

THE *Aircraftman*

DECEMBER,

1943



THE

- Hughes -

TECHNICAL TRAINING SCHOOL

ST. THOMAS

ONTARIO



Padre A. Nimmo

IT IS a very great pleasure indeed to wish every one of the readers of this paper a very Merry Christmas. This Christmas will not be a very Happy or Merry one for many because of the news that has reached many homes of loved ones missing or killed. We can, however, express where possible our sympathy and give our help, "Bearing one another's burdens and thus fulfilling the law of Christ."

Christmas speaks to us of many things, Sacrifice, Love, Good-will, Peace, etc., with Peace being perhaps the one most desired today. We can know that Peace by an acceptance of His terms. We speak of unconditional surrender as the only basis of peace between warring nations; why should we not willingly agree to such terms from Him who says, "I will give you rest"? Christ's coming to the world and His whole life and work were unconditional. He said, "I came not to do mine own will but the will of Him that sent Me." Let us make this our happiest Christmas by surrendering to His will.

Padre R. W. Braine • The world comes nearer to being happy at Christmas time than at any other season of the year. Then we see for a day or a week that Christ's spirit and Christ's way of life are not so impractical after all. Everyone who sees the real beauty of Christmas wishes that the spirit of the season could be made to last the whole year through. That is because life is lovelier, happier and more beautiful and we feel that we are using it as it was meant to be used. Christ came to give us life and joy and peace. May this Christmas mean that to each and every one of you.


 WISHING
 YOU A
 MERRY
 CHRISTMAS
 AND A
 HAPPY
 NEW
 YEAR



Padre R. W. Braine



Padre G. B. Fee



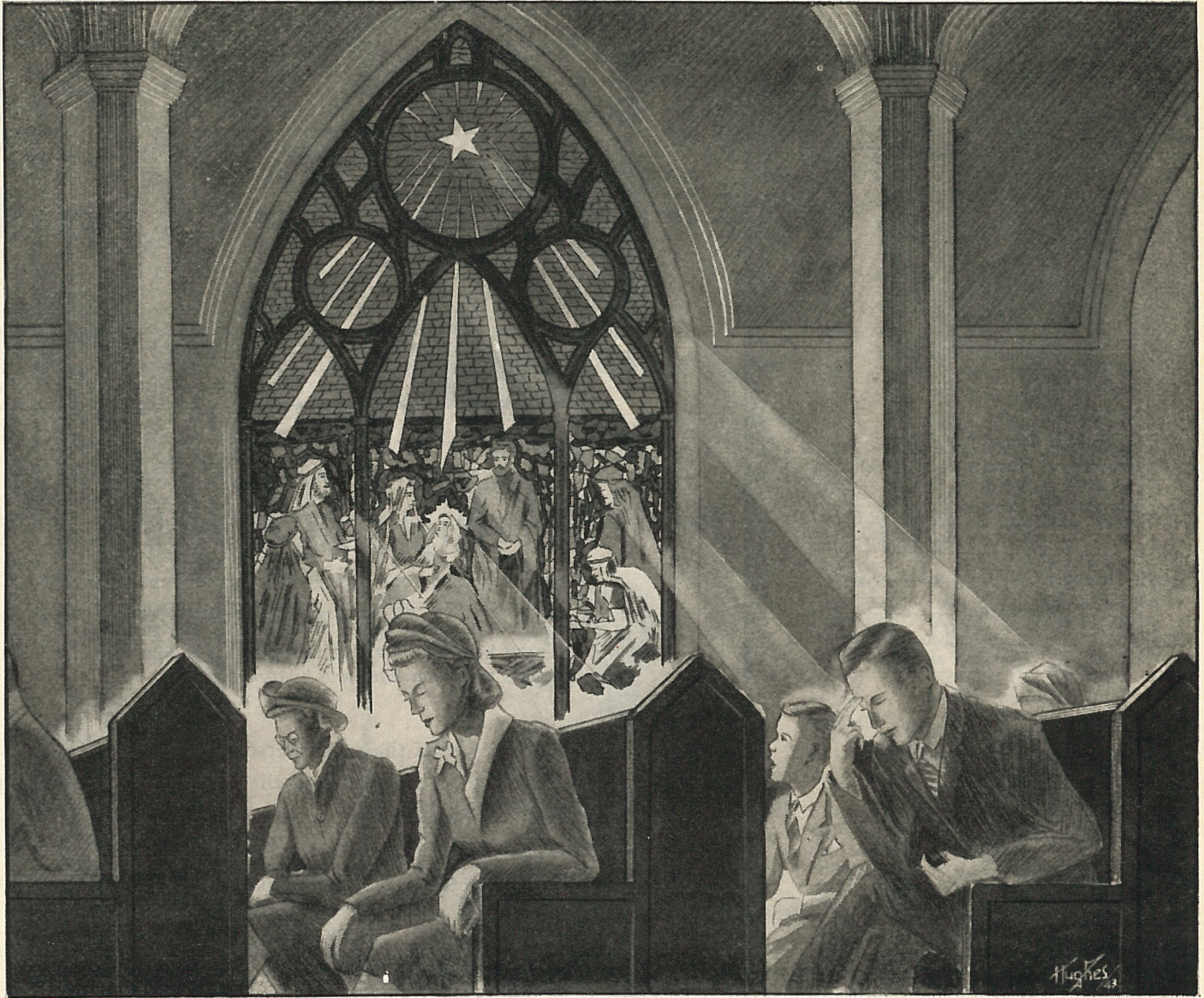
Padre J. J. McGarry

AMERRY CHRISTMAS and a Happy New Year to all! This is the fourth wartime Christmas and, as we go back over the past four years, many memories come spontaneously to mind; our entry into the war, the gloom of near defeat, the gradual rise of our fortunes in war. Now, as 1943 closes and a New Year dawns, we have reason to feel grateful to God that 1944 gives solid hope of victory. The longed-for day of victory and peace will be a happy one indeed for all the world!

When Christ, The Lord, was born in Bethlehem the whole world was at peace; and at His Birth angels proclaimed to shepherds on the neighbouring hills the glad tidings, "Peace on earth to men of good-will."

In the midst of Christmas happiness, when man's heart expands in genial benevolence towards his fellowman, let us not be oblivious to the true meaning of Christmas — the remembrance of the Birth of the Prince of Peace; and let us ask Him to grant "Peace on earth" to this war-weary world.

Padre G. B. Fee • A Blessed Christmas to you! My prayer for you now and always is that God will increase in your hearts, His Peace which passes all understanding. So that your hearts and minds may be kept in the knowledge and love of God and of His Son Jesus Christ Our Lord. And the Blessing of the Father, the Son, and the Holy Spirit be with you and your loved ones at this Blessed time of Christmas-tide, now and always.



The Freedom of Religion

Peace in our time, O Lord,
To all the peoples, peace;
And built in righteousness.
Thy power alone can break
The fetters that enchain
The sorely stricken soul of life,
And make it live again.

The Aircraftman

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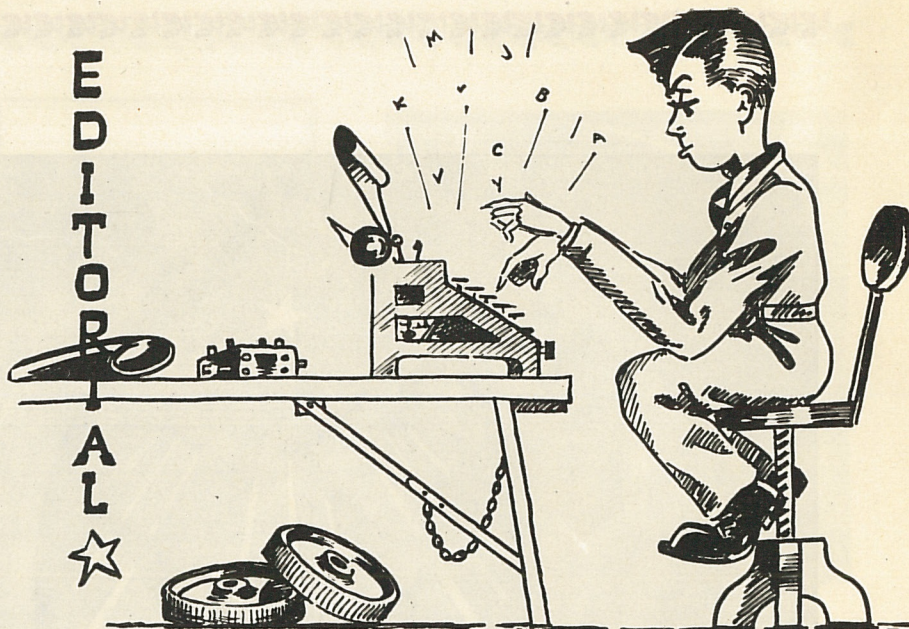
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Winter Head Gear

The cold weather brings out once again our winter issue caps. Let's not forget the niceties of wearing it.

Flaps just so
no bows, please! . . .
don't rest it on the
ears and if you
can't see, probably it
is covering your eyes.
Many ways of wear-
ing it have been seen,
but the suggestion in
the cartoon is probably the best yet!

Whatever our likes or dislikes, it is conceded that the cap is welcome head-gear on the cold mornings of midwinter.



The Right to Worship

China is perhaps one of the oldest nations and many stories of their customs come from the historical pages that are written about them. We, in this comparatively new western hemisphere might take advantage of a few of the practices of this ancient and historical nation.

IT IS customary in China that each person at the end of the year considers his progress made during the course of the preceding year's time. He asks himself, is he a better man financially, educationally? religiously? What better time of the year can there be . . . to ask ourselves the same questions and endeavour to strike an honest answer?

For the present let us disregard the question of money, as many of us are not enjoying as large an income as previously. Progress of knowledge and religion are unlimited and we can make ourselves as wise and as righteous as we care to do—regardless of our conditions! But can we? Maybe we are taking this for granted. The educational facilities and our religious freedom are so accessible that we are forgetting them completely. A great many are guilty of only considering religion at Christmas and Easter, which is "The Birth" and "The Death." The middle period which compares to our life and our living many of us are guilty of neglecting.

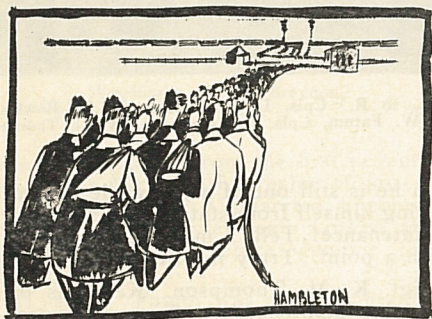
Only when we no longer enjoy some particular freedom do we recognize how important and precious this freedom really is. Let us all for the New Year make a resolution that we will not wait until Easter to voluntarily attend church services. Let us resolve to be able to ask ourselves at any time, "Am I growing in knowledge and in favour with God and man?"

By the time you read this, Christmas leave will be the prime motivating thought in everyone's mind. Christmas dinners in the messes will be the order of the day, and possibly the welkin will be getting a fair bit of ringing on the evening before departure.

It is even quite believable that the seasons will have caught up with themselves enough to give us the famed "white Christmas," though doubtless that will not matter one damn in the rush to get away.

Once again the long sprawling lines of happy-faced airmen with kit-bags attached will stretch from the Drill Hall to the station. Inching along in response to weird signals from individuals posted on roofs and other convenient lookouts, the seemingly interminable parade will finally see the last airman piled into his railway coach. It's only about then that one begins to realize that the whole business has taken an amazingly short time, and what looked like an all-day job at ten in the morning is over and done with by noon.

The exodus this year promises to be bigger than ever, with but a skeleton staff being retained on the station. However, it will probably be dealt with in the usual manner, which should still see all happily rolling home by early afternoon.



And now, more particularly to the business at hand. This, as you know, is our Christmas edition. The enclosed Christmas card is sort of a dividend or bonus with the magazine . . . it is for you to do with as you will. You may retain it as a souvenir or send it to your far-away friends, homes, etc. as a unique and unusual Christmas card definitely of TTS.

'Tis hard to say just what was the main interest around the school during late November and early December. For one thing, the sparkling RCAF show, "All Clear," is still probably an enjoyable memory. It was an excellent and topical production, full of interest and variety, despite its small cast of thirty-five. Seeing such a show makes one think that the RCAF has definitely the right idea in putting together such compact entertainment units that can be taken into any camp in the country for the benefit of the men in uniform, rather than devoting much time and money to big-time productions that can play only in the largest city theatres.

More On Entertainment

Speaking of shows reminds us that there was plenty of entertainment in varied form going on around here during the last month.

On November 22nd another of the London shows—the Concert Party under the

direction of Alf Tibbs and supported by his excellent orchestra—provided a good time and lots of laughs for a large crowd of airmen and friends. Particularly favored were Alf's 'cello playing . . . strictly for the long-hairs, he said, but everyone went for it . . . and the torchy singing of Hope Wolfe, buxom London lass who can really plug a song.

Then, on December 2nd, an appreciative audience of servicemen and women enjoyed an excellent recital by S/O Ishbel Mutch, soprano, in the station Recreation Hall. Miss Mutch's singing appealed to everyone and the scope of her program catered to all musical tastes. It was bruited about, however, by several present that the piano playing of accompanist LAC Poole was really wondrous to behold, even verging on the "stole the show" category.

Station Chatter



By Cpl. George Davies

A couple of Technical Section dances brought out good crowds and much merriment. Notable in that line was the ball of December 4th, when the die-hards from the Trade Board went to town, showing that even they enjoy levity and and good cheer at times.

And to top off the entertainment setting, a group of people attending the movies in the Recreation Hall on November 30th were surprised to find a little vaudeville program put on between showings. It seems that F/L Wishart Campbell, well-known Canadian baritone and now of the RCAF entertainment section, was here to look over some of the talent on this station with a view to incorporating it into some of the travelling Air Force shows. He wouldn't commit himself afterwards, but expressed much satisfaction with the talent displayed. So we may see one of our boys or girls rising to stardom in one of the touring companies in the near future.

Montreal must be a city abounding in "fascination fatale" — or maybe it's "femme" of the same name. Anyway it appears that a couple of senior N.C.O.'s in Building 16 are bent on making it the objective of their next leave in no uncertain terms. The boys in the section want to know "why."

Strictly From Hunger!

There is a story going the rounds here about the brush that one of our WO2's had with a trainee lately. It seems that

said trainee was making his way down one of the halls in a thoroughly disreputable condition of dress . . . his shirt was out, he had no hat on, his tie was missing, etc. Our good WO, quite a pleasant fellow really, decided quite justly that this was just a bit too much. So he did accost the trainee and proceed to berate him forthwith about his appearance. But the trainee wasn't having any . . . "What do you mean?" says he. "You can't talk to me that way! You're no corporal!"

Our good WO, somewhat nonplussed by this, could but make pointed gestures to the corwn on his arm. This didn't phase our hero . . . "Gwan!" says he, "You can't pull that stuff, you're just another of those St. John's Ambulance drivers!"

Whereupon he was off down the hall with offended dignity before the thoroughly flabbergasted WO could more than sputter or gulp a rejoinder.

Then, too, the boys from Number Three Squadron are wondering if the mysterious Corporal Aems (AEM's) whose name appears on some of the room doors, has reported to the party who was so diligently searching for him just the other day.

Reports from the Sergeants' Mess just before the December Mess meeting indicated that the members were in a great quandary as to how they would ever be able to adjourn the meeting with WO2 King in the hospital.

Wanted! Definition of the word "rumble" when applied as a fine. It seems that the N.C.O.'s in Hangar 17 have instituted a fine system among themselves whereby any offender pays a "five-cent rumble" or maybe a "two-bit rumble" for any infraction of hangar procedure such as reporting late for work, etc. The amount naturally depends on the magnitude of the offence and it appears that the boys will be able to have a fair time on the proceeds around this Christmas season. Sounds like a good idea.

Drill Competition

Interest and entertainment at the commanding officer's monthly competition for the Drill Trophy seems to grow keener and more novel. November's competition certainly produced a few history-making events.

First the presence of visiting drill squads from St. Thomas and London added more spirit to the competition and generally seemed to smarten the drill.

Then, the unusual entertainment spectacle provided at intermission brought much applause. The senior dancing roller-skating champions of Canada, AC2 McLachlan of TTS and his partner, Miss Gloria Edwards of Toronto, put on a display of dancing and gyrating on roller skates that thrilled the large crowd.

And finally, the drill competition was for the second time in a row deadlocked between two squadrons. The drill squad from No. 3 Squadron under Cpl. Livingston shares the commanding officer's trophy for December and January with Cpl. Wilkie's squad from No. 2 Squadron.

Noteworthy also is the fact that Cpl. Wilkie has been a winner of the trophy for three times in a row, winning it outright in September and sharing custody as result of a time in the October and November competitions.



Administrative Staff
 Sitting, L. to R. WO1 R. T. Gemmell, F/O C. E. Elliott, WO2 F. Klaponoki.
 Standing, L. to R. Flt. Sgts. S. T. Smith, G. W. Jones, M. O. Low, G. R. Hibberd.

Meet Maintenance!

The Stalwarts of Hangar 24
 By Cpl. G. G. Woodhams

THE trainee's last worry, leaving the instructional section of TTS, is technical maintenance.

It is also a first worry!

Roughly the term maintenance includes everything pertaining to the inspection . . . testing in flight (at 75c per day flying pay) and on the ground. Lubricating and cleaning, repairs, carrying out replacements, modifications and upkeep of records on all types of aircraft in the Air Training Scheme. This is a BIG order! B.C.A.T.S. aircraft flying for training purposes alone do an estimated 2,000,000 miles per day.

In order to maintain that terrific pace, every phase of the technical maintenance and theory dish — from which trainees feed—is filled with maintenance vitamins. Metallurgy, basic frame and engine and alloy composition. General repair schemes, rigging, design, theory of flight. Primary engines and on—from the general study to the particulars in hydraulic systems, landing struts, twin-row Wasps and Merlins. Then the unending thrill of "running up" twin-engine aircraft. Finally, flight routine study in both trades.

Then comes the culmination hangar 24!

Here, F/O C. E. Elliott and his staff of sixty-five men issue several hundreds of men weekly, with instruction on the first practical period in maintenance and inspection.

• F/O Elliott has been officer in charge of the maintenance phase since November, 1942. He enlisted in the permanent force in 1930 and took the aero-engine course at Camp Borden. Posted from Ottawa to Dartmouth, Nova Scotia, in

1934 and spent the first few months of this war flying over the watery front line trenches of the "Battle of the Atlantic." And the Atlantic merchant routes in the "comfortably unheated" Stranaers of those far-off days. He came to TTS in January, 1940 as sergeant instructor and watched the school grow to its present size. Attended the school of Aeronautical Engineering, Montreal and commissioned in 1942. He is married, with two boys at home. And a keen amateur radio fan.

Air Frame

SENIOR warrant officer in charge of hangar 24 is WO1 F. T. Gemmell, formerly of Burnaby Heights, Vancouver. He joined the permanent force from the civilian trade of joiner in September, 1935. Spent a year at Jericho Beach Station in the days of Vicker's Vancouver, thence to No. 1 R.D. Ottawa (three years) and Trenton before coming to TTS as sergeant early in 1940. He skis extensively in the white wonderland outside Vancouver and tells of "digging out" of his cabin window through six feet of white powder. Has a boy and girl and family in St. Thomas.

• Flt. Sgt. M. D. Low. "Jock" Low came to Canada in 1920 from the green brays and hillocks of Renfrewshire (born in Pollockshaws on Glasgow's outskirts).

He entered as an apprentice in the sheet-metal trade in 1917. Ten years after coming to Canada, he was production superintendent with Hall Steel Equipment, Ottawa firm in sheet metallurgy. Came to TTS in April, 1940 in charge of first-week air frame maintenance instruction. He is an efficient trouble shooter and has a grown-up daughter or two.

• In charge of second-week maintenance instruction is Flt. Sgt. G. W. Jones, former carpenter from Toronto who joined in June, 1939 "because I was out of a job." Now that "Jonesy" has returned from three years active service (110th Army Reconnaissance Corps) he will tell



L. to R. Cpls. L. V. Brochu, E. D. Bowles, Sgt. G. W. Fatum, Cpls. J. Hambleton, W. G. Thomas.

you he is still out of a job while acclimatizing himself from station to instructor-maintenance! Tells a mean story, usually with a point. Truly married.

• Sgt. K. M. Thompson. Ken was on the mine maintenance staff at a mine near Sudbury, Ontario before coming to Crafts. He has a yen for travelling when spare time permits . . . with a record bag of twelve major eastern American cities visited, including Washington, on his last week of leave. A steady instructor and single.

• Of more recent vintage in maintenance sergeant ranks is Keith Sharpe of Seaford, Ontario. He joined in May, 1940 and served at Davidson and Mossbank, Saskatchewan. Evincing easterly wisdom

when he chose his wife in the middle West and returned here to instruct in April, 1943. He is quite a dance organizer, seldom riled and gives away cigarettes!

Quintuplets in Hangar 24!

• Sgt. G. J. "Kitten" Voorsmit, also known as Sgt. Dafoe Voorsmit, after his successful struggle with fate and the hangar 24 cat family quintuplets! Hails from Winnipeg. He was a general contractor in the middle West, including Saskatoon. Has two girls. Worries about feeding his cat family on Sunday.

• Sgt. G. E. Jorgenson comes from the Junior High teaching staff of the Win-



nipeg Electric Company town of Seven Sisters on the Winnipeg River north of Victoria Beach. Spends his spare time between his blond-headed baby boy and the University of London Extension Department. Is a model instructor and keen technician.

- Devoted to a family, a car and the ancient trade of cabinet making is Sgt. C. E. "Mac" MacTaggart of Napanee, Ontario. A tradesman in days when hand tools were used and when "cabinet makers were cabinet makers."

- Cpl. A. W. Ferguson is an aircraft model builder and radio (all wave) amateur by the look of his room . . . which

for the more active cuties (misprint) duties of maintenance. Married and comes from Toronto.

- Cpl. W. G. Thomas, attend bandsman with "attend B." Hails from Montreal. A one-time banker with designs on South America after the war. Claims relationship (distant) with Sir Thomas Beecham. Played lacrosse, wears bruises, shows all-comers. Is married.

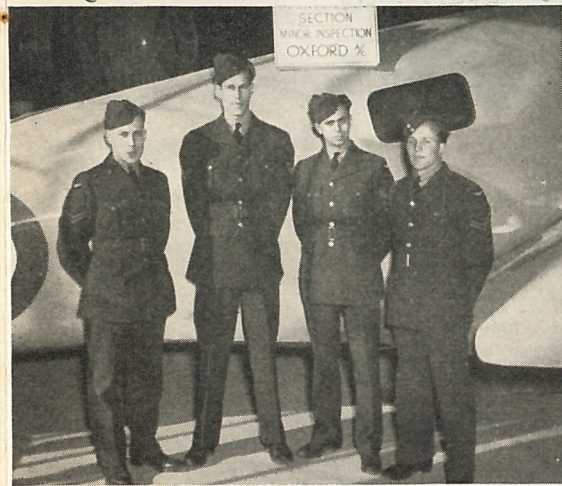
- Cpl. H. H. Krause is a sheet metal worker from the fair city of Vancouver. Conscientious and good looking. Married, of course!

- Cpl. T. B. Brandon. Also "attend B". Stock farmer from Midland, Ontario.

trade of wrestling! Because of terrific muscular development in the femur units (picked up from Toronto bicycling days). "Danny" is said to be heading for a contract with "Legs Incorporated," Hollywood, after the war. He is a new arrival in hangar 24.

- Even newer as an arrival is Cpl. F. F. Brown, Toronto pattern maker in the machine shop industry. Comes from the vaunted heights of Vaughan Road . . . border of Forest Hill. He's not married, girls!

- Cpl. J. G. Barr (not in photos). "Jimmy" comes from Reford, Saskatchewan, vintage of 1918. Has chipped rock



L. to R. Cpls. G. G. Woodhams, T. B. Brandon, D. B. Chalmers, J. R. Fisher.

L. to R. Cpl. G. H. Abernethy, Sgt. A. K. Sharp, Cpls. K. A. Patterson, H. H. Krause, A. J. Smith.

L. to R. Cpls. J. O. Morrice, K. G. Grenkie, Sgt. G. J. Voorsmit, Cpl. R. Thompson, Sgt. G. E. Jorgenson.

contains everything from the first peanut tube. Aims high in the realm of post-war air engineering. Unmarried, uncommunicative on interview and worked at Edmonton Airport before coming to TTS.

- Sgt. G. W. Fatum was an accountant of wide experience before the war and hails from Fergus, Ontario. An efficient technical man, heading all-out for Certified General Accountancy after the war. Married, no family. "Jerry" is his reference number!

- Cpl. L. U. "Broch" Brochu came to TTS in September, 1940 from north of Edmonton. Worked on Merlins in a Toronto factory before coming here. Single and highly personable! "A confidant for the weak, a step for the humble."

- From the ranks of Saskatchewan teaching men comes Cpl. M. R. "Milt" Bjork (not in photo) with two years' credit in Bachelor of Arts, University of Saskatchewan. Home is at North Portal, Saskatchewan. Persistent rumor of pals is that "Bjorky" contemplates marriage.

- Well schooled in teaching and instructing is Cpl. R. R. Ralph Thompson. Taught public and high school in the town of Outlook, Saskatchewan. Unmarried—"as yet." Friendly soul and interested in the science of catology!

- Cpl. K. G. Grenkie. Hang that clown! (misprint) hangar clown. Expert in refrigeration, radio and retail clothing. Type of all-round man recently released

Makes music and explains his way out of tall situations continually.

- Cpl. J. R. Fisher. "Bob" was a fisher of men before the war, in the spiritual cult of Mormanny. From near, if not the town itself, of Cardston, Alberta. Married. Recently came to hangar 24. Has the equivalent of two years' theology in American universities.

Omniscient!

- Cpl. G. H. Abernethy. Has an absorbing interest in "making it mutual." Usually to be found on the scene of Battle (aircraft) if not instructing. Has a car, wife and pipe.

- Cpl. K. A. Patterson from the cedar . . . or is it cider . . . country of British Columbia. Was shingle inspector at Port Alberni, Vancouver Island, before joining. Has one son, and wife in St. Thomas.

- Cpl. J. Hambleton graduated from the diaper stage to "clothier" in Vancouver 11 years ago, then to TTS. In charge of hangar display work (unofficial) and an ardent supporter of the cause of station art. Member of the art and press clubs. Good company and an excellent sketch artist.

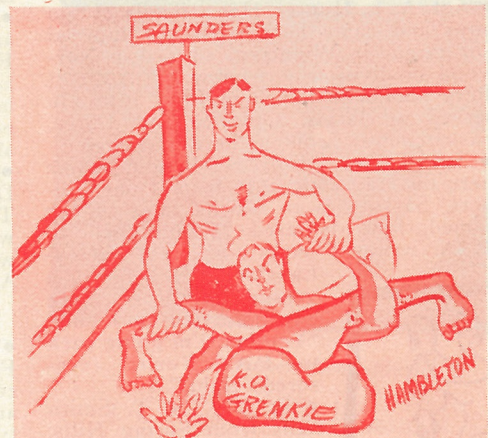
- Cpl. D. B. Chalmers. A teller of stories (second class). Taught school for seven years before coming to TTS. Figure skated in Winnipeg. Married, with a bouncing heir of three years.

- Secretly rumored "the death of Grenkie" in hangar 24, is Cpl. D. M. Saunders (not in photos). Known for his partnership in the knuckle-cracking

in the bleak Alaskan tundra, placer mined and before joining up worked in a Westminster veneer plant. Westerner by bearing, reported to wear multi-colored pyjamas under his uniform. Married.

- Cpl. H. Lando (not in photos), Vancouver graduate in Arts and Laws, University of British Columbia and of Glendale, California Aero Industries Technical Institute. A newcomer to hangar 24 air frame instructional class.

- Corporal G. G. Woodhams. Defying death by writing biographies of sixty-five people in one issue of *The Aircraftman!* Married. Battle instructor. Designs on flying . . . without color. Farmer.



Grenkie: "And We Do This to Get Out of P.T.!"



L. to R. Sgt. C. E. McTaggart, Cpls. A. W. Ferguson, F. F. Brown, Sgt. K. M. Thompson.



L. to R. Sgt. J. E. Doyle, Cpl. J. B. Creech, Sgt. W. B. Donnelly, Cpl. F. L. Wortman.



L. to R. Cpls. W. J. Fitzgerald, F. H. A. Olafson, Sgt. A. L. Hunter, Cpl. S. J. Ollivier, Sgt. M. Woodland.

Aero-Engine

• Head of aero-engine maintenance instructors of hangar 24 is WO2 Frank Kaplonski. He served with the T.C.A. (maintenance and overhaul) in the early months of the war. Then overseas with the 112th RCAF squadron. An auxiliary man since joining up in 1935 and working on his A.C. license at Stevenson Field, September 4th, 1939. Partner in chartered company (Flying Associates Ltd.) Aircraft Distributors. Looks for big things after the war.

• Flt. Sgt. G. R. "Hib" Hibbard came to the Air Force in May, 1937. He went overseas with a small RCAF detachment for assembling and instruction in "Tomahawks" in England, 1940. Born in St. Catharines. History before the war, unmentionable. A popular N.C.O. in charge of second week fitter instruction. Part of his overseas service was on the Gold Coast, Africa. Single.

• Sgt. "Rudy" Raky (not in photos). Left in November for Dorval after a long record of service in nearly every department of TTS fitter instruction. He came here from a garage from Timmins, Ontario, with the third entry.

• Sgt. A. Kirk. Farmer from Melville, Saskatchewan. By self repute, the man most senior in hangar 24. Had a garage in Saskatoon before the war. Married, with family.

• Sgt. J. E. Doyle. "Jeep" Doyle, known far and wide for his Ford jeep (and also in the St. Boniface, Manitoba "nurses' row"). An efficient instructor, Doyle came here over three years ago from a St. Boniface garage business.

• Sgt. A. L. Hunter. Has a family of two boys and came here from an Imperial Oil garage in Winnipeg. (Lived in Norwood subdivision . . . know it?) A direct entry man who joined in June, 1940. He served at Jarvis, Ontario, and Dafoe, Saskatchewan, coming here in March.

• Sgt. F. W. "Holly" Hollinger. Came here on May 26th, 1940 from Prince Albert, Saskatchewan. Tells tales of the famed, now deceased "White Owl" of P. A. national parks . . . real name—

Langtree. "Holly" had a garage "in the northern city." Married, no family. "You bet, I'm going back to P.A. You're (censored) right!"

• Ft. Sgt. S. T. Smith hails from Spring Hills, Nova Scotia (near Amherst at New Brunswick

border). Has just come to hangar 24 from No. 16 building shops. Married, a boy and a girl.

Frosty Romance

• The frosty romance of Canada's north-land in the last war, when prospectors and trappers . . . hearing of the war two years late, set out on foot "to get a shot at "Jerry" . . . is duplicated in the story of Sgt. D. J. McMillan. He heard of the war this time, two weeks after it began, from a McKenzie Airline pilot. "Mac" was hard-rock mining with a home in Flin Flon.

He made a deal with McKenzie Airlines to take him from the North Yellowknife (N.Y.T.) country to Edmonton for \$175. A few weeks later, joining as a tradesman, "Mac" much to his disgust was a full-fledged dishwasher and general maintenance man at Trenton. Then he came to TTS. Has a baby girl and an aircraft to look after.

• Sgt. A. F. "Rut" Routledge is from Lougheed, Alberta. He studied at Calgary Tech under S/L A. A. Peebles (Editor of *The Aircraftman* Technical Topics). Spent six months at Camp Borden and 2½ years attached to the flying squadron of No. 2 Wireless School, Calgary. Debonair, not married.

• Sgt. N. Graham hails from Saskatoon and Flin Flon. Had a garage in Flin Flon. Married, with a wee lass as his heiress. A confirmed Ontarian with a newly bought house in London and a prospective business in that fair city, for after the war.

• Another dust bowl farmer is Sgt. Bert Donnelly with three years' service at TTS. Now a converted easterner, but we're not conversant with his converter, whether the country (or other influence). A conscientious instructor.

Papers in Engineering

• Sgt. C. M. Woodland hails from Smith Falls, near Ottawa. He is an experienced contractor with "papers" in steam, gas and electrical engineering (and in all types of portable or traction hoist equipment). Married and a grown-up family.

• Cpl. J. F. Broadley, broadly speaking,

is an A1 instructor, hailing from Fort Erie, with service at Mountain View and Uplands before coming here two years ago. Originally came in with the eighth entry. Smooth, and likeable.

• Cpl. J. D. Bramhall came to TTS in January, 1940 as a trainee. Returned here to instruct after three years on station, principally Dunville. Married to two hobbies, photography and woodworking.

• Cpl. S. J. Ollivier came here from the Iroquois Falls paper mills in November, 1941 after six months' fitting experience at Dauphin, Ontario.

Married, with two boys and one girl. "Oliver" reported unusual things, through Canadian Press channels, while working in the north.

• Cpl. E. J. "Dusty" Rhodes is from Princeton, British Columbia. Garage man

before the war. "Been wearing hooks for twenty-eight months at TTS." Born in Lancashire, England and spent five years in the mining country west of Princeton. Married.

• Cpl. T. A. Simon was a "Cat" operator from Northern Ontario immediately before the war. Has some near university degrees. Unmarried and corporals' mess president since election by proxy.

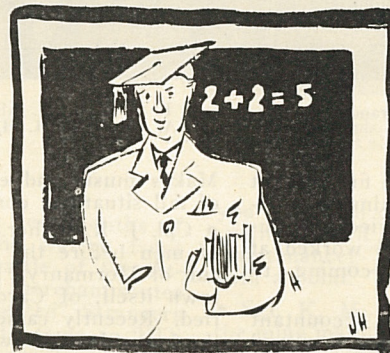
• Cpl. F. B. Fetterman is a farmer on leave of absence from his 240-acre farm, fifteen miles out of Winnipeg. Perhaps he can afford that, with four sons to carry on at home, besides his wife. Came here in May, 1941.

With a Bicycle, Girls!

• Cpl. F. L. Wortman. This dependable, sociable Saskatchewaner (Candiac) came here in the early days of February, 1941. Unmarried and with a bicycle, girls.

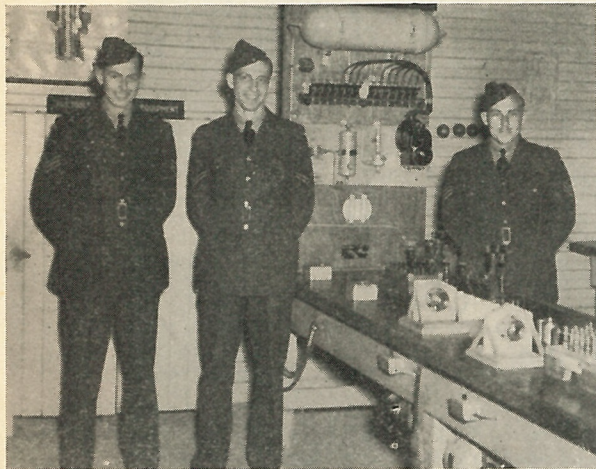
• Cpl. T. W. Harcus worked for the Vancouver Wood Pipe Company and after taking a year's instruction in the Boeing Aircraft School, Oakland, California, came here to instruct. Married.

• Cpl. J. E. Reed studied at Edmonton Tech in diesel engineering. Home is in Central Alberta, north of Edmonton at Westlock. Came to TTS in May, 1941 and into maintenance from building No. 16 in March, 1943.



"School . . . I got it and \$400.00 a year!"





L. to R. Sgt. A. Kirk, Cpl. J. F. Broadley, Sgt. J. A. Sproule.



L. to R. LAW G. A. Sweeney, Sgt. T. W. Battle, LAW I. J. Knox.



Maintenance—Wasp S3H1

L. to R. Cpls. B. M. MacKay, E. J. Rhodes, Sgt. A. F. Routledge, Cpl. T. W. Harcus, Sgt. N. Graham.

• Cpl. E. Longbottom (not in photos) is a fruit farmer from the beautiful Niagara grape belt . . . or have you been there in blossom time! One son, six months old and wife live in St. Thomas. "Going to farm after the war?" "You bet." A conscientious man.

• Cpl. W. J. Fitzgerald came to TTS in January, 1941 with the 45th entry and from the ranks of Toronto's garage and heavy truck maintenance men. Is married, has no children and can be heard anywhere in the fitter's domain.

• Cpl. J. B. Creech, B.A. A school principal from Exeter, Ontario. He is good looking and unmarried. "Well, when I started teaching ten years ago, 400 teachers applied for my rural school. I got it and \$400.00 a year. Oh, no, it doesn't pay to teach, but what could a man do?"

• Cpl. F. H. A. Olafson comes from Grandview, Vancouver. Owned a service station in Grandview before coming to TTS in March. Happily married!

• Cpl. N. S. Blakney, like his initials, means Nova Scotia. His Scotch ancestors immigrated to the "land of Evangeline" from Maine in the days of the U.E.L.'s. Worked in a garage in his home town near the sea, at Bridgewater (half way between Halifax and Yarmouth) before coming here.

• Cpl. D. H. Alexander (not in photos) hails from Point Grey, Vancouver. Came to TTS in February from the machine end of the American Can Company. A keen swimmer and golfer. Not married.

Port of Spain

• Cpl. B. M. McKay hails from Port of Spain, Trinidad. Seven miles from the coast of South America. Three years on the engine maintenance end of Pan-American Airlines in Port of Spain and Miami, Florida, preceded "Mac's" com-

ing to Canada to get into color blind air-crew ranks. When the Air Force found him partially color blind he remustered to fitter and spent last winter "freezing to death" at Rockcliffe. Now he's awaiting another remuster with color regulations continually slacking off.

• Cpl. L. J. Travers. Another newcomer to No. 24. Specialized before joining in high climbs (instead of flights) as a swiss guide in the Rockies out of Jasper. His peace-time haunt, one of the most rugged and picturesque stretches in the world, Travers is going back too, after the war. He's married and has a baby girl.

• Cpl. J. Wood is the last instructor to be attached to TTS fitter-instructor ranks. Came here from the offices of Labatt's Brewery, London. Single.

• Newcomers to hangar 24, both re-patriots who have seen their share of action in England, are Sgt. Cuthbert, aero-engine, and Cpl. Morris, air-frame.

Sgt. N. R. Cuthbert hails from Port Colborne, Ontario, a Great Lakes grain boat sailor between Port Arthur and Quebec City before joining the Air Force in pre-war days. Coming in just under the wire (August, 1939) he went overseas in November, 1940 after serving at Trenton and Borden. In Britain "Cuth" was with the famed "400" on Army Co-Op maintenance and also on a night fighter squadron checking out Beau Fighters. Quiet, perhaps reserved, boasts a son at home in Port Colborne.

Cpl. J. O. Morris (who won't tell what the "O" stands for, and Oswald is the old Christian non-Swedish name we know with that beginning) is beginning to be "Jack" around the hangar, came across the pond a month ago. He came to TTS in August, 1940 from Winnipeg, where he handled freight down at Union depot for the C.N.R., is keen to get back to the old stamping grounds. Knows a lot about Tomahawks and Mohawks and Allisons in general, having sent them out with the Army Co-Op men overseas. N.B.—Not married.

• Cpl. A. J. Smith, covered in a previous issue of *The Aircraftman* in another section, has recently come to hangar 24 together with Cpl. Bowles, whose life history appeared last month. "Smitty" hails from the prairie, persists in serious dealings in the East. News from "usually reliable" sources has it that "Smitty" will one day be

(Continued on page 12)



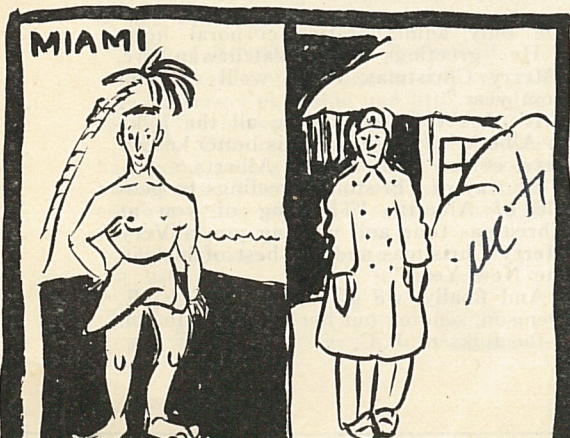
Maintenance—Allison V1710

L. to R. Sgt. F. W. Hollinger, Cpls. J. D. Bramhall, T. A. Simon, Sgts. N. R. Cuthbert, D. J. McMilland.



Maintenance—Merlin 2

L. to R. Cpls. L. J. Traver, J. Wood, J. E. Reed, F. B. Fetterman, N. S. Blakney.



What's Doing with the W. D.s

POSTINGS OUT • Cpl. E. G. Stanford to No. 2 Convalescent Home, Hamilton; LAW E. V. N. Bowman to RCAF Station, Dartmouth, N. S.; Cpl. Robinson (nee Nork) to No. 9 B. & G. School, Mont Joli, P. Q.; LAW's F. I. Oakes, A. E. Cole, G. M. Child, F. L. Avery were last seen showing off their Canada badges! Destination? Tor Bay, Newfoundland. Cpl. M. E. Perrin posted to St. Johns, Newfoundland; LAW C. M. Lyons posted to Gander Bay, Newfoundland.

Scanning the fashion pages of the latest magazines before remustering to the role of civilians we have AW1 Betty Craddock, LAW L. M. Landers and Cpl. G. P. Gould. With all of these go our best wishes for good luck and happy landings!

AW2 D. F. Whitbourn remustered to Bandswoman and is now with the new RCAF (WD) band at present on tour. LAW G. West has been with the band since October and it is rumored that she will remuster after the tour. Good luck to both. "We hope you blow no false notes."

Introducing • S/O E. J. Trotter from No. 9 SFTS, Centralia. Has now taken over 1 Wing as adjutant, which position was vacated by S/O Harvey on posting to Trenton. S/O J. E. Fenton from No. 5 ITS, Belleville, is now the officer commanding the WD's—taking over command from F/O Laidlaw who, after a short stay at TTS, has gone to Calgary. Cpl. V. E. Browne from No. 17 Equipment Depot, Ottawa. The hospital staff has added another cheery face to brighten the wards in the person of AW2 R. Emdin. Two more cooks to help (poison) the airmen—AW2's K. E. McGillian and G. A. Demers. Cpl. V. D. Biggs from Mont Joli. And a special welcome to Cpl. R. McHardy from Gander Bay, Newfoundland. AW2 F. Hench and AW2 E. M. Ireland from No. 2 KTS. The messing officers have a new assistant to help them with their job. She is A/S/O H. J. Scharffe (messing officer) from No. 1 SFTS, Camp Borden.

Rushing the Season

(A one-act playlet)

Scene: The lounge in the Corporals' Mess.

Time: The night of November 23rd.

Setting: The bar, NO mistletoe.

The Cast: A P.T.I. Corporal and a fair-haired WD Corporal.

Story: Overcome by the approaching festive season, the hero bestows a sizzling kiss upon the lips of the heroine, thereby bringing the house down. Despite the thunderous applause of all spectators, they coyly refused to take any curtain calls!

Laying Down the Welcome Mat •

Noticing a strange airwoman at the counter in the WD canteen the other night, our well-meaning Corporal went up to her and asked if she was new on the station, if she was lonely, would she like to be shown around, etc., etc. And, by the way, what trade was the newcomer? As you can imagine, the answer nearly floored our Corporal . . . "I'm Adjutant of 1 Wing."

Christmas Greetings from the WD's

EAST is East and West is West and never the twain shall meet! That is the way Kipling put it in his poem. But the nine provinces of the Dominion are well represented at TTS. By way of greetings to prove it, we give you the girls themselves to greet you. So from East to West it's . . .

Greetings to the people of P.E.I. from Cpl. Joan Miller, better known as "Crash." Cpl. Miller is from Charlottetown, where she received her general school education.

From Bear River, N. S., comes LAW Rice (chef) on our staff. LAW Rice received her general education in N. S., then went to St. John, N. B., to take a business course.

Season's greetings to the people of Quebec from Terry Turner of Montreal. Terry is a graduate of the Westmount High and the Montreal Business College.

"Greetings of the season to the people of Quebec. Wishing you a very merry Christmas and the very best of luck in the New Year. With a speedy return to those you hold dear."

Here is LAW Betty Thompson sending out a few words of good cheer to the Province of Manitoba.

Betty would like to say this to the people of Manitoba: "May your Christmas be a happy one and your New Year bring you good luck and happiness."

Cpl. Mary Rollefson, better known as "Joe," holds down the fort at TTS as



East to West

Cpl. Miller, Prince Edward Island; LAW Rice, Nova Scotia; Cpl. Winslow, New Brunswick; LAW Richardson, Ontario; AW1 Turner, Quebec; LAW Betty Thompson, Manitoba; Cpl. Rollefson, Saskatchewan; LAW Olsen, Alberta; LAW Denison, British Columbia.

"Keep your chins up, folks, we will spend a Christmas with you soon!

It's Cpl. M. Winslow from Saint John, N. B., with a greeting to all the people of N. B. Cpl. Winslow received her general school education in St. John. After graduating from high school, she became a student at the provincial laboratory in the St. John General Hospital.

LAW Richardson's greeting to the people of Ontario is "Let's hope that this will be our last war-time Christmas. We will be thinking of you and hoping that you are having a good time. All the best for Christmas and the New Year!"

the only administrative corporal here.

Her greetings to Saskatchewan are, "Merry Christmas, folks; we'll see you next year."

It's LAW Olsen calling all the folks in Alberta! "Ole," as she is better known here, comes from Hanna, Alberta.

By way of Christmas greetings to people of Alberta: "Thinking of you at Christmas time and wishing you a Very Merry Christmas and the best of luck in the New Year."

And finally, we give you LAW E. E. Denison, sending out her greetings to you—the folks of B. C.



TTS Basketball Team

From row, L. to R. Sgt. A. Falconer, AC2's C. A. Jenion, G. H. Wheeler, F/O M. Sansone (coach), Cpl. J. Poole, AC2 A. G. Williamson, Cpl. Rabin (manager).
Back row, L. to R. Cpl. H. Seligman, AC2's M. Thud, M. Simbrow, R. A. Slute, Cpl. J. M. Hart, AC2's B. T. Dunning, T. Bray, A. J. Wolock.

As a result of almost nightly practice the TTS team have reached a fair stage of efficiency, and have put on several good games here on Thursday nights. They beat London "Y" 37-26, and London Navy 34-33, losing to Western University 33-43.

AC2's Jenion and Wheeler have been the big scorers but our bet as their most valuable man is Dernie Dunning. Spectators will remember how Breader of the Navy team went wild without Dunning's checking.

Cpl. Rabin's Squad Takes Trophy

No. 6 Squadron's long session at the top of the sports heap ended suddenly last month. No. 4 Squadron, after several months of coming close, finished on top with the exceptional record of only one game lost in 18 starts, with unbeaten basketball and borden ball teams and the next best volleyball.



Cpl. H. Rabin

The No. 4 Squadron success is again the result of untiring efforts by a sports N.C.O. This time Cpl. H. Rabin saw his organizing result in a win, the first time the trophy has rested in No. 4 Squadron since June 1942.

And No. 6 Squadron, being stopped after four successive wins, will have to try again to break 5 Squadron's record of five wins in a row set last year.

No. 4 Squadron Win Basketball

With a team composed largely of station players, Cpl. Rabin had little trouble taking the basketball title.

AC2's Dunning, Jenion and Wheeler had good games with No. 3 and No. 6 Squadrons. The instrument men should continue their unbeaten string through December.

The winning team were:

- | | |
|-------------------|----------------------|
| Cpl. Rabin | AC2 M. Simbrow |
| AC2 G. S. Alpine | AC2 R. A. Slute |
| AC2 B. T. Dunning | AC2 G. H. Wheeler |
| AC2 C. A. Jenion | AC2 C. H. White |
| AC2 R. C. Menard | AC2 A. G. Williamson |

Inter-Squadron Volleyball Again Won by 6 Squadron

No. 6 Squadron continued their unbeaten streak, only being threatened once, No. 4 Squadron having a lead on them until the I.M. captain, Cpl. Leach, was injured. AC2 Price was again the ace of the winners, who with the exception of three staff members, were all from AFM entry 175:

- | | |
|--------------------|---------------------|
| AC2 J. F. Nichols | Cpl. W. S. Rozinski |
| AC2 P. J. Meckling | AC2 I. Parks |
| Cpl. W. M. Munro | Cpl. H. E. Smith |
| AC2 R. W. Ostrom | AC2 D. D. Price |
| AC2 J. Sawchuk | AC2 C. Smith |

I.M. Entry 96 Win Borden Ball for 4 Squadron

With a group of ball handlers that indicated football experience 4 Squadron walked right through the borden ball schedule and all of them were members of the I.M. entry 92. A very spectacular game but rather overflowing its limited confines in the Drill Hall. Borden ball has been dropped in favor of floor hockey. The winners:

- | | |
|--------------------|---------------------|
| AC2 G. J. Bacchi | AC2 I. E. Hansen |
| AC2 B. Bradley | AC2 C. Mader |
| AC2 H. T. Busnarda | AC2 J. McLeod |
| AC2 S. Cohen | AC2 H. Vaillancourt |
| AC2 I. R. Cooper | AC2 H. Rodgers |

Inter-Squadron Sports Organization

Contributing to the smooth operation of the inter-squadron games has been the "better than last year" refereeing. A rules committee of squadron sports N.C.O.'s headed by Cpl. Munro has got in its licks, then the chairman of each sport has been really active.

Bernie Dunning, in charge of basketball, has given a lot of time to his job. Charles Litman was in charge of referee appointments for the volleyballers until

posting and now Art Flanders is carrying on and if you want to listen to a real sport addict get Randall Mayhew talking about floor hockey.

Station Volleyball

As an individual incentive to volleyball players a station team will be competing all winter against Crumlin, Aylmer and Fingal. With frequent practice periods anyone has a chance to catch on. The local boys won handily from the TTS Officers and Crumlin in a tournament here November 24th.

The 8 TTS players were Sgt. Charlton, Cpl. Rozinski, AC2's Bremer, Lazuruck, Pappin, Graham, England, Hutchinson. The TTS Officers had F/L Macnab, F/O Clark, F/O Elliott, Lt. Spivak, F/O Kerr and Capt. Shaver.

Badminton Limited to Officers and WD's

A lot of keen badminton players are disappointed in being denied their favorite sport, and figure there is discrimination being shown. In inter-station competition the local officers could not hope to compete with the Fingal and Aylmer teams of last year. A very good player here at present is AC2 Logan of the 182nd AFM entry, champion the last two years of the University of Michigan.

Station Hockey Team Assured

It'll soon be time for the hockey-minded boys to get going. F/L Macnab, Sgt. Hackney and Cpl. Poole of last year's team are still available. One of the later entries has dropped AC2 Messette here. He played right wing with the St. Boniface 1939 Junior Champs.

Boxing

The local boys didn't do so well in the November 11th boxing show here. AC2 Graham won his section but lost out in the district meet November 17th at Crumlin. If AC2 Roy hadn't taken sick he should have gone a long way. Another airman who won his first bout was AC2 Cohen. Cpl. Waldron is at present lining up another card for December 21st.

Table Tennis

Table tennis at TTS has a great booster in Flt. Sgt. Johnny Walker of the hospital staff. Also a keen exponent of the game, Jahny has played in Chicago and holds several district titles. For the last month or so, Flt. Sgt. Walker has been conducting a tournament which culminated in a final series, Tuesday, December 7th, in the Drill Hall. The first prize was presented to Flt. Sgt. Walker by G/C J. H. Keens. AC2 Gaylor, the finalist, took one game from Walker. A strictly defensive player, Gaylor won his semi-final from AC2 Hall. Walker's semi-final adversary, AC2 Baribaut, won a third prize from Hall. In the ladies' final, Cpl. Savage won 2 out of 3 from Cpl. Janes.



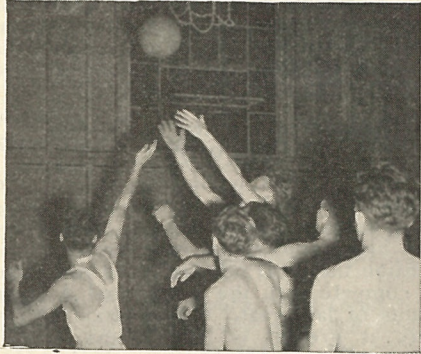
Flt. Sgt. Walker

Flt. Sgt. Walker represented TTS at the Command Tourney, December 10th, in Toronto.

—Portrait by LAC Meinsinger.

1943 Sports In Review

JANUARY • Season started badly; on January 1st no one seemed interested in sports. No. 2 Squadron take the C.O.'s Trophy as well as the badminton series. A basketball team from the 134 AFM entry win that sport for No. 6 Squadron. No. 5 Squadron tops in volleyball. Best



game of the season when the TTS basketball team lost in overtime to the star-laden Aylmer SFTS quintet. Hockey, volleyball and badminton also organized on an inter-station basis.

February • Station hockey team lose in finals to Fingal B. & G.'s after successful season. No. 5 Squadron besides winning the C.O.'s Trophy, capture volleyball and basketball in inter-squadron competition. No. 2 Squadron again win badminton. In those good old days the airmen were allowed to play badminton. Wednesday night competitions in cribbage, euchre and checkers started. Boxing show on February 24th. WD fell during basketball game. Five PTI's in scramble to help her.

March • TTS volleyballers, basketballers and badmintoners finish winning seasons. The basketball team lost 2 games. The volleyball team losing one. While the only badminton loss was a pair of shoes, size 13, belonging to Cpl. Moore. For the fifth month 5 Squadron are the volleyball champs. They also capture the C.O.'s Trophy. Other sports winners—basketball, Headquarters, and Badminton, 6 Squadron.

April • Ho hum—5 Squadron again C.O.'s Trophy winners, and they also win out in basketball and badminton, but Cpl. Markowitz's 1 squad and their volleyball reign. Another boxing show held. Sergeants finish another good bowling season. An Acey Duecy in 3 Squadron rolled 3 consecutive "snake eyes."

May • Bad weather keeps sports indoors another month. No. 6 Squadron start a winning streak by taking the C.O.'s Trophy and basketball and volleyball titles. Baseballs, softballs and soccer balls start flying around outside. Sgt. Ed Baggs finally wins a game on the Sergeants' Mess billiard table. Port Stanley sport season opens.

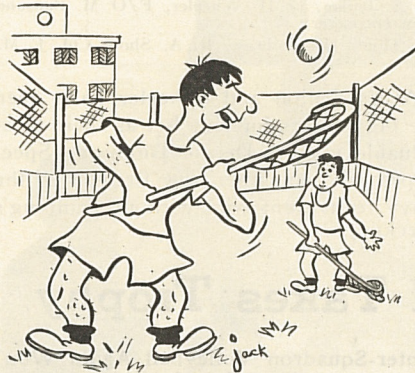
June • Winter is finally over. Cricketers get organized for an enjoyable if losing season. No. 5 Squadron regain C.O.'s Trophy, also tops in tennis and lacrosse. No. 6 Squadron win soccer with 1 Squadron last in softball. Station softball and soccer teams organized.

Cpl. Bowles lets the M.I. room know the lacrosse season is on by starting his daily visits.

July • After 29 consecutive inter-squadron wins No. 1 Squadron softball team drop 2 in a row. This title along with soccer and the C.O.'s Trophy go to 6 Squadron. No. 5 Squadron last in lacrosse and 2 Squadron unbeaten at tennis. Station baseball team organized. Our most ardent sports fan, Group Captain Keens, and five others watch the TTS softball team tie Aylmer—3 all in 10 innings.

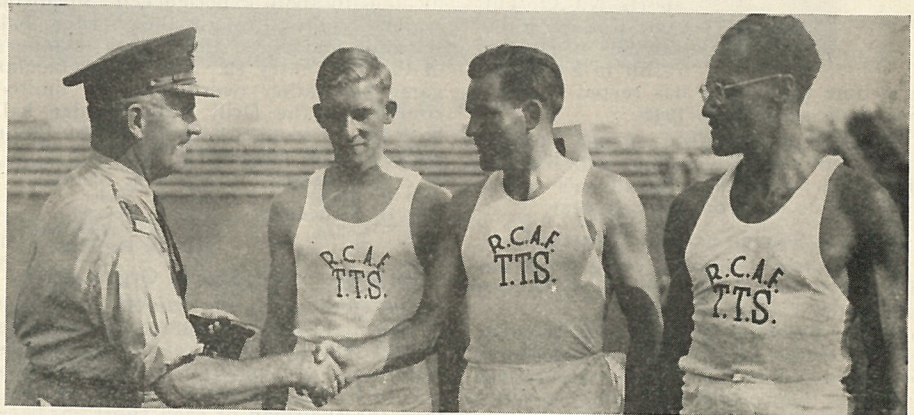
Several hundred "softball enthusiasts" watch the WD's lose to the London WAAC's, 36-23, sports lovers!

August • Tennis month with over 200 in tournaments. AC2 Lando wins TTS singles and with AC2 Lemieux as command doubles winners. No. 6 Squadron win inter-squadrons lacrosse and C.O.'s



Cpl. Bowles Makes an Effort

Trophy. Several RAF men are on the winning 1 squad soccer team. Softball winners are also from that squadron, 5 Squadron are tennis bests. TTS baseball team eliminate Centralia and Hagersville. Our soccer and softball teams finish second best in 4 team leagues. Cpl. (Benedict Arnold) Balcom giving Aylmer a second place, the TTS track team finished in a tie for first place at the district meet. F/L Macnab best high jumper. AC2 George first home in the 440-yard run.



(September) G/C Keens Congratulates the Winning 880-Yard Relay Team

L. to R.: G/C Keens, AC2 R. W. George, AC2 F. J. McDonald, AC2 H. Follette. The fourth member of this team, AC2 H. Mitchell, was absent.

Winners at the district meet in London, the TTS relay team won second place at the Command Meet in Toronto.

September • Our lacrosse boys win command title from Camp Borden. Baseballers lose the same to Trenton. **Drama:** Setting, softball diamond, 6 Squadron leading 4-3 last of the 9th, 2 out, man on third. C.O.'s Trophy and softball title at stake. Cpl. Louis pinch hitting for 5 Squadron. He watches 3 strikes go by. The Corporal's last words, "We were robbed." No. 6 Squadron also win soccer and tennis with 5 Squadron picking up the lacrosse title. Station track and field meet held but due to bad weather only 1 record broken—AC2 Young in the 120 hurdles.

October • Cpl. Munro's 6 Squadron athletes take Commanding Officer's cup for fourth time in a row, being best at volleyball and borden ball. No. 4 Squadron win basketball title. Coach F/O Sansone has the TTS basketball team going nicely in practice. Drill Hall staff manage to get 38 in one volleyball game. Officers organize a volleyball team.



Cpl. Bill Munro

November • No. 4 Squadron upsets 6 Squad's winning streak by taking C.O.'s Trophy, along with borden ball and a repeat in basketball. No. 6 Squadron hold the volleyball title. Local boys not doing so well in district boxing show here, AC2 Graham being only survivor. WD basketball team given O.K. by admiring audience before they even take the floor. They report no dearth of coaches.

December • Flt. Sgt. Walker and Cpl. Savage represent TTS at the Command table tennis meet.

Our basketball team squeeze out a 34-33 win over London Navy. Coach F/O Sansone losing 3 badly needed pounds. No. 4 Squadron will probably win inter-squadron basketball for third time. Other sports and C.O.'s Trophy between 3, 4 and 6 Squadrons.

Favorite sports event for N.C.O.'s still the Saturday 1600 hours front gate dash.

And as this is the last issue for 1943, your scribe wants to wish all sport fans and spectators, "A Merry Christmas and Successful New Year."

—Sgt. Don Charlton.

THE King and Queen, with Princess Elizabeth and Princess Margaret attended a performance of Irving Berlin's all-soldier musical, "This Is the Army." The United States Army show has been running for a week in London's Paladium, playing to crowded houses. Their Majesties received Berlin during the intermission and after the performance met many of the cast. The show went off as scheduled until Berlin appeared in his "Oh, How I Hate to Get Up in the Morning," hit of a show he put on in the last war, and his new hit, "My British Buddy." Then, after taking four curtain calls, he invited the audience to sing with him.

The British Are Tough!

Don't be misled by the British tendency to be soft-spoken and polite. They can be plenty tough. The English language didn't spread across the oceans, mountains, jungles and swamps of the world because these people were pantywaists. Sixty thousand British civilians—men, women and children—have died under bombs, yet their morale is high. A nation doesn't come through that if it doesn't have guts. Remember that crossing the ocean doesn't automatically make you a hero. There are housewives in aprons and youngsters in knee pants in Britain who have lived through more high explosives than many American soldiers saw in the last war.

—From a handbook issued by the U.S. War Department to American soldiers on draft to Great Britain.

SEND THE AIRCRAFTMAN HOME

Here's a suggestion. The folks back home like to know what you're doing, and the people you're meeting. They'd be glad to read about life on the station. So slip your copy into your next letter home, and see how much more interesting your letter becomes.

British Award

British troops will soon be seen wearing a new service ribbon. Pale buff with a central vertical stripe and two narrower vertical stripes, one dark blue and one light blue, is the ribbon indicating service in North Africa sometime between June 10, 1940, when Italy entered the war, to May 12, 1943, the date of cessation of fighting in Africa. The medal accompanying this ribbon is the Africa Star. The second addition to British awards has a ribbon of three equal vertical stripes of dark blue, red and light blue . . . this awarded for service with an operational unit in the British or Dominions forces between September 3, 1939, the start of the war, and December 31, 1943, and the medal will be known as the 1939-1943 Star.

Honor Students

Electricians

AC2's E. A. L. Hemphill, London, Ont.; W. R. Pearson, Vancouver, B. C.; E. C. Thompson, Regina, Sask.; J. E. Nicol, Calabogie, Ont.; J. Wilde, Toronto, Ont.

Metal Workers

AC2's D. E. White, Fort William, Ont.; A. O. Drake, Beaverton, Ont.

Air Frame Mechanics

AC2's E. A. Beaumont, Vancouver, B. C.; S. A. O. Doyle, Toronto, Ont.; J. S. Scott, Toronto, Ont.; E. G. P. Alexander, Port Moody, B. C.; W. A. Jewell, Vancouver, B. C.

Instrument Mechanics

AC2's H. Leard, Central, Bedeque, P. E. I.; T. G. Troy, Montreal, Que.; R. G. Heslop, Toronto, Ont.; W. H. Thompson, Rockland, Ont.; C. E. Ridgers, Hamilton, Ont.; P. A. Niblock, England.

Aero-Engine Mechanics

AC2's A. E. McCleary, Toronto, Ont.; G. Smandych, Kamsack, Sask.; L. E. Stenson, Gull Lake, Sask.; W. E. Humphreys, Winnipeg, Man.; A. Bronton, Mission City, B. C.

Welder

AC2 J. A. Tilden, Trail, B. C.

F1 Engineer Wins DFC

FOR a fast, efficient job in repairing a broken oil-line, thus saving his bomber, Sgt. George Falloon, Smeaton, Saskatchewan, became the first Canadian flight engineer to win the DFM.

The bomber was hit by flak during a raid on Le Creusot. The cable controlling the supply to several petrol tanks was broken and oil seeped into the fuselage. Realizing that unless the leakage could be stopped the chances of getting back to base were slight, Falloon cut his way through dozens of brackets, supporting the carrier for insulated electrical wires, and removed several sections of pipe from the side of the fuselage.

While the wireless operator held the cables safely out of the way, Falloon swung the crash-axe to cut through the fuselage. The hole was not large but he crawled through and for an hour disappeared into the wing. When he came out, filthy with oil, he was gasping from petrol and monoxide fumes. Several times later during the trip he went back into the wing to make the required periodic tank changes.

Sgt. Falloon came overseas as a fitter and for a lengthy period was attached to Coastal Command's Demon squadron. He remustered to flight engineer and has had eleven operations. All he had to say about his exploit was: "I didn't like the idea of bailing out or ditching, and the kite had only done three trips."

—From Wings

Answers for the Month of December

True—1, 2, 13, 14, 16, 18, 20.

False—3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 15, 17, 18.

The Wolf

by Sansone



Nazi Prisoners in U.S. Are Renewing Church Attendance

Denied freedom of worship for so many years under the Nazi regime, German soldiers now prisoners of war in this country, are renewing their religious affiliations and again marking regular attendance at services, according to chaplains detailed to serve them.

Some have expressed appreciation of the opportunity for free and untrammelled worship offered them. Many have joined in erecting their own permanent altars in recreation halls. Their attendance, of course, is purely voluntary. —The Tail Skid

Busses To Fly?

Greyhound Bus Lines in the U.S. are already making plans for a post-war air-bus service. They have filed application from the Civil Aeronautical Board for permission to establish air-busses over 60,000 miles of highway they now serve.

What Am I Fighting For?

By Sgt. Frank G. Jennings, U.S.A., as published by Saturday Evening Post

WHAT am I fighting for? Ask me why I was born; the same answer fits both questions.

I was born with certain rights which are God-given and inalienable. Today, there are several men at large who would refuse me the free exercise of those rights. I am fighting those men. It's either them or me, and there are only two possible ways for this fight to end for me, sudden death or complete victory. And since there are millions more like me, there can be only one possible ending for those men—certain and utter defeat.

I am fighting because I don't like to believe everything I'm told, even if it is true. I want to be able to find out for myself. I demand my God-given right to make a damned fool of myself, to get my fingers burned and to learn, maybe, not to do the same thing the next time.

I am fighting because I like to believe that no man on God's green earth is any better than I am, physically, mentally, biologically or morally. I'm probably wrong a million times, but I don't want anybody to put me or my kids in a narrow social slot saying, "That's where we decide you belong."

I'm fighting because I like to feel that I am the government, just as much as a ward heeler or a President. I like to feel that my politicians can be "seen." I want to be in the game. I want to think that I can use my vote as a bludgeon or a baton, as my wisdom or my whimsey suits me, and I want to know that in the final analysis my vote does count as a candid expression of my own opinion. I want to be able to scorn the errors of big men. I want to argue at the polls and howl like a stuck pig when I pay high taxes.

I don't like order for its own sake. I want to enjoy the scolding or patient forbearance of my wife when I scatter my pipes or books or tools about the house. I feel that a certain amount of organized disorder is an index to a man's freedom.

But I do like a good batting average, high performance, well-used skill. And I want to be able to see the score and damn the umpires. The guys I'm fighting are against this.

I'm fighting for the right to go home where and when I choose; to go to any church I like; to join a labor union of my own choice and use the good old vote there too.

I want to read the books of my own choosing; to listen to music and see plays produced by artists who are good because they are artists who have something to say well, not because they are white-blooded Aryans.

I am fighting for the right to read my own newspaper and listen to my radio, secure in the knowledge that most of it is truth, some of it hokum and a little of it the kind of obvious lying that makes me mad enough to think straight.

I am fighting for the utter defeat of those men, so that never again, anywhere, will people with similarly warped minds have a chance to speak out of the mob and bulldoze a nation into a fanatical belief in a nightmare scheme of world rule by them or world ruin for all.

For I believe as my father and his father believed, that a nation's destiny is the result of the bounty and freedom enjoyed by its people.

Those men use people as fuel for their engines of aggression. I am against the waste of generations of men on the barren fields of war. My country has always known that wars are wasteful. Those men have fooled their countries into believing that war is a good risk.

So I am fighting that never again will the enterprise of war be worth, for even the shortest time, the gain of conquest.

The only kind of aggressiveness I can appreciate is that shown by a salesman or a football player, and I want to be able to tell the salesman I don't like his product.

And finally I am fighting for the great privilege and duty of making the American dream a reality in my time.

Class Leader at TTS and Aylmer Meets Death Abroad

Word has been received by County Engineer and Mrs. F. A. Bell that Flying Officer Herbert Blair, a graduate and former instructor at the Technical Training School, and later an honor graduate of the Aylmer Service Flying Training School, was killed in action overseas on December 5th. The message was received from his young wife in Montreal. Flying Officer Blair was exceptionally well known to many St. Thomas and Aylmer people, being stationed in this district for so many months. He was a young man of outstanding personality and character.

He was posted to the Technical Training School as a trainee in aero-engine mechanics in the fall of 1940 and graduated at the head of his class, being presented with a gold medal for his scholastic ability. He was retained on the staff at TTS and was an instructor at the school for a year or more, then in February 1942

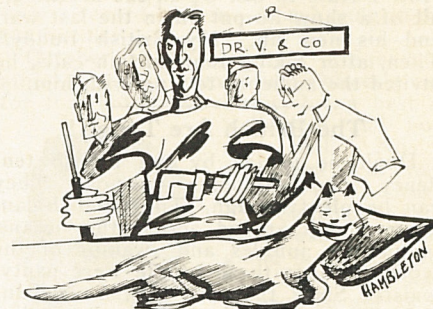
he remustered for aircrew and trained as a pilot at ITS, Toronto, at Windsor and Aylmer, where he got his wings and the school award for attaining the highest marks, and subsequently took post-graduation training in coastal reconnaissance at Charlottetown, Prince Edward Island. He was posted overseas in February of this year, being assigned to pilot duty on Sunderland flying boats. He was promoted to the rank of Flying Officer in September of this year.

Although no details concerning his death have been received, it is believed that Flying Officer Blair took part a week ago in the sea battle against a U-boat wolf pack, to protect two valuable convoys, the story of which was published later in the week. Flying Officer Blair was married about the time of his graduation from the Aylmer Service Flying Training School.

(Continued from page 7)

taking his "bartered bride" back West with him. Hard to beat when it comes to patching, repairing and maintaining either hangar aircraft or airmen.

• Last but not least, to be included in these "late flashes" is the family of Suzy the cat which by this time is duly entered in hangar 24 staff roll call book and which gives no end of concern to its respective godfathers, WO2 Gemmell and Sarge Voorsmit.



Smiling Suzie

Feeding time finds either one bending tenderly over the cardboard cat-nest near the washroom, with choice cat tit-bits: since this substitutes mice the cat's don't mind. They go to make hangar 24 staff total 72 men.

Equipment Assistants

SGT. T. W. BATTLE came to No. 24 in November, 1942 after joining in 1940. He saw service at Jarvis and headquarters. Married — wife is a photographer with the Air Force at Centralia. Spent ten years before joining with the Canadian Raybestos at Peterborough, Ontario. His first name is Talbot but the formal "Sgt. Battle" is one of the best pals a man could have had in the early days at No. 24 when confusion between BSA and BSF was too easy.

• LAW's G. A. Sweeney and I. J. Knox are Sgt. Battle's assistants, charged with the business of renting out tools and equipment in return for chits. LAW Sweeney came from Kentville in the fair land of Scotia. Admits to knowing Finance Minister Ilesley from the same town. Worked in a ladies' ready-to-wear before joining the Air Force. (A great favorite.)

• LAW Knox, from Port Credit, came to TTS from Rockcliffe and Trenton in February this year. She was a member of the first WD precision squad formed at Rockcliffe last fall.

• Hangar electrician is Sgt. J. A. Sproule, a confirmed farmer from Westbrook, west of Kingston. Came here as a trainee in 1941. Married, no family.

Maintenance Staff

• H. H. Latham and Henry Hayman, both ex-railway men, have been on the hangar 24 staff for some time. The former served in the Imperial army in the last war. Hails from Lancashire, England.

• • •

The Spitfire IX, the RAF's latest, and several other fighting craft pick up vital extra speed by a simple adaptation of the recoil principle. Exhaust gases leave these planes through exhausts shaped like rocket nozzles. In that way some of the power the gasoline engine wastes is put to use.



Joe Airman

DEAR MAW • Maybe you've read this letter from the articulate member of the backward family of the primitive settlement, that, having landed jobs at war work, went high hat with the money they earned, printed in Sarnia.

The letter said: "Thank you for giving my uncle a job—the first time he has worked in over 48 years.

"We are rich now, \$51 every two weeks, so we went up to Colwell's for one of them there new fangled bathrooms like you rich people have in town. It came, and you should see it.

"Over on one side of the room is a big long white thing, like the pigs drink out of, only you get in and take a bath all over at once. Over on the other side of the room is a little white gadget hanging on the wall which is called a sink. This is for light washing, like the hands and face. They also sent us a roll of writing paper but it's kinder cheap, I think, it rips so easily.

"But over in the corner they got a thing there you can put one foot in and scrub it till it gets clean, then you pull the chain and get fresh water for the other foot. Your son,

JOE.

"P.S.—Two lids came with the darn thing and we ain't had no use for them in the bathroom, so Ma is using one for a breadboard and we framed grandpop's picture in the other."

Volunteers Get Service Medal

VOLUNTEER members of the armed forces who have to their credit a minimum of eighteen months' service or discharge after service outside Canada will soon be able to wear a new ribbon on their chests through creation of the "Canadian Volunteer Service Medal."

The new medal is a general service award in that it goes automatically to persons who complete certain specified service. It is thus distinct from a decoration for special service or bravery, which goes only to a limited number.

The medal itself will not be struck until after the end of the war, but a ribbon of alternating green, scarlet, Royal blue, scarlet and green stripes will be issued as soon as available, probably in December.

Women Are Eligible

Eligible for the award will be both men and women members of the navy, army and air force, regardless of rank, who:

1. Honorably complete 18 months' voluntary service;
2. Have served outside Canada for no matter how brief a period and been honorably discharged or retired;
3. Have been honorably discharged as a result of injuries suffered on duty and while serving voluntarily.

Persons who have been killed or died of wounds suffered in action or on duty while on voluntary service will receive the medal posthumously.

Those who serve outside Canada, for however long or short a period, may wear a silver maple leaf on the ribbon.

So far as the army is concerned, issue of the ribbon will create one more distinguishing mark between the general service soldier and the home defense soldier called up under the National Resources Mobilization Act who does not volunteer to serve anywhere.

• • •

It's getting so life is just one banned thing after another!

—Quote

The Stamp Club

By Flt. Sgt. M. L. Sims

STAMP collecting is not, as many people believe, a mere filling in of empty spaces in a stamp album, which in itself is an interesting occupation. The average enthusiastic collector will also interest himself in the historical, geographical and industrial aspect of this fascinating hobby. Philately is a much deeper study of stamps, involving recognition of watermarks, types of paper used, method of printing, perforations, flaws, fakes, etc.

Stamps will take the collector to all parts of the earth, and it would be a true statement that the average collector has a more general idea of the geographical location of countries, colonies and dependencies than most other people. There is a story behind every postage stamp and month by month we hope to reproduce the story behind some of our Canadian stamps.



For this month we have chosen the story of Fort Garry Gate.

Winnipeg's oldest link with the past is the Fort Garry Gate, depicted on the 20-cent, 1938 issue. Before Winnipeg was ever thought of, a trading post existed at the confluence of the Red and Assiniboine Rivers. This trading post was known as Fort Gibraltar, owned by the Hudson's Bay Company, which in 1822 was renamed Fort Garry, after one Nicholas Garry, a member of the company's council. In 1835 another and larger fort was built with two stone gates, walls and bastions. This was Upper Fort Garry, the social and business centre of this Red River settlement. Many British regiments have been garrisoned here. In 1846 the 6th Foot (Royal Warwickshire) came by way of Hudson's Bay, and in 1857 the Royal Canadian Rifles arrived and remained until 1861, when they returned to England. The 60th Foot (King's Royal Rifles) came in 1870 and held the Fort during the Riel Rebellion and again saw active service during the Fenian Raid of 1871, since when peace has reigned along the banks of the Red River. Upper Fort Garry was demolished in 1882 with the exception of one of the gates, all that is left of Winnipeg's earlier history. This is the gate shown on the stamp.

If you would learn more of this interesting hobby, then join us at our bi-monthly meetings in the basement of the officers' quarters. First and third Tuesday every month at 18:45 hours.

• • •

• • • Are You Aiding Enemy Intelligence?

Don't Gossip With Strangers.



I..P.S.—Late and Poor Service!

Here's y-o-u-r chance! *The Aircraftman* wants your titles to above picture—and no holds barred! To develop the best title, gaze at the picture, think of the lovely, peaceful rides you've had—then grab a pencil—quick!

Bring your brain child to "Y" office two wing. **Warning!**—before entering, compose yourself and saunter in quietly or it's a secretary we'll be missing!

TTS Ladies Auxiliary at Work

YOU are probably unaware that highly profitable and pleasant social doings are under way in the writing room in our Recreation Hall each Thursday. Profitable doings as far as the work done is concerned because it directly helps you and pleasant as far as the ladies taking part are concerned because tea is served and chatter and social contacts are unlimited.

We are referring to the regular Thursday afternoon meetings of the TTS Women's Auxiliary, an organization formed some three years ago by Mrs. R. Collis when her husband, G/C Collis, was commanding officer of this station. The auxiliary members are the wives of the officers, N.C.O.'s and men of the station. The purpose of the organization is twofold—it provides a friendly, social meeting-ground for the wives and is a quick "get-acquainted" medium for new arrivals. Besides the social functions, however, the auxiliary devotes itself to worthwhile projects in aid of the men of the station.

Right now, each Thursday afternoon sees needle and thread being plied with great industry as the ladies sew and mend for the hospital—a very necessary task that was formerly done by civilian help. And this being the Christmas season, you



Ladies in photograph: Mrs. J. D. Coombs, Mrs. W. Cripps, Mrs. H. R. Brillinger, Mrs. C. W. Macnab, Mrs. F. L. Benson, Mrs. W. A. Winder, Mrs. W. E. Tuer, Mrs. P. D. Chantler, Mrs. A. R. Perry, Mrs. R. Armstrong.

will find them making gay Christmas stockings and filling them with intriguing articles—all for the Hospital patients at Christmas.

Sewing duties are not the only valuable contribution of the auxiliary members. Three nights a week they look after the staffing of the very popular Coffee Bar in the Recreation Hall. Though this is more work than social pleasure, the ladies enjoy serving the lads and chatting with

them, helping to make the Coffee Bar a bright spot on the station.

At present the auxiliary is presided Senior Administrative Officer, Mrs. J. Coombs is treasurer, Mrs. C. W. Macnab secretary, and Mrs. A. R. Perry corresponding secretary. They, along with the over by Mrs. O. S. Dunn, wife of our rest of the members of the club, extend a warm welcome to the wives of all officers and airmen already stationed or newly arrived at TTS.

First Course of Flight Engineers



L. to R. Flt. Sgt. Lewis, Sgt. Ryan (instructors), Cpl. Dion (not in picture), LAC's Sampson, McMurdo, Buckall, Smith, Radford, Frost, Chenailler, Woodrow, Jordan and Malholland.

IN the early part of November, No. 1 entry started TTS's newest course—a course which allows a white flash up and teaches phases of four ground crew trades—the flight engineers.

The engineers, whose job it is to "trouble shoot," that is, report any faults in the engines, frame, instruments or wiring system; learn the fundamentals of aero-engines, air frame, instruments, electricity and hydraulics. In addition to this phase of their training the engineers must pass ITS advanced training on

larger aircraft and an air-gunner's course at a B&G school.

TTS does not teach the engineers maintenance—they are not repairmen. They must be prepared, however, to do emergency work when the craft is flying. The scheme, an adaptation of the Royal Air Force's course, is under the direction of Flt. Sgt. Stewart and Sgt. Ryan.

No. 1 entry—guinea pigs of the idea—is composed of ten lads who washed out of pilot's or navigator's courses at EFTS or SFTS and two direct from ITS.

True or False

- 1 • Wide sparking plug gaps tend to increase the resistance of the H.T. circuit.
- 2 • It is possible for the self-induced E.M.F. produced when a circuit is broken to exceed the applied voltage.
- 3 • Files are graded according to their length.
- 4 • A "watt" is the unit of electrical pressure.
- 5 • R.R. Merlin "A" bank is on the right when viewed from the propeller.
- 6 • Ferrous metals are metals with a base of carbon.
- 7 • Landing wires take the weight of the fuselage when an A/C is in flight.
- 8 • The secondary voltage of a magneto will be higher if the condenser is short-circuited.
- 9 • A control cable is serviceable until it has ten strands broken.
- 10 • On moving the control stick forward an A/C should nose up.
- 11 • The I.H.P. of an engine is less than the B.H.P.
- 12 • A carbon filament lamp draws more current than a tungsten filament lamp of the same voltage.
- 13 • Nitriding is a surface hardening treatment.
- 14 • T.R. Wasp gudgeon pins are full floating.
- 15 • The manifold pressure gauge operates on the bourdon tube principle.
- 16 • The altitude mixture needle is on the "B" side of the S.M. carburetter.
- 17 • S.S. on the head of a bolt indicates standard size.
- 18 • A Lorenz beam is used for night signalling.
- 19 • Thermocouple leads are designed for the same resistance regardless of length.
- 20 • Jacobs engine does not require a hand starting magneto.

(Answers on page 9)

SITKA SPRUCE is one of the most important woods used at the present time for aircraft construction. It is a native of the North American Pacific Coast, from British Columbia to California. One of the largest of the spruces, it often grows to a height of 200 feet or more. Because of its fine straight grain and comparative lightness it has proved to be very suitable for aircraft construction. The advent of the Mosquito bomber has proved beyond any doubt the value of wood for the construction of fast light bombers.

The heavy wartime demands on this popular spruce for the construction of aircraft is creating a strain on the supplies available and with an eye to future possibilities, experiments have been carried on by Great Britain to grow Sitka Spruce in the British Isles.

Sitka Spruce Qualities

1. It is very strong, possessing more than twice the strength of mild steel for its own weight.
2. Comparatively light, it averages 25 lbs. per cubic foot.
3. It is elastic and fractures on compression before tension.
4. Fine grained and straight, it is sandy in color and of silky texture. (Grain deviation is 1 to 15 ins. for aircraft structural members.)
5. It is more durable than most softwoods.
6. Easily worked, it is suitable for all aircraft framework.

When a tree is marked for felling, it is first stripped of its branches. The top of the tree is lopped off, this part having little or no commercial value for aircraft construction because of the uneven grain caused by the growing branches. It is obvious then, that the spruce used is drawn from the lower part of the trunk or bole where no branches have grown out of the tree.

This part may extend for approximately 40 feet. Thus, the longest spar that can be made out of one piece is limited to this length, thereby limiting the size of the aircraft that can be constructed entirely of wood.

After being transported to the mills, it is converted to planks and then goes through the process of seasoning, which requires the greatest care.

Seasoning of Wood

The earliest method used for seasoning wood was "air drying," that is, sawn planks are laid out in the open air to dry. Seasoning is the natural or artificial evaporation of excess moisture, allowing the wood to be worked without danger of shrinkage or warping. The moisture content of well-seasoned wood should not exceed 15 per cent to prevent shrinkage under normal conditions.

The act of seasoning is to lay out fresh sawn green lumber in such a manner as to permit complete circulation of air and at the same time prevent warping and other defects from developing by certain prescribed methods.

When lumber is to be air dried, choose high ground well drained, firm and with a slight slope. Place stout bearers at frequent intervals, the exact spacing being important, because the thinner the planks, the less should be the intervals between the bearers, and while sagging may not be noticeable for a time, sagging will develop if the spacing is too wide.

The first plank should be well clear of the ground. A good plan is to use a common seasoned plank for this first one as it will prevent the ground moisture from being drawn into the more valuable lumber with possible fungus growth as a result. Strip spacers are now used to separate the planks. It is important that these strips are of the same dimensions the four sides throughout their length and they should be a little longer than the width of the planks to be seasoned.

The greatest care is necessary during these operations, as careless preparation can ruin a complete stack of lumber, uneven contour of the ground and sagging spacers or warping will develop throughout the stack.

The planks are piled evenly in the order in which they were sawn from the

top of the stack by placing stout bearers across the top plank and overlapping it, and place heavier timbers through its length and towards the outside to prevent further warping.

If the stack is not already facing south to north, it should be done at this operation, thereby allowing all sides of the planks the same amount of sun. Remember, it is the differences in temperature and moisture that is the cause of warping. To prove this, lay a plank on the ground, allowing the sun to shine on its upper face, and the plank will warp; just how quickly depends on several factors, the difference in temperature at the upper and lower faces of the plank, and the moisture content of the ground or floor. Then again, if a plank is placed partly in the sun and partly in the shade, that part exposed to the sun will warp more readily than that in the shade.

Millions of feet of valuable lumber have been lost to commerce because of inexperience or carelessness in handling, or perhaps lack of facilities for proper storage.

Some kinds of woods will warp more readily than others, but all valuable lumber should be stored in a dry place with plenty of ventilation but little or no sunlight. The cheaper lumbars are stored either in an open shed or right out in the open.

Little can be done with well seasoned planks that are warped. However, if the warping is slight, the plank is dressed down and if this does not have the desired effect, then it should be rejected. If it is used in its warped state for framing, it will tend to pull the frame out of shape, but if it were to be fixed to a solid object it might be possible to pull the board or plank straight. Never stand seasoned boards unevenly against a wall or lay it down carelessly, but keep stored in a rack, if possible.

At the present time, a more popular method of wood seasoning is by kiln drying. This method of seasoning is done by stacking the planks in the same way as before, but in a warm, dry building where the warm air is allowed to circulate through the planks. This method has become popular by reason of the speed with which wood can be seasoned. For instance, to air dry spruce requires from 12 to 18 months, but in the kiln it

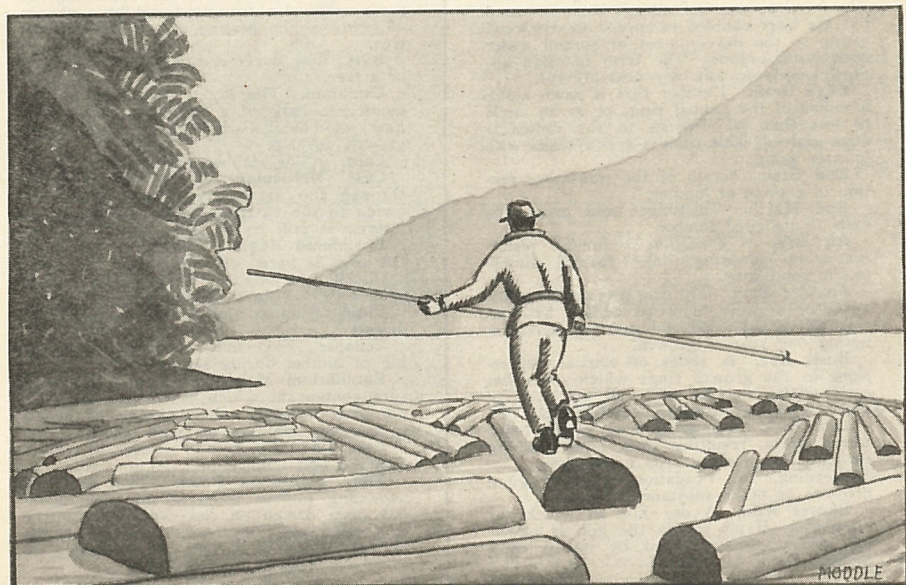
TIMBER!

Conversion and Seasoning of Wood Used In Aircraft Construction Summary

By Flt. Sgt. M. L. Sims

log, and when the last plank is in place, heavy rough lumber should be placed on top to prevent rain, snow or sun damaging the top planks and so avoid warping.

The rough boards should be of the same length as the planks to be seasoned and slightly overlapping. If water should settle on the planks in the stack it would be a sign of faulty stacking and the pile will have to be re-stacked. Further, if warping has developed, that also would be a sign of faulty stacking and the same procedure would have to be adopted. First ascertain the cause and then apply the cure. To re-stock, first remove all planks from the pile, because it is more than likely that all planks are affected. After removal of the planks, check the bottom bearers by lateral and longitudinal levelling. When this is done, commence re-stacking, placing the former top planks at the bottom, face downward. Complete the stacking in this reverse order, checking for possible sagging between strips, and re-adjusting as necessary. Increase the weight on the



can be dried in 18 to 24 days. If we had to rely on air dried spruce the present-day production of aircraft would be reduced considerably as air dried lumber could not possibly meet the demand.

Much has been said for and against kiln drying, but it is generally conceded by experienced tradesmen that lumber seasoned in the open air is preferable. Properly seasoned, it is the best product that can be obtained. It is more resilient, less liable to shrinkage, case hardening or checks and other faults that may occur with kiln drying. On the other hand, kiln dried lumber can be worked within a much shorter period after conversion, and is usually easier to work than air dried lumber, though more brittle. If properly kiln dried, these faults are not so apparent. Very little of the lumber bought nowadays is air dried, except some of the more valuable hardwoods that are required for special work.

It is necessary to mention that certain precautions are necessary to prevent the ends of the planks from splitting during the seasoning process. Narrow strips of hardwood, the length of the width of the planks and of the same thickness should be nailed to the ends of each plank to be seasoned. This will prevent shakes from developing—parting of the annular rings. It is well to leave these on until the plank is taken for use. If a shake has developed in spite of this precaution, the strips should be left on while the plank is be-



ing cut to requirements. This will often prevent the shake from extending further along the plank.

Producers of wood manufactured articles always try to keep a good stock of lumber on their hands, partly for the reason that a large percentage of the lumber they buy is only partially seasoned and the seasoning is therefore completed in their own stockyards.

Spruce and other woods for use in aircraft construction go through a careful inspection for defects and are also put through various tests. These tests may be divided into three classes:

1. Scientifically designed strength tests to ascertain the strengths and elastic properties in all directions of the grain.

2. Empirical tests, usually unsatisfactory and misleading, though a few may be of value. For example those used on the holding power of nails, glue, etc.

3. Commercial or specification tests used for eliminating defective materials described in the various specifications.

It is safe to say that only about 35 per cent of the timber set aside for aircraft construction is actually used after these tests have been completed, the rest being sold for building purposes, etc. While many of the defects common to most woods are not apparent in spruce, bleeding, caused by resin gum, knots, however small, a greater variation of grain than that specified, seasoning faults, etc., will cause immediate rejection of wood for aircraft construction purposes.

Definition of Terms Used in the Lumber Industry

areas of depression below the general surface of the piece.

Common. A term applied to a grade of lumber containing numerous defects.

Core. The wood between veneered work, the inner layers of plywood, or the piece remaining after a log has been cut into veneer by the rotary process.

Course. A layer of boards in a lumber pile.

Cruck (Side Bending). A deviation sideways from a straight line drawn from end to end of a piece of lumber.

Curl. The figure produced in wood when sawn at the junction of a branch and the stem or two branches.

Cupping. A simple curve occurring in the transverse section of a piece of lumber.

Dress. To plane one or more sides of a piece of lumber.

Dry Rot. Decay caused by certain fungi which are peculiarly adapted in regard to supplying their own moisture requirements. The fungi commences always in moist wood but are later enabled to spread to dry wood owing to the development of special water conducting organs. The term is often applied loosely to any dry crumbly rot.

Edge Grain. Lumber that is sawn along a radius of the annual rings or at an angle of less than 45 degrees to the radius is edge grained. This term is synonymous with quarter grain.

End Grain. Grain of the transverse section of a piece of lumber.

End Match. To tongue and grove the ends of matched lumber.

Air Dry. A condition in lumber resulting from seasoning under natural atmospheric conditions.

Annular Ring. The ring seen on the transverse of a piece of wood caused by contrasting spring wood and summer wood, denoting one year of growth.

Birds Eye. A series of conical depressions in the growth rings which on a flat sawn surface appear as small markings of nearly circular outline resembling an eye.

Bird Peck. A small hole or patch of distorted grain, resulting from birds pecking through the growing cells in the tree.

Bleeding. An exudation of resin gum, creosote or other substance in lumber.

Blower Kiln. A dry kiln in which the circulation of air within the kiln is affected, and ventilation aided by means of a blower.

Blue Stain. A bluish discoloration caused by certain fungi which seldom penetrates beyond the sapwood.

Board. A piece of sawn lumber up to, and including 1½ ins. in thickness and 4 ins. and up in width.

Board Measure. A system of measurement of lumber in which the unit is the board foot.

Bole. The trunk of a tree (or stem) large enough for conversion into lumber.

Bowing. The simple curving of a piece of lumber flatwise in the direction of its length.

Brash. A quality in wood indicating breakage with a short fracture, as little splintering.

Bright. A term used to denote the absence of weakening effects, as applied to sapwood, often denotes the absence of stain.

Brown Stain. A chemical discoloration apparently due to oxidation and accumulation of extractives under certain conditions during the air or kiln drying of certain species.

Burl. A local excrescence appearing on the outside of a tree produced by a cluster of knots or the healing of a wound in the tree.

Butt. The larger end of a log or the base of a tree.

Cambium. The layer of tissue just beneath the bark of a tree from which the new wood and bark cells of each year's growth develop.

Case Hardening. A defect produced through the too severe drying of lumber, owing to the exterior drying out while the interior is still moist.

Chamfered Edge. A moulding on which the edge is pared off.

Check. A longitudinal crack in lumber caused by too rapid seasoning.

Clear. Lumber almost clear of knots and defects.

Collapse. Excessive and irregular shrinking of lumber during seasoning resulting in

Equilibrium Moisture Content. The moisture content at which wood neither gains nor loses moisture when surrounded by air at a given humidity or temperature.

Face Side. The side of a piece of lumber showing best quality.

Fibre Saturation Point. That point in seasoning lumber when all the free water has been driven off, leaving water in the cell walls only, i.e. the point at which the lumber begins to shrink, approximately 25 to 30 per cent moisture content.

Fine Grain. Lumber having fine narrow annular rings.

Flat Grain. Plain sawn or sawn tangential to the annular rings, or opposed to edge grain or quarter sawn.

Flecks. Spots, dapples or marks caused by local irregularities in the grain.

Grain. A term used with reference to the arrangement or direction of the wood elements (spiral grain, cross grain, etc.) to the relative width of the growth rings, as fine grain, coarse grain, etc.

Green Lumber. Lumber in which free water still remains within the cells, lumber which has a moisture content above the fibre saturation point.

Gum Vein. A local accumulation of gum in certain hardwoods occurring in the form of a vein.

Hardwood. Conventional term used to denote the timber of broad leaf trees belonging to the botanical class Angiosperms.

Heartwood. The inner layers of wood which in the growing tree have ceased to contain living cells, as opposed to sapwood, which contains growth functioning cells. Heartwood is generally darker in color than sapwood, those in some species being hardly discernible.

Honeycombing. The development of interior checks in wood during seasoning.

Housing. A groove or trench in a piece of wood made for the insertion of a second piece.

Internal Sapwood. A zone of wood within the heartwood that retains the color of the sapwood.

Interlocking Grain. Wood in which the fibres are inclined in the direction of a number of annual growth rings, then gradually reversed and inclined in the opposite direction in succeeding growth rings, then reversed again, etc.

Kiln Dried Lumber. Lumber which has been seasoned in a dry kiln, usually, though not necessarily, to a lower moisture content than that of air dried lumber.

Knot. A knot is an occurrence in lumber caused by a branch embedded in the tree being cut through in the process of lumber manufacture. Knots are classified according to size, form, quality and occurrence.

Laminated. Layers of wood cemented or glued together.

Medullary Rays. Cellular tissues which usually run continuously from the pith to the bark, peculiarly prominent in quarter cut oak.

"Definitions of Terms" will be concluded in next issue.



AROUND THE CIRCUIT



Compiled by Sgt. G. P. Hawke

The Kicker

There was a kicking soldier
 Who kicked the whole year long,
 What wasn't always ought to be,
 What was—was always wrong.
 He didn't like his captain,
 He cursed his general too,
 He saw no basic reason
 For the work they made him do.
 They sent him o'er the ocean
 With his rifle and his pack,
 But no sooner had he landed
 Then he wished that he was back.
 At last Death's final transfer
 Took him to realms afar;
 He drew a post in Heaven,
 Where the perfect quarters are.
 No sooner was he seated
 Than he passed around the word,
 If St. Peter could arrange it
 He would like to be transferred!

—The Broadcaster, Scott Field, Ill.

• • •

He: "Just one kiss, dearest."
 She: "No, dear, we haven't time.
 Father will be home in an hour."

—Tyndall Target

• • •

We stand in line to get a pass,
 We stand in line to wash.
 We stand in line to find a place
 To stand in line, by gosh!
 We stand in line to draw our pay,
 We stand in line to spend it.
 But damn it, Pal, we never have
 To stand in line to lend it!

—Wing Tips, Mather Field

Counter Attack!

Stout Field, Ind.—During manoeuvres here one (1) soldier was sent to the WAC barracks to tell the gals they were captured. The WACS, who take manoeuvres seriously, tittered among themselves and then rebelled openly with the attitude that it would take more than a single soldier to capture them. Before the captor knew what was happening, the WACS had rushed him, thrown him to the floor and he was begging them to give him back his rifle.

Pome

I shouldn't have eaten that bombardier,
 Said the cannibal king with a frown,
 I'm about to prove that proverb old,
 You can't keep a good man down!

—Thumbs Up, Dartmouth

St. Thomas Calendar

Dirty days hath September,
 April, June and November;
 Other months have thirty-one,
 Without a blessed gleam of sun.
 From January first to end of May,
 The rain it raineth every day;
 If February had two and thirty,
 They'd be twice as wet, just as dirty.

Scramble: Red Section!

A story short we have to tell,
 A low green hut behind a hill—
 A bell rings and we run like hell:
 Scramble: red section!

Two mighty Merlins roar to life—
 It makes a man forget his wife—
 Oh what a thrill, oh what a life!
 Scramble: red section!

A rocket shoots up, red as blood,
 A green light answers, "Make it good";
 A shrill voice pipes, "Hey, miss that
 mud!"

Scramble: red section!

The road is long, the road is rough—
 Whoever built those pits was tough—
 A lesser man would shout enough:
 Scramble: red section!

Red section air-borne over base,
 Quick with a vector, where's the place?
 'Twas but a practise scramble, Ace;
 Scrambled red section!

—Thumbs Up, Dartmouth

"Do you think you're Santa Claus?"
 "No, why?"
 "Then, leave my stockings alone."

—Wing Tips, Mather Field

A Horse Laugh

A buck private and his girl were riding out in the country on horseback. As they stopped for a rest, the horses rubbed necks affectionately. "Ah, me," sighed the private, "that is just what I'd like to do." "Well, go ahead," answered the girl, "it's your horse."

—Tail Skid, Lawson Field



—Cartoon by AC1 Macdonald, entry E85, now overseas.

Joe: "How did you ever get rid of that old hag you used to run around with?"

Moe: "I married her."

C.O. and N.C.O.

While taking a stroll through camp one evening the C.O. was stopped by an Airman with the remark, "Got a match, Bub?" The answer was "Sure have," and on lighting it the Airman, much to his chagrin, noticed to whom he was speaking. "Beg pardon, sir, but I didn't know it was you when I addressed you." "That's O.K.," replied the C.O. "But don't ever speak like that to an Instructor." —Aylmer Airman

Pome

Young lady, be wary of cupid,
 And heed ye the thought of this verse:
 To let a fool kiss you is stupid—
 To let a kiss fool you is worse!

—Air Force Review

• • •

There's a Little Bit of Good in Every Bad Little Boy

The chaplain preached a forceful sermon on the Ten Commandments, sending one Airman away in a serious mood.

Eventually he brightened up. "Anyway," he muttered to himself, "I never made a graven image!"

—The Gander, Gander, Nfld.

• • •

In the movie, "This Is the Army," the tough sergeant-major, a disciplinarian of the old school, had just given the squad a piece of his mind. Said one of the boys in a low voice: "Why was that guy ever born?" His buddy replied: "Born? That guy was never born. He was issued!"

Fare Enough!

A lady was riding on the train with her son. The conductor came by and she said, "A fare for me and a half fare for the boy."

The conductor looked at the boy and said, "Lady, that boy's got long pants on."

"In that case," said the lady, "a full fare for the boy and a half fare for me."

—Fingal Observer

Pome

Trothen eats peas with honey,
 He's done it all his life;
 It may sound kind of funny,
 But it keeps them on his knife.

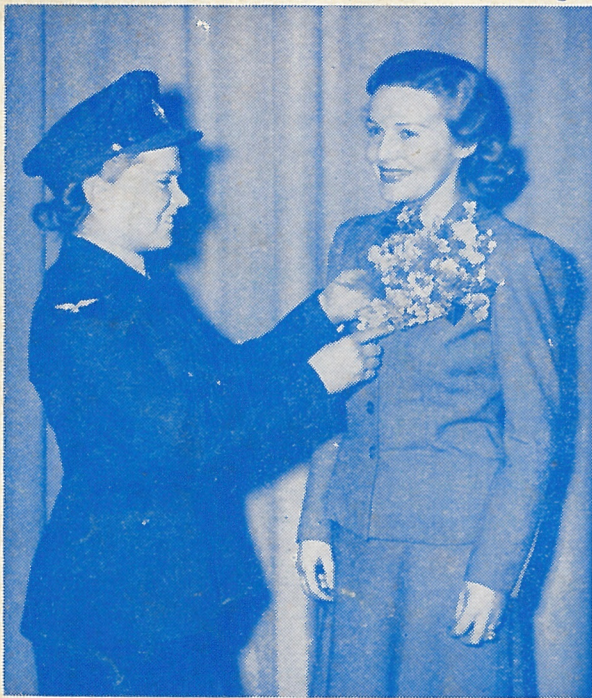
—Thumbs Up, Dartmouth

• • •

A bachelor is a guy who didn't have a car when he was young.

• • •

Cpl.: "You're not eating your fish. Is there anything wrong with it?"
 Joe: "Long time no sea."



Madeline Carroll



Mary Pickford



Kenneth Neate

1943 PERSONALITIES

- AW2 J. Campbell pins a corsage on Madeleine Carroll when she visited TTS some time ago, but "Oldies" on the station vividly remember her visit!
- The photo shows Miss Pickford receiving a ring from an admirer, AC2 Love—she visited the boys in hospital. Evening "temps" were consternation THAT day!
- AC2 Kenneth Neate wanted to be a pilot — headquarters wanted him to entertain. Result, he sings! And very much worth listening to.
- AC2 Tom Wong finds space on this page because of his written conviction . . . "Victory for the Allies."
- If you were here when Mart Kenney was (August), no need to say more. If you weren't, words cannot describe the lilting melodies played by his band. In photo is Art Hallman, Cpl. Barnhart, Mart Kenney, Judy Richards and AC2 Bob Willett.
- We go back to February to read about Sgt. C. Heath. HE was one of the seven airmen who made the first trans-continental flight from Halifax to Vancouver in 1920!



Thomas Wong

Mart Kenney and Group

