

# THE *Aircraftman*

JULY, 1943

Feature Article  
No. 1 Technical Section



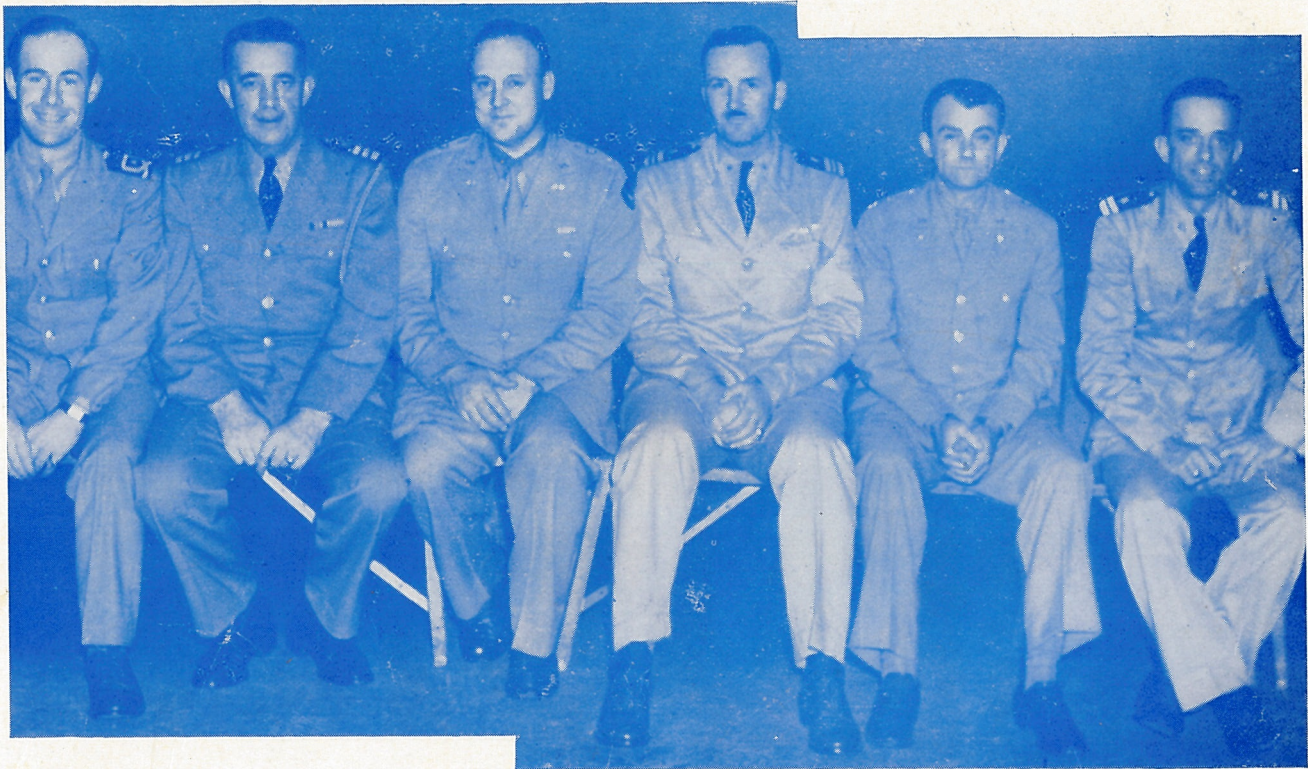
THE

- Hughes -

**TECHNICAL TRAINING  
SCHOOL**

ST. THOMAS

ONTARIO



## Inter-Allied Group Visits T.T.S.

During the first week of June, T.T.S. was visited by representatives from the United States Army Air Corps, United States Naval Air Corps, Royal Navy and the Royal Canadian Air Force. They were on a tour of many of the large military technical camps in the United States and Canada. Among the fields visited in the United States were Scott Field, Chanute Field and two of the large Naval Schools in Chicago. In Canada there were two R.C.A.F. Fields selected, T.T.S. and the station in Guelph.

According to Commander Gallison of the United States Naval Air Training Command at Chicago and head of the party, the purpose of the trip is "to observe the methods used by the various Forces to accomplish the same purpose." That is, to see how the various schools have set up a syllabus for the purpose of teaching a set subject in the least possible time and yet cover all that is necessary. As a result of the tour it is hoped to coordinate and improve the various training methods so that they will be still further ahead of those of our enemies.

One cannot help but be greatly impressed with the determination shown by the heads of the Training Commands that the methods of teaching and the equipment used shall be only the very latest and best. There shall be no half measures—it is the best or none at all when the Air Forces are concerned. Consider each time a plane goes aloft human lives are

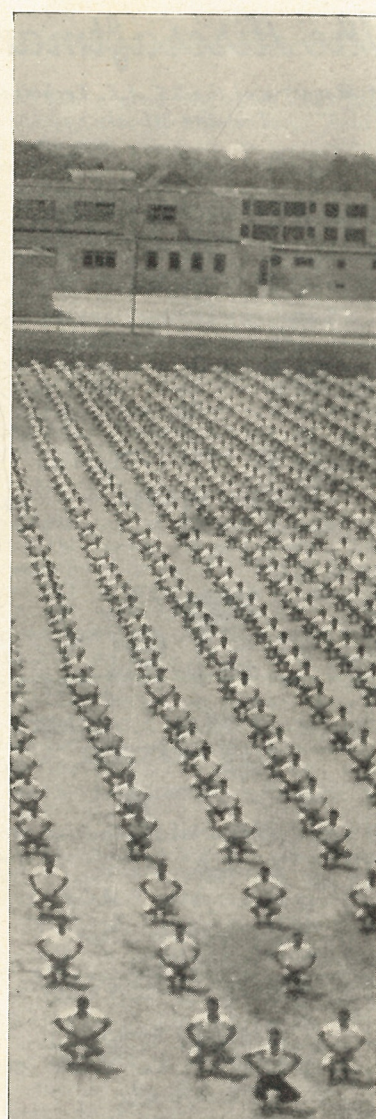
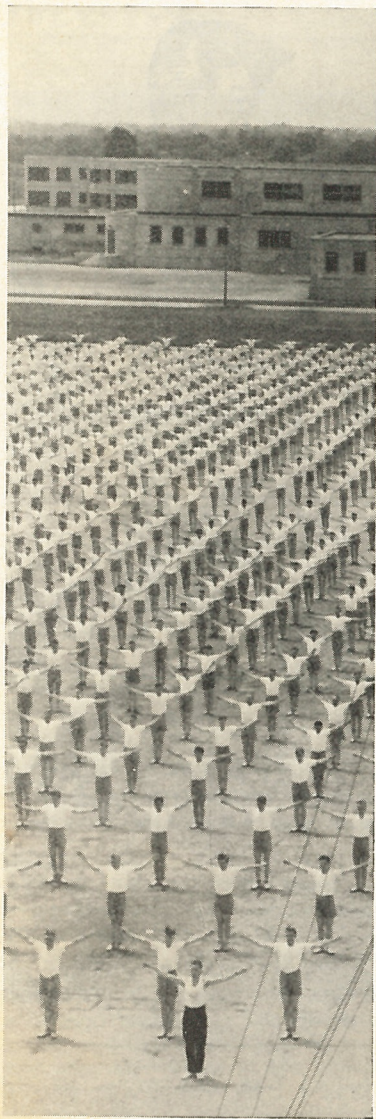
dependent on the fact there isn't a single flaw in even the smallest piece; the crew must be able to have full confidence that the plane will take whatever it must without a quiver. You can plainly see the reason for this unceasing, almost fanatical watchfulness.

"I think this school is ideal," said Commander Gallison and went on to say he felt we had just about everything which could be possibly needed. Out here we are away from the town of St. Thomas in a quiet spot that is the dream of every teacher who has to teach a course as compressed as those taught here. The very location is an aid to study and yet if you want to go into town and relax for an evening it isn't too far. The next time you go out take a look at the school and see if you don't realize just how lucky you are to be able to take your course in such surroundings.

Not only are we ideally located but our courses are considered among the best.

"This school is the equal, if not better than any Army or Navy school we have yet seen," claims Commander Gallison. We are in one of the best technical training schools in North America, the training centre of the Allied cause.

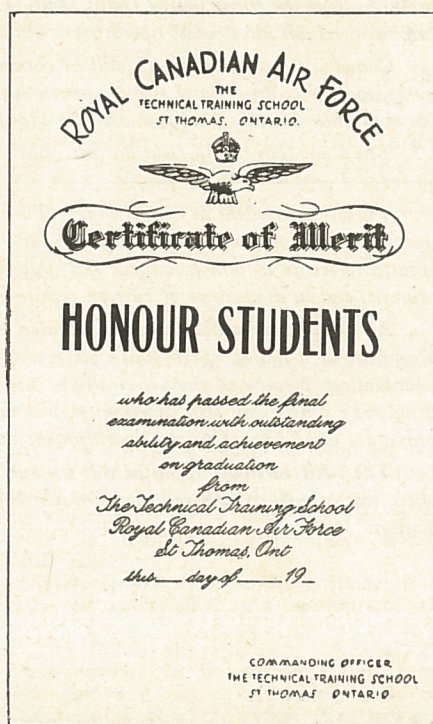
Who could hope to do anything but go down to defeat against the combination of so many nations in such close cooperation? Think it over, Mr. Hitler.



## KEEPING PHYSICALLY AND MENTALLY FIT

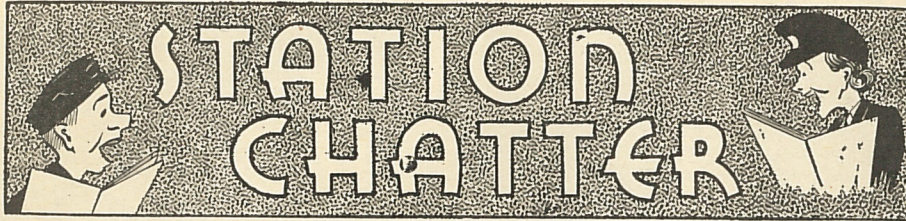
Read the short item on the back cover written by Lt. Percy E. Arthur, U.S.A.

- AC2 Gagnon, M. A., R189097  
A.F.M., Vancouver, B.C.
- AC2 Anderson, A., R180868  
A.E.M., Cornwall, Ont.
- AC2 Farrow, S. A., R208199  
Elect., Kitchener, Ont.
- AC2 Robertson, C. M., R181372  
A.E.M., Thornton, Ont.
- AC2 Harper, L. W., R187034  
A.F.M., Edmonton, Alta.
- AC2 Goguen, L. A., R201884  
Elect., Moncton, N.B.
- AC2 Bourdon, J. W., R189347  
A.E.M., Creston, B.C.
- AC2 Arnott, E. H., R195061  
A.F.M., Montreal, Que.



- AC2 Mitchell, O. E., R214183  
Elect., Whitby, Ont.
- AC2 Berg, L. A., R191313  
A.E.M., Inwood, Ont.
- AC2 Murray, G. R., R201764  
Elect., New Glasgow, N.B.
- AC2 McCallum, J. N., R187125  
A.F.M., Edmonton, Alta.
- AC2 Hunt, G. E., R187007  
A.E.M., Edmonton, Alta.
- AC2 Fleming, E. R. R181397  
A.F.M., Vancouver, B.C.
- AC2 Briggs, G. G. S., R202748  
Elect., Calgary, Alta.





# STATION CHATTER

Hello, Hello, etc.—your scribe being a rather bee—I mean gay mood at this writing feels called upon to produce a long and weird and wonderful column. Which incidentally we hope is not too distorted in the making this time as was the case in June issue. Believe me—the first few paragraph's had even the writer talking to himself.

However, be that as it may—we have many items to comment about this writing, so let us away . . .

### DEADLINE:

First and foremost we would like to call to the attention of all you would be contributors—and the rest of you who wonder if the Aircraftman has any definite publishing date—that the deadline for each issue has been changed to the last day of the month. That means that you should receive your copy about the 10th or 12 from now on. So, we hope you are reading this in the July issue not later than the 15th anyway.

### IN THE GOOD OLD SUMMER TIME

Possibly you have noticed that it has been warm—and moist lately—down here that means summer. Yes, June certainly gave us its share of fine weather, and all the boys and gals hereabouts made up for time lost during rainy May. In other words, swimming, sunbathing, plenty of summer sports, and even wooing have come into their own as pastimes of the moment. Believe me—you'd swear the T.T.S.—boy and girl—had moved to Port Stanley for the duration. Some enterprising W.D.'s have even set up housekeeping there for the summer.—Too bad gals—no S. O. P.'s!

### VITAL STATISTICS:

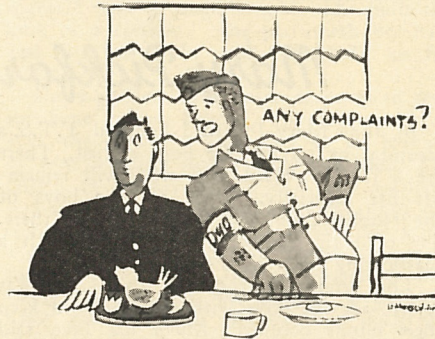
Right here—seeing that we have just been dealing with the Lohengrin month of June—might be a good place to ring in the marriage, romance, etc. column. Little to report however, except that some of the betrothals forecast last month have become fact, and the others are well on the way. But don't be surprised at hearing of any sudden weddings these rare days—there may be a few Olive Oyl's among our local gals!

### NEW FEATURE:

Joe Airman has finally come into his own! Some of you may recall the somewhat irregular news summaries that Joe used to edify you with before the movies in the drill hall last winter. Finally—after seeing what a few other places were doing along this line—the powers that be decided that Joe and his news should be moved to the Mess Halls—no less—and be made a twice daily feature.—So now, under the guidance of an erudite group who call themselves the News Presentation Committee, Joe gives the news at about 1145 and 1300 hours noon daily. You may have noticed these commentaries—delivered in a multitude of voices—some good, some indifferent—some ? ? ?, Anyhow, we would like to hear what you think of them—so, if you have any definite opinions one way or another—or any suggestions, you might drop a letter to the editor of the AIRCRAFTMAN.

### OH HAPPY DAY !!! OH BOY! OH BOY

So we now have Saturday afternoon's off! True, some of us—I mean most of us—will spend most of them indulging in sports under the guidance of FO. Morley's minions. However, that is a pleasant task compared to perspiring in a close classroom these days—and you should see the amount of work done on a Saturday mornings, the zeal would amaze a newcomer. Let us join then, and sing a fond farewell to the looked for "24" and shake out a few new hosannahs for the wonderfully innovative "36". Pass me my golf clubs or my swim suit, brother—it's out the gate at noon for me, and pfui, etc to the S.P.'s.



### ITEMS OF IMPORTANCE

With a heading like that, you must know that we are referring to the filming here on June 16th. But you can find an account of that elsewhere in the magazine. By the way, don't scoff at your P. T. it may have had considerable to do with those aforementioned "36's".

On the same afternoon, i.e. June 16th there was quite a gathering of entertainers in the drill hall—to display their assorted talents before film-famous F/L Robert Cootie. All were hoping to catch a place in the Air Force Show and it appears likely that some might have—see full account elsewhere in this issue.

**HETEROGENIT**—or what have you got that doesn't get me!

It is worthy of more than passing mention that we at T. T. S. were honored by the visit of Mary Pickford on June 3. Perhaps to many of you this did not mean a great deal. However, to some who remember this beautiful lady in her film hey day, seeing her gracing our familiar halls and corridors was quite a thrill. Even to the uninitiate who chanced to fall in the path of Miss Pickford's lovely smile, came the feeling of enchantment that anyone connected with Hollywood can evoke in the most commonplace beings. 'Nuff said!

Speaking of people wandering through our halls, etc. you may have encountered the bevy of ladies that swarmed around parts of T. T. S. on the afternoon of June 23. 'Twas nothing to be alarmed about however, just a group of the many who attended the W.D.'s "At Home" on that day.

Have you noticed that industrious group of variously clad young women hard at work with hoes, rakes, etc. in the northwest corner of T. T. S. grounds? Those me lad, are our W. D. Victory gardeners—very definitely set on producing vegetables that will array our festive board come fall and winter. Oh yes, the boys have their whirl at gardening too, but your scribe suspects that most of this is under the duress of defaulters' parade—that is, if the orderly file of lads with gardening tools over their shoulders being marched to work the other night meant anything. There are rumors about also, that gardening suffers somewhat when the male and female gardeners are on the job together—just pleasant diversion!

### TRAMP! TRAMP! TRAMP!

Evidently some of the lads ran into quite a bit of this during the past month. There were several parades to St. Thomas in connection with important events at which T. T. S. was variously represented. Largest group were paraded on the occasion of Magna Charta Day on June 15th, while another lot marched to South Park Cemetery for Decoration Day Services on Sunday, June 27. Our Station band comes in for its fair share of work on these affairs, but in addition to all this, they managed to stage a very creditable outdoor band concert at Pinafore Park on Sunday June 13.

How do you like your movies in the Recreation Hall?—And did you see "Prelude To War" when it was here?—It was really worthwhile!

### ON THE LIGHTER SIDE

—were, as usual the Saturday night dance! We feel called on especially to mention however the feature dance of the month—the No. 3 Technical Section Ball on June 1. In spite of the heat this was well attended and a very fine evening was reported enjoyed by all. Proceedings were graced by the presence of Group Captain Keens, Wing Commander Rolles, and Wing Commander Marks to say nothing of the several other officers and Nursing Sisters in attendance. Personnel of Hangars 23 and 24 long with their wives and girl friends enjoyed fine dancing, a perfect lunch, and some really worthwhile lunch-time entertainment provided by AC2 Gord Harley.

Incidentally, the dance the following Saturday—June 26, was staged by No. 1 Sqd. No. 2 Wing. And if the present trend is any indication, station dances from now on are going to feature veritable night-club shows. This one had a very smart bit of entertainment—once again handled by Gord Harley and his mates.

And we must not conclude this lighter side stuff—or this column either—without mentioning the enviable evening enjoyed in the Corporal's Mess on June 24. The boys afterward voted the entertainment tops, said that refreshments were good, and plentiful—and the singing mellow (?)—well, loud any how! The whelkin did ring merrily for some time—and could be heard some distance away I'm told—A wizard show!

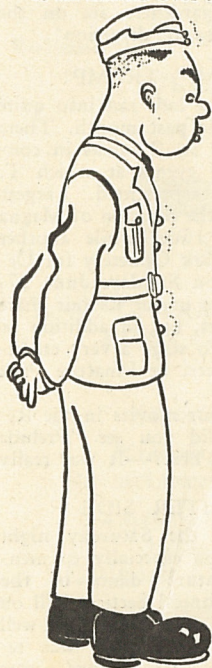
### APOLIGIES AND CORRECTIONS

Just to set the record straight, and to give proper credit where it definitely is due, we should like to rectify a couple of errors in the accounts of the Minstrel Show in the June issue. The ventriloquist's name is Hugh Campbell, and not Hugh Lawrence as reported. Among the entertainers mentioned, the name of Kay Edis—the accordionist was omitted. For this, our apologies—and hopes for forgiveness of the oversight.

## Joe Airman

Dear Maw:

Well, what do you know maw, they have me in the hospital here. It sure is some place, so I thought I'd write and tell you all about it. Imagine, me who used to be so darned healthy. Could even go swimming in Snake Creek every April as soon as the ice went out and not even get a cold. I guess it all come from getting away from your cooking, maw. Well, anyway, here I am, although I nearly didn't make it.



It all started over a week ago. I was feeling sort of punk all over, so went on sick parade and the Moe, which is what they nickname all the doctor fellows here, put me on "attend B." I don't know what that means. It is just another of their funny ways of calling everything in the Air Force by letters and figures. By the way, you had better tell pa to be careful. You know how since the minister went after him for swearing he calls everything the "G.D. Cow" and the "G.D. Plough" and so on? Well, don't let him tell anybody I'm a G. D. Airman or they mightn't know it means a "General Duty" Airman. Well, anyway, on Tuesday when I reported to the Moe for about the fourth time he says, "Well lad, I'm going to put you in the hospital." So, here I am.

Gee, we sure have dandy beds. They have two cranks on them and by cranking them different ways you can make the mattress all uneven. It's kind of a good idea, though. You don't get nearly so tired laying when you can move the bumps around. The guy who invented it sure was clever, and I suspect, lazy as well. And what a funny night-shirt I have. It's much like the kind you and sis wear only you put it on backwards and it ties instead of buttoning. The worst part about it is that it has no tail on the side where you would think it needed one the worst. But I guess we have to conserve materials in the service, too.

Gee, it sure pays to be on your toes around here. I made a mistake the second night I was here and did I ever pay up for it. A guy came around with a book and a pencil and asked me something about moving. I guess I didn't hear him right or something, because almost before I could answer, "No, I've been here in bed all day" he dashed away and came back and said, "Here, take these." You remember those pills the vet gave paw for the black mare when she had worms? Well, these were even bigger than that and they nearly choked me. Then he says, "Drink this" and of course I had to.

He told me after, it was Russian oil. I know now why Stalin is beating the Germans so bad. He purposely let them get some of that Russian oil he was supposed to be protecting and then it wasn't hard to get them running. One thing about it here, though, it sure is a lot handier than back

*Continued on Page 16*



## Mary Pickford Visits T.T.S.

In June Mary Pickford honored T.T.S.'s Hospital by paying the boys a visit. There are a few in Ward 600 who will remember her especially. These are the boys of the Hobby Club, for while she was there, one of their number presented her with a plastic ring made in the ward.

The original purpose of this Club was to provide the boys with something to keep their minds occupied. Much has been said of the value of Occupational Therapy but here is living proof of its value. Anyone going into this ward can immediately sense a feeling of cheerfulness seldom associated with hospitals. The walls are decorated with that special brand of picture so dear to the hearts of airmen.

Instead of the grim quietness you would expect from a Hospital there is a homey air. Here and there are men busy engaged in the manufacture of various articles out of the transparent plastic used in aircraft windows and one or two can be seen working on model airplanes of all sizes and descriptions. It is amazing what can be made out of flat sheets of this material; rings, identification bracelets, brooches, lockets and even one or two chains have been fashioned from one solid sheet. The detail visible and the

excellence of workmanship is without equal.

The Government has requested silhouette models of the various fighting craft and you can see some of these throughout the ward. Many other activities have been planned for the near future.

When Mary Pickford visited the ward she was shown some of this handiwork and expressed admiration for it. As a result, AC2 Love presented her with a ring made of this plastic. He says that it will be a moment that will remain with him for a long time. Who can blame him?

In going through the wards Mary Pickford noted with special interest the pictures of the stars which were pasted on the walls and commented on those Hollywood lights which she knew personally. "I will have to tell the girls back in Hollywood about this."

It isn't the intent of this article to ask for volunteers for the hospital although if all hospitals were like this I am afraid that this war might be lost due to a shortage of manpower. However, if you are sent to the T.T.S. Hospital get in touch with the officers of the Ward 600 Hobby Club and join in the fun.

## Information Please!

Are you thinking of going to Toronto?

If so there's some people waiting there to see you! If you go in by train from any part of the country, to spend a leave there you'll arrive at the Union Station. And that's where these people'll get you.

When you go upstairs from the lower concourse you'll find a big central information bureau "under the clock" and—take our tip—just make for it and you'll find the people waiting to see you we mentioned above.

And can they answer questions? Baby! They're members of the Landseair Club and other voluntary girl workers—all patriotically out to help you fellows in uniform—and they'll tell you everything from where

to get a shave and a shower to where you'll find that nurse you were sweet on last time you were in "dock" down there.

They've spent months in compiling the "Book of Answers" and they'll give you the answer to anything you'll want to know! Where to go to sleep and eat (if it's a service club or a hotel they'll give you the rates and find out if you can get in), where to enjoy yourself with *free tickets to theatres, sports, movies*, where to go and eat, what places of entertainment are open Sundays, where you can get a free swim or indulge in free sports, where you can get quick service on that creased suit.

Quite a lot of them speak French too, if that's your language.



## WOMEN'S DIVISION

On Monday night of the 24th of May, I was one of the passengers who was fortunate enough to grab a seat on the bus returning to barracks. During the time it takes to get the bus loaded, so that there is just room enough to breathe (providing we all breathe at the same time.)

The bits of conversation I was able to hear above the roar and rattle of the "smooth riding streamliner" went something like this:

"Take a good look at it fellows, it is just about our last trip over these roads, then off we go to good old Vancouver. Some of the outgoing entry, no doubt about that. Good luck fellows.

One of the W.D.'s was able to make herself heard. Yep, she was discussing the new uniform of khaki Tropical worsted, to give us the air of summing in Florida. But believe me, if we get as many cracks about it as we did our new (foreign legion) hats, we are in for a lot of teasing. But I guess we can take it.

Along the road a group of young boys were celebrating the Queen's birthday, in the typical Canadian way, by shooting off firecrackers and skyrockets. We watched them until we were out of sight. The noisy chatter of the passengers seemed to soften for awhile. I wonder if they were thinking the same as I that the Queen's birthday was also being celebrated today in England.

But not by young lads with toy fireworks or toy guns. It is being celebrated in a serious, loyal and revengeful way, by men and women of the Allied Nations, who are determined that their children will always be allowed to celebrate their national holidays as we have done for so many years. They are not playing over there nor are they using toy fireworks. Once they got a thrill out of playing with these fireworks but now their thrill is not in seeing a skyrocket explode in the air, but in seeing their gun sights on the Jerries, and see it come crashing down to earth in flames. Over there they have but one thought in mind—to set the rising sun and that little liar Togo! To shove the boot-shaped Italy right out into the sea, along with that over-stuffed Musso. And above all, to give the goose-stepping Nazi rats a hot-foot. They haven't yet made up their minds what to do with the mad paper-hanger. Everything they have in mind right now is a Military secret for the present.

Bang! The bus is jumping and groaning to a stop. "End of the line, all out" and me that thought it was swell to have a seat, find that I am to be the last one to leave. After being pushed and shoved around I reach the door. After a hurried check to make sure that I am all in one piece, I make a dash for the barracks.

L.A.W. Williams,

## Song of the 73rd Mrs. Soloman!

Who shall compare with a virtuous W.D.? The hearts of her corporals do safely trust in her; she will do them good and not evil all the days of her service life. Strenuous and honor are her clothing (but definitely) and she shall rejoice in time to come. Behold, her price is above rubies, yea, even unto 90c a day (\$1.05 if she hath attained her "C" grouping).

My daughter, consider the days of the W. D. for her days are as grass, the wind passeth over them, the fire siren bloweth upon them and they are gone.

She riseth while it is yet night and runneth like a young deer for the showers there to do battle with her sisters for the chair upon which to park her possessions. She jerketh on her garments and curseth but mildly or not at all (K. R. Air para . . .) when the lathet of her shoe bursteth.

She polisheth diligently her shoes and brass lest her Ma'm reprove her on parade saying, "Thou sluggard, get thee to detention. From henceforth thou shalt be C.B." She tucketh her hair into neat bits lest it shall be found wispy when the judgment comes. She painteth her face and nails but sparing lest it shall be said "She hath the look of a civilian." She perfumeth her hair and ears lest it be said "She hath no femininity."

She stumbleth into outer darkness to seek sustenance. And behold, approaching from afar, she espieth a great line of all manner of men winding slowly unto the Mess. She falleth in meekly at the end and awaiteth starving. She clutcheth a mug like unto the collossus of Rhodes and a spoon like upon a propeller blade and thus armed, followeth the labyrinth where food is dispersed. She staggereth off with her burden to gulp in haste and repent at leisure. Nor doth she forget to cleanse with tissue the chalice that hath touched her painted lips.

She returneth to her tent and assembleth her couch, sweeping diligently thereunder. She descendeth with haste unto parade lest the woeful cry go up, "Too late, too late, we cannot enter now." She advanceth when the sergeant beckons, and crieth out in a loud voice when her name is called on roll. She falleth in without complaint, although the wind bloweth where it listeth (and forsooth it listeth plenty) for many are cold but few are frozen. She marcheth smartly and picketh them up with pride. And if the wind do sweep away her cap, or if she backslideth on the ice, she so doeth on the right foot.

Hour by hour she persevereth in toil and fainteth not, her mind pondering great things, viz: "Whereinbeck doeth this form go?" "What shall we have for lunch?" "Doth my beloved mean what he saith?"

When sound the trumpets at noonday, she directs swift steps to the post and beseecheth her mail, rejoicing greatly when into her hands is delivered an epistle from her beloved. She turneth her feet unto the Mess, in her heart gladness and in her hands materials for a good breach of promise suit.

Yet ere she can fall to, she must go rank on rank in the route march that crawls like a serpent back and forth within the portals of the Mess. And she fair would fill herself with the crusts that the swine who have beaten her to it do eat, but they say unto her, "Go to, thou chiseler, thou shalt not enter in."

"Have you ever been up before the Wing Commander?"

"Oh I don't know, what time does he get up?"

And lo when her labor is o'er and her supper consumed, she must needs scrub her floor it be the 3rd day of the week. For this she weepeth and waileth and gnasheth her teeth, beefing in the true tradition of the hosts in the British Army, but verily she scorneth to use a mop because it doeth an inferior job. Rather doth she fall upon her face and belabor the floor, even with a brush, floor, scrubbing, (one), airwoman for the abuse of.

She laveth her inner garments with soft soap, hard water and much speed. She mendeth a gap in her hose and inscribeth an epistle to her mother and another to her faraway beloved, swearing that her heart ever faithful, pineth for him alone.

Then with winged feet she goeth out to meet her local beloved!! And it comes to pass that she may tarry late into the night because she hath righteously armed herself with a late pass. She switcheth the disc that beareth her name from left to right nor doth she forget to return it to its rightful place when she returneth.

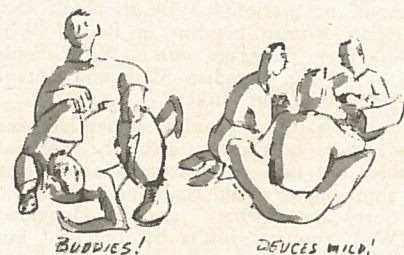
All evening long, she maketh merry in the far city with the timbrel and dance and upon the loud wurlitzer. And the damsels of the civilians appear alluringly clad in purple and fine linen and like as a heart desireth the water brooks, so panteth her soul for civilian clothes. Yet she disdaineth to wear them, because her blues are to her the apple of her eye.

And the hour cometh when she must return. She exchangeth pleasantries with the guardian of the gate and lingereth-not in wending her way unto her hut. Yet lo, she and her beloved behold a great light which is like unto neither the sun nor the moon nor the stars, and they are blinded by it, and stepping into outer darkness she falleth prone. And when her beloved fain would lift her up, a lesser light shineth upon them and the voice of the infidel is heard in the land, crying, "Nah, then, nah then, what is this? Break it up, you two."

Thus exhorted, she biddeth her loved one a brief good night and entereth her dwelling forthwith. And because her sisters sleep the sleep of the just or of the just dead tired, behold she pussyfooteth. Silently she slinketh about her barracks, divesting herself of her raiment and leapeth onto her couch as a young lioness leaps into a high rock when it hath stepped upon a thorn.

My daughter, consider the days of the W. D., for beside one of them, Eleanor Roosevelt's day hath become as a sunny Sunday in the country. Selah.

### P.T. AND ORGANIZED GAMES?



"Our sergeant talks to himself. Does yours?"

"Yes, but he doesn't realize it—he thinks we're listening!"

# Images of the Peaks!

"Britisher, Hebrew, Canadian, French-Canadian . . . We are a part one of another."

The words weren't spoken. There was no place for spoken words at the mess round-table where the four men lounged. At least not at first.

But then the big brown chap pushed back his chair.

"The doctrine of the peacetime church becomes the watchword of the war," he said. "Even here on service station in the R.C.A.F."

He spoke with desperate earnestness. "You see," he said, "the peoples of the United front are like the apples in a press. The enemy puts weight on the handle. That makes the people one. And a part, one of another. That is a good thing."

I looked across at the speaker. Yes, I had seen him before: Huggins, the Canadian.

Opposite him, across the table, sat Ron, the Britisher. A sharp little man of the permanent force; a glint of Singapore in his brown eye and Egypt's sun on his skin. On the Britisher's left was a Hebrew, dark in Air Force blue, keen of eye and perception.

## FOUR POINTS OF VIEW

Across from the Hebrew sat Francois, a French-Canadian. As the evening wended each told his story: the story retold here. The galaxy of men hadn't been planned, it just happened.

The French-Canadian sat down last. He is stocky, his face is carved in tradition—the ethnological tradition of three-hundred and fifty years of French-Canadian history.

Francois' forefathers had ferried grain across the Richelieu river, in Quebec, soon after Louis XIV (France) granted the d'Rouville seignory charter in 1694.

But stop . . . Let us listen.

## BRITISHER'S PINT OF ALE

Ron, of N.C.O. rank, has finished his pint of ale. (An after dinner "must" with him for centuries.) He turns to take up Huggins' line of conversation. "Race mixture is a good thing, and I agree that it grows out of war," he said. He is not accustomed to overstatement.

"By race mixture, you mean the mixture of race ideas and ideals?" The Hebrew, Raphael, answered.

"Yes, I wouldn't marry a "Canuck," for instance; your customs here are different from ours," said Ron.

"Your girls are pretty but I can't stand them . . . Can't stick them."

The Britisher cleared his throat, coloured. "I haven't met many . . . but." The Britisher's clipped and proper 'English' first caught Huggins' attention in class, long before he was admitted to the mess. Something in it riled him then.

Now it made him flare.

Why couldn't these fellows be a bit more generous, or gracious? Why shouldn't they appreciate Roman maidens in Rome? Why should they disparage ours? Why should they sit at our Canadian Mess, and debunk the flavour of our turkey?

A jumble of sores puffed under Huggins' skin; before he could scratch, the irritation tumbled out in a wordy complaint. He was cut short. "Sorry, old chap," said Ron.

"Sorry about what?" snapped Huggins.

"Well, you see, you're hardly fair," said Ron.

"Either that or you don't try to understand us. Most of we Britons have similar tastes, similar idiosyncracies."

"One of them is that you're too blunt," barked Huggins.

"Oh, we just don't waste words, old boy," said Ron.

"We've been taught not to. Whereas Hansard clocked one of your major parliamentary harangues (War Appropriations Bill, 1941, lasting 26 days) in 805 pages, and we did the same thing in the British Commons in three days, recorded it in forty pages of text and spent exactly ten times as much money."

"Incredible," muttered Huggins, "that a man should know so much." And then, dead serious: "You Britishers certainly have it. You know as much about Cairo, or Calcutta, as you do Calgary."

"No, I read it in your Canadian McLeans magazine."

There was no essence of pretence here.

## CANADIAN FEMININE ART

"You may not waste words generally, but you certainly do when you debunk our Canadian feminine art," Huggins came back stoutly. "It ranks with any, the world over."

"Canadian womanhood, like all else which is truly Canadian, is a reflection of Canadian pioneer living," he said. "If you explore this country, Ron, you'll find much you didn't expect."

"You'll find cool beauty of the type that mirrors up from glacier lakes," he said. "And city beauty, incubated under the spell of city lights, if you want it . . ."

More important, you'll find pioneer beauty of the type that mothered this generation ten and twenty years ago, and which still carries the scars of doctorless, dauntless, pioneering in eyes, and poise, and in (her) heart.

Huggins stopped, flushed.

You could have stuck a pin in the silence.

Ron, looked good naturedly, but absolutely, astonished. "I'll have to get around more," he said.

"We hear the occasional, bad-mannered, Canadian, referring to our girls as 'old bags' and we look to find the same thing out here in Canada . . . That's it . . . Really, bloody foolish, old boy."

"And I admit there are . . . well . . . one or two Canadian girls I'd like to know better. But that is jolly hard . . . No introductions old boy . . . Except at roadside "Jigs," or at an occasional 'nice' family fireside."

"Where else? . . . Well . . ." Huggins maneuvered for words . . . He wanted to tell this stolid anglo-sax that if he couldn't find grain in the middle of a ripe wheat field, he could go without. He simply said airily: "Beauty doesn't grow on trees."

## CHILD OF CENTURIES OF PEACE

Now Francois put a word in. Francois, child of centuries of peace, and traditional music, and folklore and farming on the Richelieu river in old Quebec province (where, in some villages, the voice of the town crier is still to be heard calling "Tithe Day" and feast days, from the cathedral steps).

He speaks in soft, halting English. "Your people and mine meet much criticism here in Canada," he said.

"We are a part of Canada, but an older part. We have so much, our music, our woodcarving from Gaspé, our weaving from the 'habitants' . . . We grow up to look on the newer, younger, part of Canada in, would you say, a 'patronizing' way?"

There was chill air 'twixt where Francois and Huggins sat. You could feel the frost . . . but a sudden smile lit Francois eye,

and thawed through and he went on easily: "We have much more than that here; things you seldom hear about," he said. We have the unstilted beauty of our hedgerowed, whitewashed, countryside. We have the eastern townships and apptetime. We have our church and Montreal as the Paris of the world, while French Europe remains occupied. We have our great violinists, like LeBlanc: we have Pelletier, and many more.

"We have a history" to be proud of, too. And we are proud of our pioneer statesmen and explorers and soldiers.

"You," he continued, "have London and the habits of a thousand years of English culture."

## STILL, ENGLISH ROSES

"You have the beauty of English roses, and Wren masonry (and also Wrens themselves, in little blue bonnets) and I have heard of your cathedrals."

"You love these things. The love you bear them has been burned into your hearts by bombs. Incendaries have burned the homes you left before you came to Canada, in service."

He went on, unabated. "But you have left your wives and families, many of you, to help establish our war training centres and we admire your spunk. We want to tell you that . . ."

Ron's eyes sparkled, suddenly. "What about your own national complaints," he said, turning to Francois. "I am beginning to understand your national monuments."

"The complaints I have, and the complaints of my countrymen, are not national complaints, they are provincial. Francois was unsmiling now.

"These have grown out of centuries of provincial living right here in Canada . . . But we are not the only part of Canada to be accused of provincialism," he said.

## WIDE TRADE CHANNELS

"If our forefathers foreswore allegiance to the France of Montcalm, they foreswore allegiance to any cause which did not effect Canada. It was a natural thing. Part of the inborn and protected provincialism of an inland state or province, with a wealthy neighbour, or two and wide open trade channels."

"All that is changed now," said Ron.

Yes, our trade channels were threatened, with those of the remainder of the nation. The war effected our trades and industries from the highest factory to the humblest hovel. Our people were led to believe many different theories, too, before our spiritual leader Cardinal Villeneuve took a concerted stand for the church, flatly debunked critics of French-Canadian 'isolation,' and sounded a war bugle that echoed across the Atlantic.

"Yes, I know. I know."

## FRENCH-CANADIAN SQUADRON

"I have read about the all French-Canadian fighter squadron in England under . . . who is it? . . . Squadron Leader St. Pierre."

"And I can see your problem . . . But didn't you realize that government couldn't go on without trade? And that Germany and Japan had that tied in knots, but for the faithful few . . . The few who fought, in the days of Dunkirk?"

"Yes, but as I say Ron, you felt it more quickly in Britain? You live by a different and necessarily sea-going and gun-protected economy. You have always had to maintain security, the freedom of your sea lanes, pro-

Continued on Page 11

# Introducing No. 1 Technical Section Staff

(Everything under one roof in Building 16) This section comprises mainly the first six weeks of the Aero Engine Mechanic Course. On the ground floor an aspiring mechanic will spend three weeks in the Engine Shop receiving instruction on Twin Wasp and Merlin engines. Then he moves upstairs to the Components Section where instruction is given on Magnetos, Carburation and other components. On completion of this first half of the course his trade aptitude is assessed by the Intermediate Trade Board.

In addition the section has included the Station Workshop, Carpentry Shop, Welding, Fabric Section, Draughting Office, and Equipments Stores. These last play a very important part in the functioning of the whole school.

## CENTRAL PICTURE, FRONT ROW

Left to Right WO1 JONES—is well known throughout the station because of the great variety of jobs which are sent to the Station Workshops. He was born in Sheffield, the steel city of England, joined the permanent force almost a decade ago. A jolly bachelor, he makes his home wherever he hangs his hat and believe it or not his favorite recreation is swimming.

F.-L. CAYLEY was born in Stratford, Ont. in 1897. He served with the 13th Battalion Royal Highlanders of Canada in the last war. For technical background he taught vocational work, including aeronautics in Oshawa for 13 years. He is a graduate of Ryan Aeronautical School, San Diego, California, and an Associate Member of the Institute of Engineering Technology in Aeronautics. F/L Cayley joined the R.C.A.F. in December 1940 and came to T. T. S. in February 1941. Since September 1942 he has been officer in charge of No. 1 Technical Section. His outspoken manner and direct gaze mark him as a man of action and his man-to-man attitude is appreciated by the men. As well as being a technical man he is very active in the social life of the Station, being President of the Recreation Hall Committee from its inauguration until recently.

F.-O. DUNNING was born in Ottawa, 1910. Prior to enlistment October 25, 1929 he was in garage work. As a result of an accident which occurred at Shediac, New Brunswick in June 1933 his left arm was partially paralyzed and his activities since have been on the ground, some Aero Engine Maintenance but mostly connected with Technical Training. He first came to T.T.S. in October, 1939; went out to No. 7 S. F. T. S. at Macleod, Alta., from March to July 1941; then returning to St. Thomas. Last fall he went to the Aeronautical Engineering School in Montreal for three months and having been brought back to T. T. S. expects to be locked in after the R. C. A. F. moves out. FO. Dunning can be seen riding his bicycle to work every morning and is very proud of his Victory Garden.

WO1 TANNER returned to England a few weeks ago, after being an instructor and supervisor in Aero Engines for 3½ years. He has over 20 years service with the R.A.F. in England, Egypt and Palestine. Bob was quite a social man, famous for his liking of beer and kippers.

CENTRAL PICTURE, CENTRE ROW  
F/S Saunders is one of the originals at T. T. S. Bill arrived on Nov. 14, 1939. He has

instructed in Basic, Aero Engine, and Component Sections and is now supervisor of the Components Section. Baseball is his favorite sport and building model aircraft his hobby. Bill comes from Calgary, Alberta.

F/S DUSZYNSKI comes from Ituna, Saskatchewan. "Mike" was one of the originals at T.T.S. having instructed the first entry A.E.M. Before joining the permanent force some years ago he was a Diesel Engineer and recently reached the trade grouping of Master Mechanic.

## CENTRAL PICTURE, REAR ROW

F/S LEE, nicknamed "Titch" was well known by his happy countenance and springy step. He was supervisor of the carpentry shop and carpentry training. Joined the R.A. F. in 1927 and before coming to T.T.S. 3½ years ago served in England with the Army; Bomber Command and the Fleet Air Arm. Photography was his hobby and he liked playing soccer.

F/S DREW. "Mickey" has been supervisor of Components for past six months. Formerly he was in the Maintenance Hangar. After entering the R.A.F. in January, 1923, he served in England; for five years in India's North-West Frontier; and before coming to T.T.S. 3½ years ago was associated with a large Technical Training School. "Mickey" was a member of last year's champion cricket team and as he has gone overseas his stellar playing will likely be missed.

F/S GREEN, Welding Supervisor, was one of the old-timers; coming to T.T.S. November 14, 1939 as a Sgt. Instructor in Metal Work. In the last war he was with the 52nd Battalion for three years and eight months. During his present period of service was organizer and leader of the Station Band and received two efficiency medals for this work. In January, 1943, received a posting to Sydney, N.S. and on returning from there recently took up his former duties in Metal Work. Flight Green will be missed from now on as he has left the service for civil life.

F/S HARRIS came to T.T.S. five months ago from Aeronautical Engineering School, Montreal, and lately has been supervisor of Engine Shop. "Bud" was a quiet chap from Armstrong, B. C. who liked hockey and lacrosse and for years has built model aircraft. Recently posted to No. 1 Training Command, Toronto.

F/S STEER. Many will remember him on the Aero-Engine Trade Board. Bill joined the R.A.F. in 1927 and served for ten years as an Air-Gunner in England and Singapore. He played grass hockey and soccer and was always enthusiastic about a good party.

## MISSING FROM PICTURE

WO 1 HOPKINS (the only A.I.D. Inspector on the station) came to T.T.S. two years ago from Moose Jaw, Saskatchewan. After joining the R.A.F. in 1922, he served in Egypt and Trans-Jordan and experienced plenty of aerial activity with a fighter squadron during the Battle of Britain before coming to Canada in 1940. Unfortunately you cannot find him in the central picture as he was not available when the pictures were taken.

## ENGINE SECTION, FIRST WEEK LEFT PICTURE

CPL. BOB DICKSON claims Winnipeg as his home town. Before the war was engaged in mining with the Hudson Bay Company at Flin Flon mines where he also taught business

for some time. He was well-known in the Winnipeg sport circles as a distance runner, having annexed the three, six and ten-mile championships. His main hobby is Psychology.

CPL. CONNER is a Yank from Philadelphia, Pa. His nasal tones have been heard in the Components Section and Engine Shop for a year and a half now. Bill is a healthy individual who came to Canada to join the R.C.A.F. on Independence Day, 1941. Previously he was engaged in civil aviation activities around Philadelphia.

CPL. UNGAR comes from Waseca, Saskatchewan. One of the newer members of the instructional staff, he is tall, single, but also very bashful. Unfortunately he is ill in the hospital at present and everybody wishes him a speedy recovery.

CPL. WATES comes from Calgary, Alberta. Stan has been instructing since December 1941, being a graduate of Entry 74, A.E.M. Prior to enlistment he was employed by Alberta Pacific Construction Company and for many years has been intensely interested in aviation.

## ENGINE SECTION, FIRST WEEK RIGHT PICTURE

CPL. HAINS claims Toronto as his home town. Before enlisting, "George" was for several years in the newspaper business. Water Sports are his favorite, especially paddling in which he won a "snowball" after six years at C.C.A. He is well known by many for his full-fire life and fun at the school dances and social activities.

CPL. HAMILTON is a Toronto boy who became an A.E.M. instructor in December, 1941. Apart from his trade his chief interest is music and skiing. For about one year Vern took an active part in the Station Band.

CPL. GRAY comes from Moose Jaw, Saskatchewan. Previous to enlistment he was employed by Swift Canadian Company as a welder and mechanic, and was interested in aircraft. Rex was well-known in boxing circles in Western Canada having at one time contended for Canadian Light Heavyweight Titles.

## ENGINE SECTION, SECOND WEEK, UPPER PICTURE

CPL. CHRISTENSEN is a native of Salmonhurst, New Brunswick. For the past year he has been instructing at T. T. S. A big fellow, everybody can remember him by his blonde hair and heavy voice. At the Station Boxing Meet last winter, Earl was a Heavyweight Contender. However, his real fort is skiing, having won several Canadian laurels in ski jumping.

CPL. MOFFAT was born in Moose Jaw, Saskatchewan. Started to instruct December, 1940 and is still going strong. He has followed mechanical pursuits all his life and claims he still has plenty to learn. Moffat is past-president and presiding chairman of the Corporals' Mess and is noted for his genial manner and sense of humour.

SGT. RYAN comes from Middletown, Nova Scotia. He has been instructing for three years having been a graduate of the 5th entry A.E.M. All his life he has been engaged in mechanical work and it still intrigues him very much. He likes music and gets great pleasure from playing the violin.



ENGINE SECTION, SECOND WEEK,  
LOWER PICTURE

SGT. HODGES was in the 3rd entry A. E. M. and has been instructor for a period of three years. He is known as "Pop" Hodges and hails from Olds, Alberta where he is widely known as a commercial pilot. In his spare time you will find "Pop" with a

fishing rod looking for the big ones.

CPL. JARVIS comes from Grimsby, Ontario, down in the fruit belt. He graduated from T. T. S. with the 56th Entry, served 1½ years at No. 5 S. F. T. S. Brantford and returned to T.T.S. as an instructor last Christmas. Bert plays a fair game of basketball and likes a set of tennis

when he is not working on his Victory Garden with his wife.

CPL. WAGSTAFF comes from Rolling Hills, Alberta. Bob is a quiet chap who has kicked around the country during which time he has done farming, mining and even helped build Hawker Hurricanes at Fort William. He has been instructing



dredging on the Fraser River before the war, he is willing to enlighten anyone on this unusual subject.

SGT. WOOD hails from Dundee, Scotland. Before coming to Canada in 1922 "Scottie" had served previously with the R.F.C. and R.A.F. from 1916-1922. Since 1940 he has been instructing at T.T.S. in Engines and Components and can be picked out easily in summertime by his bare Scotch knees.

#### ENGINE SECTION, THIRD WEEK LOWER PICTURE

CPL. SHANNON hails from Chilliwack, B. C. Everybody knows Dick by his rolling gait and aggressive talk and action. Considered the top gadget man of the section he also is a walking reference library on vital statistics. Before joining up he was in the logging, machinery, and automobile businesses.

CPL. NEWPORT comes from Hamilton, Ontario. He was a graduate of 130 Entry A.E.M. and after spending four months at No. 1 B. & G at Jarvis; returned to T. T. S. to become an instructor in April, 1943. Before enlisting "Bill" was in the machinery business and also worked as a traveling salesman. He has just celebrated his first anniversary of happy wedded bliss.

CPL. DYCK comes from Osler, Saskatchewan. "Bus" was a graduate of the 49th Entry A.E.M. and has been instructing for two years. Anybody who has seen the Station Band on Parade has not seen Cpl. Dyck because he has been hidden behind his "Suzie" the biggest horn in the band.

#### COMPONENTS SECTION, FIRST WEEK

CPL. FRENCH is a Toronto boy who has been instructing here for eight months. Around the shop he can be easily spotted by his rather close haircuts. Before joining the Service he was attached to the Engineering division of Massey-Harris and hopes some day to bring aircraft up to the standard of agricultural implements.

CPL. HOLDER comes from Baldur, Manitoba. He has been instructing for 18 months. In civil life he worked as a garage mechanic and carpenter. In the line of sports "Ross" likes a good game of baseball.

SGT. MacDONALD is a typical fast talking smiling Scotsman from Low, Quebec. He was a Gas and Diesel Operator Mechanic before coming to T. T. S. three years ago. Mac is very energetic and if you have anything to trade, fix or sell, consult him first.

SGT. MOSSOP went overseas with the 110th Squadron and remained with it three years and two months. Coming back to Canada he was an instructor for just a short while before being posted to Souris, Man.

SGT. SMITH is a "Bluenose" who now hails from New Westminster, B.C., Smitty was in the 5th Entry and has instructed for three years. Before joining the Service he was engaged in the automobile business both in Nova Scotia and British Columbia. In his leisure time "Smitty" feels right at home doing carpentry work or possibly the odd game of golf.

CPL. WINDSOR comes from Verdun Quebec. He has been instructing for ten months at T. T. S. Before enlisting Jack was a miller and worked as a fitter on Hampden bombers at the Canadian Car and Foundry plant. Jack is very interested in his trade and hopes someday to be a flight engineer.

CPL. BRYON comes from Magnetawan, Ontario. "Cec" is a big fellow who before joining up was engaged in mining and prospecting in Northern Ontario. He was a Graduate of Entry 129 A. E. M. and has been instructing for six months. He is fond of all sports, especially weight-lifting and swimming.

#### COMPONENTS SECTION, SECOND WEEK, RIGHT PICTURE

SGT. SALTER is originally from Essex, England. He came to Canada in 1927 and for 12 years was in the automobile business in Belleville, Ontario. Around the Engine Shop, "Ernie" can always be distinguished by his white coveralls and from all we hear he really enjoys a good game of golf.

SGT. McGUINNESS is a Toronto boy who before enlisting three years ago operated an automobile business for several years. Many of his forefathers must have kissed the Blarney stone as "Mac" is noted for his smooth line of chatter and cheerful grin.

CPL. SEVERINSEN is a smiling fellow from the West—Ponoka, Alberta. "Sev" has been instructed at the school since November 1941. His civilian occupation was motion picture projectionist.

PL. ROONEY comes from just outside Moncton, New Brunswick. "Harold" is a happy fellow who has such facility of speech that he could sell ice to the Eskimos. For twenty months he has instructed on the first six weeks of the A. E. M. course. Music and particularly singing, is his side line and he has had wide experience in this field of activity.

#### COMPONENTS SECTION, SECOND WEEK, RIGHT PICTURE

SGT. STEWART is a native of Nova Scotia. Any of the men who have taken the A.E.M. course will remember him as he has been instructing for three years. Previous to the war, "Bob" was on the staff of the Nova Scotia Power Commission. Around with the boys he is noted for being an expert story teller.

CPL. GARTON comes from Bowmanville, Ontario. Before coming into the service Clare was a bus operator and mechanic and recently started instructing at T.T.S. Boating and hunting are his preferred spare time pursuits.

CPL. BOLL was born at Viceroy, Saskatchewan. Upon completion of senior matriculation attended Balfour Technical School, Regina, taking the Pilots' Course. He comes from a mechanically inclined family being familiar with various types of implements and tractors. Phil has been instructor at T. T. S. for almost a year and is proud of three other brothers in the R.C.A.F. and one sister overseas in the C. W. A. C.

CPL. LOHNES comes from Trenton, Ontario. In the last war he was with the Artillery and before enlisting in the Air Force in the present conflict "Harry" operated a garage in his home town. Recently he was posted to Fingal after instructing here for about two years.

#### COMPONENTS SECTION, THIRD WEEK, LEFT PICTURE

CPL. TRACE is from Innisfree, Alberta. He has been an instructor for a year and a half. Before enlisting, "Harold" was with International Harvester Company as a serviceman in Diesel and Gasoline Engines. "Hockey" is his favorite sport.

CPL. BELL is a St. Thomas boy who has been instructing in Engines and Com-

ponents for a year and a half. "Charlie" claims he has not lead a very exciting life. However, he is happily married to a very charming girl. Baseball is his favorite sport.

CPL. SIMPSON was born in Melbourne, Australia. Came to Canada in 1920 to Port Colborne, Ontario. Operated a garage and worked for International Nickel Company as a maintenance mechanic until enlisting in June 1941. "Vic" has been instructing for the past 18 months. He insists on being strictly a family man.

CPL. McARTHUR, known as "Charlie," has been an Aero Engine instructor for 2½ years and in civil life was engaged in mechanical business for 20 years. Veteran of the last war Charlie served in France with C. R. T. He is noted in the section for his ability to talk as long and as loud as anybody else.

#### COMPONENTS SECTION, THIRD WEEK, LEFT PICTURE

SGT. BAGGS was born in Toronto in 1910 and worked as a garage mechanic before joining the Service. He was in the 15th Entry and has been instructing for three years. In 1941 he was captain of the champion No. 3 Squadron 1 Wing Tug-of-War team. As a connoisseur of certain types of rare stories he has few equals.

CPL. LEIGHTON. "Gordie" is a handsome chap from Toronto who has been instructing here for a year and a half. Selling was his occupation in civil life. He is interested in music and until recently played trombone in the Station Band.

CPL. SUTTON has the distinction of being the tallest man in the section as well as the latest one taking a wife. Previous to joining the R. C. A. F. "Slim" was a commercial artist and has been able to apply this talent and knowledge to great advantage with technical subjects. Boxing and magic are his hobbies. Those who attended the Station Boxing meets last fall and winter will remember the good showing made by the No. 1 Wing team which he coached.

CPL. SPALDING hails from Toronto, Ontario. Although he has recently remustered to Aircrew, his piercing voice and dynamic manner during his two years here as an instructor will be remembered by many. Before joining the Service he was a Stationary Engineer. "Alec" was always very energetic both at work and play. Speed skating was his favorite sporting activity.

#### STATION WORKSHOP

MR. SHEPPARD came to T.T.S. as a civilian instructor in Engines and transferred to Station Workshops two years ago. At present he is at the R.C.A.F. station in Trenton taking an Officer's course for the Air Cadet Corps.

CPL. RUTHERFORD joined as a machinist in September, 1940. While serving apprenticeship as a Tool and Die Maker in the Tool Room of Cockshutt Plow in Brantford "Bob" was posted to T.T.S. and has worked in the Station Workshops since July 1941. He is very proud of having two sisters and a brother also in the R.C.A.F.

SGT. COWLARD enlisted in the Ordnance Corp in September, 1939; transferred to the R.C.A.F. in October, 1939 as an Air Frame Mechanic (Metal). Graduate of the 1st Entry (Sheet Metal) "Chuck" was posted to Camp Borden and returned to T.T.S. July, 1941, as an instructor in Advanced Metal. Hobby is painting pictures in oils and water colours.

Continued on Page 15

MARSHAL OF THE AIR		COMPARATIVE RANKS UNITED STATES ARMY	
	AIR CHIEF MARSHAL	GENERAL (SILVER)	
	AIR MARSHAL	LIEUTENANT GENERAL (SILVER)	
	AIR VICE MARSHAL	MAJOR GENERAL (SILVER)	
	AIR COMMODORE	BRIGADIER GENERAL (SILVER)	
	GROUP CAPTAIN	COLONEL (SILVER EAGLE)	
	WING COMMANDER	LIEUTENANT COLONEL (SILVER OAK LEAF)	
	SQUADRON LEADER	MAJOR (GOLD OAK LEAF)	
	FLIGHT LIEUTENANT	CAPTAIN (TWO SILVER BARS)	
	FLYING OFFICER	FIRST LIEUTENANT (ONE SILVER BAR)	
	PILOT OFFICER	SECOND LIEUTENANT (ONE GOLD BAR)	



The New York Central Station at St. Thomas on any Friday evening is a Mecca of Canadian troops leaving for points across the border. Air Force Orders (D.R.O.) have announced that Royal Canadian Air Force members should acknowledge the commissioned ranks of members of the United States Army.

To acknowledge these ranks with a formal salute one must recognize marking that designate the commissioned officers of the United States Army. The above illustration

attempts to outline by the shading, the corresponding ranks to those of the Royal Canadian Air Force. A mental picture of the gold and silver underground—the fence to represent the two silver bars of the Lieutenant and the Oak Leaves, Eagle and Stars should make it easy to remember the comparative ranks.

This illustration is a convenient size and it would be to your advantage to clip and retain it for future reference, or better still, memorize the ranks from the illustration.

### TRADE BOARD

The dawn is here.  
 The day's begun  
 Now is the time for the tradeboards fun.  
 They nash their teeth,  
 They file their nails,  
 As the A.C. Duecy walks in so pale.  
 They greet me with smiles,  
 Of fiendish glee.  
 By now I know what my fates to be.  
 Lightning flashes,  
 As rain pours down,  
 But he fires his questions with grin  
 profound.

I tremble and shake,  
 In that hardwood chair,  
 My feet I shuffle while blank eyes stare.  
 His hawk-like hands,  
 For a pencil groke,  
 As I discard my one last hope.  
 It's too late now,  
 Too late to weep,  
 For what we sow we also reap.  
 During the course,  
 The instructor ignore;  
 But you'll shiver and shake at the  
 tradeboard door.

### Images Of The Peaks!

tertin from the century-old hates of Europe; it has been different here, with the Indians gone and the buffalo behind bars.

"And, too, we are different in age." Francois was flushed with the intensity, and propensity, of his thinking. He concluded: "But we are fighting the same fight now."

Ron shook his head slowly to affirm. "I think you are perfectly right, actually," he said.

### RAPHAEL THE HEBREW

Raphel, had bided his time peacefully through the foregoing. But not without thought: when he spoke it was, naturally, from the pulpit of Jewry.

"You have stated your grouse against Canada," he said. "It was interesting enough.

A wake of thought followed the craft of Raphael's speaking:

"Disraeli had been a Hebrew. He built the Suez canal for England and Victoria; there were many great Hebrews there, in English history.

"Mendellsohn was a Hebrew." Something inside Raphael's fast moving brain whispered the names of others along the art and trade highways of the world.

Burghauer . . . the Italian Hebrew who fled Vienna and the presidency of the "Wien Philharmonic" before the anschluss in March 1938; he who had been host to Toscanini in his day. There had been others he had known and worked with; successful newspapermen, merchants aplenty.

Raphael's voice caught up with itself again:

"Your complaints about Canada," he repeated, "were interesting. But where are your complaints of Jewry.

"They usually enter into a round table of this type."

"Do they?" Said Ron, and left a blank in the criss-cross fire. Then he continued: "Now all we have to settle is the Jewish question," and laughed shortly.

Raphael straightened his black tie and looked thoughtfully: "It's a big thing with Hitler too," he said.

### JUDGED BY PERSECUTORS

"Yes, you chaps of the Jewish race can be judged today by the people who persecute you: The Hun. That is, if you are to be judged?"

"We are judged here in Canada because we are said to ban together, to Christian exclusion," replied Raphael. "It is true that "banning together" has been forced on us, or has evolved, simply because we are a world minority which has been "pillared-to-post" from Palestine to Panama."

"Yes, I know," said Ron.

"Then we are accused of hoarding wealth," said Raphael. "That goes hand in hand with "banning together."

"I wouldn't say that should be generalized on. That is Hitler's pet Harp."

Here Huggins pulled out the weighty book he'd been thumbing earlier in the evening. "This is what I mean," he said.

"We have been too comfortable and too indulgent—many of us have been, perhaps, too selfish—and the stern hand of fate has scourged us to an elevation where we can see the everlasting things that matter for a nation, the great peaks we had forgotten, of Honor, Duty, Patriotism."

There was a pause. The speaker continued: "Fate is on our heels again. Europe rattles and roars as it did in the days of 1914, when Lloyd George spoke about 'the great peaks,' to echo the hollow roar of mechanized Hollenzollern atheism.

"Ron piped up: "In short, old boy, we hang together, or we HANG apart."

"That's it in a nutshell," said Huggins.

# Who's Who at T.T.S. this Month

## AC 2 WILLETT, R. C. *Newspapers — Radio*

A voice very familiar to the airmen of this school is that of Bob Willett. Bob is using the experience he gained in civilian life at his frequent noon-hour newscasts.

After finishing 12 grades of school AC2 Willett got a job as newspaper reporter at North Battleford, his home being in nearby Unity.

A move to Victoria, B. C. and an entry into the radio world got him into what he hopes is his life job. There besides being a sports writer and columnist for a newspaper, he also became a radio announcer and later on, publicity director for Station CJVI.

AC2 Willett joined the R.C.A.F. hoping to get into the Public Relations fields but instead is an Electrician. While at Toronto Manning Pool he announced several of the Ken Soble "Tour for Talent" shows.

Still single, Bob, his bay mates tell us, has quite an interest in blondes, ONE in particular.



## CPL. NORM. MAY *Organizer*

Being newly married hasn't made Cpl. Norm May lose interest in his Squadron's activity. Norm is right in there always trying to put 1 Squadron, 1 Wing on the sports map.

His basketball team was just nosed out of the titles by a small margin in May, while the 1 Squadron 1 Wing softball team he is now promoting has won more than 30 successive games.

An athlete in his own "small" way, Cpl. May was Amateur Wrestling champ of Ontario in the 118 lb. class in 1936-37-38. On this station he has done some boxing, giving a good account of himself.

A resident of Toronto, Cpl. May was an Automotive Electrician there. He came to T.T.S. with the 47th Entry, graduated with the high percentage of 89.8 and was retained as an instructor in the Electrical school. He is now one of the best-known N.C.O.'s in 1 Squadron, 1 Wing.



## SGT. SALT, T. W. *Lloydminster, Sask.*

Everyone at T.T.S. knows Sergeant Salt of the electrical section. He answers to the names of Tom, Winston, Epton, Salty or just plain Salt.

He hails from the town of Lloydminster, situated on the border line between Saskatchewan and Alberta, where he ran his own electrical business and played hockey for the home town team. He claims Saskatchewan as his home Province.

Tom came to us in the fall of 1940 with the sixth entry of electricians after spending a couple of months at No. 1 Manning Depot at Toronto. As one of the top ranking men of his entry, he was retained as an instructor in the basic workshops phase of the electrical and instrument section, where he is now top man.

Salty had not been at T.T.S. very long before he was discovered by the Y.M.C.A. and induced to volunteer as their movie projectionist for the tri-weekly shows in the drill hall. He has served faithfully in that capacity ever since, in addition to handling the shows for the Canadian Legion in St. Thomas. At present he is very busy installing a projector in the Blue Room.

His undoubted ability as a radio repairman has let him in for a lot of spare time work on the public address system, Hospital radios and the receiving sets of the boys in the barracks.

In addition to these various part time jobs Tom was, until recently, special valet and general provider for his fellow Westerner, AC2 Oscar, the badger, mascot and pet of the electrical section. Oscar, however is now numbered among the missing, having gone A.W.O.L. When last heard from he was carrying on a private feud with the neighbouring dogs and evidently holding his own.

Tom's favourite indoor sports are snooker and bridge, at either of which he is no mean opponent, as the members of the Sergeants' Mess can testify.

He is married and his wife Bessy, daughters Doreen and Donna and son Donald are with him here in St. Thomas.



## AC 2 PERRON, L. P. *Artist*

AC2 Perron seems to be in the wrong niche as an Air Frame Mechanic. But the Air Force seems to have nothing along his own line to offer him. If they give this young French-Canadian some roundels to paint they will receive a professional job.

For Perron who started sketching at three years of age, and made his first painting at nine, has been working at it ever since. He studied at Beaux Arts in Montreal and has worked at Commercial art and Church Decorating since completion of school. Our young artist is quite versatile as his large book of clippings shows. The portrait sketches on the Sports Page are an example. He also does oil painting, frescoes, portrait painting, clay modelling and wood sculpturing.

His entry mates in the 161st describe him as a piano "plunker" and a black cigar smoker. All are trying to get him to do a sketch of them.



## AC 2 HUDEC, S. J. *Linguist*

The different languages he has encountered have been no problem for Steve Hudec. He seems to be able to make himself familiar with them in quick order, despite the fact he has had little school education.

Born in Oslany, Czechoslovakia, his native language is Slovak. But before he came to Canada when fourteen, he was able to talk in Polish and Hungarian. Then his family came out and settled in a French speaking district at Cornwall, Ontario. Steve had to learn that language. After one year at school he became a repairer in a silk mill.

When our linguist joined the R.C.A.F. and went first to Y.T.S. at Galt, he knew little English. But now eight months later he shows very little trace of an accent and can handle the technical terms easily.

AC2 Hudec's family had property and relatives at home in Europe. They are resigned to the loss of the property and wonder about their relatives.



## TRUE or FALSE ?

1. A King Post is the sternmost member of a fuselage.
2. A Spirit Level could be used with an Incidence Board for checking incidence.
3. Even number cylinders are in front row on Wasp Twin Row engine.
4. There are three Scavenger Pumps on the Twin Row Wasp.
5. The Thimble Bushing is lubricated by low pressure oil system.
6. The Camshaft revolves at the same speed as the Crankshaft.
7. Increasing the distance between plates of a Condenser would increase its capacity.
8. The highest voltage is induced in the Secondary of the Induction Coil when the Contact Points are open.
9. A Condenser is always connected in series with Contact Points.
10. When shutting off a Blowtorch, close Needle Valve tightly.
11. A Microfarad is a unit of Capacitance.
12. High Carbon Steel can be welded.
13. A Handley-Page slat is used to give an increased Gliding Angle.
14. An Actuating Gear is used to adjust the Angle of Attack of a Tailplane.
15. The Thrust of a Crankshaft is taken on a Ball Bearing in the Merlin.

Answers to Last Month's Questions:

True—1, 2, 4, 8, 14, 15, 16, 17, 19, 10.

False—5, 12, 6, 3, 7, 9, 11, 13, 18, 20.



# SPORTS

### CO'S TROPHY

No. 2 Squadron, 2 Wing are holders of the Commanding Officer's Trophy for another month which is getting to be a habit with F.O. Rogers' squadron. This is the tenth time in thirteen months so the trophy will move from 3 Squadron, 2 Wing where it has been for a month, back to its old position in 2 S., 2 W. Orderly Room. It seems very likely to remain there despite the efforts of the five other squadrons and Headquarters to remove it. No. 2 Squadron, 2 Wing were able to allow their softball team four losses and still finish about five games ahead of 1 Squadron, 1 Wing. Their tennis and lacrosse teams being unbeaten and their soccer team only losing one game.

Cpl. Bass, 2 S., Sports N.C.O., was very active in getting the cup back in its familiar site. Following the footsteps of such other capable promoters as Sgt. Goodmanson, Sgt. Stewart and Cpl. Boyd.



### SOFTBALL

No. 1 Squadron, 1 Wing kept up their unbeaten record by taking all their games in June. Until now they have won their last 29 inter-Squadron games. An exceptional record! They were guided by Cpl. May and Cpl. LeGrice, the latter now being overseas.

They had two close calls, only beating 3 S., 1 W. by a 1-0 score and 3 S., 2 W. by 2-1. The champs had outstanding pitching from Cybulski. Other smart players were Cpl. Crangle, 1B; Fox, SS; and Kowilchuk at 3B.

The runners up, 3 Squadron, 2 Wing, only lost the one game. Their manager, Dick Boyd is sketched on this page. Besides a strike out pitcher, Nyznyk, they have a smart 1st baseman in Babij, a fleet fielder and hitter in Cpl. Stewart.

Some close and hard fought games were played, all teams turning out well except Headquarters. In their brief appearance, stocked with P.T.I. instructors, they lost 16-1 to the delight of the fans.

Other players rating mention were Myers of 2 S., 1 W., and Pierce and Smalley of 3 S., 1 W.

### TENNIS

An unprecedented array of good tennis players in June saw action on the courts. With 2 Squadron, 2 Wing (who won four months out of five last summer) taking the

honors again. Unbeaten in their starts 2 S., 2 W. had little advantage over any squadron other than Headquarters. 1 Squadron, 2 Wing with an exception doubles team. Cpl. Leach and Cpl. Plyum, and about the best singles man in Logan were runners-up.



No. 2 Squadron, 2 Wing had a well balanced team with that perennial star, Cpl. Bjork, and two stylists in Walsh and Snider.

Other star players of considerable experience were Cpl. McCloy, and Fox of 3 S., 2 W.; Green and Bowchay of 3 S., 1 W.; Kahn, Yuill and Yokes of 2 S., 1 W.; and Cpl. Campbell and Techier of 1 S., 1 W.

### SOCCER

Not a game of the schedule was defaulted in soccer, twenty-one games being played. To the older players a feature was the cleanliness of the play.

No. 3 Squadron, 2 Wing won their six starts to cap the honors closely followed by 2 Squadron, 2 Wing with one loss. These teams were coached by Old Country players: "Scotty" Asquith of 3 S., 2 W., "Scotty" Jefferies of 2 S., 2 W.

A Headquarters team mostly veterans made a good showing. Tapper, Sgt. Hodge and Cpl. McDonald shining.

Johnstone, of the 3 S., 2 W. team was the top scorer of the month. Other smart players were goalies Lavorich of 3 S., 1 W., and Westmacott of 1 S., 2 W.; Hale of 3 S., 2 W., and Stokes of 1 S., 1 W.

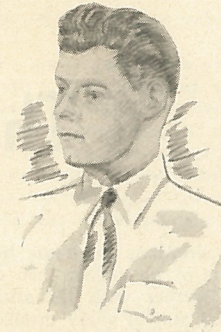
No. 3 Squadron, 2 Wing with quite a turnover of players deserve a lot of credit and will be tough to take this month.

### CRICKET

The station cricket team after a good start have dropped some close games. They are still inviting players to their Tuesday and Thursday practices. Cpl. Langton has been their best, both batting and bowling. Besides losing games, they have lost their President, F.O. Spriggs E.U., posted overseas.

### PLAYERS OF THE MONTH

If we were asked to name the best inter-Squadron players of June, we would choose: Softball, Pitcher Cybulski of 1 Squadron, 1 Wing; Soccer, Johnstone of 3 Squadron, 2 Wing; Tennis, Logan, captain of 1 Squadron, 2 Wing; Lacrosse, "Red" Smith of 1 Squadron, 2 Wing.



### LACROSSE

The lacrosse wasn't quite up to last year's standard but still was a keen competition. Cpl. Bowles' 2 Squadron, 2 Wing team edging out 1 Squadron, 1 Wing. The former with four Vancouver Adanac players, Fallowfield, Duplex, Bagaceff and Ferguson, led all the way and were unbeaten. These lads now are posted but Cpl. Bowles has another good team lined up, paced by Sharpe, a former Trail star.

Sadler was the ace of the 1 S., 1 W. team with Konewick also being good. The best player on the station though was "Red" Smith, a Vancouver star, with 1 S., 2 W. LaPorte of 3 S., 2 W. also was in there.

These lacrosse games, as usual, gave the M.I. room a little extra work but it does toughen the boys up to play around with the gutted stick.

### SPORT WINNERS

The following is a list of the sports winners in the commanding Officer's Sports trophy for June.

#### SOFTBALL

Cybulski, E. F.	Elec.	E.82
Entwhistle, J.W.	Elec.	E.81
Cpl. Crangle, E.	P.T.I.	Staff
Fox, T. H.	Elec.	E.82
Osyndky, W. M.	Elec.	E.81
Kowalcheck, A.	Elec.	E.82
Marshall, A. T.	Elec.	E.87
Cairus, D. A.	Elec.	E.76
Campbell, S. F.	Elec.	E.84
Dewar, G. M.	Elec.	E.80

#### SOCCER

Chelada, M.	A.F.M.	E.161
Schwartz-Wald, M.	A.F.M.	E.161
Ranking, C. B.	A.F.M.	E.161
Rapley, E. F.	A.F.M.	E.161
Johnston, S.	A.F.M.	E.157
Kurtz, W. T.	A.F.M.	E.155
Hughes, R.	A.F.M.	E.155
Montgomery, T. W.	A.F.M.	E.155
Hale, G. W.	A.F.M.	E.155
Cherninchan, J. R.	A.F.M.	E.155
Sorokopuo, J. R.	A.F.M.	E.155
Asquith, C.	A.F.M.	E.161

#### TENNIS

Sgt. Charlton, J.	A.F.M.	Staff
Cpl. Bjork, M. R.	A.F.M.	Staff
Andrews, A.	A.F.M.	E.154
Cornell, F.	A.F.M.	E.154
Walsh, G. R.	A.F.M.	E.156
Rees, D. R.	A.F.M.	E.156
Norridge, A. G.	A.F.M.	E.156
Snider, H.	A.F.M.	E.158

#### LACROSSE

Cpl. Bowles, E. D.	A.F.M.	Staff
Ferguson, J. A.	A.F.M.	E.152
Fallowfield, W. R.	A.F.M.	E.152
Duplex, R. R.	A.F.M.	E.152
Bagaceff, J. G.	A.F.M.	E.152
Sharpe, D. R.	A.F.M.	E.162
Raymond, P. M.	A.F.M.	E.158
Little, R.	A.F.M.	E.158
Watt, K. H.	A.F.M.	E.162
Phillips, P. J.	A.F.M.	E.162
Scholl, V. W.	A.F.M.	E.162
Middleditch, R.	A.F.M.	E.162

## TECHNICAL TOPICS

# The Maintenance of Aircraft

BY FLT. SGT. M. L. SIMS

The aeroplane mechanic holds a highly responsible position. The lives of his fellow men may be saved or lost by his handiwork, together with the saving or loss of valuable equipment. The chief aim of every mechanic should be to use every possible care whenever maintaining aircraft. The chief requisites are knowledge of the aircraft structure, diligence, and common sense. It is not necessary to quote instances where major damage has been caused to aircraft by careless maintenance or ignorance of the aircraft structure. Many of us have seen such cases, and have also seen instances of bad maintenance procedure that might easily have led to a serious accident.

The purpose of this article is to indicate what precautions are necessary in order to avoid accidents, how to eliminate delays during maintenance work, and how a mechanic may improve his efficiency.

We have read stories and seen pictures of aircraft that have flown back to their bases after being badly shot up by the enemy. Let us not allow the fact that aeroplanes were able to fly in such a condition, to influence us in our maintenance work. Inspections, for instance, must never be treated as merely routine. Proper attention must be paid to all details over and above the stated items that may need attention. Perseverance along these lines will undoubtedly save repair or replacement work later on. "A stitch in time saves nine" may also well mean "A rivet in time saves nine."

### JACKING and TRESTLING

An aircraft is, of necessity, a delicate structure, and certain precautions must be observed at all times when jacking or trestling. Jacking points are always provided, and these must be used. A serious strain, not always noticeable, may be imposed on structural members if this is not done. Jacks should always be set on a hard level foundation, and their raising coordinated to preserve the balance of the aeroplane. Trestles must not be left under wing tips when the aircraft is unattended, as, if the supporting jack should give, it would impose strain on the mainplane structure and root fittings. The tail should always be well weighted down, especially when the aircraft is at or near rigging position, as the extra weight of an airman forward of the centre of gravity may cause the nose to tip down, throwing the aircraft off its jacks with possible injury to personnel and serious damage to the aircraft. All obstacles must be removed before letting the jacks down. The writer has seen the trailing edge of a mainplane wrecked because a trestle was in the way when the jacks were let down. Particular care is necessary when letting the tail jack down. The wheels must be chocked to prevent movement and control retained of the jack when lowering, or it may come down too fast and cause damage. The tail weight must be removed *after* lowering the tail.

Trestles to be used for supporting mainplanes should always be padded to prevent scratching or denting of the covering. Walking on mainplanes or bearing unevenly on tail units must be strictly avoided. Where work on the upper surface of a mainplane, involving pressure, is to be done, the mainplane is to be properly trestled, that is, the weight must be spread evenly over front and rear spars and directly under the work. If the work cannot be properly reached by standing on a trestle a wing mat should be secured to the upper surface adjacent to the work and in such a manner that it will not slip. The mechanic may place his full weight on this without fear of damage to skin, ribs, etc. The writer has seen airmen put their feet through mainplanes, and only then did they realize the frailness of the structure. Another reason for the trestling of the mainplane is that the extra weight of the mechanic, especially towards the wing tip, will exert strain on the wing structure and the oleo struts, and may well lead to further unnecessary maintenance. Before commencing any work on an aircraft, the necessary equipment should be collected. There may be times when proper equipment is not available. The mechanic should then consult his seniors before commencing work.

It is a good policy to make careful calculations of all materials required for any given job. To make a habit of this is another step toward efficiency. Economy of aircraft materials is important, not only because of the saving involved, but also because

many aircraft materials are very costly and in some cases scarce. Every effort then, should be made to avoid unnecessary waste.

### CARE OF TOOLS

A mechanic is known by the condition of his tools. A good mechanic will maintain his tools in first class condition, ready for use at any time. Precision tools or instruments should be carefully boxed against damage, and any such tools accidentally dropped must be checked against another that is known to be accurate. Tools subject to corrosion should be wiped occasionally with a clean oily cloth. A steel hammer must never be used on wooden handled tools. A mallet or hide-faced hammer is the correct tool for this purpose. All sharp pointed tools should be kept in pocketed cloth or leather bags, thus preventing the edges from being dulled by rubbing. Plane irons should be retracted into the mouth of the plane when not in use. Tools must never be used for a purpose for which they were not intended or beyond their capacity. An example of this is using an iron tube over the handle of a wrench to obtain better leverage. When working on a job, tools should all be kept together and close at hand. This will save time that otherwise would be lost in searching for tools.

### CLEANLINESS and NEATNESS

These are essential qualities in maintenance work. The mechanic should take a pride in this respect. Clean hands (when occasion demands,) clean coveralls, clean tools and clean work will go a long way to mark an airman as a good mechanic. Let us consider for a moment that we are going to service an oleo strut, or bleed or drain the hydraulic system. We will protect the floor by using drip pans, place covers over tires, prevent fluid from running over doped surfaces, catching the fluid whenever possible in a clean container. It is not always possible to prevent fluid from running over aircraft parts, and when this does happen the fluid should immediately be wiped off to prevent chemical action setting in.

When removing inspection panels, do not put small screws or parts in your overall pockets for safety. You may have a hole in them. The correct thing to do is to put them in a cotton bag and tie them to the aircraft adjacent to the work. If no bags are available, a piece of rag will serve the same purpose, with the parts tied up and secured in the same manner. This is playing safe, as the mechanic who starts a job is not always the one to finish it.

### REMOVAL and REPLACEMENT of MAINPLANES

Special care must be taken during the removal of mainplanes. All controls, pipe lines, tanks, etc. must be disconnected before root bolts are loosened or removed. The mainplane should be trestled, and sufficient airmen spread along and under the plane to take weight when ready. The purpose of the trestle is to relieve the airmen from carrying the weight of the mainplane while it is being disconnected, and also to prevent sagging and possible damage. When it is certain that all disconnections have been made, and not before, the airmen will take the weight and the trestle will be removed. The mainplanes must be drawn straight out or otherwise pipes, push rods and other fittings may be bent. The airmen will be gathered mostly about the leading edge and root end. Those on the wing tip and trailing edge must have their arms under the mainplane directly under the ribs to take the weight. The mainplane is then carried to a pre-arranged position and laid on padded bearers either on its under side or leading edge. The pitot head, if any, must be in such a position that it will not be likely to suffer damage. Light alloy tubing or a stiff piece of wood should be used to protect protruding pipe lines, push rods, etc., Cables and wires should be neatly coiled and tied inside of plane. The ailerons must be toggled to prevent possible damage to trailing edges. If the mainplane is to be stood against a wall or other supporting surface, it should rest against bearers to prevent the trailing edge pressing against any object.

Similar precautions are necessary when installing a mainplane. One in particular: never force a mainplane into position or drive root bolts in forcibly with a steel-faced hammer. Tap lightly with a hide-faced hammer or use a block of wood to protect the bolt. Remember, these fittings are a very close fit,

and if the mainplane does not slide into place with gentle easing at its approximate dihedral, or the bolts will not slide in with gentle tapping, then either there is an obstruction or the root fittings have been damaged. In this case, the plane should be laid aside with the usual precautions until the trouble has been located and adjusted. Care must be taken that all pipe lines, push rods, cables, wires, etc., have entered in their correct place and that none are likely to run foul of other parts. It should never be necessary to bend pipe lines to make them fit into position; but if it is, then they should first be heat treated if of copper or duralumin.

The same care should be taken when removing cowlings and other components of the aircraft. These should not be scattered all over the place. They may be trodden on or damaged in some other way. If racks are available, use them; if not stow the components together in one place where they will be out of the way. Those parts that are not likely to be installed within a short period of time should be labelled or marked with the serial number of the aircraft to prevent identity being lost. All such parts should be cleaned before replacing them, because it is during this process that corrosion, cracks or other damage should be watched for, corrosion being often hidden by an accumulation of dirt. Metal parts subject to corrosion must be given anti-corrosive treatment. Small internal parts, ball races, roller bearings, etc., that are to be repacked with fresh grease should be washed in a kerosene bath, then sprayed with a compressor to remove remaining grease or grit. Before repacking make a thorough check for cracked or broken bearings, excessive wear, etc. Other internal or external parts difficult to clean should be given the same treatment. Never replace small metal parts that are subject to corrosion, such as bolts, screws, etc., without first smearing a little grease or oil on them, except where these are to be used on wooden parts. Oil has a deteriorating effect on wood. In such cases the bolt or screw should be rubbed with ordinary bar soap.

Particular care should be taken when cleaning transparent plastics. Abrasive window cleaners must not be used for this purpose. A clean rag and warm soapy water is the only authorized cleaning medium. The use of benzol, naphtha, gasoline and other volatile liquids is prohibited for this purpose owing to the danger of impairing visibility.

Neatness of repairs is very important, whether interior or exterior. Such work must be strong, yet of a sufficient lightness. Only such materials as specified in the approved repair scheme may be used. Substitutes are required to be submitted to Air Force Headquarters for approval before use on a repair that in-

volves a primary structure, or may affect the airworthiness of the aircraft.

When doping is to be done with a spray gun, parts not to be doped should be protected, either with a cloth covering, masking tape and paper, liquid soap or grease depending on the nature of the work. As soon as the spray job is completed or it is desired to change the colour, pour some thinners into the empty gun container and spray this into the dope itself, not into the atmosphere. Take the gun apart and clean with a rag soaked in thinners and reassemble. Never leave the lids off dope cans because of rapid evaporation.

#### CHECKING FOR SAFETY

Whenever making an inspection, carrying out repairs, replacements or modifications on aircraft, check and double check all nuts, bolts, fittings, etc., for safety. On completion make a tool check, look around for small parts, such as screws, nuts, etc. and if there are any, make quite certain a replacement has been effected. Finally, survey the completed work to ensure that everything is in proper order before being satisfied. If you should notice something unusual but which is not your particular affair, whether carrying out an inspection or not, or even if you are off duty do not leave it to someone else to report. It is your duty to report it under any circumstance.

#### CONCLUSION

The foregoing hints have been written chiefly from an airframe mechanic's point of view, but they are applicable in the main to all trades. One important point to remember is, however, never to interfere with mechanism of an aircraft that is not your particular concern. If you are anxious to know what it is all about, see the tradesman concerned and get an explanation from him. Always try to co-operate with mechanics of the other trades, and you will generally find that they will return the compliment.

The subject itself has dealt with maintainance under favourable conditions. The mechanic may occasionally find himself servicing an aircraft in the field without the aid of the handy equipment in the hangars. On such occasions he will have to make the best use of the resources at his disposal. If, however, he is unable to undertake the work he must at once inform his pilot or the senior N.C.O. in charge, who will send in a report to the nearest Unit. A repair crew would then be sent out with the necessary equipment and spares. In the case of a forced landing, or damage caused by the elements, salvage procedure would be adopted, and crash category would have to be considered before a Unit could take repair action. It would be fairly safe to say that if the aircraft can be made serviceable on the spot and flown away from there, the nearest Unit will take charge.

## No. 1 Technical Training Section

MR. PROTHERO joined the staff at T.T.S. in 1939 after failing to enter the service on medical grounds. Qualified as an instructor in sheet-metal and allied trades with twenty years experience, seven years of this period devoted to indentured apprenticeship to coppersmithing, general engineering and iron and brass founding.

#### FABRIC

CPL. SYMMS came to Toronto in 1931 from Chester, England. A painter and decorator in civil life, he joined the R. C. A. F. and for over two years has enjoyed doing work in the Fabric Section.

SGT. McMILLEN is a North Toronto boy. Before joining the R.C.A.F. in 1940 "Russ" was in the automobile business and previous to that connected with building and construction. Golf and hockey are his favorite sports.

#### DRAUGHTING

LAC. FOOTE comes from Ottawa where he was employed in the Royal Canadian Mint before enlisting in February, 1941. Sixteen months ago he was posted from Trenton to T. T. S. as an Aero Engine Draughtsman. "George" takes part in all lines of sport.

CPL. AIR (Draughtsman W. & B.) comes from Toronto where he attended York Memorial Collegiate Institute. Before enlisting in August, 1941 he worked for a Toronto construction firm. Five months ago he came to T.T.S. after taking a clerk's

course at Trenton, later remustering at Gander Bay and is now posted to No. 1 T. C.

LAC. GEROFSKY grew up in Hamilton, Ontario. Before enlistment was employed by Westinghouse Company. In May, 1942, he joined as a radio technician, later remustering to Aero Engine draughtsman and was posted to T. T. S. January 1, 1943. "Dick" was the happy winner of the contest for the best designed school crest.

#### CARPENTRY

MR. ORTON is a civilian carpenter who came to T.T.S. two and a half years ago from Aylmer, his home town. He has six children and his only son, Donald, is in the Army.

CPL. WALLHEAD is a typical phlegmatic old Englishman who has been in Canada for thirteen years. Mathematics is Wally's favorite hobby and as far as sports he was a member of last year's champion cricket team.

MR. LANE has been at T. T. S. for three years and is the only remaining civilian instructor in Carpentry. "Bob" is an officer in the Air Cadets in St. Thomas and is away at present taking a course at Trenton.

MR. BOWERS, comes from London, England. Although officially a Carpenter, "Charlie" is a "Jack of all trades." He is one of the few remaining veterans of both the Boer and Great Wars. Claims he will do anything from pitch and toss to man-

slaughter but draws the line at murder because they're liable to get mad at him.

MR. McPHERSON is a local boy from St. Thomas. He has been a carpenter at T. T. S. for two and a half years. Baseball is his favorite sport and although never off the ground his one desire is to fly an aeroplane.

#### WELDING

CPL. JACKSON, comes from Winnipeg, Manitoba. Graduating from the 43rd Entry Air Frame Mechanic, he remustered to Sheet Metal and has been attached to the Welding Staff for the past two years. He is a sailboating enthusiast.

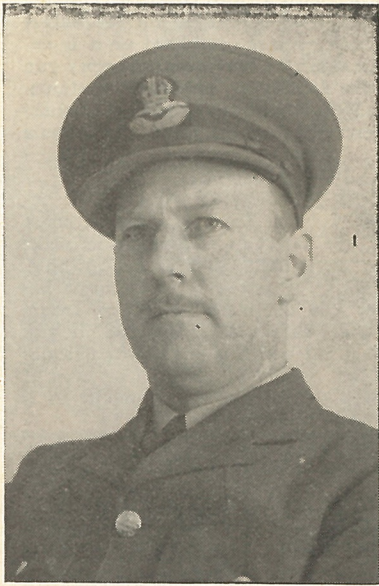
F/S De La PENOTIERE is a native of St. Thomas. Came to T.T.S. as a Sheet Metal Instructor in December 1939, having previously served as a sheet metal instructor at Manning Pool, Toronto. Sailing is his hobby and he has just finished building a new boat which he hopes to launch soon.

#### EQUIPMENT STORES

LAW. TUCKER, Eileen, commonly known as "Billie" hails from Toronto, Ontario. She has a charming smile and whistles as she works. "Billie" is a member of the Glee Club and took part in the famous Minstrel Show, T. T. Titters.

SGT. HARBOUR who is in charge of Building 16 Equipment Stores, claims Brantford as her home town. "Carrie" is always cheerful in her work around the shop.

SQN. LDR. H. J. WALSH  
POSTED



Squadron Leader N. J. Walsh, Senior Administrative Officer, is posted and there is no doubt that T.T.S. will spend a difficult time in adjusting the loss. We all know that no one is indispensable but not everyone is qualified to fill the important position of the S.A.O. on a station as large as T.T.S.

We all regret the lost of our genial, progressive and young S. A. O. but as he is going to higher and broader fields for the purpose of serving the Royal Canadian Air Force and Canada we wish him God's guidance and success.

Speaking of dates, a St. Thomas belle who had never been told thought it would be an awfully long time to wait when her boy friend from T. T. S. said he would meet her by the drug store about 1945. So she stood him up!

She was trying to work her way through college by selling subscriptions to the Saturday Evening Post. But most of the little devils wanted to take Liberties.

P. T. Display

Well, the weeks and weeks of physical fanatics, muscular madness, or what have you, finally bore fruit. In other words, those thousands of briefly clad individuals going through weird gyrations set to music really began to stand for something on the afternoon of June 16th. With the parade ground filled by symmetrical rows of men attired in P. T. clothes, instructors effectively spaced before them, the band playing its best, and the newsreel camera grinding away from the roof of the drill hall—the scene really looked fine—and was too, according to all reports.

The mass physical training and marching display was declared to be a very fine show by the Associated Screen News Cameraman who filmed the event. So it would appear that all the effort put into the training of the men by F/O Morley and P/O Sansome was definitely worth while, and they along with the P. T. instructors, and the men themselves, deserve real credit for cooperating so well in producing such a creditable showing.

It is doubtful if any of the 3000 men taking part realized the significance of their performance until after it was all over. Then Group Captain Keens, in praising their fine display, explained that the film would be shown all over Canada, the United States, and England as illustrative of the type of physical training received by airmen in Canada. In fact, he thought they had done so well in giving a perfect example of this training, that he gave them all the rest of the afternoon off. Loud cheers!

F/O Morley, in commenting on the showing, expressed great satisfaction at the way in which all the men had cooperated with him in spite of the hard work and strain involved, to produce such a fine result.

So, it was quite a milestone in T.T.S. history, and you must be sure and warn your people at home to look for the third leg from the right in the fourth line, when the film reaches your home town theatre.

And did you hear about the moron who took his nose apart to see what made it run?

JOE AIRMAN

home. You don't have to go half way across an orchard through the snow.

Can you imagine, maw, the go-place is right inside the very next room. It don't seem very sanitary, though, as the drinking water spouts are right next to where you sit. It sure makes me laugh when I think how the Sanitary Inspector made paw move ours. Why it was at least twenty feet from the well, but he said it was too close. I guess they are too busy here in the Air Force to worry too much about Sanitary Conditions.

Gee, maw, the nursing sisters and the Airwomen who work here sure are swell. They are all so kind and human all the time, especially after those awful N.C.O.'s. It's no wonder they keep getting married so fast. They sure have us Airmen at a disadvantage. When you're feeling so punk and they do such kind things for you, you can't help but like them. Why there is one awfully good looking one comes in every night and rubs my back for me and puts flour on it. It feels so heavenly then when she finishes, I just roll over and have the dandiest sleep. Is she ever pretty, too? If it wasn't that I was sort of engaged to Millie I sure wouldn't mind asking her to marry me. But I guess at that Millie would be better for me. This one's hands are so soft I don't imagine she would be much good at helping me in the fields.

Oh yes, Maw, I must tell you about having a bath. It sure is funny here in lots of ways. In the first place, you get a bath every day. That sure is a change, as I hadn't had one since I came here from Manning Pool. In the second place you get your bath right in bed, if you can imagine that; and finally (this will kill you, maw) an Airwoman gives you the bath! I nearly died the first time. I kept jumping around and clutching at the blankets, but I did manage to protect my modesty. Finally she say, "Now, I've washed you up as far as possible, and down as far as possible, now while I go and get some clean sheets, you can finish your bath." It didn't take me long to catch on; while she was gone I washed the rest.

I am going to put in for my "48" this week-end. It just occurred to me that this is the last chance I have to get one this month. The Moe says I'll still be here in bed then but I'm going to have my "48" anyway. We have to work so hard that I'm not going to be gyped out of a "48" even though I do have to spend it in the hospital.

Well, I guess that is all the news for now, maw. Don't worry about me as the Moe says I'm a cinch to get better and he never saw such a powerful brute.

Love,  
"Joe"

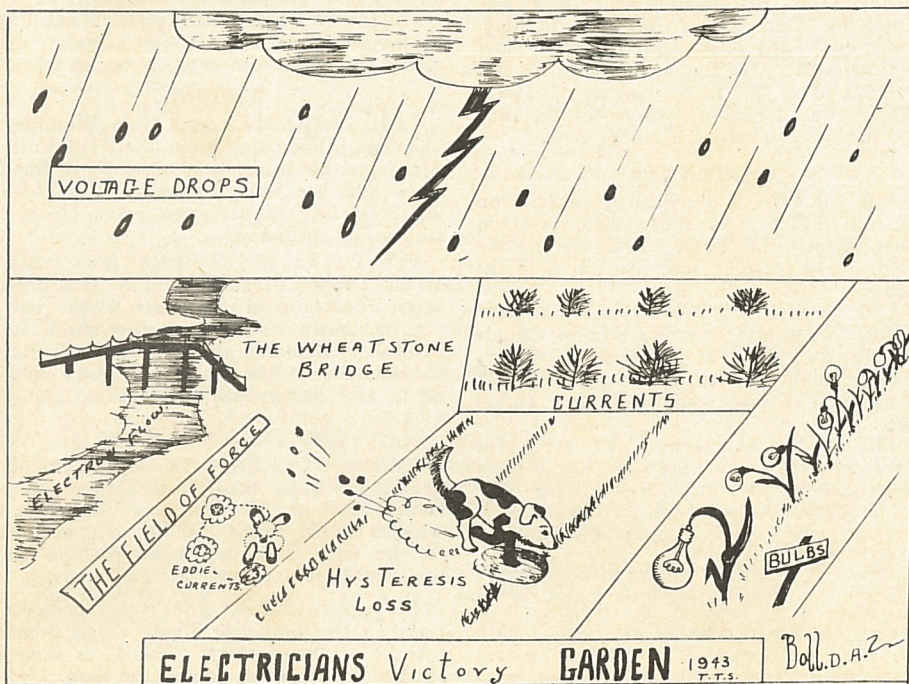
Stop The Press

Latest reports, hangar-17: Personnel are warned that castor oil, used for the lubrication of "natural glands," is not to be taken internally under any circumstances.

You wouldn't suspect it from his appearance but AC2 Jack "Ubangi" Blackhall of the 160 A.E.M. was quite a boxer around Vancouver. His 5 ft. 1 in. frame has 130 pounds solidly distributed.

AC2 Ed Diiski of the 156th A.E.M. entry is quite a weight lifter and has quite a muscular development.

We have a champion horseshoe tosser here in the person of AC2 Richardson of 1 Squadron, 2 Wing. His best record is nine straight ringers in Junior Championship matches last year in Toronto. Any challengers?



# LETTERS TO - THE EDITOR



Dear Editor:

Many of our boys in the Squadron have visited Detroit and received the hospitality of the U. S. O. Perhaps a little publicity in the way of thanks on behalf of this station for the many favors they offer our boys would be appreciated by the U. S. O. personnel in Detroit.

AC2 Detroit Visitor.

*(Editor's Note: You are quite right. Our boys have received a great deal of hospitality and if possible we will follow your suggestion.)*

\* \* \*

Dear Editor:

The girls of the W.D. Section are doing an excellent job on the Victory Gardens, but the Squadrons are lagging and it might be necessary to list the standings from month to month in your "Aircraftman." Perhaps a Squadron Representative, who has a knowledge of gardening, could be on duty at his particular Squadron each evening.

AC2 Gardener.

*(Editor's Note: This is a timely suggestion and will be placed before the Garden Committee.)*

\* \* \*

Dear Editor:

May I take the space to say how much I appreciate your efforts in publishing *The Aircraftman*. I have been a regular Aircraftman fan since arriving on this station and I look forward to reading your entertaining and educational paper. Apart from your columns reflecting the news and interesting highlights of the station may I add a special word of praise to your column, "Technical Topics." Here discussion is brought to bear on those subjects of greater importance. I'm sure that my fellow airmen will agree with me that these articles have proven invaluable in studying for Trade Boards.

So carry on the good work, "Aircraftman," your paper is certainly appreciated.

Sincerely,

S. C. N. Streek,

*The Editors were not certain to what extent the Technical section was being read but such letters as yours are much appreciated and the Technical Editor welcomes letters dealing with this particular section.*

Dear Editor:

Please allow me space in your fine paper to voice my appreciation and respect for the R. C. A. F. Women's Division.

We of St. Thomas had some misgivings when we heard that girls were to be stationed at T. T. S. Our fears, however, have proved groundless.

They seem to be a fine body of well behaved young ladies, and are certainly a credit to the R. C. A. F.

Permit me to say that we are proud to have them with us, and hope that they will enjoy their stay in our city.

Yours sincerely,

A Citizen of St. Thomas.

*(Ed. Thank you citizen, we also think that our girls are tops.)*

THIS SPACE RESERVED  
FOR YOUR LETTER

Let Us Have It!

Dear Editor:

In your May issue of the "Aircraftman" I noticed with interest the publicity to the people responsible for our many breakfasts, luncheons and suppers.

As an AC2 I can truthfully say that this publicity has a twofold reaction, to my way of thinking. First, it has given the station personnel an insight into the very heavy duties and responsibilities attached to the Messing Staff. Secondly, there is no doubt that the net result has brought to light little misunderstandings and there is definite improvement in the Messing. You might say that this isn't entirely due to publicity but a close and more considerate understanding on the part of the airmen and an attempt by the Messing staff to meet the few requests that were brought forward.

AC2 Thanks.

*(Editor's Note: The Editors are anxious to assist with the school life in any possible way and it is pleasing to note that the "Aircraftman" is contributing in a small way to harmony on the station.)*

\* \* \*

Dear Editor:

I was glad to see that you have started to get short stories in *The Aircraftman*. "The Curse Upon the House of Treeford" I found exceptionally thrilling. If there are more of these short stories by the same author and written in the same style could you have them printed in the future issues of "The Aircraftman?" They have a way of holding a person in suspense, which I think shows good writing.

Yours, a past bitter critic now well satisfied,

John A. Smith.

*We are happy to publish any short stories that we receive and which we feel would make interesting reading. Unfortunately, our supply of short stories is rather limited and consequently this department has lacked a supply for publication. Tell your friends that such a section is available and we encourage short stories for publication.*

\* \* \*

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# AROUND THE CIRCUIT



Out in Winnipeg a potential John Kieran has popped up in the Canadian Army. "What is an adjutant?" the examining officer led off the intelligence test. "An Adjutant," replied the young man, "is a large bird of uncouth appearance. It has an almost bald head, a tremendous capacity for eating, and acts as a public scavenger. It can swallow a cat with ease." That wasn't the answer written on the card but the recruit was not only correct—he was word perfect with the encyclopedia.

—*Military Gazette.*

The Flight Sergeant strode into the Guard room. "All right you\*!\*!! lazy apes, fall out!" he exclaimed.

The Cpls. grabbed their hats and swarmed out — all but one Sgt. who continued to lie on his bunk blowing smoke rings.

"Well?" roared the Flt. Sarge.

"Well," remarked the Sarge. "There were a lot of them, weren't there?"

—*Jarvis No. 1 B. & G. "Flypaper."*

Nelson's signal was 'England expects that every man this day will do his duty.' Nelson's signal was not 'England expects that every man this day will make sure that everyone else is doing his duty before he does his own.'—Sir William Beveridge.

—*"Contact" R.N.Z.A.F.*

Two nervous but resourceful airmen at 5 M Depot, Lachine, Que., had overstayed their leave by a couple of hours. "Why didn't you take the earlier train?" asked the NCO. "We did," one replied, "but it stopped at some little place and when we stepped out on the platform for some air, the town band and a crowd were there to welcome home a local war hero. They saw our uniforms, formed a circle around us and the hero and cheered. The train started moving but as we turned to run, the band played 'God Save the King.' We stood at attention. The train pulled out and left us. What could we do? We caught the next train."

The baffled N.C.O. rubbed his head. Then he said in a shaken voice: "Back to your barracks and we'll forget the whole thing. I thought I'd heard everything but this is a new one— My shattered nerves!"

Three T.T.S. trainees sleeping peacefully, were rudely awakened by a terrific crash not far away.

"What was that—thunder or bombs?" asked one.

"Bombs," was the laconic answer.

"Thank heaven for that!" chimed in the third. "I thought we were going to have more rain!"

## WHY PHYSICAL TRAINING?

The purpose of physical training is to develop and maintain that degree of physical fitness and mental alertness necessary in the fulfilment of the many and varied duties of the members of the U.S. Army Air Forces.

Some reports from fighting fronts state that in numerous instances men have lost their lives and the lives of their comrades through the lack of physical agility.

It is a known scientific fact that a person's physical and mental reflexes, or responses, are in direct proportion to his physical condition. A person in poor physical condition is sluggish and slow in his reactions.

Men in the combat zone do not know how much sleep they will be able to get, in fact, there may be spans of 48 hours or more in which they do not get to close their eyes. Who do you think will be better able to stand such loss of sleep, a man physically fit or one in poor physical condition? The answer is self-evident.

It is realized that a great number of men do not like P.T. The reason is twofold: man is innately lazy and most men do not possess adequate physical skills in games and sports to participate without dampening their ego.

The ideal program in physical training would be where all participants compete of their own free will. This can only be achieved after everyone possesses those skills necessary for enjoyable participation.

To keep physically fit is your sacred duty to our country. A soldier who does not fulfill this duty is shirking just as much as a mechanic who fails to learn to service an airplane, or a pilot who does not devote his best abilities to learning to fly.

—*By Lt. Percy E. Arthur in the Good-fellow Field (Tex.) "Flight Time."*

## DID YOU EVER

Did you ever stop to think boys,  
Midst this bustle and commotion,  
How oft' you moaned and groaned about  
Your overdue promotion.

Did you ever stop to think boys,  
Or did you never get the notion  
What those other boys are doing  
Across the briny ocean.

Did you ever stop to think boys,  
Of those chaps in Nippon hands,  
Or buried deep in fox holes in Africa's  
Burning sands.

Did you ever stop to think boys,  
How a General's rank they'd swap  
To be back here in Canada to share  
Your blessed lot.

So next time stop to think boys,  
Before you grouse and groan,  
You may never get a promotion, but  
Thank God You're Here at Home.

—*F/S A. E. Devereux.*

—*Sixardee, Trenton.*

## 0615 HOURS

"Comrades leave me here a little,  
While it yet is early morn.  
Leave me here—and when you want me,  
Sound upon the bugle horn.

Sound upon it, blow it later  
Rouse me not from slumbers deep.  
Blow it later, later, later,  
Do not tear me from my sleep.

Slumber sweet should not be broken  
Airmen are in need of rest,  
If they are to rise unsurly,  
And to face the day with zest.

Let me slumber now my corporal,  
Let me cover up my head,  
Do not rouse me up so early,  
Rather—let me sleep instead.

Just last night I blew the foam head  
Off of many a stormy brew,  
And my slumber now is pleasant.  
Corporal be away with you!

Do not tug my warmth filled blankets  
Rudely from my shaking frame;  
Get thee from me, evil hearted,  
Ere I curse upon your name!

Silken is the couch I lie on,  
Raucous is thy harping voice,  
I would lie here but a moment,  
Then I'll rise me: That's my choice.

Cease thy efforts, let me slumber,  
I'll arise soon, said I not?  
Get thee from me, faithless traitor,  
Do not agitate my cot.

Oh thou blasphemous, unsocial scoundrel,

Curses on thy nagging head—  
Get thee hence—I prithee, prithee,  
I would lie a bit abed.

Comes the sergeant toward my chamber?  
See'st a frown upon his brow?  
Did ye this, o'misbegotten?  
Comes he henceward, comes he now?

Methinks I'll tear thy lying tongue out.  
Dost thou on the truth enlarge—  
'Tis time to rise, and rise abruptly,  
'I'm up, I'm up—Good morning Sarge!"

—*Submitted by Cpl. May.*

—*"The Flypaper," Jarvis.*

A hillbilly had been courting a mountain gal when one night her father said to him:

"You have been seeing our Nellie for nigh on to a year. What are your intentions—honorable or dishonorable?"

Looking at the father with a startled gleam in his eyes, he exclaimed: "You mean I got a choice?"

—*Tyndall Target.*

Mother: "Where do bad little girls go?"  
Girl: "Most everywhere, mamma."

—*"Beachcomber" No. 3 R.D. Van.*