a few of these boys have played in fast company before.

Lacrosse, the most popular sport on the Station, has yet to spread any medals in No. 2 Squadron, 2 Wing, but each month we are finishing second. This chronic condition may be rectified by the time this is read. No. 2 Squadron, 2 Wing have some good scorers in A.C.2s N. Baker, Geary and Stout. Cpls. Thomas and Bowles, two defencemen, whose belligerent tactics deny the latter's seeming quietness and the former's recent step into matrimony, are waging a bitter private goal scoring battle. After four months' play, Cpl. Bowles is leading 2 to 1.

The members of No. 2 Squadron, 2 Wing are reaping the benefit of their athletic endeavour by extra passes. And although several chaps, notably A.C.2s Glass, Schnoter, Stout, Baker, N. Baker A., Irwin and Geary, have starred in two sports most of the players have concentrated on one sport. Also F.O. Wilson, Cpl. Goodmanson, and the team captains have seen that any player is given a chance to try out on any team he thinks he can make.

\* \* \*

Frank Haley wishes to express his sincere thanks to all those at T.T.S. who contributed so generously to the gift sent to him during his recent illness.

and then take a vote, that's democracy. When you are told to get up immediately "you \$\$-?!-x-x-?!?! loafer!" that's Cpl. Connors.

#### FIVE IN ONE

The following was addressed to the claims division of an Ottawa, Ontario, insurance company, and signed by a Mr. Can-I-Take-It.

"Gentlemen:

"The soullessness of corporations such as yours is outstanding. Let me review my case. I carry an accident policy by the terms of which your company agreed to pay me \$25.00 a week during such time as I was prevented from working due to an accident.

"A week ago Sunday morning, I went around to inspect a building that is being erected for me. I climbed the stairs, or rather the ladder located where the stairs will be when the building is finished, and found on the top floor a pile of bricks that were not needed there. Feeling industrious, I decided to remove the bricks. In the elevator shaft was rope, and a pulley, and on one end of the rope was a barrel. I pulled the barrel to the top of the shaft and, after clambering down the ladder, fastened the rope firmly at the bottom. Then I climbed up the ladder and filled the barrel with bricks. Down the ladder I went again, five storeys mind you, and untied the rope to let the barrel down. The barrel was heavier than I, and before I had time to study the proposition, I was going up the shaft with my speed increasing every second. I thought of letting go the rope, but before I had decided to do so, I was so high up that it seemed more dangerous to let go than to hang on. So, I held on. . . .

"Halfway up the shaft I met the barrel of bricks coming down. The encounter was brief, but spirited. I got the worst of it, and continued on my way toward the roof. That is, most of me went, but bits of my epidermis clung to the barrel and returned to earth. Then I struck the roof at the same time as the barrel struck the cellar. The shock knocked the breath out of me, and the bottom out of the barrel.

"Then I was heavier than the empty barrel, and I started down the shaft while the barrel started up. Again we met in the middle of the journey, and the barrel uppercut me, pounded my solar-plexus, barked my shins, bruised my body and skinned my face. When we became disentangled, I resumed my journey downward, and the barrel went higher. Soon I was at the bottom of the shaft, and stopped so suddenly that I lost my remarkable presence of mind, and let go the rope. This released the barrel which had reached the top of the shaft, so it fell five storeys squarely on top of me, and it landed hard, too.

"Consider the heartlessness of your company. I sustained five accidents within two minutes. One on my journey up the shaft when I met the barrel of bricks. The second when I struck the roof. The third when I encountered the empty barrel. The fourth when I struck the bottom. The fifth when the barrel struck me.

"Your agent insists that it was one accident, not five, and instead of receiving payment at the rate of five times \$25.00, I am entitled only to one accident at the rate of one alone. I, therefore, request you to cancel my policy, as I have no intentions of being skinned again, either by a barrel or an insurance company.

None of her business is what excites a woman most.

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## HEADQTRS. SQUADRON

### HEADQUARTERS ORDERLY ROOM

The Irish Landlord of Headquarters Squadron Orderly Room had a half day August 12th. Reason: Irish Picnic, Port Stanley. We are waiting for reports from the battle front as to casualties. We always understood August 12th was Derry Day and Cpl. Mickey Farrell always was a bear for punishment.

Cpl. Bedford reports from Trenton that they are having plenty of drill. That Discip course should cure that sailor's roll the corporal had.

Reports are coming in from some of our posted personnel as to their new Stations. The consensus of opinion is that T.T.S. is a swell Station.

Congratulations to our drill team, under the capable command of Sgt. Brennan; they succeeded in carrying off the drill trophy. This month the general public were invited to attend and with many of their wives and girl friends looking on it was doubly imperative for the boys to make a good showing, and well they did. Their wheels and forms were carried off with perfection and with the final compiling of the score found F.O. O'Rourke's squad tops. The presentation of the trophy was made by Mrs. Keens, wife of our Commanding Officer.

Our Orderly Room staff certainly go places. W.O.2 King has just returned from the Pacific Coast on special duty and Sgt. Brennan took a quick trip to the East Coast.

Things we would like to know: Why L.A.C. Trudgen wears the gas respirator on morning parade? How L.A.C. Katzman gets the special pass from the C.N.R. to ride the train free from Toronto each week-end? Why Cpl. Farrell is seen peering around corners and having his leather heels replaced by rubber ones? Could it be that he is contemplating remustering to the Gestapo? How Nicoloff got as far as Chicago on his leave?

Headquarters were ably represented on the Station Softball team that won the championship of No. 1 Training Command in Toronto recently. Congratulations to all members of the team on a fine job well done. The players from Headquarters were Cpl. Sellers of the Fire Fighters, Cpl. Tessier of E. & A.T.S., L.A.C. Gibbs of the Accounts Section, Pte. Bush of the Postal Corps, and Cpl. Marcus of the Dental Corps. F.O. O'Rourke was in charge of the party.

Sympathy is extended to Sgt. Preston in the loss of his wife.

### AIRMEN'S MESS

The cooks have been well represented in Headquarters Squadron Sports in the persons of Bill Livingston, Ernie Alp, Doug Tapper, Bob Crowe, Bruce Purdy, and Jim Harvey. These boys have been instrumental in helping Headquarters win so many games.

The kitchen is now graced(?) by the W.D. Cooks. One or two of the boys were nearly trampled in the rush to get acquainted when they first arrived. However, the girls are doing a great job and get along very well with the boys.

Who is the little blonde in the kitchen, better known as "Corpie"?

Who is the W.D. cook who is better known as "PORKY"?

What cook whose name is the same as that of :

prominent amateur hour conductor has a crush on a certain Detroit miss?

Congratulations are in order to L.A.C. Wagborne and A.C.I. Crowe, who are to be married soon. These boys will have to watch their steps, or they will be Joe at home as well as here.

Good luck to Cpl. Ernie Rabjohn, who has gone to the wilds of the Gaspé Peninsula, and to Harold Hudson and Danny Prentice, who have recently left for Louisburg, N.S.

### I. AND R. MUSINGS

By L.A.C. Trudgen

It happened in the banana country of Panama. His name was Wilbur (deleted by the censor). When I wandered through the jungle into his home he was testing his homemade aeroplane. He even had a homemade landing field. The runway was carefully graded 6 feet wide by 100 feet long and 150-foot jungle trees right up to the edge.

Since the termites were bad, he constructed this ship from the tropical wood, "Copobolo," which is impervious to insects and about twice as heavy as lead. To start with, the fuselage used four by fours, with four by four braces. This was covered with 1-inch planking (all toe-nailed in). The controls took bailing wire, while the joystick was carved out of a piece of Copobolo that I couldn't reach around with my both hands. He had a French Monosoupepe motor for power about 80 H.P.

I slipped a gallon of gasoline into his kerosene tank and watched him take off. He went through those trees so fast that they fell right back on their stumps. He was headed towards a big ditch at 0 degrees altitude. I heard the next day that the Government of the U.S.A. was going to pay him for digging the new locks for the Panama Canal, but they couldn't find him.

Six months later he turned up at T.T.S. in the I. and R. Section chewing a lead pencil and saying over and over: "I would have gone farther but that d— engine was so strong all the cylinder heads blew off and I got tired sticking my hands over each piston in firing order. Gad but I was tired."

\* \* \*

### MEDICAL SECTION

One of the points that may interest airmen from Canada when they are posted overseas is what kind of medical attention will they receive. Overseas in this instance is the British Isles. Airmen from T.T.S. probably have never given this matter a thought because the exceptionally good hospital on this Station is always available to them with all its facilities. Airmen are inclined as a whole not to think about the medical facilities that are supplied for them until they need them—a very human failing—and then take them for granted.

If the airman is posted to one of our R.C.A.F. squadrons he will find that he probably has a Canadian M.O. should the squadron be on a large station. There will be a station sick quarters with bed accommodation for the moderately ill and emergency cases. Sick parades are conducted in the same manner as in this country.

On very large stations there are "Station Hospitals" comparable in size to the one at St. Thomas and with similar facilities for dealing with all types of sickness and accidents. In addition, there are what are called "R.A.F. Hospitals," separate units, which may or may not be on or near any one station, but are so situated that they drain a large area and number of Air Force stations for the care of the more seriously ill patients, those requiring special investigations and treatments, and those who cannot be cared for at the station sick quarters.

At most R.A.F. hospitals there is now at least one Canadian M.O. attached for duty to the R.A.F. in their specialty whatever it may be. These M.O.'s will usually pay a social if not professional call on all Canadian patients in the hospital.

Should you be situated at a station that is too far from one of the R.A.F. station hospitals or R.C.A.F. hospitals, then civilian facilities, controlled by the Emergency Medical Services, are available. Your own M.O. will pay frequent calls to see how you are getting along.

The R.A.F. have dispersed the Hospital and Sick Quarters Medical facilities so that they are available to the maximum number of stations, and should there be a "blitz" on a station, then the hospital or sick quarters will not be made unserviceable.

The quality of medical care in the R.A.F. is excellent. The hospitals are well run and up to date. This can be vouched for by the writer, who has worked in an R.A.F. hospital and was a patient in one. The R.A.F. have in the medical branch, as consultants and specialists in the hospitals, men who stand high in their particular branch of the medical profession. Therefore, you can rest assured that your medical care will be of the best. On the squadrons and on the stations you will find M.O.'s who are sympathetic and efficient but who can pick out bedwingers, or those suffering from "oscillating plumbism" as fast as any of your M.O.'s in Canada.

Congratulations to the climbers: Flt. Sgt. Burford, Cpl. Danio, Cpl. McLeod, Cpl. Delafield, Cpl. Logan, Cpl. McMillan, Cpl. Flynn, Cpl. Stewart.

Congratulations are also due to Wg. Comdr. Peacock, who has added another member to his family.

The following hospital assistants are newcomers to the hospital staff: A.W.2 Rice, (Continued on Page Twenty-three)

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# LAUGHS

FROM T.T.S.



REFEREE ACTING UNPAID.

ONE SHOT TOO MANY.



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## « Research and Development »

The following abstracts are from recent issues of the journals named:

### Colalloy Armour Plate

The outstanding characteristic of this American armour plate is that it weighs about 50% less than steel, and is thus particularly applicable to aeroplane construction. The surface of the new armour plate is claimed to have a hardness much greater than that of ordinary armour plate. It is available in any thickness up to 3 inches, with the hard surface extending to any depth from 4.001 inch to 1/4 inch. One of the major factors influencing projectile penetration is the heat generated by friction when the projectile passes through the armour plate. Colalloy Armourplate is claimed to have a rate of heat dispersion which is several times greater than that of steel armour plate, thus tending materially to lessen the penetration of projectiles. Another advantage of the material is its hard, highly-polished surface, which does not deteriorate, due to resistance to corrosion and oxidation. This glassy smoothness tends to make a bullet glance or slide off, thus preventing it from "biting" into the metal. The new armour plate is also claimed to have a marked resistance to ice formation. In using Colalloy Armourplate, production bottlenecks can be avoided, it is claimed, since each aircraft factory can have its own processing plant, and heat-treating operations or expensive equipment are unnecessary. This material is intended for use in the construction of propellers, wings, fuselages, exposed engine parts, pontoons, struts, tanks, landing gear, and for other vital parts requiring armoured protection. It can be supplied in many forms, such as sheets, plates, tubes, angles, and rods, to suit individual production requirements.

No details as to composition are given.  
—Machinery.

### Cherry Self-Plugging Rivet

The self-plugging Cherry rivet has a mandrel with an expanded section and a head on the blind side. In installation, the assembly is inserted into the rivet hole until the head of the hollow rivet takes its ordinary position relative to the material being joined. Through the use of the combination hydraulic and pneumatic gun, the expanded section on the

blind side is pulled into the hollow body of the rivet, expands the shank and forms a tulip head in the back. The outside end breaks off during application and can be trimmed off with ordinary nippers. Aircraft factory tests are said to have indicated that one man (unskilled) can install and trim 540 Cherry rivets per hour.

The outstanding feature claimed for the part is its positive mechanical action. The force required to apply the rivet breaks the mandrel and accomplishes two results: it creates a clinching action, holding the two sheets together securely, and also it expands the rivet, causing the necessary pressure fit of the shank.

—American Aviation.

### Amerflex Flexible Electric Conduit

Amerflex is the trade name of a new flexible electrical conduit for use in aircraft wiring systems, available without covering or with a synthetic rubber casing. It is claimed that this conduit, encased in synthetic (because of greater flexibility, heat resistance and oil and solvent resistance) will outlast ordinary conduit by 30 to 40%, and more than this, it is 47 to 54% lighter in weight. It is specially adaptable for use behind instrument panels, in nacelles and wherever throughout the aircraft wiring might be exposed to external dirt and grease or mishandling. Where such protection is not required to such a degree, the flex conduit without the covering may be applied.

—American Aviation.

### Testing the Ju. 88

After leaving the assembly line the aircraft is thoroughly examined by the control staff of the works and subsequently by an inspection staff working under instructions of the German Air Ministry. The power plant is then run up on the ground and adjusted as regards boost, r.p.m. and fuel consumption. All fuel and oil pipes are examined. The aircraft then passes to the flight test department, where its engine is again run up before the first flight. The inspector certifying the aircraft as airworthy accompanies the test pilot on the first flight, which serves principally to check the speed at service height and adjust the trimming of the aircraft. The Ju. 88 is fitted with a neat con-

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control box for this purpose, three small hand-wheels for the adjustable trimming flaps on elevator, ailerons and rudder being provided together with visual indicators for each setting (permissible tolerance is about  $\frac{1}{2}$  turn of the adjustment. Trim in excess of this must be adjusted by moving the fixed trimming strips on the control surfaces after landing). The control forces exerted by the pilot are measured on special spring balances and the aircraft is then put into its first nose dive. The diving brake usually requires careful adjustment so as to ensure the correct diving speed being maintained. The subsequent automatic pull-out device ensures that an acceleration of 3 g. is not exceeded. The device comes into operation at the instant the bomb release gear is operated and consists in deflecting the

elevator trimming tab downwards, this tab having previously been deflected upwards when the diving brakes were put into operation.

After the first nose dive, the aircraft is landed and the various faults revealed are discussed with the engineering and testing staff concerned. The second test flight is mainly concerned with testing the wireless and automatic course setting equipment. A nose dive over an altitude difference of at least 10,000 feet is also carried out, as well as single engine flight with either engine.

After all the defects revealed in these tests have been remedied, the nose diving qualities of the aircraft are again checked in a final test flight.

—Flugsport, Germany.

\* \* \*

### SPORTS - SOFTBALL TEAM - Continued from Page Five

a ball player. Since he has come out the Station team has taken on a new aspect.

**A.C.2 NICHOLSON, JOHN KENNETH**—R173140. Outfield. Hails from Toronto. A.F.M., No. 2 Squadron, 2 Wing. Civil occupation, production lines for Canadian Carbon Co. Played ball in school and church leagues, also for Belmont Club, Oakwood Park Seniors and Davisville Park Seniors. Featured championship series by homer and a game-saving catch in centre field. It was partly due to his phenomenal catch in the field that T.T.S. defeated Manning Depot.

**A.C.2 FARGHER, T. A.**—E-28. Catcher. Single. Played ball in Winnipeg, Timmins and Kirkland Lake and was a clerk in civil life. Is one of the best backstops to hit T.T.S. The success of the Station team is in a large measure due to his potent bat and skill in handling pitchers.

**L.A.C. GIBBS, F.**—Single. Clerk Accountant. Outfielder and second base. Hails from Niagara Falls, where he was employed by the North American Cyanide. Played senior baseball for Niagara Falls. Outstanding at tennis. Member of Dominion Championship basketball team 1941. Plays lacrosse, soccer, or any other sport. A bear for punishment; at his best when he plays a game of soccer, lacrosse and a few sets of tennis in one evening.

**PTE. BUSH, ED**—Outfield. Canadian Postal Corps, attached to R.C.A.F. Hq. Sqdn. Another Toronto product and not married. An all-around athlete. Played football, hockey, lacrosse, basketball, as well as baseball for the Canadian-American Professional League and Auburn of the New York State League, where he was a pitcher. Also for Danforth Aces, Toronto, 1937-38-39, pitcher.

**WG. COMDR. J. H. KEENS, A.F.C.**, Commanding Officer—Has been an active competitor in baseball, paddling, badminton and soccer. Takes a keen interest in all Station sports as a spectator.

**A.C.2 GORING, F. E.**—R156378. Pitcher and all-around handy man. In civil life was a brakeman for C.N.R., Toronto. Pitched brilliantly in Toronto. Together with Lucki, made an unbeatable combination.

**F.O. T. H. O'ROURKE, Manager**—Calls Toronto home. Played junior and intermediate rugby with Argonauts. Rowed for Don Rowing Club, Toronto. Overseas in last war with Sportsmen's Battalion and Canadian Machine Gun Corps.

**A.C.2 McNAB, VICTOR S.**—R151065. First base. Married. Miner in civil life. Played senior ball in Montreal and Sudbury. His sensational stops time and again has added many a thrill to the ball games.

**CPL. NEZGOR, M.**—P.T.I. Coach. Attached to No. 1 Squadron, 1 Wing. Single. Was an insurance salesman in civilian life; previous to that pitched semi-professional ball for Olympia, Washington, on the West Coast. Pitched on championship team in Detroit. Was a member of Provincial Softball Championship team in 1937.

**CPL. CONNOR, R. A.**—R116960. Single. Assistant Manager. No. 3 Squadron, 2 Wing Discip. Comes from St. Thomas, where he was employed as a motor mechanic. Was sergeant in the Elgin Regiment (Reserve). Has played junior and senior rugby and senior ball for Vocational School, St. Thomas. Held Inter-Collegiate Wrestling Championship. The most excited man on the team during the playoffs. Talks a good game. An able N.C.O. and Assistant Manager who really looks after the boys.

#### NOT IN PICTURE

**CPL. SELLERS, G. H.**—Second base. Headquarters Squadron. Played ball for Toronto Fire Department League, winners 1938-41, also Acadian Club Dentonia Park Championship Team and other clubs since 1929. Member of the Toronto Fire Department from 1936 till enlistment. The reason he gets the high ones is that he was formerly a steeplejack.

**CPL. LEGRICE**—P.T.I. Outfield. No. 2 Squadron, 1 Wing. Was a salesman in civil life. Has played on a champion junior team in Toronto; also in Beaches Fastball League. His long hits have been a deciding factor in many games.

# TECHNICAL TOPICS

## SOME CONSIDERATIONS CONCERNING AEROFOIL EFFICIENCY

By Sqn. Ldr. A. A. Peebles

Aerofoils are aircraft components designed specifically to obtain some definite reaction from the air. By this definition the wings of an aeroplane, its fin and tailplane, flaps, control surfaces, etc., are aerofoils. Its fuselage, undercarriage, floats and other similar components, although in flight each one of them does, in fact, obtain some definite reaction from the air, and may even give appreciable lift, are not aerofoils because they are designed primarily for other purposes than to obtain a reaction from the air.

The aim of the designer of aerofoils, and particularly those to be employed for the main planes, is to obtain as much lift as possible combined with a minimum of drag. The efficiency of such aerofoils is measured by the ratio of lift to drag or, what amounts to the same thing, the ratio of the lift co-efficient to the drag co-efficient. Both these co-efficients vary, however, with the angle of attack at which the aerofoil is operating, and hence the lift-drag ratio also varies as the angle of attack changes.

The angle of attack is the angle at which the chord line of the aerofoil meets the air or, in other words, it is the angle between the chord line and the direction of the relative wind. In actual flight this angle varies between considerable limits. To maintain flight at constant altitude, for example, it is necessary for the angle of attack to decrease as the airspeed of the machine increases, as otherwise the machine would commence to climb at the higher airspeed. The converse is also true: decrease of airspeed necessitates increase in angle of attack if altitude is to be maintained. In practice an aeroplane may maintain altitude at very high airspeeds when the angle of attack of its mainplanes is zero, or even negative. On the other hand, as the airspeed nears the stalling speed of the machine, the angle of attack may have to be increased to anything from 14 to 19 degrees in order to maintain level flight.

#### Factors Affecting Lift and Drag

The lift and drag of an aerofoil, and hence its lift-drag ratio, depend upon a number of factors. The first is the shape and dimensions of the aerofoil itself, about which more will be said later. Another is the angle of attack. As

the angle of attack increases from the angle at which lift is zero, which may be anything from  $-1$  to  $-10$  degrees, depending on the shape of the aerofoil, the lift co-efficient (and hence the lift, if all other factors remain unchanged) increases almost uniformly through a range of from 12 to 16 degrees. It then increases more slowly as the stalling angle is approached, and reaches its maximum at the stalling angle. At higher angles of attack the lift co-efficient falls rapidly owing to the breakdown of the streamline or laminar airflow over the aerofoil.

The drag co-efficient, and hence the drag, is minimum when the angle of attack is around zero or a little lower. As the angle of attack increases so the drag increases, slowly at first, and then more and more rapidly as the stalling angle is approached. When the stalling angle is passed, drag increases very rapidly.

These variations of lift and drag cause the lift-drag ratio to vary also with the angle of attack. At the angle of attack of zero lift the lift-drag ratio will, obviously, be zero. As the angle of attack increases this ratio also increases very rapidly, and reaches a maximum at an angle of attack ranging in different aerofoils from zero up to 4 degrees or so. This range, it is interesting to note, represents the range of angle of attack used in most normal flying, and within this range the aerofoil is operating close to its maximum efficiency.

A third important factor affecting lift and drag is the air density. Both lift and drag vary directly as the density of the air. At between 20,000 and 25,000 feet the density of the air is one-half of its density at sea level. Hence at this altitude, if airspeed and angle of attack were to remain unchanged, the lift of an aerofoil would be just one-half its sea level lift. This explains why it is that every aircraft has a ceiling—an altitude above which it cannot climb.

The last and most important factor upon which lift and drag depend is airspeed. At any given angle of attack and for any given air density, both lift and drag vary as the square of the airspeed. This means that if the airspeed is doubled lift and drag are increased by the square of 2, or fourfold; if the airspeed is trebled, lift and drag are increased by the

square of 3, or ninefold, and so on.

**Graphs of Lift, Drag and the Lift-Drag Ratio**

The variations in lift, drag and the lift-drag ratio with variations in the angle of attack, as described above, are shown graphically in Fig.

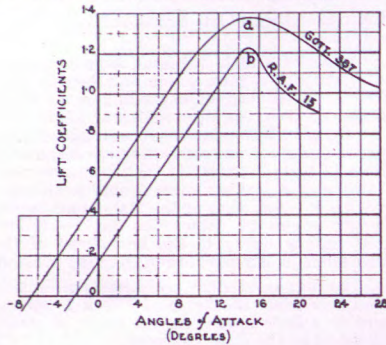


FIG. 1A.

1. In Fig. 1A the lift co-efficients of two aerofoils are plotted against angle of attack, and since the actual lift varies directly as the lift co-efficient, these curves show how lift changes as the angle of attack is changed. One of these graphs refers to the R.A.F. 15 aerofoil. This is a thin aerofoil, the maximum thickness being 6.94% of its chord length, and it has an appreciable bottom camber. The other refers to Gottingen 387. This is a fairly thick aerofoil, with a maximum thickness of just over 15% of chord length. It has only very slight bottom camber.

These two curves show us that the thicker aerofoil gives appreciably higher lift at all angles of attack than the thinner one, other factors, such as air density and airspeed, being equal. Lift also begins at a lower angle of attack in the case of the thick aerofoil, -6 3/4 degrees as against -2 1/2 degrees. The stalling points, "a" and "b," are about the same in each case, viz., 15 degrees.

Fig. 1B shows how the drag co-efficients, and hence the drag, of the same two aerofoils vary with the angle of attack. It will be noted that the thicker aerofoil gives higher drag at all angles of attack from -4 degrees to about 20 degrees. It may also be observed by measurement and simple calculation that the average increase in drag of the thicker aerofoil as shown by Fig. 1B is greater in proportion than the increase in lift as shown in Fig. 1A. As a result of this greater increase in drag

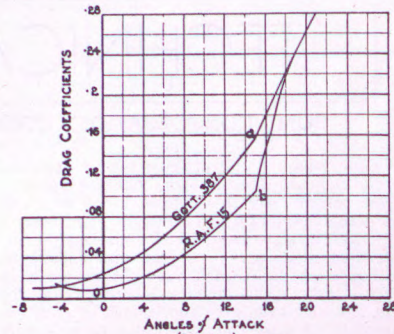


FIG. 1B.

as compared to lift, the thicker aerofoil is the less efficient of the two.

This is shown in Fig. 1C, in which the curves of lift-drag ratio are plotted against angles of attack. The maximum lift-drag ratio of the thin aerofoil is 24.4 as against 20 in the case of the thick one. Moreover, while the thick aerofoil has the advantage of lift-drag ratio from -6 3/4 degrees to about 3/4 of a degree (Point C, Fig. 1C), a range of 7 1/2 degrees, the thin aerofoil has the advantage from 3/4 of a degree (Point c) to around 16 degrees (Point D), a range of over 15 degrees.

These facts, which are supported by thousands of tests on hundreds of aerofoils, bring us to our first conclusion: **THIN AEROFOILS ARE MORE EFFICIENT THAN THICK**

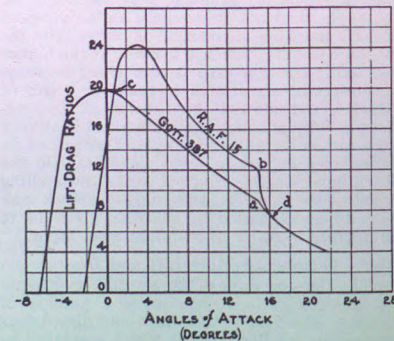


FIG. 1C.

ONES, when both aerofoils are equally well designed aerodynamically.

The stalling points in all three diagrams are indicated at "a" and "b." It should be noted that at these points the curves of lift begin to drop, very abruptly in the case of the R.A.F. 15, while there is also an abrupt drop in the curves of lift-drag ratios. On the other hand

the curves of drag take a sharp up-turn at these points. These phenomena all arise from the same cause: the formation of eddies over the wing and around the trailing edges, known as "Bubbling," which occurs as soon as the angle of attack is increased beyond the stalling angle.

(To be continued)

\* \* \*

**ROYAL and ANCIENT - Continued from Page Four**

In the Committee Room, where golf rules are made and problems from all over the world settled, you will see priceless relics of the game. All doubtful clubs, such as the croquet mallet putter, the rib-faced and concave-faced niblicks and so on, which have come up for judgment and been turned down as illegal are there in glass cases. A place of honour has been given to the hickory shafted driver with which Bobby Jones won all four British and American Championships in 1930 and not far away is a club which has always fascinated me. It was made by a Zulu boy out of one of the metal steps from a telegraph pole; the shaft is a length of guy wire from the same source and the grip and binding is of rhinoceros hide. That Zulu boy used to steal out on to a course near Cape Town at dawn each day armed with this club, and when discovered, was regularly going round in seventy-nine!

Of all the famous names linked with the Royal and Ancient Golf Club, none is more colourful than Andra Kirkaldy. Old Andra was Club Professional in the early part of the present century, and later, when the going got too hard for him, they made him Starter. Finally, he appeared only during important events and matches and would hobble down to the eighteenth green and take the flag while the contestants putted. His last words as he lay dying, were, "There'll be naebody to hold the pin on the eighteenth." Andra had absolutely no respect for rank. I recall two true stories which illustrate this. He was playing golf with the Bishop of London, and the Bishop put his second shot on the fourteenth hole of the Old Course into Hell. Now Hell is the name of a bunker of terrifying dimensions. His Lordship marched into the sand and wielded his niblick so successfully that he turned to the old Professional for

a word of praise, but Andra merely spat, and remarked, "Mind when ye dee to tak' a niblick wi' ye." The other story concerns Prince Alexis Mdivani, who approached Andra when he was acting as Starter and asked if he might play the following day at eleven o'clock. Two hostile eyes glared at him from beneath bushy brows. "Name?" "Prince Alexis Mdivani." The great Andra thumped the table with his enormous fist and shouted, "I'll have nae such fancy work. Your name's Ferguson and ye'll be here at ten-thirty!"

All is golf in St. Andrews. Such expressions as "How are you?" and "Nice weather we're having" are unknown. Go into a barber shop or a store and it will be "How's your game today?" or "The greens are tricky just now." The milkman will get down from his cart for a few holes on his way home to lunch. Postmen and hotel porters strip off their jackets and play as they are. And what fine golfers!

To a true golfer the Royal and Ancient Golf Club is the holy of holies. I recall once stealing a piece of soap from the washroom there on which the leopards R.A. appeared and sending it to my brother, who was at that time playing golf regularly for the County of Gloucestershire, England. He kept this relic for many years and used to swear that it improved his game!

Once you have played the Old Course on a summer evening and walked on the springy, sandy turf and listened to the sound of the waves and the faint skirl of pipes coming from "the old gray toon" you'll swear a great oath to go back there one day before you die. To those that have been there and already sworn that oath, I will offer a word of comfort—only one bomb has been dropped there and that fell, mercifully, in a field.

\* \* \*

**Medical Section - from Page 17**

A.W.2 Read, A.W.2 Shatford, A.W.2 Kenney, A.W.2 Palmer, A.W.2 Denbow, A.W.2 Hatch, A.W.2 Chapple, A.W.2 Johnson, and A.W.2 Crawford.

We welcome to our midst Flt. Lt. Rankine

and Flt. Lt. McKenzie.

The services of the following personnel have been lost to the following places: Sqn. Ldr. Wilson and Flt. Lt. Kingsley—overseas; N.S. Pattison—Gander Bay; N.S. Robinson and N.S. McEacheron—Pt. Albert.



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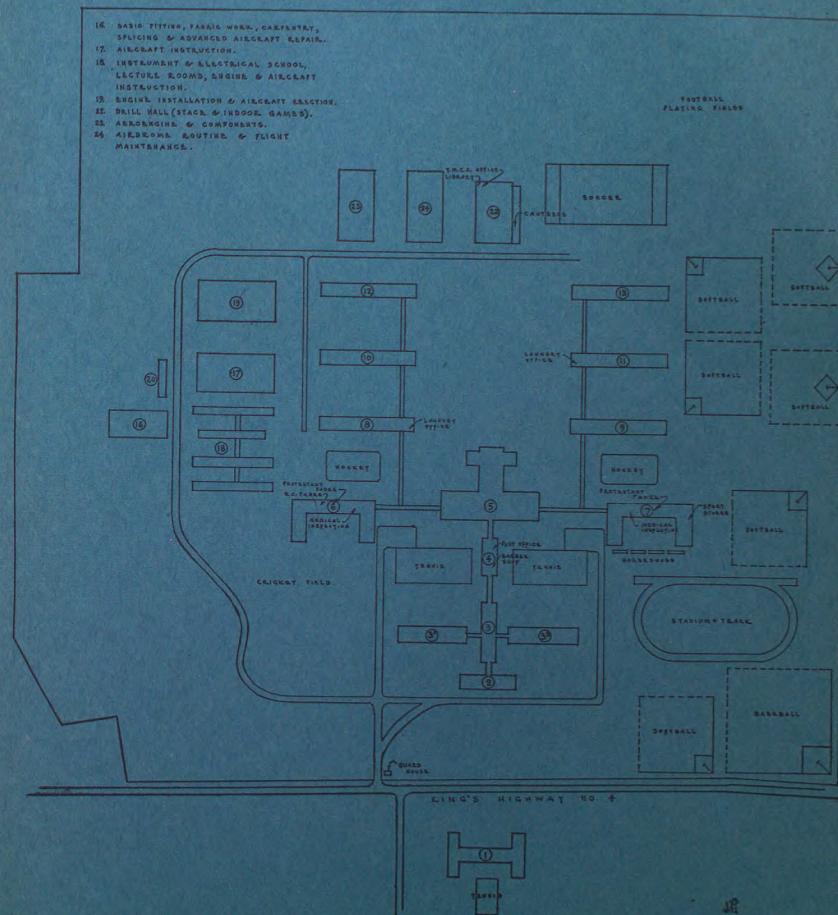
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