

THE *Aircraftman*

JANUARY 1943



THE

- Hughes -

**TECHNICAL TRAINING
SCHOOL**

ST. THOMAS

ONTARIO



1943 JANUARY 1943

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The Aircraftman

A Magazine of the R.C.A.F. Technical
Training School

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THE COMMANDING OFFICER,
GROUP CAPTAIN
J. H. KEENS, A.F.C.

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JANUARY 1943



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"One who lets his day pass by without practicing generosity or enjoying life's pleasure is like a blacksmith's bellows—he breathes but he does not live."

EDITORIALS



NEW YEAR'S is now over but it is still close enough to cause one to pause for a moment to look forward and backward, which one has a tendency to do at this time. I feel that we can look back on a busy and useful year at T.T.S., not devoid of snags by any means, but we seem to have taken most of them in our stride. For this very satisfactory state of affairs, I wish to express deep appreciation to our staff, which has pulled together as a very useful team, and also to those under training for the serious and diligent way in which they have tackled their instruction. It's great stuff, chaps.

And now we have the decks cleared for another year. To those charged with imparting knowledge to our keen younger generation and to administering to their well-being, I would say, by way of a reminder, that this great school, unique as it is in Canada, is in the front line of the combined Training Establishment. At times your jobs may seem hum drum and monotonous, but the very qualities of stickto-itiveness, which are called for and have been displayed in such grand measure, are things that I value very highly. To the students, as I have advised so frequently, make this period at the Technical Training School one of the most useful in your lives. It should be as it is fitting you to take your place amongst those others, by whose efforts the Air Training Plan has been forged into a powerful striking weapon, the effectiveness of which will steadily increase.

There are bright spots on the horizon from the direction of Russia, North Africa and the Solomons. Let us hope that they presage the dawn of a victorious 1943, and let us take inspiration from them to make this year one of even greater effectiveness than the last. Every one of us can do his or her part and the combined effort will be like a snowball rolling down the banks of Kettle Creek on a mild day.

"A voice cried in the wilderness."

T.T.S. may be a wilderness . . . certainly it qualifies in that it has a call being raised with no answer. That call asks for a simple reply. It isn't being answered. Give us your ideas.

This magazine is the voice of the airmen, not of the Y.M.C.A., nor the Orderly Room staff, nor a small clique of busybodies. Unless we have what you think, on paper, in letters to the editor, articles, or just plain dropping into a Press Club meeting and airing your views, then this paper can no more be your voice than Charlie McCarthy's is his own.

A great change has taken place in the size, colour, and composition of this issue of THE AIRCRAFTMAN. As the voice of the largest Technical Training School in the British Commonwealth Training Plan, it would be a privilege for you to contribute. With this in mind, the editors encourage all Station personnel to submit short stories, editorials and letters to the editor.

We are desirous of making this magazine the voice of the Station. Before this aim can be achieved, your views must be known.

Obviously, all material submitted cannot be printed. It is necessary, therefore, to give careful thought and planning to material which you submit. Following are a few primary rules that might prove of value: Omit all numbers, time, postings, etc., which infringe on service rules and regulations. Develop the faculty of self-criticism, proof-read your work and, if possible, have a friend criticize your article. Choose a worthwhile subject. If the subject chosen be factual, verify all information before it is incorporated into the article.

Some people refer to medals as junk. This is possibly a sophisticated attitude rationalizing any inner swelling they may have when their award is given. On this Station there is little glamour attached to the humdrum tasks of being a ground crew man. On the contrary, trainees receive a preview of their future unexhibitionistic work. Glamour is played down. Across the line, in the States, considerable ballyhoo presages any man in the Service, no matter what his job is. We of Canada are less demonstrative. We give a small gold medal to our best trainees . . . and they take them, call them junk, and send them home. There must be many mantels all through Canada with a small blue box on top, from which a soft-smiling mother takes a small gold object to show to the neighbours.



GROUP CAPTAIN J. H. KEENS, A.F.C.

Say Padre . . .

"Say, Padre, would you do a favour for me?" "Why yes, if I can; what is it?" The conversation took place about four o'clock one afternoon in one of the wards of the hospital. The questioner was a newly admitted patient whose face portrayed concern as he looked inquiringly at the Chaplain, who was visiting him.

"Well, Padre, I was wondering if you would make a telephone call for me. You see I was to meet a certain young lady in St. Thomas at 7 o'clock tonight, and now that I am in the hospital I shall be unable to go. Would you phone her and explain my predicament? Just call this number and ask for Ida and say you are speaking for Dane."

Later the same evening the Padre called the telephone number that had been given to him, and when a feminine voice responded with "Hello," he inquired:

"May I speak to Ida, please?"

"This is Ida speaking."

"Well, Ida, I am calling for Dane."

"You are calling for whom?"

"For Dane R—; weren't you expecting him to call to see you tonight?"

"No, I was not," came back the emphatic reply.

Somewhat taken back at this unsuspected turn of events, the Padre decided he had better explain his reason for telephoning, so he continued: "Well, this is one of the Protestant Chaplains at T.T.S., St. Thomas, speaking." To his startled ears came back this quick rejoinder: "Oh yeah! Well this is Greta Garbo at this end of the line."

Many and varied are the problems the airmen discuss with the Padres. Some experiences are in lighter vein as related above, others are far more serious and vitally important. I sit in the Chaplain's office, and to listen to these interviews is to observe a cross section, both of the perplexing problems and the pleasing prospects that confront young men in the Service.

Some come seeking sympathy and wise counsel about domestic difficulties. Others, because of some serious illness, bereavement, or other extreme emergency at home, inquire about obtaining help from the C.O.'s Benevolent Fund. Frequently a chap who seems to be walking on air wants to find out what the Station regulations are about getting married and how he can obtain a license in the shortest possible time. Then there is the lad who drops in just to have a friendly chat, usually about the folks back home. Numbers come for Testaments, devotional literature, and spiritual counsel. To all of these the Chaplain, as a man of God, offers a listening ear, an understanding mind, and kindly Christian counsel. Feel free to visit your Station Chaplain at any time. He welcomes your friendship and respects your confidence.

Orderly Officer: "I don't know why the men grumble. This soup is really excellent."

A.C.2: "They wouldn't grumble, sir, if the cook would admit it was soup. But he insists it's coffee."

The Picture of The Month



—Photograph by F.O. D. A. Newsom.

" . . . the noiseless shadows
Of yesterday sweep from the snow-fast peaks
To clasp hands with the shadows of tomorrow
Across the ice-blue water of the ages."

—R. H. Blackburn.

EDISON'S "LAST JOB"

"I try to do every job, even a small wiring, as though it were the most important thing on earth, perhaps my last," said Edison. The man who made 24-hour day, with incandescent light, lay down the formula for technician-living when he spoke these words. The Edison policy was the "three E" policy, calling for energy, enthusiasm, efficiency.

But Edison went further.

He knew the need of throwing in a challenge with his code, perhaps to keep himself at tiptoe, mentally.

He liked to do a good job. But if he "made" it his "last," he doubled the effort to leave a good mark in his final "trade-test," something for immortality; and even in the lesson of his living he gained his goal.

Looking about us now we can see "Edisons" in many an instructor's nook—men doing small jobs and big who churn a wide, and spangled, wake, because they believe in the job they're doing, and in the men they teach, no less.

One of these who has a class in an orderly room here whenever he's doing duty "watch," works with chaps who abound in off-time questions. "Come to me whenever I'm here," he told a group the other night. "It's the least we can do back here."

He'd been a machinist before the war, and he believed his work of instructing to be "the most important . . ." He could have been reading, or resting, for hours, during slack "watch" period, but the flame in his war torch burns too hotly for that; if you listened to him long you'd believe he was indeed making the best of his "last" chance.

Not by choice will we let this war be our "last" job, but unless some of us treat it that way we may not have the choice!

T. T. S. Honour Graduates . . .



WING COMMANDER VINCE

Wing Commander A. G. (Archie) Vince, assistant to the Director of Technical Training at R.C.A.F. Headquarters, Ottawa, and formerly Technical Training School, St. Thomas, who has been made a member of the Order of the British Empire for his outstanding service. The honour came to Wing Commander Vince in the New Year's list.

Wing Commander Vince has had a noteworthy career in the R.C.A.F., enrolling in 1924 as a humble aircraft-trainee with the rating of A.C.2. He started his training at Camp Borden. Late in November, 1939, a few weeks after the Technical Training School had been opened south of St. Thomas, Wing Commander Vince was posted there from Trenton for instructional duties. He came as a Warrant Officer, first class. He was one of the "originals" at T.T.S., one of the men who helped develop the School into the great training institution it is today — greatest of its kind in the British Empire. His administrative ability and technical knowledge were soon recognized with a commission. He was made a Pilot Officer and in rapid succession a Flying Officer, Flight Lieutenant, Squadron Leader and then, on October 16, a Wing Commander, the rank he now holds. His promotions were so rapid that friends and acquaintances found it difficult to keep up with them, but they have not affected Wing Commander Vince. He is still the smiling, affable Archie Vince of the early days of the R.C.A.F.

Wing Commander A. G. Vince started in the R.C.A.F. as an A.C.2. We weren't around when he was a trainee, but it is just possible he had all the faults and thoughts that any ordinary urk has these days. He arrived at St. Thomas in 1939 as a W.O. and when he left was a Squadron Leader. On the New Year's Honour List, Wing Commander A. G. Vince received the Order of the British Empire.



GOLD MEDALLISTS

- A.C.2 Nicholas, C., R176911 AEM
- A.C.2 Eley, A. J., R170273 AFM
- A.C.2 Playle, J. C., R153540 Elect.
- A.C.2 Charboneau, D. E., R182045 IR
- A.C.2 Korstad, J. H., R175604 AEM
- A.C.2 McGarrigle, W. F., R175629 AFM
- A.C.2 Dickinson, W. E., R172252 Elect.
- A.C.2 Thoen, O. A., R170133 AEM
- A.C.2 Davis, H. E., R168947 AFM
- A.C.2 Bergeron, J. E. L., R136850 Elect.
- A.C.2 Siddall, J., R167769 AEM
- A.C.2 Turnbull, H. W., R167745 AFM
- A.C.2 Long, G. F., R165495 IR
- A.C.2 May, N. E., R175345 Elect.
- A.C.2 Robinson, E. F., R173421 AFM
- A.C.2 Rader, H. J., R173381 AEM
- A.C.2 Johnson, B. T., R170153 Elect.
- A.C.2 Kaylor, J. R., R174278 IR
- A.W.2 Richards, E. I., W307934 Hos. Ast.

Breathes there a man with soul so dead,
Who never hath turned his head and said
"Hm-mm, not bad!"

I.A.C. T. T. S. Dues says: "Propellor pitch isn't hard to get off your uniform — all you need is propellor wash."



In recognition of his valuable service as Bandmaster of T. T. S. for the past three years, Flt. Sgt. Green was presented with the School silver medal. The presentation took place on January 6, 1943, at the Commencement Parade. Flt. Sgt. Green leaves for Sydney, Nova Scotia. With him go our best wishes for future success.



Among those to receive recognition of services performed, in the New Year's honours list was Nursing Sister Frances N. Oakes, C3315. Sister Oakes was originally stationed in Canada at the Technical Training School in St. Thomas, where she acted as Matron in charge of the Hospital. Following a stay of over a year at this Station, a posting came to England. Arriving there after a somewhat exciting crossing, she assisted at the first all-Canadian plastic surgery operation to be successfully carried out.

There are still many at Crafts who remember the Sister with the slow smile, and who wish her luck with her new honour, the Order of the Red Cross, 2nd Class.

JOE AIRMAN

Dear Maw:

Well, I've been promising to write to you for several days but I seem to be so busy, what with my work and all the shows and entertainments that are coming through here I don't have a chance to call a minute my own. I received your last letter and was very happy to see that you are starting to save kitchen fats. That gives you a "fat" chance to help the war effort along! Of course, you are only tapping the source of salvage. Down here we do it on a big scale. If you so much as toss a piece of paper on the floor you are accused of sabotaging the war effort.

Our objective, in the current drive, will top last month's figure of 3,000 lbs. if we keep adding our "scraps of paper" at the present rate!

Our newspaper piles last month, when in one, tipped the scale at 3,040 pounds

(Continued on Page 16)

Around The Circuit ...

EDITOR'S NOTE

We are endeavouring to present in this column items of an interesting and relative nature. These are selected from Station magazines published by allied air and army schools.

AIR MECHANIC

As you gaze in the sky, at our planes
w'izzin' by,
Don't you know that they always need
fixin'?

Well, the guy who does that wears no
wings on his hat,
He just does his job and licks 'em.
So let's divvvv our praise, in these
worrisome days,
And give the "Grease Monkeys" a
toast.

He's always around, when his plane's on
the ground,
To keep it in shape, safe and sound.
He's over and under; he'll tear it asunder
To see if a thing needs repair.
With a wrench and a rag, the job's in the
bag,
A 25-50 or Tech.
For there'll be a big yell and plenty of
hell
If we don't keep those ships in the air.

Though his looks may be zero, and he's
not a hero,
Just a guy with a job who keeps tryin',
A pluggin' and tuggin', he does all he
can—
It's his job, and he sure "Keeps 'Em
Flying."
—Lawson Field, Georgia, U.S.A.

THE TELEPHONE GIRL

The Telephone Girl sits in her chair
And listens to voices from everywhere.
She knows all our troubles; she knows
all our joys;
She knows every girl who is chasing the
boys.
She knows all our worries; she knows all
our strife;
She knows every man who is mean to his
wife.
She knows who is happy and who has
the blues;
And who has a habit of hitting the booze.
If the Telephone Girl were to tell all she
knew
She could have this whole Station in a
h— of a stew.
She could start a small wind that would
soon blow a gale;
She could make a few people start tear-
ing their hair;
And create several ghosts from out of
nowhere.
In fact there's a secret 'neath each saucy
curl
Of that quiet, demure-looking Telephone
Girl.

—From THE SKY-LINE
2nd Anniversary Issue,
No. 5 S.F.T.S., Brantford.

S.P.: "What's the idea of all the
speed?"

Airman: "My brakes won't work and I
want to get home before I have an
accident."

R.A.F. REMAKES

KING'S ENGLISH

Leaf from Cadet's Diary Shows Trend in
New British Slang

By Cpl. Bernard Hayes, R.A.F.

It was a shaky-do this morning when
I pranged a kite whilst doing circuits
and bumps. I was on the last leg,
stooging about to get into wind, when
another erk muscled in and put me off.
I tried to jink away, but rounded out too
late, hit the deck a trifle hard and bent
the undercart. Well, I caused rather a
flap—a chap with rings came up and
proceeded to tear me off a strip.

Later on, I was hauled in before the
stationmaster, who shot me down in
flames and awarded me five days jankers
and seven days R. P. I admit it was a
ropey landing, but I took a dim view of
this, for my 48 was due and this meant
I'd had it. So, feeling completely
browned off, I went along to have a
natter with the boys and give them all
the gen.

Classes this afternoon were an awful
bind; I couldn't cope at all and was glad
when the whistle blew. This evening
still somewhat brassed, I went to the
waafery and began to organize a wizard
blonde job. I impressed her by shooting
a horrible line and soon got cracking on
a spot of rug-cutting. We did not make
out too well, however; she took a poor
view of my efforts, so I returned to my
pit completely cheesed.

Need a Glossary?

Work it out for yourself—here are the
clues:

A shagy-do—a ticklish situation.
Pranged—to damage a plane on landing.
Kite—aircraft.
Circuits and bumps—circuits and land-
ings.
Stooging about—delayed landing.
An erk—a beginner at any job.
Muscled in—cut in.
Jink away—sudden evasive action.
Deck—ground.
Undercart—undercarriage.
Flap—a disturbance, general excitement.
Rings—rank designation on officers'
cuffs.
Tear off a strip—to reprimand.
Stationmaster—commanding officer.
Shot down in flames—severe reprimand;
reverse in love.
Jankers—confined to camp.
Ropey—anything bad or poor.
A dim view—not looked on with favour.
To have had it—just means you haven't.
Browned-off—fed up.
To natter—to grumble.
Gen—general information, can be both
duff (false) gen and pukka (true) gen.
A bind—something or someone annoying.
Cope—to accomplish, to deal with.
Brassed—diminutive of browned-off.
Waffery—home for W.D.s.
To organize—to win a wanted article.
Wizard—really first class, superlative,
attractive.
A blonde job—young woman with fair
hair.
Shooting a line—exaggerated talk, usu-
ally about one's prowess.
Got cracking—got going.
Poor view—dim view.
Pit—bed.
Completely cheesed—no hope at all.

Chanute Field Soldier Refuses Pay, But Finally Invests in Best—Bonds!

Private Mathias Brantner, an A.A.F.
trainee at Chanute Field, did not show
up on pay day to collect his "lettuce."
When asked why the show of indifference
towards the precious green, Brantner re-
plied, "Why should I call for it? I don't
smoke, drink or gamble and I don't have
any dependents."

Airmy officials persuaded him to accept
his pay and buy War Bonds.

—Tyndall B. & G. School, Fla.

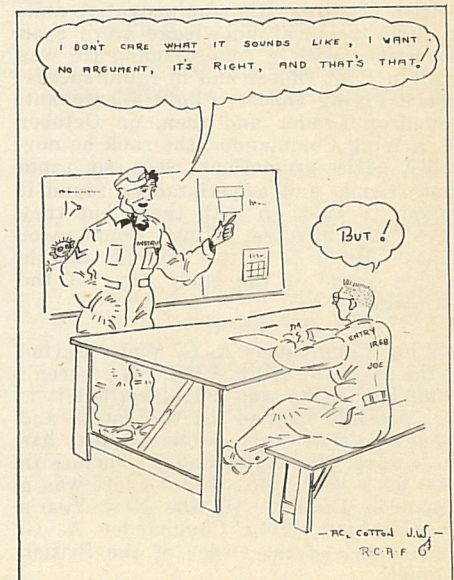
WHY MEN FAIL Check Over This List

There is a cause for everything! Noth-
ing ever "just happens." If a man is
promoted to a better job, there is a
cause. If a man loses his job, there is
also a cause. There are many causes
that lead to failure. Here is a list of the
most common:

1. Finding fault with another, but
never seeing your own.
2. Doing as little as possible and try-
ing to get as much as possible for it.
3. Spending too much time showing
up another's weak points and too little
time correcting your own.
4. Slandering those we do not like.
5. Procrastination—putting off until
tomorrow something that we should have
done the day before yesterday.
6. Deceit—talking in a friendly man-
ner to another's face and stabbing him
in the back as soon as he turns around.
7. False belief that we are smart
enough to reap a harvest of pay before
sowing a crop of honest service.
8. Disloyalty to those who have trust-
ed us.
9. Egotism—the belief that we know it
all and no one can teach us anything.

Look over this list and check yourself
up by it. If none of these causes for
failure apply to you, then you are to be
congratulated, because you are a success.

—From the Masonic News
in THE TEXARDEE,
Dec. 18, 1942, Trenton.



Free Movies for These Lucky Airmen and W.D.'s



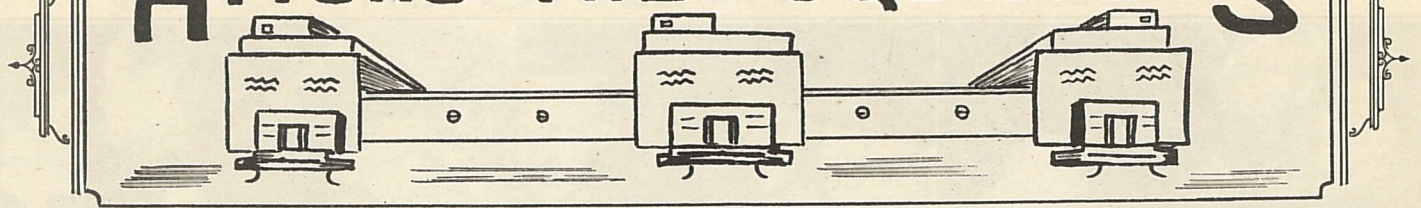
If the Airmen and Airwomen in the above candid shots will identify themselves at the Y.M.C.A. Office, in the Drill Hall, they will find some FREE THEATRE TICKETS waiting there for them. Drop in, folks, and pick them up!

CALENDAR OF INTERESTING EVENTS

- Saturday, January 23rd—**
2015 hours—Movies in the Drill Hall, "True to the Army."
- Sunday, January 24th—**
2015 hours—Lecture by Dan McGowan, Naturalist, in the Recreation Hall.
- Tuesday, January 26th—**
2015 hours—Movies in the Drill Hall, "Flight Lieutenant."
2000-2359 hours—Twin Triangle Dance at the Y.W.C.A.
- Wednesday, January 27th—**
2015 hours—Square Dance in the Recreation Hall.
1930 hours—Boxing in the Drill Hall.
- Friday, January 29th—**
2015 hours—Movies in the Drill Hall, "39 Steps."
2000-2359 hours—Twin Triangle Dance at the Y.W.C.A.
- Saturday, January 30th—**
2015 hours—Movies in the Drill Hall, "Torpedo Boat."
- Sunday, January 31st—**
2015 hours—Band Concert by T.T.S. Band in the Recreation Hall.
- Monday, February 1st—**
2030 hours—Hockey, T.T.S. vs. Army at the Granite Arena, St. Thomas.

- Tuesday, February 2nd—**
2000-2359 hours—Twin Triangle Dance at the Y.W.C.A.
2000 hours—Variety Show, London Little Theatre, in the Drill Hall.
- Friday, February 5th—**
2015 hours—Movies in the Drill Hall, "Beware of Spooks."
2000-2359 hours—Twin Triangle Dance at the Y.W.C.A.
2030 hours—Hockey, Old Millers vs. T.T.S.
- Saturday, February 6th—**
2015 hours—Movies in the Drill Hall, "Fly By Night."
- Tuesday, February 9th—**
2015 hours—Movies in the Drill Hall, "Wife Takes a Flyer."
2000-2359 hours—Twin Triangle Dance at the Y.W.C.A.
- Wednesday, February 10th—**
2030 hours—Hockey, T.T.S. vs. Wolverines at the Granite Arena, St. Thomas.
1930 hours—Bingo in the Recreation Hall.
- Friday, February 12th—**
2015 hours—Movies in the Drill Hall, "Ships With Wings."
2000-2359 hours—Twin Triangle Dance at the Y.W.C.A.
- Saturday, February 13th—**
2015 hours—Movies in the Drill Hall, "Henry and Dizzy."

AMONG THE SQUADRONS



STATION CHATTER

Notable among the entertainment events which preceded the Christmas season was the appearance of the "Merry Go Round Review" here on December 20. The cast, composed of about twenty people—all girls—all lovely—delighted the assembled Sunday afternoon throng with assorted songs and dance routines. The general opinion afterwards yenned towards encoring them here soonest.

Definitely June-day-like was December 23 around ye venerable parade square. For thousands of faces—bright, young—were wearing that indefinable "Boy! am I excited!—but I'd better not show it" expression, as with bags kit (assorted) in hand, they departed on Christmas leave. And things, they tell me, were by no means dull or lonely for the lads remaining here over Christmas. Devotees of the vat made merry Christmas Eve at a "Beer Garden" in the Drill Hall . . . only complaint was that refreshments were not on the house—nary a drop. . . . Then, on the evening of December 26, guys and gals enjoyed dancin' and romancin' in the Christmas spirit laden atmosphere of the Blue Room. Dance was "but perfect" according to firsthand reports.

Seems that along about midnight somewhere of December 31 we stumbled across a New Year. Many of the lads and lassies of this Station and their friends did their stumbling at the Drill Hall. Said grim structure was enlivened for the occasion by appropriate decoration, and the Station Orchestra beat out lively rhythms—though somewhat inconvenienced later by the collapse of the P. A. system—just another New Year's Eve casualty. Of course, the usual streamers, hats, horns and favours, aided and abetted the evening, and a fine time was reputedly had by all.

Noteworthy about our New Year's Eve Ball, too, was the presence of several of our Officers and Nursing Sisters. In fact, the way they pitched in and had a good time set a fine example, and the rest of us sort of "took it from there." And everyone got a laugh out of the unique presentation of the spirit of the New Year. Departing 1942 was represented appropriately by a tall and cadaverous-looking individual, whilst young and cherubic 1943, in the diaper-clad person of rotund W.O.2 Chappelle, "came in" with a splendid show of fight in accord with the militant spirit of the times. Yes, this really did happen, and you weren't being afflicted with New Year's Eve pink elephants.

Pardon the constant harping on the New Year's Eve G-string, but 'twas a night of momentous and varied happen-

ings, and we feel moved to record for posterity some of the outstanding of the same. One which fell into this general classification somewhere was the Open House held at the Sergeants' Mess. The members of the mess, together with their wives and friends, enjoyed the hospitality of the canteen and various refreshments, the general jollity of the evening being further spiced by the odd amusing situation rather on the "David and Goliath" or "knight in shining armour" pattern. And that, brother, is no flight in fantasy. However, far be it from us to besmirch any fair escutcheons, so we'll say no more.

Whilst still lost in remniscent mood over the Christmas-New Year season, it might be well to recall the comfortable feelings we all enjoyed after our various Mess dinners. The Sergeants led off on December 22 with an epicurean repast attended by Group Captain Keens, Wing Commander MacLeod and Flying Officer Holroyde, the dinner being followed by speeches and general good cheer. The same evening the Corporals enjoyed a sumptuous repast, after which good spirits were much in evidence; and, augmented by the voices of several visiting sergeants, the carol singing veritabily made the Mess resound.

Then, too, during the holiday season there occurred the annual visits of the sergeants to the Officers' Mess, and the officers to the sergeants'. Seems that there was much general camaradie in evidence with considerable friendly rivalry over various games—notably a championship billiards match.

And finally came New Year's Day with special dinners in all the Messes—quite a treat for the airmen to find turkey with all the trimmings awaiting them, to say nothing of the bottle of ale provided—which not even the preceding night's celebrations could prevent them from enjoying.

And that pretty well rounded up festivities and celebrations of the holiday season but, nothing daunted, we're at it again under a full head of steam at the regular Saturday night dances, as January got under way. These dances, due largely to the excellence of the T.T.S. Orchestra and the comeliness of our W.D.'s, are extremely popular and bid fair to continue in like vein.

We might well mention, too, the dances held downtown during the week for the benefit of airmen and airwomen of this Station.

If you'd like to give your favourite W.A.A.F. a whirl, stop in at the Y.W.C.A. on Tuesday evening and enjoy the dance there. And by the way, if you're staying in barracks any night—voluntarily or otherwise—don't forget to go

visit "Joe." Yes, Joe Airman we mean, who holds forth nearly every Tuesday, Friday and Saturday nights just before the regular movie, with the latest world and local news as gleaned by your Station Press Club. Yes, and this is one Joe that you won't have to bother about "talking for." He does well enough for everybody.

'Twould be perhaps crass rudeness and neglect to overlook in a column of this nature our New Year's Honours List. In other words, D.R.O. of January 1, 1943, which contained a brave list of personnel of the Station who in one way or another had gained themselves advancement in rank or grouping during the preceding year. The display of new hooks, thirds, crowns, etc., was gratifying, especially to those next in line, who will now take up the cudgel once more with grim hope and determination, bolstered by the belief that no more than another year can go by before they achieve the promised land. And so, what better than that we should wish them all of the best of luck and success for 1943—for, Lord knows, they'll need it!

And in line with the more or less regular pattern of life here at T.T.S., we recall very well that the Station was honoured early in January by the visit of the Inspector-General—Air Vice-Marshal Croil, C.B.E., A.F.C. Everything on the Station was in ship shape order and the presence of the Air Vice-Marshal in the hangars, workshops, school, messes, etc., brought every airman concerned to his most pukka conduct, said airmen being not a little awed by the presence among them of one so near the top of the R.C.A.F.

It has been suggested that we include in this column a few vital statistics re Station personnel; in other words, give you an idea of who has married whom, what families have now become augmented, etc. So we started out bright and early to peruse D.R.O.'s for the past month and found that there have been comparatively few births, and an overwhelming number of marriages. Seems as if great numbers of the personnel of the Station decided the Christmas season was the best in which to join the ranks of the benedicts, so we find it necessary to confine mention of these to three (that we know of) staff marriages. R.A.F. Flt. Sergt. J. A. Fraser of the Maintenance hangar was married to Miss Marjorie Elizabeth Mulligan at St. Thomas on November 26, and seems to be surviving very well. Then Cpl. A. A. MacLeod of the E. & I. School wed Miss Gretha Andersen at Moose Creek, Ont., on December 15, and one of our W.D. corporals, Linda Dellafield, became the betrothed of L.A.C. D. MacIntosh at

(Continued on Page 16)

SPORTS

HOCKEY

Keen interest and enthusiasm is being shown by all the personnel of the R.C. A.F. Technical Training School in the Station's fast-skating entry in the St. Thomas and District Hockey League. The School is certain to be well-represented.



The Hornets, as the T.T.S. Club is called, was regarded as a "dark horse" entry in the loop at the beginning of the

schedule but their 3 to 0 shutout over the London Army aggregation has now caused the railbirds to regard them as potential championship material.

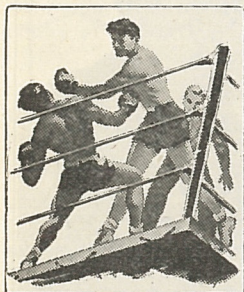
"We have quite a problem selecting our team," pointed out Flt. Lt. J. R. Ruel, officer in charge of Station sports. "Prior to our opening game we only had two practices. More than 60 players turned out for both of those practices and there was quite a scramble for positions on the lineup. The players all looked good at those practises and it was quite a tough job to make the final selections."

Marty Lauder to Coach

Monday night, following the game between Wolverines and Fingal, the Hornets had a gruelling practise at the Granite Arena and the coaching duties were transferred from Flying Officer C. W. Macnab to Corporal Marty Lauder. The former has chosen to don a Hornet uniform rather than act as coach.

BOXING

After two very successful Station Boxing Tournaments held in the Drill Hall, in November and December, the



New Year finds us with plenty of material for our third tournament, which will be held in the Drill Hall on January 28.

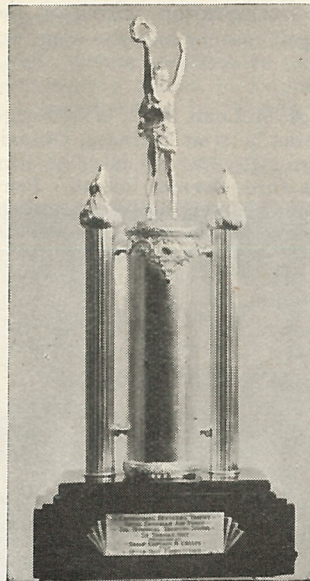
Sgt. Despres, our able coach, who arrived at T.T.S. December last, has had enthusiastic turn-

outs on boxing nights each week. Anyone interested in getting exercise and learning a few tricks in the manly art is invited to be at the Drill Hall, Monday, Tuesday or Wednesday night of each week.

We will miss a few faces on our boxing card on the 28th; A.C.2 Keeler, A.C.2 Maily and A.C.2 May, three of our good boxers for the past tournaments, have graduated; Irvine, of Security Guard, Burns, Laporte and Peisinger are still with us.

Attempts to bring boxing teams from outside Stations have not been success-

COMMANDING OFFICER'S TROPHY



Sports Medallists for the Month of December

BASKETBALL Headquarters

Capt. Nefsky, C. H.	
Pte. Mednick, I.	B30215
L.A.C. Gibbs, F. J.	R103135
L.A.C. Pool, J. W.	R139379
L.A.C. Davis, R. E.	R141200
Cpl. Sellors, G. H.	R160185
Sgt. McFarland, B. B.	R64354
L.A.C. Gillespie, H. H.	R146936

VOLLEYBALL

2 Squadron, 2 Wing

Sgt. Smith, D. H.	R68068
Cpl. Charlton, J. D.	R71858
Cpl. Hodgkiss, J. A.	R84081
A.C.2 Slobodian, A.	R177703
A.C.2 Worobey, M.	R177707
A.C.2 Prymak, M.	R177698

BADMINTON

2 Squadron, 2 Wing

Sgt. Thompson, K. M.	R51893
Cpl. Rea, V.	R75066
Cpl. Stewart, G. R.	R89519
Cpl. Rozinski, W. S.	R130340
Cpl. McCombs, W. H. R.	R145393

ful to date. Many Air Stations have not boxing facilities and wartime gas restrictions prevent travelling teams from a distance making the trip.

Let's dig in, fellows! Make January 28th the best yet. Novices are welcome.

BOXING

BOXING TOURNAMENT

Wednesday, January 28th
Drill Hall

STATION CHATTER AND WING CLATTER

The new year started off with a bang . . . on the receiving end were several N.C.O's who were boosted, among them Sgt. Cam McLean, Drill Master par excellence; Chris Holland, the trainees' mother . . . meanwhile H.Q. is minus Freddie Gibbs (St. Marguerite) and Russ Davis (Over There) . . . this makes a hole in the H.Q. basketball team but Capt. Nefsky, McFarlane, Cpl. Sellors, L.A.C.'s Mednick, Pool and Gillespie carry right on . . . Pool, by the way, is now sparking the Station team to victory . . . other losses to the Station include Don Scott, the bard of 3-1 whose column "News That's Hot, Dished Out by Scott," will be missed . . . also of the same gang Cpl. Len (Peewee) Levy, the versatile mimic whose Hitler always seemed to have the added punch of earnestness . . . these two and several other P.T.I's are on their way over there . . . Cpl. Starling to Hagersville . . . W.O. Chappelle to T.T.S. This ex-wrestler looks like a real he-man . . . the Orderly Room of 2S1W never ceases to be shuffled about. Latest lineup shows Sgt. Bayliss at the helm with Cpl. Marrs, Powers and Laskin doing the shouting and A.C.1 Moores as Joe. Their new C.O., Flt./Lt. Junor, has promised to lift the Squadron from three successive seconds in the C.O's dinnerware to one first . . . It seems that Cpl. Laskin started to blow the bugle for reveille recently . . . everyone complained of the racket; but when several airmen were caught abed post-rev. one morning, the moan was that they hadn't heard the bugle . . . my, my . . . Cpl. Jorgenson gives the following . . . a famous biologist having unsuccessfully tried to teach a monkey to play ball, decided at last to leave the creature alone in the room with the ball and bat. He closed the door and waited a few minutes. Then, very quietly he stooped and peered through the key-hole . . . he found himself staring into an intent brown eye . . . Sgt. Winnett is back on the job after a sojourn in the pill house, and Sgt. Jacobson has taken his bed . . . 3 & 2 are boasting a pretty fair bunch of badmintoners this month with A.C. McGregor and Cpl. Tammaro doing a nice job . . . Sgt. Brown has joined the Book of the Month Club as of January. He expects an "A" book as of each month . . . this is to be used strictly for Galt week-ends . . . Then there was the story told by Bert Scammel, the F/Sgt. in charge of Stores, the other day . . . "I complained because I had no shoes until I saw a man with no feet" . . . Overheard in the "&" corridor the other day: "With Costen here, the Squadron practically runs itself" . . . One and all will generally miss around the Hospital "Old" McCearchren, who has parted from us at the request of D.A.P.S. . . . on the other hand N/S M. Stapleford has returned . . . 2 & 2, the perennial trophy winners, have said good-bye to A.C. Bloomfield and A.C.2 Which . . . Things around the Station Hospital look in pretty fine shape after Sgt. Jenkins, Cpl. Logan and L.A.W. Clauson got busy with the coloured paper this Christmas . . . Sgt. Charlie Heath, the one-time R.A.F. and Canadian Airways Engineer, was omnipresent on New Year's Eve . . . his famous line was quoted again and again . . . you know the one . . . "Peace on You."

No.1 WING

Sqn. LDR. W. G. COOKE



Sqn. Ldr. W. G. Cooke was born in London, England, some time during the last decade of the last century — just when he won't tell. He enlisted as a private in the Imperial Army in 1914, trained in England, and sailed for Gallipoli, in the Eastern Mediterranean, in May 1915, landing on Cape Helles a month later. Between June and October of 1915 he saw action at Cape Helles, Anzac and Suvla Bay. In October 1915 he was invalided to Egypt and on recovery served in Egypt and took part in the Palestine campaign in 1917.

Becoming fed up with being a foot slugger, he decided to try the Royal Flying Corps and transferred in November 1917, serving in the Royal Flying Corps and the R.A.F. with the rank of Lieutenant until demobilization in April 1919.

Sqn. Ldr. Cooke came to Canada in 1920 and settled in Montreal, where he went into business. In 1932 he decided to again enjoy the delights of flying, so commenced private flying at the Montreal Light Aeroplane Club until the opening of hostilities in the present war. He rejoined the Service in May 1940, serving as Recruiting Officer in Moncton, Montreal and Windsor until January 1941. In February 1941 Sqn. Ldr. Cooke came to the Technical Training School and has remained here ever since. Hobbies: Flying and music.

Flt. Sgt. Defalque, C. E. J., Wing Orderly Sergeant, was born in Ottawa in October 1919. He was educated at the LaSalle Academy and Technical School. He enlisted in the permanent Air Force the 15th February, 1939, and has since served at Camp Borden, A.F.H.Q.; Dartmouth; Debert; "Y" Depot; Trenton; Manning Depot, Toronto; Rockcliffe; Sea Island, and T.T.S. He is married and has one child. Hobbies: Hockey and baseball.

A Jap spy was sent over to this country to investigate internal conditions and report particularly on national morale. He reported right back:

"Conditions in the United States are very bad. People are apparently about to starve for, every time two people meet, one says to the other 'What's cookin'?"

F.O. G. F. Greening, Adjutant of No. 1 Wing, was born in Hamilton, Ont., about 35 years ago and received his education in Hamilton and Ridley College, St. Catharines, Ont. Previous to enlisting with the R.C.A.F. in July 1941, F.O. Greening was engaged in theatrical production in the City of New York. He has served at Trenton, Jarvis, University of Western Ontario, No. 1 Manning Depot, Toronto, coming to T.T.S. three months ago.

His off-the-Station activities include riding, golf, skiing and shooting, with a little bit of cricket added for good measure.

Flt. Sgt. McLean, A. C., Wing Sergeant-Major, was born at Durham, Ontario, 35 years ago. He was educated at Durham and Stratford Normal School. Previous to enlisting, he was actively employed in the teaching profession. He enlisted in July, 1941, and after receiving his initial training at No. 1 Manning Depot, took the disciplinarian course of instruction at Guelph and Fingal, being posted to T.T.S. in December of 1941.

WING ADJUTANT



Sgt. Pudwell, A.D.D., N.C.O. i/c Wing Orderly Room, was born in Kent, England, 30 years ago. He was educated at King's School, Canterbury; Trinity College of Music in London, England. He came to Canada in 1930 and upon completing his studies at the University of Saskatchewan, engaged in High School teaching and Church Music. He enlisted in 1941 and was posted direct to T.T.S., St. Thomas. He is secretary and star bowler for the Station Cricket Team. Hobbies: Cricket, Choirs and his two children.

A.W.I. Reich hails from Saskatchewan. Previous to her enlistment she was employed as a nurse attendant at the Mental Hospital, Weyburn. Hobbies: Sports and reading.

A.W.I. Cowley also comes from Saskatchewan. Last July, on completion of her business course, she enlisted in the R.C.A.F. (W.D.) and her first posting was to T.T.S. Hobbies: Reading and Amateur Acting.

Miss B. Ernst was born in Lunenburg, N.S., coming to London while still very young. She received her education in London and two years ago she came to T.T.S. to take charge of the Records Office of 1 Wing. Hobbies: Music and Sports.

A.W.I. Tripp, another Westerner, was born in Saskatchewan. She attended business college in Winnipeg and previous to her enlistment was employed in the Assessment Commission, Regina. Hobbies: Music, dancing and dogs.

A.C.1: "I hear Robinson is back in the hospital."

A.C.2: "Yeah, he took a sudden turn for the nurse."

WING ORDERLY ROOM STAFF



No. 2 WING

SQN. LDR. H. F. LEA



Squadron Leader H. F. Lea, O.C., 2 Wing. Born in England. Was visiting Canada in the summer of 1914 when World War No. 1 broke out. Too young to enlist in 1914, enlisted in January, 1915, with the 10th C.M.R.'s. Went overseas and served a short time on the staff of Canadian Headquarters at Shorncliffe. Was shortly commissioned in the 10th Loyal North Regiment, serving in France as Platoon Commander. Later transferred to the R.A.F. and served with the No. 13 Squadron in Northern France, putting in a further year after the Armistice at Aldergrove Aerodrome in Northern Ireland. In civilian life specialized in direct mail advertising. Interested in Airforce and militia actively since 1920. Served a term with the R.N.W.M.P. and was one of the original slate officers of the Essex Regiment (Tank) at Windsor, Ontario. Called to active service at the outbreak of present war with the 1st Hussars, London, Ontario; transferring to R.C.A.F. in May, 1940, spending a short time at Manning Depot, Toronto, a few months at No. 4 Training Command Headquarters, Regina, and over a year at No. 2 Training Command Headquarters, Winnipeg, arriving at T.T.S. April, 1942.

Cpl. Groff was born in Beamsville, Ont. Enlisted in the last war when 16 years of age, went overseas with the 7th Canadian Mounted Rifles, transferred to the Royal Flying Corps and 123rd Squadron, R.A.F., which later became No. 2 Canadian Bomber Squadron. Also served under Air Commodore Leckie, who was the Officer Commanding of No. 1 Canadian Wing. While overseas Cpl. Groff was one of 12 men picked from 1,200 men as Observer Gunners by Col. Bishop. Was discharged in April 1920. He is a member of the Royal Air Forces Association, Branch No. 40, Toronto. Cpl. Groff joined this war on the 29th of January, 1940, and has been on this Station as Equipment Assistant since the first Entry graduated. His youngest brother trained at T.T.S. and was one of the original A.F.M (MR) and Y.T.S. boys. His hobbies are hockey and baseball.

F.O. Reynolds was born in Middlesex, London, England, came to Canada several years ago. Had a brother killed at Cambria, France, in the last war. Was employed by the Circle Bar Knitting Company Limited, Kincardine, Ont., as assistant superintendent. Spent 27 years working with the Boy Scouts Association. Awarded the George V Medal. Is a Past Master of the Masonic Lodge. His hobby is collecting stamps and among his most prized possessions is a first day cover carried by the ill-fated Samoan Clipper. Has done some radio speaking during the second last Victory Loan. Attended Boarding School in England and finished his education in Canada.

Flt. Sgt. Morrison was born at Murray Mines, Ontario. He served for four years during the last war with the 52nd Infantry Battalion, enlisted as a private and at the conclusion was a sergeant-major. While in France, 300 N.C.O's were chosen to start the Canadian Becks Hill Cadet Training School, and out of this number 13 were selected, of which Flt. Sgt. Morrison was one. He arrived at T.T.S. in October 1940 as a corporal in the R.C.A.F. Three of his sons are overseas with the army and he hopes to get over there to join them. His hobbies were long distance walking and running.

WING ADJUTANT



Flt. Sgt. Bureau was born in Montreal, attended Garnier and St. Stanislas High School, and had one year at Montreal Technical School. Went to work for the National Breweries Ltd., Montreal, as a clerk. Six months later was promoted to Head Draughtsman of the Company. At night took three years at Draughting and Engineering from a professor of McGill University. In 1937 joined the R.C.A.F. non-permanent force, 118th Bomber Squadron, went to Camp Borden in 1938 for summer training and to Trenton in 1939. Both years the 118th Squadron won the trophy—all Squadrons of the Dominion competing. Was called up in September 1940, sent to Rockcliffe, where the 115th Squadron, Montreal; 110th Squadron, Toronto, and the 2nd Army Co-operation of New Brunswick formed the 110th Army Co-operation Squadron, which was the first one to go overseas. Withdrawn from draft to be one of the advanced party sent to open the Technical Training School and has been here ever since. Was the table tennis champion at Montreal inter-college competition in 1930. He plays tennis, badminton and bowling. Favourite sports are hunting and fishing.

(Continued on Page 12)

WING ORDERLY ROOM STAFF



Buy War Savings Stamps!

T. T. S. Boasts Smart Recreation Hall



Sgt. S. Beard, F.O. S. Sedgewick, F.O. G. Wilson, Miss O. Hewson, Mrs. M. East, F.Lt. W. Caylay, L.A.C. Breault, B. L.

Many of us have been struck by the prominence of the Recreation Hall as a setting for much of our entertainment doings, and you know from personal experience that the dear old Ice House or Blue Room—as we affectionately know it—plays a very important part in our

life here. Otherwise, however would we meet that particular W.D. who caught our eye in the corridor? Or, looking at it from the other side, what better surroundings could any woman ask as a background for her sirenish charms than the blue draped and upholstered comfort

of the Recreation Hall?

Yes, I should say that the old Ice House is one of the most erudite places on the Station as far as the more aesthetic side of our nature is concerned. Certainly it is the spot that will probably linger most pleasantly in our memories. Who knows just how many romances—transient or otherwise—began over a cup of coffee or a drink from the popular refreshment bar, enjoyed in the comfort of a deep leather chesterfield? Or, I wonder just how many letters the wives, mothers or sweethearts would receive from their loved ones if the congenial atmosphere and writing conveniences of the Blue Room were not a constant aid in making letter writing a pleasant task. And we can all appreciate the value of the special study room provided, in which, if we really want to “cram,” we can be isolated from the noise and chatter of the throng.

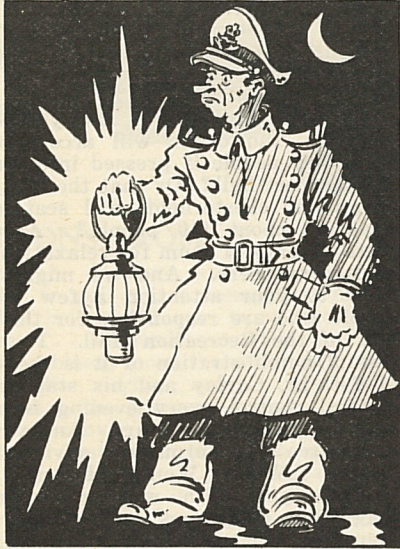
Then, you'll be indeed a stranger to the pleasanter things of life here if you haven't attended at least one of the Saturday night dances in the Recreation Hall. I know that I can't tell you anything about the good time you had if you've already attended, but, did you ever stop to wonder just what made the Blue Room dances so grand? Reasons of course will vary with individuals, but there are certain basic facts which always contribute to general enjoyment. You have a beautiful room, a good floor, and a most excellent orchestra, to begin with. Then, you'll never find the dance too overly crowded, as it is limited to one squadron each week, and they all take turns. And, of course—the most essential—there are always lots of attractive partners. These are the girl friends you yourselves bring, the W.D.

(Continued on Page 12)



LAUGHS

FROM T.T.S.



THIS ISN'T A BLACKOUT - IT'S A SQUADRON O.C. ON P.T. PARADE.



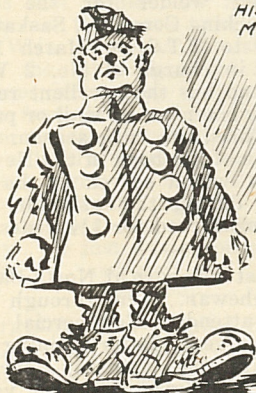
Flt. Lt. Boyes has been posted to new and more responsible duties overseas. During the past period of time he has been a valuable contributor to the Aircraftman. His cartoons depicting the humorous side of Station life have livened many a page in this magazine. As a reminder to our readers and as a tribute to his talent we include in this issue a number of Flt. Lt. Boyes' cartoons.



HIS NOT TO REASON WHY - HIS BUT TO DO OR DIE.



NO NEED FOR WORRY. HAIR CUTS. THE MENACE - HIS WAVY LOCKS MUST BE SHORN. THE PROPER TRIM.



HOW YOUR BUTTONS AND SHOES FELT - THAT MORNING ON PARADE - WHEN YOU DIDN'T SHINE THEM.



THE PERFECT FIT.

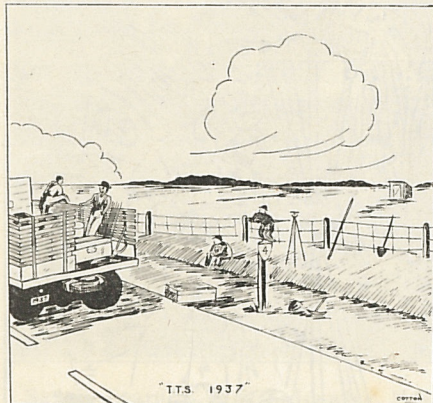
W.L. Dubois

STATION HISTORY . . .

For the first time since its inception, on 15th July, 1940, "The Aircraftman" dons new clothes!

It seems pertinent in this issue to include some facts about our Station.

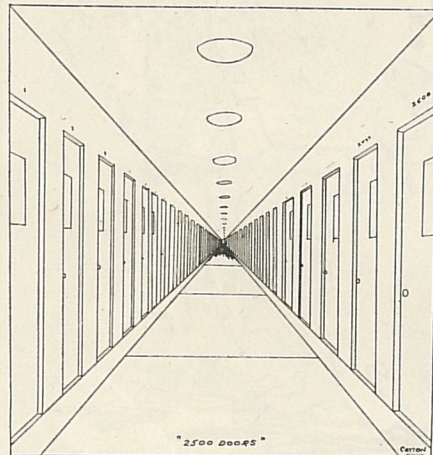
On the morning of August 6, 1937, a heavily loaded truck pulled up at the side of the road on No. 4 Highway. From it emerged workmen with picks and shovels. By noon a small hut had been erected, the first field office of a giant building project. Within a short space of time, excavation had commenced in preparation for what is now No. 1 Squadron, No. 1 Wing, of the Royal Canadian Air Force Technical Training School.



A short time later the dining hall appeared, followed by No. 1 Wing Headquarters Offices. The Power House, Administration Building and Hospital were constructed in 1938. These buildings, impressive in their vastness, were constructed of limestone brought from Queenston Quarries, near Niagara Falls.

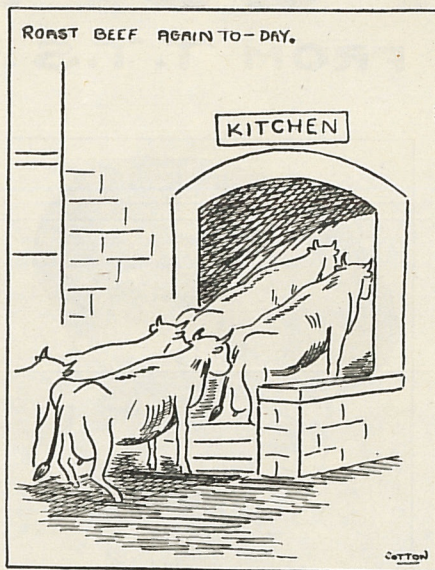
On November 1st, 1939, the Ontario Government loaned the buildings to the Department of National Defence for the duration of the war. On December 4 the first group of airmen arrived at St. Thomas for training in technical trades. From this point on, buildings were added until today its component parts are a great tribute to man's skill and toil.

This project covers 487 acres. Ten minutes are required to walk the length of its frontage on the highway and two hours to pass through its corridors. There are 2,500 doors.



The kitchen is one of the finest of its kind in the Dominion. It is said that a large herd of cattle is disposed of each

day and that fifteen thousand doughnuts are made at one time.



From the viewpoint of achievement, the Station's greatest contribution has been the steady flow of trained technicians who have graduated to augment the strength of our striking force. In November, 1941, the ten thousandth trainee graduated. In November, 1942, the twenty thousandth trainee graduated. Striking indeed has been the achievement wrought, but there are greater tasks ahead. A constant challenge beckons us on until the last vestige of tyranny becomes part of the historic past.

RECREATION HALL

(Continued from Page 10)

girls, civilian girl clerks and girls invited through the Y.W.C.A. Ah yes,—and if

No. 2 WING

(Continued from Page 9)

Sgt. Bradley was born in Toronto, attended Jessie Ketchum School and Central Technical and Commercial. Enlisted in Toronto, went to Manning Pool and came to T.T.S. in February 1941. His chief hobby is playing softball, and he pitched on the following championship teams in Ontario: Mitchell Clothes, Rhinehart Breweries and Arlington, and is now a pitcher for the Station team.

Mrs. Daniel was born in Appin, Ont., received her Senior Matriculation at Glencoe High School, took commercial course at H. B. Beal Technical and Commercial School, London. Her husband is overseas with the R.C.A.F., Aero-Engine Mechanic, having received his training at T.T.S. They were recently married on the Station prior to her husband going overseas. Came to T.T.S. in March 1941, and has been in charge of No. 2 Wing Documents since that time. Cooking is her outstanding hobby and did cooking for two years in the Mental Hospital at London. Softball is another hobby, and she played on the Glencoe girls' championship team.

you'll excuse such a mundane topic, there's always a very attractive lunch provided, too. All of which, together with the occasional presence of the C.O. and officers of the squadron concerned, makes for a very complete evening.

By the way, there's a new wrinkle in this dance line coming along. Seems that the latest addition to the Recreational Hall bill-of-fare is a program of technical Section dances. Should prove a success, too, and contribute to the general amusement of everyone present. I'm sure you can just picture certain of your instructors executing risqué conga steps or really jivin' around with a willowy blonde—mm! mm!

Well, that should give you a fair picture of the summary purpose of our Recreation Hall at T. T. S., but how about some statistics? Did you know that the Auditorium will accommodate about 500 people if pressed into service as a concert hall? Or that the lounging chairs and chesterfields will seat, comfortably, about 110 people? Ah yes, there's plenty of room for relaxation and enjoyment there. And we might just draw to your attention a few of the people who are responsible for the success of the Recreation Hall. The successful administration of it is the work of Flt. Lt. Cayley and his staff, while general control every evening is exercised by genial Sgt. Beard. And a regular source of information, advice, help, etc., is Y.W.C.A. Woman Hostess. She supplies you with writing materials, magazines, telephones in your telegrams, helps you in regard to train and bus schedules, and aids married airmen in obtaining quarters for their wives and families.

So there you have it, a more or less conventional picture of your Recreation Hall. We hope it will continue to provide you with pleasant diversion for your leisure hours. It's yours to use, so become a regular visitor—you'll soon realize that it always makes you completely "at home."

Cpl. Newton was born in Clare, Suffolk, England; came to Canada in 1923. Attended Clare, Suffolk, High School; took welding course there also. Before joining the Air Force in January 1940, he was chief welder for the Case Threshing Machine Company, Saskatoon, Sask. Came to T.T.S. in March 1941, where he is in charge of No. 2 Wing Post Office, and has the excellent record of not losing one piece of mail or parcel during the Christmas rush season. Cpl. Newton is one of six boys in the Newton family, all of whom served in the Imperial Army during the last war, Cpl. Newton having served for 1½ years.

Cpl. Boggust was born at North Battleford, Saskatchewan. Went through high school and attended Commercial Collegiate for one year. Before joining was employed with the Attorney-General's Department at Regina for two years. Came to the Station as A.W.2 in September 1942. Hobbies are horseback riding, skating and softball.

(Continued on Page 16)



RIBBONS FROM W.D. HAIR

Ah me, January and eleven more months to go! . . . it seems that A.W.1 Cowley is one of our more energetic typists . . . so much so that she received a bloody nose the other day, just putting the machine away . . . we still think that the girls who remained on the Station over Christmas had the better time. Just think, there was only one man for each girl . . . speaking of boy-girl combinations, it seems there has been some twooing going on—A.W. Kerner to L.A.C. Halliday of the Port Huron Hallidays, and Cpl. Linda Dellafield, the pride of the operating room, to L.A.C. Don McIntosh, a former bandsman, who now aspires to wings, and anything else that goes with matrimony . . . a W.D. who missed her Christmas train at Cornwall claims she had to sit in the baggage car with a load of fish . . . such an attitude towards men . . . The W.D. had a very successful Christmas party on December 20th . . . songs, dances and gossip, gals . . . and A.W. Clauson as Santa . . . apparently an equally successful party was had Christmas Day . . . we can't understand the new style in short ties . . . just had a very interesting letter from one of our former pals. She has just been married out West . . . seems she was married by a Captain, given away by a Colonel and had a Major as a witness . . . but, of course, these Army men are so irrepressible . . . seems that Winnie, the Station mascot, is also of the same type . . . got into the W.D. Hospital Assistant lecture room the other day and four of our heroines jumped up on the table to get away from him . . . finally one of the braver led the "brute" outside . . . That was a lovely sleighing party the girls had the night of the twelfth . . . snow, cocoa, horses and laughs . . . it doesn't take an awful lot to make these girls happy . . . just snow, cocoa, horses and laughs . . . and men.

Sergeant: "I'm groping for words."

Lady Friend: "Well, you don't expect to find them around my neck, do you?"

I never change into fine pitch for taking off and landing, says the trainee. Think of the wear and tear on the quadrant.

DAISY, THE W.D.'S DIARY

- 6.30—Up smiling and happy; well that's what the recruiting poster said. If the officer who signed me up could see the staggering procession of kimonoed, hair-curlered figures proceeding down the hall! Although recently they have brightened up a little.
- 7.30—Breakfast—to quote an old poem: Meekly wait, and murmur not. Morning Parade: Liza came down again with her uniform over her pyjamas. The Sergeant looked at her suspiciously, but I guess thought she was only putting on a little weight. Kowala wants to know why we can't paint on our stockings like the civvies do.
- 8.00—The office is hot as the devil already. I'll just have time to get fixed up before the Sergeant comes in. He (the Sergeant is a him, and very nice) usually breezes in around 8.30, and everything is quiet until he sees the work stacked in his basket. Then he sighs, mutters something about Hitler and starts throwing papers my way. From my chair I can see everybody going down the hall. Jim just went by. He's being posted to an aircrew station. Going to be a little lonesome without him.
- 9.45—Clothing Parade. I thought I'd like a new pair of gloves. Apparently you have to wear out your old ones first. Too bad. I shopped around in the clothing stores for a while but didn't see anything I liked. The Corporal was almost as impertinent as some of the salesgirls. Hmph!
- 10.15—You get so you can tell people by their walk. The O.C. just came down the hall and you should have seen all the girls break away from the new Vogue we have in the office. Oh my, how I'd like to be able to splurge on a dress or something. Still Jim said I looked pretty smart in my tunic last night. And I guess if blue is good enough for him it is good enough for me.
- 11.30—Lunch—roast beef, vegetables, and cream pie. My, I must watch my waistline.

- 16.30—Gosh, the day is starting to drag. Some boy was just in the office looking for an internal Vulture. Can't decide what to do tonight: "Y" dance, Press Club, Jim, or sleep. Always seems to be something doing.
- 17.00—Well, supper. I'll finish this page tomorrow.

WOMEN WITH WINGS

We salute you young Canadians
Who have left behind the things
That made a home girl happy,
And donned your "blues" and "wings."

There's a lot that you'll be missing
In the troubled days to come,
And we'll need you there to help us
Put the Heinies on the run.

A newer history chapter
Has been made by those like you;
I can think of nothing finer
Than our fighting girls in blue.

We're all in this together,
Where noise of battle rings,
And we're proud to have you with us—
We salute the girls with wings!
—TPR. WENTLAND, H. (M8491E),
"A" Squadron,
29th Canadian Armed Regiment,
Debert Camp, Debert, N.S.

**FOR EVERY AIRWOMAN
(With Apologies)**

This I pledge as an Airwoman: to hold to a course that is true,
Giving my best to the school and to every one of the crew,
Sharing their luck and laughter when days are sunny and glad,
Lending a helping hand to them whenever the flying is bad;
To venture forth with an eager heart, leaving the safest land;
Sure of new countries to explore, new knowledge to understand;
Tall ships set for a beacon that throws out a steady light,
Offering honest friendliness to planes that pass in the night;
To serve an Airwoman's apprenticeship with truth and loyalty,
Fired with a call of adventure and timeless love to be free.

When God handed out brains,
I thought he said trains,
And I missed mine.

When he handed out looks,
I thought he said books,
And I didn't want any.

When God handed out noses,
I thought he said roses,
And I said give me a nice big red one.

When he handed out ears,
I thought he said beers,
And I asked for nice long ones.

When he handed out legs,
I thought he said kegs,
And I asked for big fat ones.

Boy! Am I a mess!

A man called the lunatic asylum and asked if they were missing a male inmate. After a check-over, the warden said, "No, why do you ask?"
"Well," said the man, "someone has just run off with my wife."

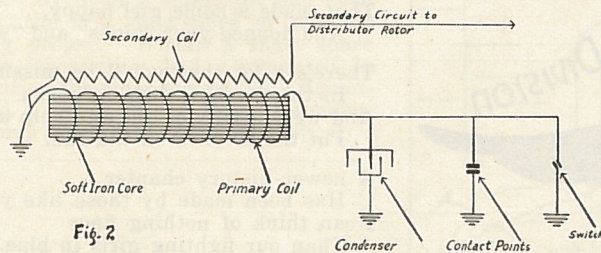
« TECHNICAL TOPICS »

AERO ENGINE IGNITION SYSTEMS

By SGT. L. J. SORRENTE

(Continued from December Aircraftman)

Diagrammatic Electric Wiring Diagram of High Tension Magneto



The varying flux of the soft iron core caused by the rotating magnet (magnetic induction) will produce an e.m.f. in the primary circuit (electromagnetic induction), when the contact points are closed. The contact points are opened by a cam when the magnet is in approximately the minimum flux position (maximum current in the primary circuit). The opening of the contact points causes the collapse of the primary circuit and the induction of a current into the secondary circuit (mutual induction). The secondary windings are more numerous than the primary and therefore the current produced in the secondary will have a high voltage. The secondary coil will have approximately 60 times the number of windings that the primary has, i.e., primary 200 turns, secondary 12,000 turns. The e.m.f. produced in the secondary circuit is delivered to the rotor of the distributor and from the leading brush of the rotor to the segments of the distributor cover, through the high tension wires to the respective spark plugs and across the spark gap of the plugs to ground.

The opening of the contact points and the sudden collapse of the primary circuit will cause the current in the primary to build up (self induction) and tend to cause arcing at the points due to the high induced voltage. This action is overcome by the condenser, as the plates of tin foil in the condenser are able to absorb the excessive voltage. A further action of the condenser is to reverse the direction of current flow when the e.m.f. in the condenser exceeds the e.m.f. in the primary coil (electrostatic induction). This will assist in the collapse of the primary circuit and the magnetic flux in the soft iron core and prepare the magneto for the following spark.

The switch shown in Fig. 2 is called the earthing or grounding switch. By closing the switch the primary circuit will not be broken when the contact points open, there will be no sudden collapse of the primary circuit and no e.m.f. will be produced in the secondary circuit, thus rendering the magneto inoperative. This switch is used for stopping the engine.

Basically, all magnetos will operate as explained in the preceding paragraphs. The main difference between magnetos is the manner in which the flux is transferred from the permanent magnets to the soft iron core of the armature.

Secondary Condenser

On magnetos used on large aero engines, i.e., 14-cylinder or larger, the speed at which the magneto must deliver sparks does not allow sufficient time for the collapse of the secondary circuit before the succeeding spark is to be produced. If the secondary circuit does not complete its collapse it will tend to induce a current in the primary which will be in the opposite direction to which the build-up of the following spark should be. This will decrease the intensity of the following primary e.m.f. Therefore, on this type of magneto there is a tendency for alternate sparks to be

weak. To overcome this difficulty a condenser is installed in series in the secondary circuit. The action of the secondary condenser is such that it will hasten the collapse of the secondary circuit and eliminate the conflicting forces previously encountered. The summing up of the operation of the secondary condenser is this: it will hasten the collapse of the secondary, allowing a greater build-up of the subsequent primary and consequently the secondary spark produced will be stronger.

Provisions for Starting

At low speeds of the engine encountered in starting the speed at which the main magneto is being turned will not produce a strong enough spark to start the engine. It is therefore necessary to provide some other means of producing a strong enough spark for starting. There are three systems that are in use in the modern aero engine, namely—

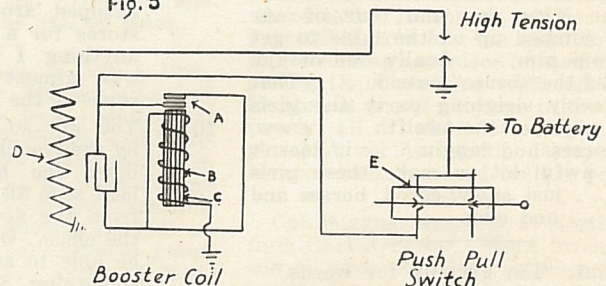
1. Impulse coupling.
2. Hand turning magneto.
3. Battery operated booster coil.

Impulse Coupling is attached between the drive shaft of the magneto and the magneto drive attachment on the engine. When the engine is being turned over slowly during starting a dog in the coupling catches on the stationary housing of the coupling (attached to the magneto) which will not allow the magneto shaft to rotate until the engine has reached top dead centre (about 35 degrees later than the normal firing point of the magneto). When the engine reaches top dead centre the dog is pulled down and the coupling will be turned by spring tension, up to its normal position. The sudden turning of the magneto will produce a strong spark and the spark will be delivered to the cylinder when the engine is at top dead centre. This will prevent backfiring of the engine. When the engine starts the speed of the drive will throw the dog into such a position that it will not catch on the housing and the magneto will operate in the normal manner.

Hand Turning Magneto generally consists of a rotating armature magneto that is turned by hand or attached to the hand turning or electric starter in such a way that when the engine is being turned over for a start the hand turning magneto will produce a spark strong enough to fire the mixture in the cylinders. The secondary spark produced by the booster mag. is passed through a shielded lead from the booster mag. to the rotor of the main mag. The spark is delivered from the trailing brush of the rotor which will deliver the spark to the cylinder concerned at approximately top dead centre.

Battery Operated Booster Coil

Fig. 3



The push pull switch in Fig. 3 operates the electric starter and the battery operated booster coil. Closing the switch connects the primary coil of the booster to the e.m.f. supplied from the battery. The e.m.f. flowing

through the primary coil will cause a concentrated magnetic field in the soft iron core (C). The magnetic field in core will draw down the lower contact point (A) and break the primary circuit. The sudden collapse of the primary and magnetic field will cause an induced e.m.f. to be built up in the secondary. As soon as the primary collapses and the magnetic field has lowered, the lower contact will again close (spring loaded) completing the primary again and the above procedure again takes place. The action of the booster coil then is to deliver an intermittent high tension spark. The spark is delivered to the spark plugs in the same manner as with the hand turning magneto.

Operation of Battery Ignition System

In order to have a strong spark delivery by a battery ignition system, the voltage supplied by the battery must be maintained at the specified value. The battery is kept fully charged by a generator driven by

the engine and the output of the generator is controlled by a voltage regulator. When the switch is closed the current from the battery will flow through the primary coil, through the contact points to ground. This current will produce a concentrated field in the primary and soft iron core. The contact points will open at the correct time that the spark is required in the cylinder. The opening of the contact points will cause a sudden collapse of the field and an e.m.f. will be induced in the secondary circuit (mutual induction). This high voltage current will be delivered via the rotor, distributor cap and high tension leads to the correct spark plug at the required time. The cam operating the contacts will have the same number of lobes as the engine has cylinders. The cam will be driven at one-half engine speed, thus producing the correct number of sparks to operate the engine. The operation of the condenser is similar to the operation of the condenser in the magneto.

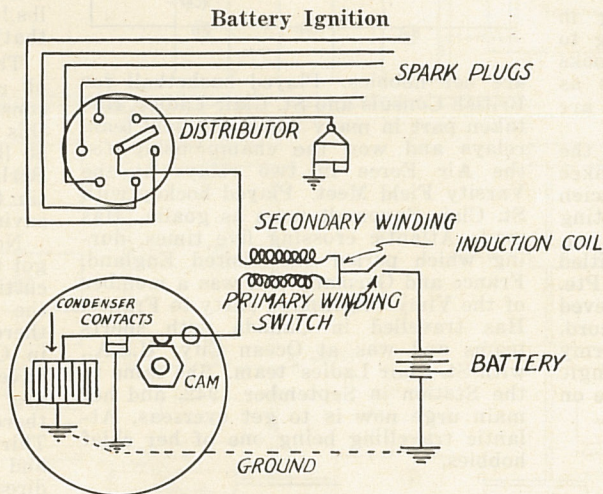
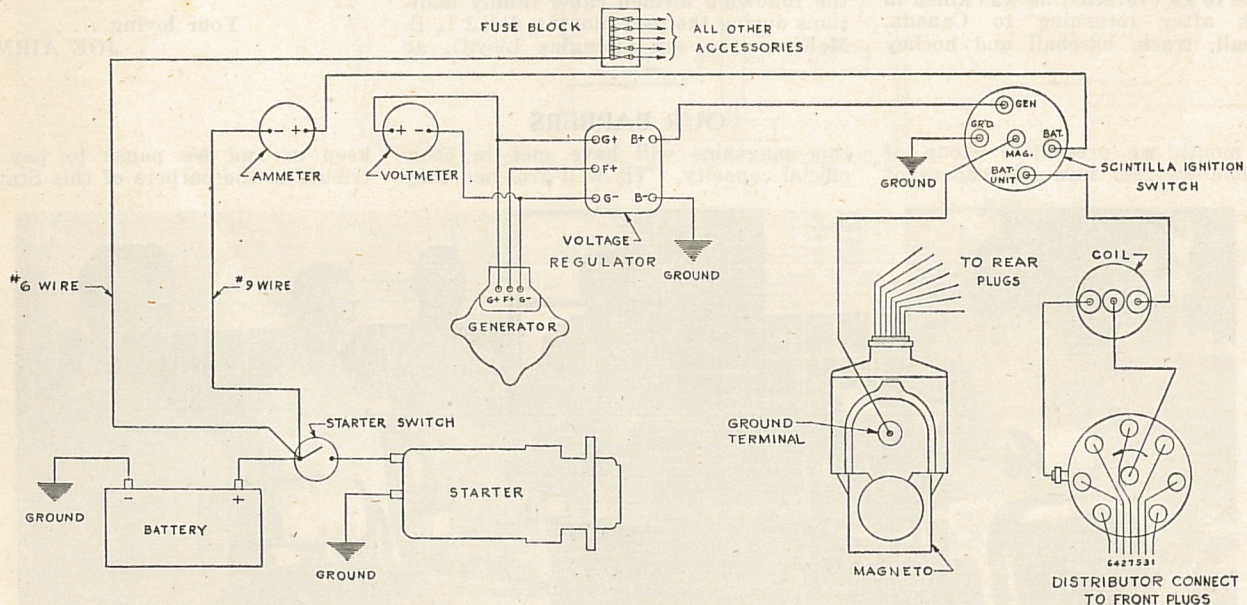


FIG. 4

* * *



NOTES:-
 FOR RADIO INSTALLATION ALL WIRING MUST BE PROPERLY SHIELDED AND ALL SHIELDING MUST BE COMPLETELY AND PROPERLY GROUNDED.
 ALL PRIMARY WIRING WHETHER PLAIN OR RADIO SHIELDED MUST BE #14 EXCEPT AS NOTED.

MAGNETO-BATTERY IGNITION SYSTEM
 WIRING DIAGRAM FOR SINGLE ENGINE
 INSTALLATIONS

JACOBS AIRCRAFT ENGINE CO.
 POTTSTOWN, PENNA., U.S.A.
 MODEL L-4MB
 MODEL L-5MB
 MODEL L-6MB

LIBRARY

Clifton Fadiman, of radio and magazine fame, gives us an excellent thought for our reading use. He says: "Try walking through books for a change instead of rushing through them in high. You won't get there so fast, but you will see things you never noticed before, and you'll get a sense—a novel, fresh, healthy sense—of personal achievement." How many of us do just that? Everything has been so speeded up that even in our reading, instead of doing it for enjoyment, we hurry through a book and merely skim the surface of its contents. Also through lack of patience or sheer laziness there are some who would read the condensed version of a book in a magazine with the idea that they have read the book. Slow down and enjoy your next reading material.

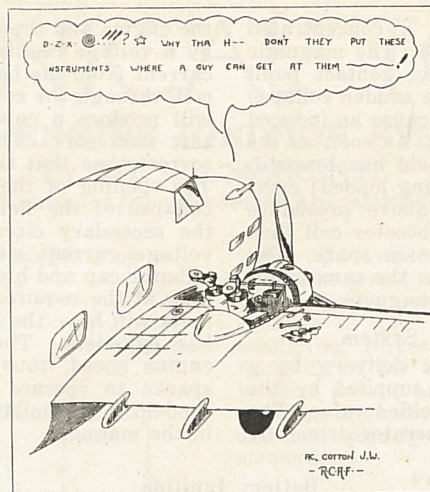
The technical books are coming in now and the shelves are beginning to look comfortably stocked. The books are being used, too, by instructors as well as trainees. Still more of them are forthcoming.

There is a very good story in the January Reader's Digest called "Yankee Machine Shop in the Bush," by Lucien Hubbard. It reveals some interesting facts. From the same magazine we enjoy the series they are running, entitled "Tall Tales the Service Men Spin." Pte. Lester H. Markel tells what is believed to be the shortest tall tale on record. "It was pay day night in our army camp of 40,000 men—and not a single crap game was to be found anywhere on the post."

No. 2 WING

(Continued from Page 12)

A.W.1 Carless was born in Toronto, attended Runnymede Collegiate. Her father was in the last war. Her young brother, fighter pilot, was among the first nine to go overseas; he was killed in a crash after returning to Canada. Basketball, track, baseball and hockey



are her hobbies. Played basketball for British Consuls and St. Clair Ladies. Has taken part in many track and field team relays and won the championship for the Air Force in two relays at the Varsity Field Meet. Played hockey with St. Clair Soyomalt team as goalie. Has made Atlantic crossing five times, during which period she visited England, France and Germany and was a member of the Vimy Pilgrimage party to France. Has travelled in Canada with sports teams and was at Ocean City, U.S.A., with St. Clair Ladies' team. She came to the Station in September 1942, and her main urge now is to get overseas, Atlantic travelling being one of her chief hobbies.

AMONG THE SQUADRONS

(Continued from Page 6)

Kitchener, Ont., on or about December 24, we believe. And to the households of the following airmen came family additions during the past month: A.C.2 L. B. McKinnon, a son (Douglas Lloyd), at

Regina on December 1.; Cpl. E. Ringuette, a daughter (Marie Noella Judy), at St. Thomas on December 7; A.C.2 E. H. Blair, a daughter (Diane Christine), at Vancouver on December 12; Flt. Sgt. C. Godfrey, a son (Mark), at St. Thomas on January 6.

JOE AIRMAN

(Continued from Page 3)

and cardboard saved amounted to 4,455 lbs.

You'd never imagine how so many "tee-totallers," as they declare themselves down at the newest "girl friend's" house, could down enough beer in one month to collect 390 lbs. of bottle caps (beer and other drinks). That was last month's total.

Glass bottles all in all came to 3,805 lbs.! A dry bunch, you say Maw, and that's true. Especially on pay night.

Thoughtful shavers here saved 100 lbs. of collapsable tubes last month. That constituted a record, we hope, to break this month too. Rags saved amounted to 50 lbs., and by way of more bombs for Berlin, we stocked up exactly 175 lbs. of tin foil in the month past. Not a bad savings record, eh Maw?

Now that I'm old enough to shave I've got to be careful. Not only must I avoid cutting myself but also avoid throwing the blades away. Somebody says that there are 9,000,000 razor blades wasted in Canada per year. Down here they have little cans to put them in when you are through. One day in Headquarters there was no can. The call went out. Thirteen flight sergeants, four sergeants and one L.A.C. appeared from different directions carrying the needed receptacles. I guess they want to get this war over and get home.

Please write again soon, and next time I may be able to tell you something about how we behave off the Station.

Your loving . . .

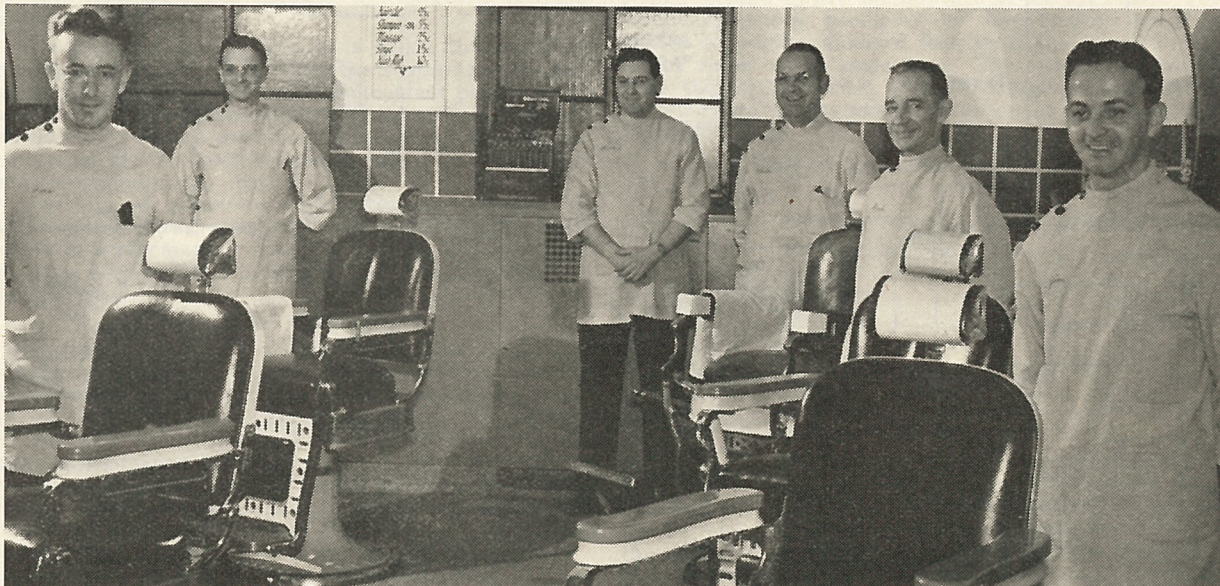
JOE AIRMAN.

OUR BARBERS

This month we present a group of men whom we feel sure all readers of

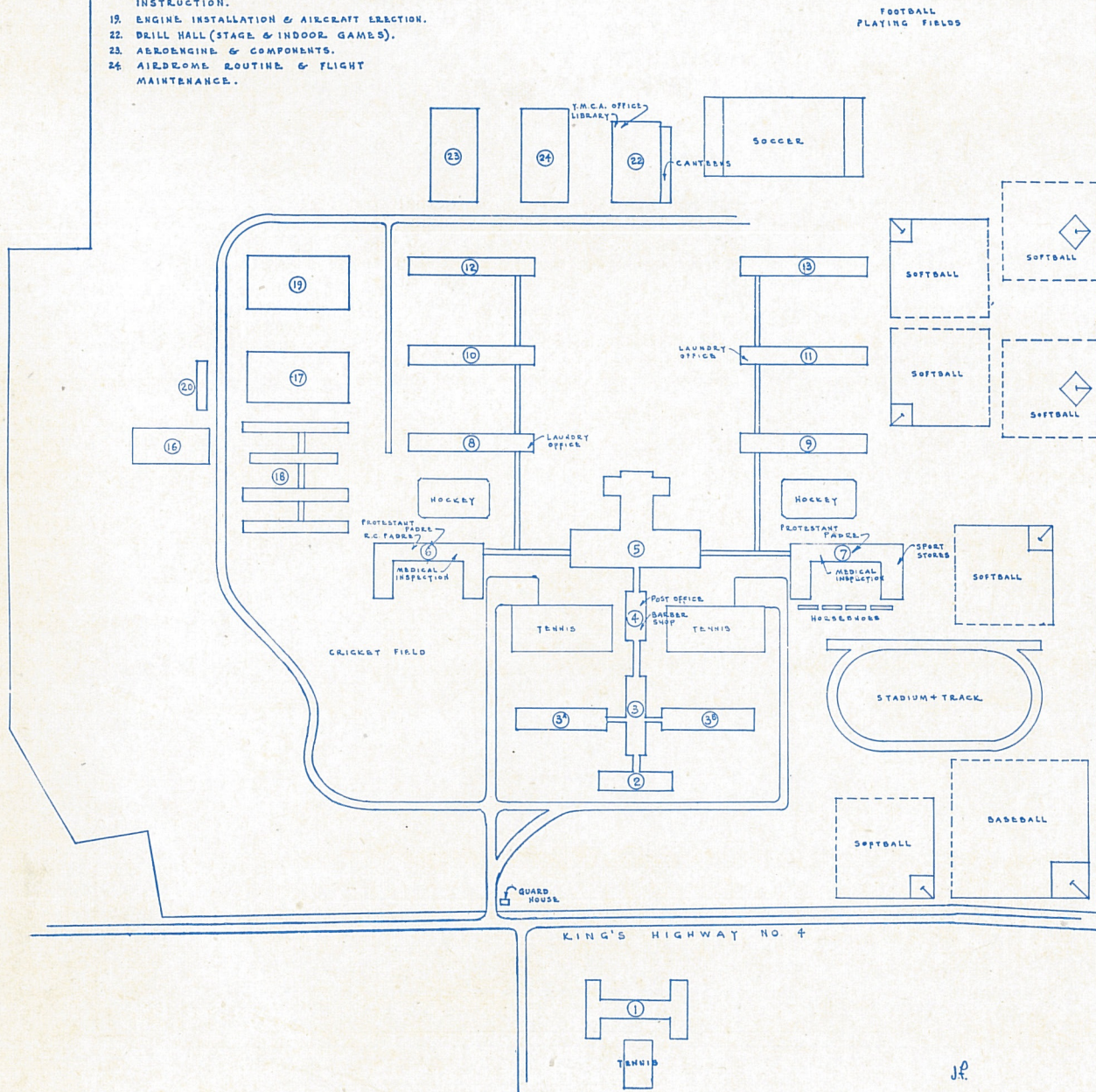
this magazine will have met in their official capacity. 'Tis well-groomed they

keep us and we pause to pay fitting tribute to the barbers of this Station.



Left to right: R. Kindreed, J. McLean, H. Heath, i/c of shop, C. Anderson, F. Cocker, J. Lovelock.

- 16. BASIC FITTING, FABRIC WORK, CARPENTRY, SPLICING & 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. AIRENGINE & COMPONENTS.
- 24. AIRDOME ROUTINE & FLIGHT MAINTENANCE.



PLAN OF TECHNICAL TRAINING SCHOOL