

THE *Aircraftman*

FEBRUARY

1944



THE

- Hughes -

TECHNICAL TRAINING SCHOOL

ST. THOMAS

ONTARIO

FEATURES! WHAT IS COURAGE? JET PROPULSION. STATION CHATTER.

THE CAMERA CLUB

By Sgt. Perc Berry

IF your memory is still in good working order, and your mind has not been affected by the barred windows and endless tunnels and corridors, you may be able to remember the days when cameras and film were readily obtainable. Those times are referred to now as "the good old days" or "before Pearl Harbour." Well, back in those days before the film shortage, the camera bugs here at TTS decided that greater opportunities for scrounging might materialize if a Camera Club existed. (How mistaken they were has long since been realized by the few remaining original members.) A meeting was called and an organization was set up with the blessing of the S.A.O. and the YMCA.

The Camera Club is one of the oldest active organizations at TTS. The first meeting of the original club was held in August of 1940, and since that time the dark-room has been the meeting place for the shutter-bugs. A number of crises and near-crises are recorded in the Club's history, but these have been overcome in every case and the organization is still on the active list.

Whenever newcomers to the station read about the Camera Club, eyebrows pop up and the question almost invariably asked is, "How the — is it possible to operate a Camera Club on an RCAF station where cameras are prohibited?"

That was one of the great stumbling blocks facing the committee when the idea of organizing the camera enthusiasts first occurred, for obviously some checking facilities would have to be provided. On smaller stations it is quite practical for a camera checking service to be operated at the main gate and usually the

Service Police are most co-operative in this regard. However, here at TTS there would be great gobs of airmen and airwomen desiring to park their cameras on the way in. The space and time required to check each individual camera would be beyond the bounds of possibility, and so another obstacle reared its ugly head.

Eventually the YMCA in St. Thomas came to the rescue, as they have done on a number of occasions. The ladies who operate the Active Service Canteen offered to check cameras there and to give them the best of care. That service has been in operation for many months now, and the number of cameras handled has reached tremendous proportions. Anyone in the Armed Forces may avail himself of this service by taking his camera into the YMCA. Then when the urge to take pictures again becomes too great to resist and the film shortage has momentarily been relieved, the owner may obtain the camera and bang away to his or her heart's content.

The principle aim of the Camera Club is to provide facilities for the airmen "on course" here at TTS to process their own films and prints. It is realized that quite a number of men have some knowledge of the various photographic processes, and in all probability made their own prints and enlargements in civilian life. Therefore, adequate equipment is provided in order that this pastime may be continued. The men operating the club do not attempt to teach photography as an art or a science. However, there are a number of persons connected with the club who are usually quite willing to assist individual members with any problems that arise.

The Dark-room is located in those dark and seemingly endless tunnels opposite the main post office and barber shop. There members find all the equipment necessary to develop films and to make prints and enlargements. Standard developers and fixing solutions are kept in stock bottles for the use of members at all times. The Dark-room facilities are available to members at any time of the day or night, but it is strongly recommended that club activities not be used as an excuse for absence from duties. For some obscure reason, NCO's are not greatly impressed when they hear, "Sorry I'm late, Corp., but I was working in the Dark-room."

Each Monday evening the shutter-bugs congregate in the Dark-room at 1930 hours to talk over their troubles and achievements. To the accompaniment of great moaning and groaning the many difficulties encountered are aired, and fresh cries of anguish are heard as each

"CHURCH IN THE WILDWOOD"

The exposure was 1/25 of a second at f.11, with a light yellow filter used to darken the sky. The film used was Panatomic X, and developed in D.76 with very little agitation. In making the print, I purposely increased the contrast slightly to retain the effect of brilliant sunlight and deep shadows.



"SILVER LINING"

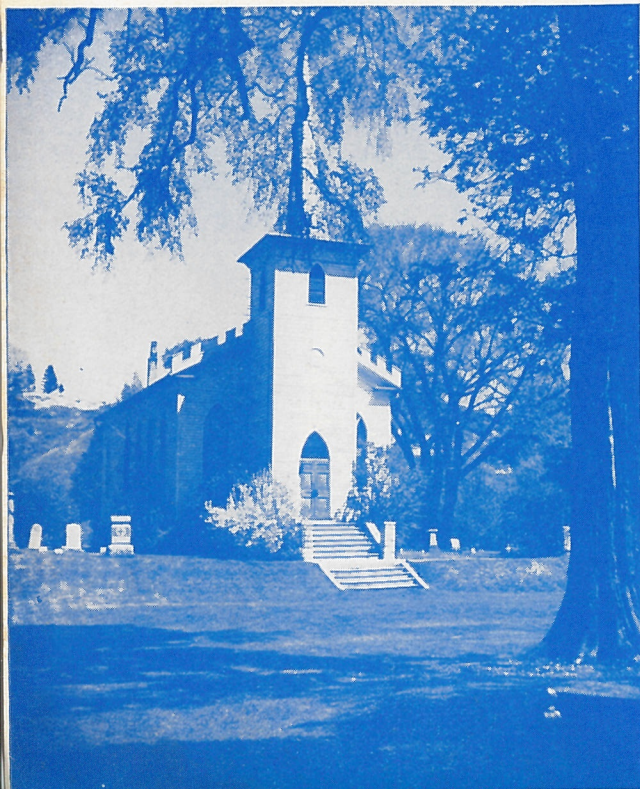
The exposure was 1/50 of a second at f.11 with a medium yellow filter; the film was Panatomic X. Standard development in D.76 produced a satisfactory negative.

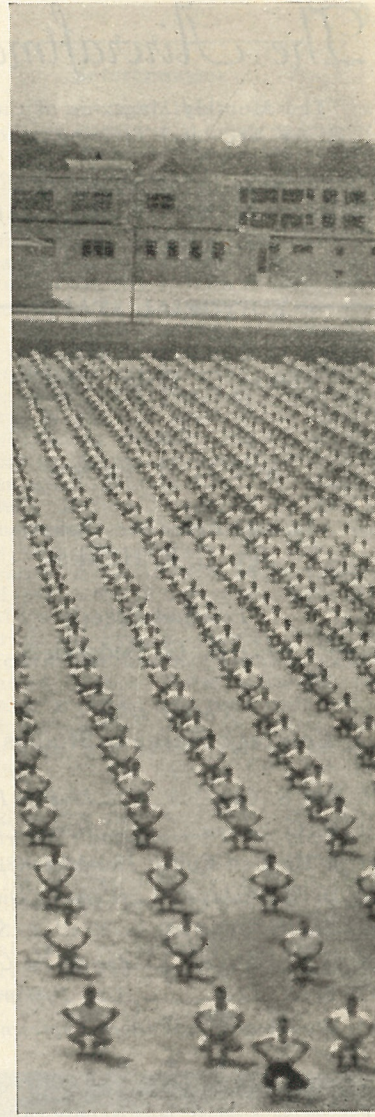
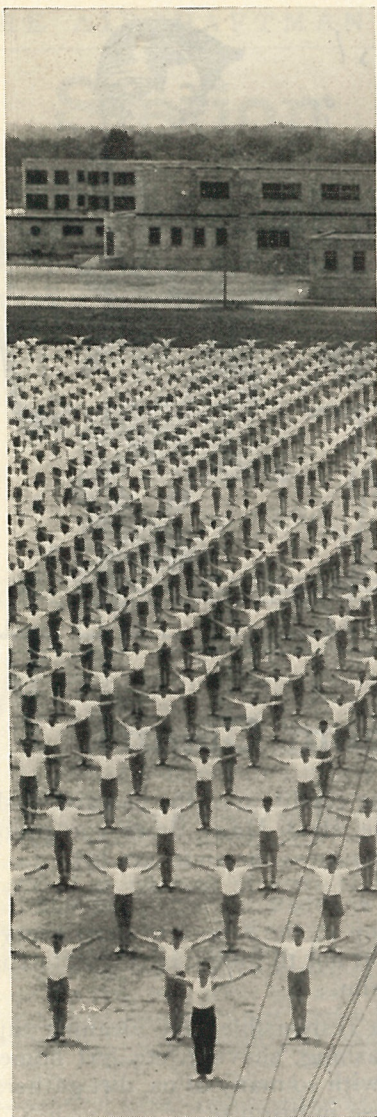
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new member enters. There is no planned discussion, but a new topic usually emerges and is torn apart at each meeting. These Monday evening activities and membership in the Camera Club are open to all station personnel with the exception of the WD's. The S.A.O. has ruled that the Dark-room shall be out of bounds to the fair sex, and it is the unfortunate and painful duty of the executive to enforce this ruling. However, the ladies should not lose heart entirely, for most of the members are only too willing to do any developing and printing for them.

Having read this far, you are probably wondering about the identity of the master minds behind the Camera Club. Three men are responsible for its operation at the present time, Sergeant Perc Berry acting as president, Sergeant Ed. Ratcliffe carrying out the secretarial duties and "Wolf" Trafford of the YMCA acting in an advisory capacity. These three camera hounds have inherited their positions from other NCO's and "Y" officials who have been posted or assumed other, more strenuous positions. They are to be found in the Dark-room any Monday evening, explaining the intricacies of the equipment and attempting to persuade unsuspecting visitors that they, too, should become members.

And that is the Camera Club! Any resemblance to any other organization is entirely intentional, but other organizations will not be required to admit the likeness. It is not an example of the perfect Camera Club, for there are many faults and deficiencies. However, these are being overcome week by week, and any one of the members will tell you that they derive great satisfaction from their association with the club and from meeting and working with the other members. This article has been written to acquaint you with the services offered by the TTS Camera Club and to extend an open invitation to visit the Dark-room any Monday evening.





The above picture was taken in the summer and was part of a newsreel which was shown in most parts of Canada, showing airmen at their best.

PHYSICAL STAMINA - TO BEAT THE NAZI!

THE movie house lights dim. On the screen the newsreel short flickers away with a shot of hundreds of TTS boys doing their stuff in "up-down," "up-down" rhythm which to every airman means the good old P.T. Says you! That pictorial stuff is good propaganda and a sight for tough PT&D instructors who daily sweat and—well, you know what we mean.

In plain language you are told that you need to keep fit and in condition. From the service viewpoint—that means good economy. We've gotten away from conventional P.T. and have now streamlined our program, which is based on the fundamental principle that physical conditioning means lots of a-c-t-i-o-n. This, mixed up with competitive and contact games, makes for tougher and real heroes. Get the idea?

We believe every airman gets a kick out of thinking and feeling "swell" physically and mentally. It's human to want

to stand out in sports or in the stunts which bring the muscles into play and for the first time you are given the chance to really build yourself up by strength-building exercises and games that do away with drudgery and monotony.

A typical forty-minute workout starts with some "doubling" around the track or a touch of road work, back for five to ten minutes of abdominal strengthening and stretching movements and here is the grand "touch"—be you a strong arm gent—you double over to the weight-lifting platform under Sgt. Tammaro. Are you interested in a go of fisticuffs? Then Flt. Sgt. Despres, a former Canadian champ, shows you the ropes. Sgt. Laskin puts you through some gymnastics on the parallel bars, the horse or for some fast tumbling.

What's your dish? We have it! Floor hockey, basketball, volleyball, tug-of-war and with the open season right in the middle of winter, touch-rugby and soccer. Of course we can't forget the obstacle course!

It's the business of the service to give you the tools for keeping the body at top pitch. A daily period of toning up the bodily processes and a well balanced and nutritious diet (smile if you want to—but it's the real McCoy), our efforts will avail you little if YOU fall short in contributing that third part of any fitness program. We mean adequate rest. You know that what the human machine wears and tears in work must be made up during the resting period to be ready for another keen day's effort. To us, it's merely a matter of good business by putting back in the body bank what we expend in legitimate expenses.

We haven't passed up that other angle which completes the P.T. picture. We mean that thing—the Greeks had a word for it—strong body, healthy mind and all that sort of thing. In plain language it means—think clearly, cut out that brooding. You have problems—so have we all. The thing is to accept—adapt conditions as they come. After all, there IS a sort of a doo going on!

The Aircraftman

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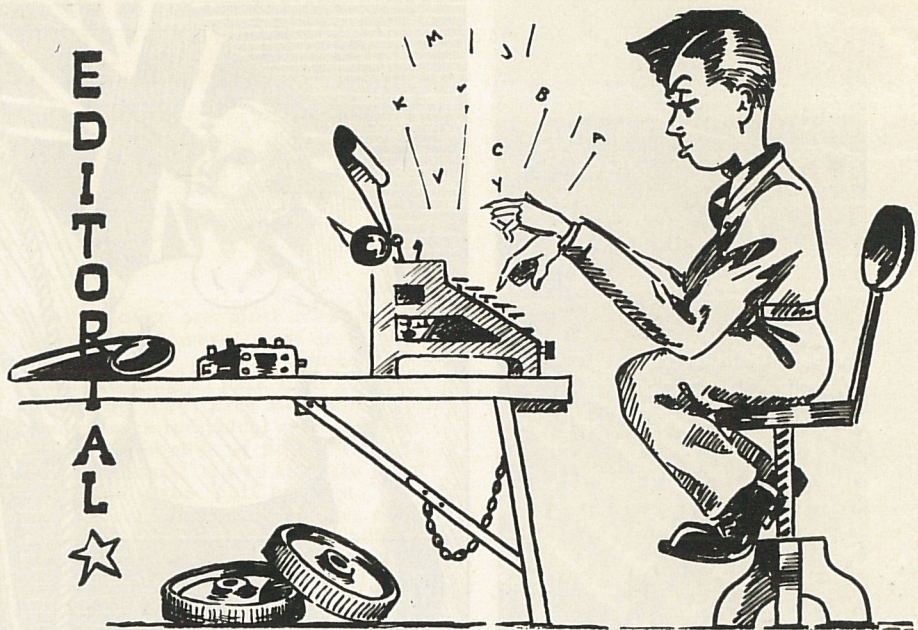
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Trafford and Harnum

A slightly bilious reporter and a typically callous news photographer were interested spectators at the appendectomy shown on page 5 of our feature article. They were Willard Trafford of the YMCA and Percy Harnum, St. Thomas photographer. Read this article, so ably reported by Allan Dawson of Flight Engineers and LAC Olsen of the WD hospital assistants.



Let's Keep Them Clean!

HAVE you noticed as we have the condition of the barrack wash rooms after the morning shave, etc.? Many times you probably have gone in to shave and what a mess the sinks are in!

What's the cause?

At once, you think that it is up to the school to keep everything clean and tidy. So they do! But not to follow in the footsteps of every airman and clean up after him.

That leaves just you and me responsible for cleaning up after we have used the sinks for washing, shaving, etc. At home, there is but the family, here at TTS with so many of us, dirt gathers all too quickly . . . and dirt is disease in disguise!

Let's all keep this in mind, then, and when we have used the wash room, make it a point of cleaning it out for the next chap to use. And gang up on the fellow who thinks he is an "individualist" when he forgets or otherwise does not leave the sink in a fit condition to be used.

The Y.W.C.A. War Services In St. Thomas

HERE is an organization that is at your service day and night. Their offices are next to the post office in charge of Mrs. Ferguson, Miss Scharfe and Miss Pliska. There is hardly a problem that they have not tried to solve for servicemen. Their facilities include Rooms Registry (if you intend to bring your wife), dances twice a week, a games room in which you can do as you please, read, write, listen to the radio, chat with the girls on duty, or join in the sing-songs.

On Sunday afternoon, tea is served and a cordial invitation is yours to enjoy the hospitality of those present. They are doing a grand job for the men in the services and will be pleased to help in any way they can.

For the married men whose wives are in St. Thomas there is the Contact Club. They meet once a week and have quite a diversity of activities.

Station Chatter



By Sgt. George Davies

WHETHER it was the spring-like weather we enjoyed during the month of January or not we can't be sure, but something has certainly disturbed the normal somnambulant lethargy of our readers.

For, in the last few days we have been set upon by three or four different individuals, all of whom were somewhat aggrieved at the lack of news of their particular sections of the station in *The Aircraftman*.

For example, Sgt. Norman Lee of the Drill Hall staff of PT&G complained that never in a long long while had any of the doings of or changes in that section been mentioned. . . . And finally, we had the Service Police down our neck when Cpl. "Scotty" MacDonald informed us—politely, mind you—that the boys of his section felt horribly lonely every month when the magazine came out with nary a mention of the APM's minions.

To all of which we could offer but unconvincing argument. We did say that most of the aforementioned sections had been dealt with in detail as to personnel, etc. in different issues in the past year. But it seems that that was not the beef. It appears that more of the intimate goings on in each—such as postings, marriages, etc.—are what is desired in print. To which we say "Hear! hear!"

But might we make a request in regard to this matter? Unhappily we don't have full-time reporters, etc. on the press staff and the only way we can get hold of such "gen" about the goings on in the different departments is to have someone in said departments interested enough to communicate this news directly to us or send it in to the editor. So how about it? With a little help from you *The Aircraftman* may yet be able to fill the bill. We'll see what happens next month.

Now to the business at hand!

TTS Makes "Wings"

Maybe you noticed, during the last week or so in January, a sergeant and a WD corporal . . . large camera in hand, making their way around the confines of TTS, taking a picture here, picking up information there. They were gathering together the necessary material for a complete "spread" on TTS for the March issue of "Wings" magazine.

Sergeant Ed Hayes of Kitchener, Ontario, is the chief staff writer for the

magazine, and has for some time planned a feature on our school for the RCAF's national publication. He was stationed here himself about two years ago as a clerk, but later when "Wings" was organized his former newspaper reporter training got him his present position.

Plenty of shots were taken around the schools and hangars, of instructions and trainees at work. So it may well be that you will see yourself or read about yourself in the March edition. It will be available about the first of the month.

Strictly From ????

Advices from the digger regions tell us that our S.P.'s are being given instruction in the French language these days. All very official; and all very mystifying.

We heard an amusing remark the other night on disembarking from the L. & P. S. An airman had banged his shin or something in getting off the car and was swearing mildly more or less to himself about it. A passing member of the WD's politely upbraided the airman for his remarks, saying that she was of the opinion that airmen didn't swear, and that the airmen she knew were gentlemen. Cracked somebody nearby, "She must have been unlucky." . . .

Says on old proverb, "Cleanliness is next to godliness" . . . around here it's next to impossible! Evidently those in charge don't put much stock in the idea that a clean body and countenance will improve the conduct of an airman. At any rate the shower situation around this station has deteriorated so rapidly in the matter of hot water that the boys are not stepping under the showers any more for fear of being stabbed in the back with an icicle. . . .

Entertainment

From all accounts there were three main notable events in the entertainment field on the station during January. Two of these were shows and the third a riotous session of square dancing in the Recreation Hall.

The first show to appear since the holiday season was the Tweedsmuir Review presented by the No. 3 troupe of entertainers from London. A goodly crowd witnessed a routine variety performance which, though lacking the more elaborate production numbers of the other London shows, was pleasing, funny and sparkling in one or two spots. Gerry Slaughter, drum virtuoso, and his accordion playing partner, Sonny Bretherton, were as usual definite hits. A blonde bombshell, Marion Fitzgerald by name, found her singing and dancing a howling success with the wolves. In addition, blues singer Edith Crouch and magician Eric Myers came in for more than the usual share of applause.

Later in the month, January 4 to be exact, came the Lifebuoy Follies. This well-known troupe show attracted an extra large audience who were well pleased with the performance. A definite departure from the usual type of variety show that visits the camps, the Lifebuoy Follies gets by very well with a cast of but eight—four men and four girls. The men are old campaigners from the variety stage, stars of the 1918 "Dumbells," and a lot of their comedy is dated. But nevertheless, Pat Rafferty and his cronies know how to put it over, and the laughter that rang continuously through the Drill Hall all evening was spontaneous and hearty.

(Continued on page 16)



The do-si-do boys and girls were out in full force in the Blue Room on January 19 for the station's big square dance. Music provided by TTS personnel kept them hopping until midnight with only a brief pause for refreshments. The "sweater girl" in the left foreground (in case you haven't already recognized her, boys) is Sgt. Carrie Harbour, while on Flt. Sgt. Charlie McCready's left hand is Flight Officer Dora Newsom.

HOUSED in the central section of the squat, gray, modernistic labyrinth that is TTS is the finest hospital to be found on any RCAF station in Canada. Not only is this 300-bed unit the largest in the country, but it is equipped on a scale at least equalling any civilian structure of a similar capacity. In normal times, a 300-bed hospital is considered adequate for a small city, for example St. Thomas. In emergencies, another hundred beds can be added without impairing in any way the high standards of medical care that prevail here. The staff numbers in the neighborhood of 125 doctors, nursing sisters and male and female assistants.

Much of the station's good fortune in possessing such a fine medical centre may be traced to the fact that the section housing it was originally planned for just such a purpose, and the onset of war merely led to its conversion to a military rather than a civilian hospital. No building additions were necessary and the architectural layout provides the various divisions with clean, light, airy rooms. The unit's fourth birthday was last month, another section of the station having originally been used for sick quarters.

Sole responsibility for the smooth functioning of the many separate divisions as a unit is the Senior Medical Officer, S/L W. J. Reid. This quiet, capable anaesthesia specialist is only 30 years of age, having graduated at the University of Toronto in 1938. He was formerly a member of the Army Medical Corps attached to the Royal Canadian Air Force. He transferred to the Air Force medical staff upon its formation in 1940, coming here in April of that year, though not in his present capacity of S.M.O. That year was a busy one for him. He took a course at Ottawa in aviation medicine, was posted to No. 1 Manning Depot in Toronto, then to No. 5 Service Flying Training School at Brantford, where he remained until August of the following year. He was subsequently attached to Initial Training School at Belleville, where he remained until Aug-

Originally designed for use on animals, the Stader splint being worn by Ken Child of the Fleet Air Arm at Aylmer has proved of immense value in the treatment of fractures in humans. In many cases the patient can use the injured member a few hours after the splint is applied. In the type shown here, metal pins penetrate the flesh and bear firmly against the bone and the two ends of the splint are drawn together by a turnbuckle arrangement. A fluoroscope permits accurate fitting of the splint while the patient is anaesthetized. Ken reported "all O.K. and no pain" the following morning.



S/L W. J. Reid enjoys a little humor with Matron E. Farquharson. (Matron Farquharson received the Royal Red Cross at the King's Birthday Honours of June, 1943 . . . "Awarded for Efficient Service.")

Repairmen for Airmen

ust of the following year. He was subsequently attached to Initial Training School at Belleville, Ontario, then went to Centralia for six weeks to open a new hospital at the Service Flying School there. Wing Commander Peacock, former S.M.O. here, left in April, 1943, and S/L Reid took over. His wife and one son live in St. Thomas at present.

He summed up his experience as a medical officer in the armed services with the succinct comment that "it would probably prove of value in future practice."

TTS has one of the few Canadian station hospitals to boast a matron. She is

Matron E. Farquharson, who briefly describes her responsibilities as "supervising the nursing." Up until last July she was senior sister and at that time came the promotion to Flight Lieutenant and the appointment as matron. This took place only a couple of months after her arrival from her home town of Edmonton, Alberta, where she was stationed at No. 3 Manning Depot. She trained in Edmonton and spent some time at No. 2 ITS, Regina.

"One of my responsibilities here is the new sisters that come here for training prior to being posted out," she said. "We

A Tribute to the Hospital Assistants

I lay upon my bed one night in great distress and pain
I hardly thought I'd live the night or see the day again;
My veins were filled with liquid fire, my will was spent and gone,
My very soul seemed agonized, I could not struggle on.

My nurse was most efficient as she hovered round my bed,
She smoothed my ruffled pillows and she cooled my fevered head.
I had the best of surgeons' skill, no effort did they spare,
But the will to fight was lacking and I didn't seem to care.

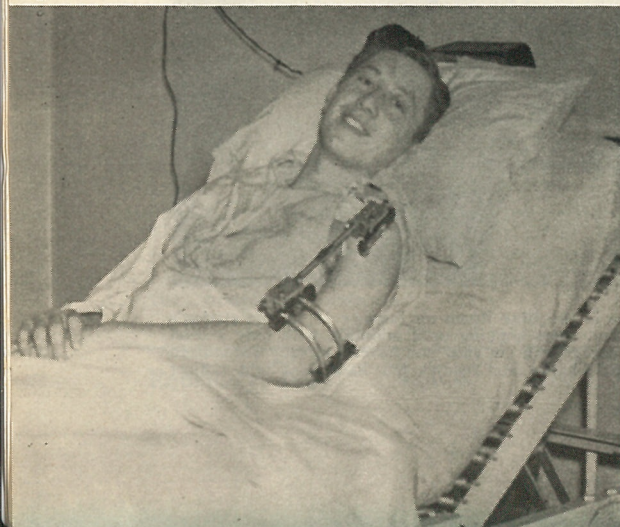
And so the night dragged slowly on until the morning came,
I lay inert and listless and I hardly knew my name;
But when my WD came on and tried my will to rouse,
Her voice pierced through the coma's spell and waked me from my drowse.

She used a different treatment than the nurse did in the night;
It wasn't drugs or medicine that bade me wake and fight.
She stood beside my bed and told me God was standing by
And friends were praying for me and He wouldn't let me die.

Perhaps I wasn't quite as bad as I believed that day
Or whether I was sick or not I really couldn't say,
But one thing that I'm sure of, couldn't doubt it if I tried—
When that youngster came on duty, God was walking at her side.

So I'm well again and grateful, and I'm glad to foot the bill,
And I owe a debt of gratitude to our good Sister's skill.
But no matter what becomes of me or where I end my time,
To God; and a little WD I owe this life of mine.

—The Square Peg.



try to give them experience with all types of work here so that they will be familiar with all branches of service nursing duties."

Matron Farquharson expressed great interest in the work here but admitted that she, in common with the majority of nursing sisters, would jump at the chance of overseas duty with an RCAF unit.

"The real joy of nursing," she said, "is the feeling that you are really doing something. Why, at TTS the ones who are sick are so interested in their training that they want to get well quickly in order to get back to it, and that makes us feel that we are carrying out a worthwhile job."

Most of the nursing sisters are single, but marriage is no bar to this type of work and two of the TTS staff are married.

The surgery is one of the busiest sections of the hospital and more than 1,000 operations are performed annually, about a third of them being classed as "majors." As many as six or seven major operations have been carried out in a single day.

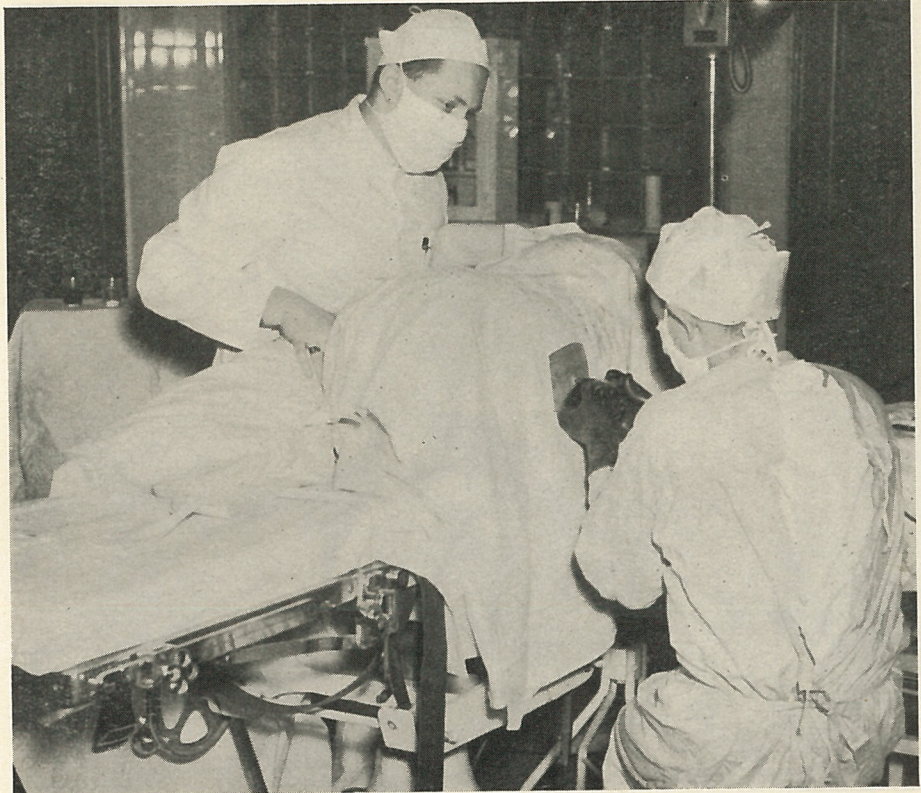
The broad shoulders of S/L C. S. Wilson bear the responsibility for this section. Although only here for a short time on this latest posting, he is no stranger to TTS, having been stationed here on two previous occasions. He left here in 1940 when he was selected to supervise the building of the Sir Frederick Banting hospital at Gander Bay. He later came back here, only to go overseas in 1942, where he served over a year as surgeon for the Royal Air Force at the repatriation centre. S/L Wilson is a Queen's graduate of 1929 and later had a private practice in Kitchener, Ontario.

From the midst of a truly formidable array of colored bottles that sparkle from the walls of a shelf room, WO2 Millie operates a dispensary whose activity may be gauged from the fact that over 1,000 aspirins alone are "dished out" daily. A graduate pharmacist with 20 years' experience, Major Millie is obviously proud of the orderly rows of medicines and the storerooms of medical supplies sufficient for four months' normal consumption.

There is a large blood bank for crash or accident victims, made up from blood donated at Red Cross stations and the miracle sulfa drugs are in daily use. Penicillin, recent sensational discovery in the field of bacteria-killing agents, is not stocked permanently but is available to the Air Force if needed, Major Millie explained. Adhesive, bandages, X-ray film and gallon jars of cough medicine prepared by the dispensary, ligatures and sutures for operations, laboratory drugs, ointments and acids are only a small part of the endless rows of supplies.

A lone bottle of vitamin pills lends weight to Major Millie's contention that vitamin therapy is not required except in specific cases because of the well balanced diet the trainees receive. The hot water bottles, ice packs and other articles are kept in the dark on slotted shelves, in the bottom of which are flat pans of coal oil to prevent them from deteriorating in storage.

Here, then, is the story of the TTS hospital. Every care and scientific method of health recovery is used. The surroundings are pleasant and the nursing sisters in their charming way make you at ease.



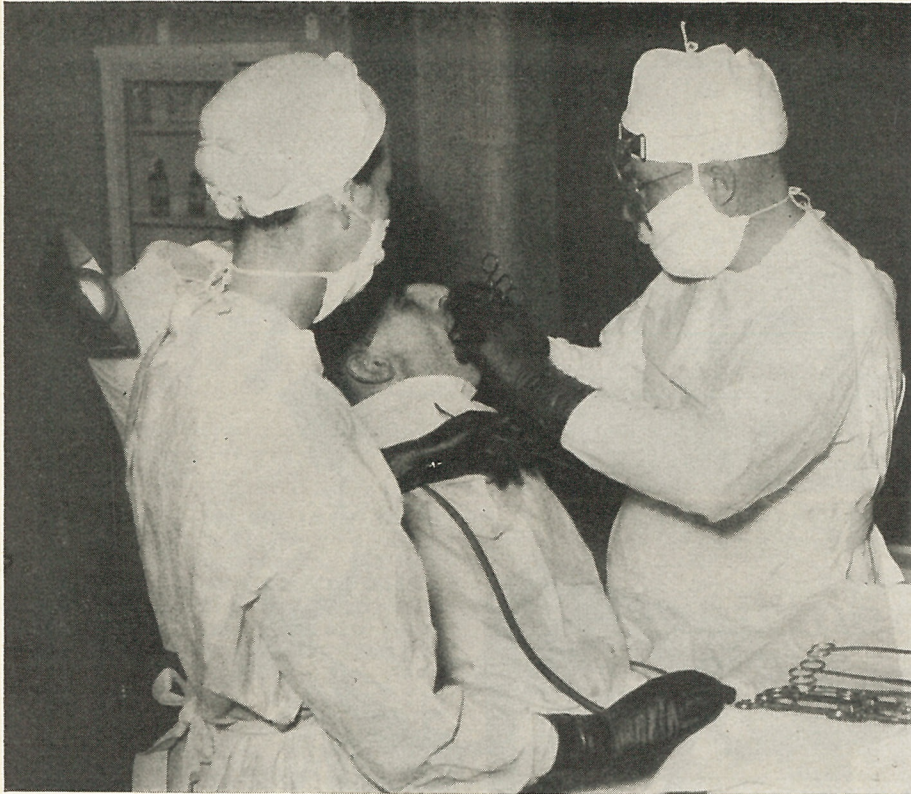
S/L Reid Administering a "Spinal"

While gas, ether, spinal or local anaesthetics all come into use, spinals are nearly always used for appendectomies. S/L W. J. Reid, the Senior Medical Officer, injects a hypodermic needle of novocaine into the patient's back, "freezing" the nerves so that the patient will retain consciousness but will feel no pain during the operation. The patient is placed on his side and the knees are brought up towards the head to part the edges of the vertebrae and admit the needle. An orderlie, LAC Issie Goodman, assists the anaesthetist.



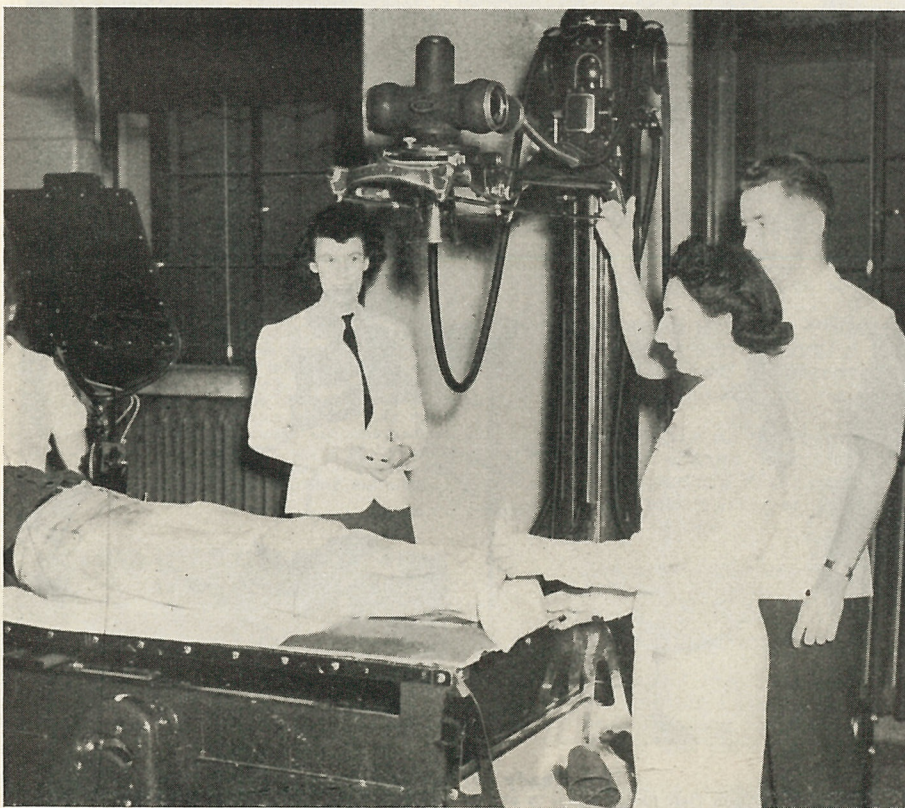
All Ready for the Incision

S/L C. S. Wilson (left foreground), in charge of surgery, prepares to make the three-inch incision from which the appendix will be withdrawn by means of a flat metal hook. As the scalpel penetrates skin, muscle and fascia, suitable clamps quickly cut off the flow of blood and hold the layers back from the opening in the abdomen. Carefully watching the head of the operating table is S/L Reid, while the assisting surgeon, F/L A. J. Finlayson, and the scrub nurse, Nursing Sister D. E. Haylock, work across the table from Dr. Wilson. Present in case he may be needed is orderlie LAC Goodman.



Twenty Minutes and They're Out!

Most common operation at TTS is the relatively minor tonsillectomy, which takes 20 minutes to half an hour to perform but means a 10-day stay in the hospital. Anaesthetic is sprayed into the throat and a fine wire "snare" is looped around each tonsil in turn. As the wire is drawn tight, the tonsil is severed and withdrawn. F/L J. W. Byers, chief of the eye, ear, nose and throat clinic, and Nursing Sister I. A. Goedike carry out this procedure while a suction pump keeps the throat clear.



The Hospital X-Ray Section

A routine ankle X-ray is part of a busy day for this department, which has X-ray machines for any "shot" that may be required. A portable type which can be wheeled to patients too sick to move is included. Left to right, are Flight Officer A. W. Heath, LAW Margaret Kelly and Flt. Sgt. B. A. Griffin.

Each ward is staffed with a competent group of doctors, nursing sisters, NCO's, hospital assistants and male orderlies. All endeavoring to bring you back to health and happiness.

The Padres

From first-hand knowledge we recommend the Padres to all patients—Padres Nimmo, McGarry, Simpson and Fee. Now, if you are interested in current events or a real discussion on any current topic, the man to see is Padre Fee. But be prepared!

The Y.M.C.A.

While you are in hospital, the "Y" is on the job too. Games, books, activities, chats with Willard Trafford, all combine to keep him a very busy man. And his greatest pleasure has been the organization of a hobby club. Patients well enough to sit up in bed need only mention their particular hobby and presto, all items needed are quickly at hand. Of late, many of the patients have been making lockets, rings, etc. from plexi-glass for their friends, soap carving has its devotees, leather work is quite in demand, and so it goes.

The I.O.D.E.

And we must not forget the I.O.D.E. and Red Cross for their excellent gift of a library of fiction, adventure and technical books. This was made possible through the efforts of Mr. Brown, Judging from the comments of the patients, the library is well liked and well read.

Hospital Discharge

On that day you feel like your old self again, you have seen what care and rest can do—you have the world by the tail; a dozen Germans knocked off is but a start! That is the spirit the hospital strives for . . . a spirit that is unbeaten and a physical body to match.

Reflectomy on Tonsillectomy

(With apologies to Ogden Nash)

Now lately I have been very much inconvenienced by a certain disturbance in my somewhat temperamental larynx,
Which has caused my ordinarily pleasing tenor to sound forth in tones that, if not actually blatant, are at least blarynx.

In fact at times my voice has possessed all the dulcet quality of a frustrated oboe; and for all of these disturbances, what do you think has been responsible?

My tonsible.

It appears that hiding in the cavity immediately behind my epiglottis there is a small yet malevolent fungus,
Which has been causing this bleating tonal quality whenever I have sung.

So I shall now hie myself to one of those modern young specialists whose diplomas prove his knowledge to be of the type that is thoroughly "Eye, Ear, Nose, Throat and Lung"-ated.

And get myself de-fungated.

Then surely I shall be able to raise my voice in joyous aria and praises hymnal,
Without producing a sound which is not only discordant, but positively criminal.

Your Blood Donation Can Help Save a Life!

By Matron Farquharson

BLOOD PLASMA, modern miracle! Without it he may die. With it, he may cheat the silent grave—come back home to laughter, love and useful work. Donate now—450 c.c.'s of blood your healthy body will hardly miss. It is easier than you think!

The Red Cross requires plasma or dried blood serum to save lives, due to shock and hemorrhage.

There are many technical difficulties in giving whole blood in the battlefields: donors are not readily materialized on the spot, the blood must be "grouped" before use, and it requires nearly an hour's work in a modern laboratory to determine what type the blood would be.

Dried serum in many cases is much better than a direct transfusion. No blood type is necessary, and since it will keep for many years, it can be stored until required. Distilled water is all that is required to be added to the dried serum to bring it back to the equivalent of whole blood. It can be used in places such as bombed areas and near the front line, where it would be impossible to give a direct transfusion.

Fourteen ounces of blood yields about $5\frac{1}{2}$ ounces of serum. It requires on the average $1\frac{1}{2}$ -2 donations to make a bottle of dried serum. Frequently 2 or 3 bottles are needed for one seriously injured patient. It is reported that at the battle of El Alemein 8,000 to 10,000 patients were treated with serum. This would require the present output for 6 weeks of all the clinics in Canada. It can be seen that the number of persons regularly giving blood must be very greatly increased if a reserve is to be built up.

It is not painful to donate blood. The area from which the blood is taken is anaesthetized. It is just a matter of 8 or 10 minutes till the blood is drawn from the donor by our own TTS medical officer. About 450 c.c. or $\frac{3}{4}$ of a pint is the amount taken from the donor. After resting, if donor so desires, a very excellent meal is served to him.

A theatre ticket is given each donor as well as a late pass.

Service personnel are naturally the best donors. They are the most physically fit. Contrary to rumor, attendance at the clinic is entirely voluntary.

Most of us so far have been unable to go overseas, but sending our blood is a very valuable way in which, with little inconvenience, and practically no discomfort, we can support those who are actually facing the enemy, and quite possibly save their lives.

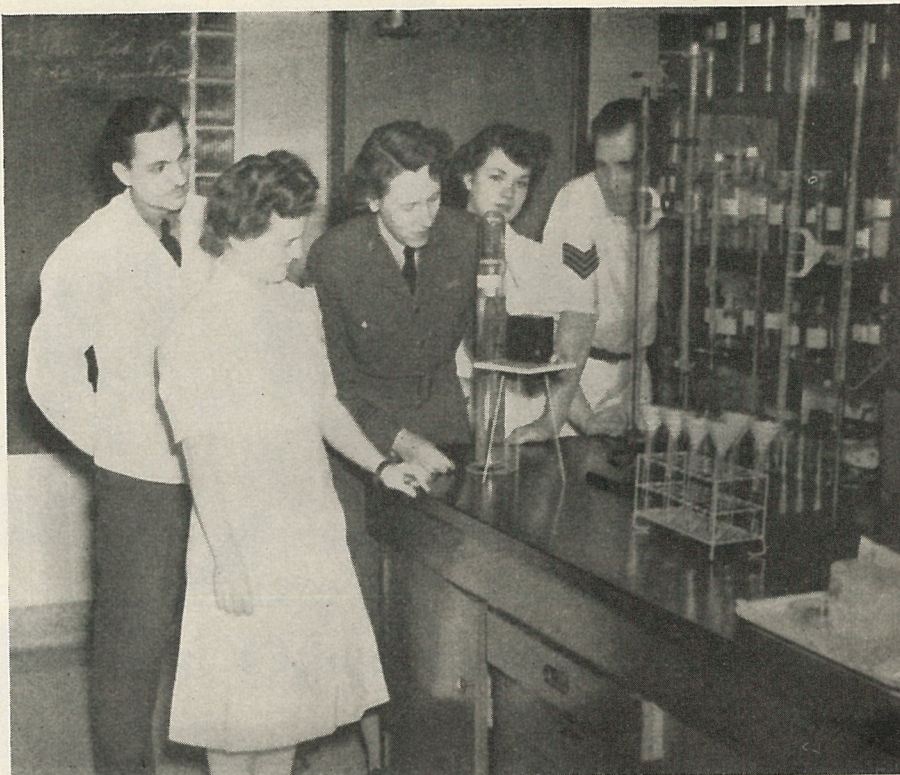
Questions and Answers

Who are eligible? All service personnel.

How much blood do I donate? 450 c.c., which equals about $\frac{3}{4}$ of a pint.

Do I have to go on a special diet before donation? Only for the meal immediately preceding the donation, which must be free of fats.

Is it painful? No. The area from which the blood is drawn is anaesthetized.



An Interesting Laboratory Demonstration

Analysis is the field of the laboratory staff and their specimens may range from a blood sample to stomach contents. Laboratory workers must be skillful, careful and conscientious. Flight Officer D. A. Newsom, laboratory chief, explains a piece of equipment she has devised, while looking on are (left to right): LAC Fred Wilkes, LAW Anne Morgan, LAW Betty Nickerson and Sgt. (now Plt. Sgt.) H. Keetch. While the exact nature of Flight Officer Newsom's "secret weapon" has not been revealed, it is understood an unpopular germ may be frightened away from TTS permanently by the device.



WO2 Millie Is a Busy Man!

The dispensary has full charge of all medical supplies and in a three-foot square ledger WO2 W. Millie (left) keeps a complete record of every item, even down to one pill or one inch of adhesive tape. LAC Barney Levine is seen bottling cough syrup, while Corporal Jean Cameron uses a mortar and pestle.

How long does it take? Just a matter of 8 or 10 minutes. Afterwards, dinner is served.

What is done with my blood afterwards? The blood is processed as speedily as possible. The serum is withdrawn and after the necessary tests are made, is pooled and dried. It is the dried serum, packed and hermetically sealed in tins, which is sent overseas.

Are blood donors recognized? After the third and subsequent donations you can easily spot donors by the badge they wear.

How often may blood donations be made? Men—every 10 weeks. Women—every 12 weeks. The blood given is fully replaced in volume and content very soon after each donation.

Anybody Sick ?

ORDINARILY, I am a healthy specimen. Sometimes of a morning I beat my chest before an open window and make noises like Tarzan just for the fun of it. But that morning something was amiss. There was a certain *joie de vivre* lacking, a *je ne sais quoi* — I felt lousy. I didn't want to miss the C.O.'s parade—but what can one do? When the lights glared on, and a voice thundered the familiar question: "Is anybody sick?" I called attention, feebly, to myself.

The white-coated hospital orderly looked at me coldly and said: "Yes?"

I decided to eliminate any lurid symptoms. I said: "I don't feel so well." I thought that covered the matter quite well. Really, I hadn't intended to miss the C.O.'s parade, but—

He asked to see my tongue and seemed to take offence when I stuck it out at him. He jammed a thermometer in my mouth with what I thought was unnecessary violence.

There was a tense consultation between the orderly and the M.O. There was a good deal of thermometer-shaking.

The M.O. cleared his throat. I was coiled, listening.

"Castor oil," he said coldly, and stalked from the room.

I feel all right now, thanks. In the pink, more or less, but he didn't have to sound *that* disgusted. After all, I really hadn't intended to miss that parade . . .

"Good morning, sir. Big crowd today, sir—C.O.'s parade."

The first patient is called into the M.O.'s office. He announces that he's had a headache for three years.

"Ever since I've joined up, I've never reported sick before, sir. Didn't want to trouble the M.O., sir."

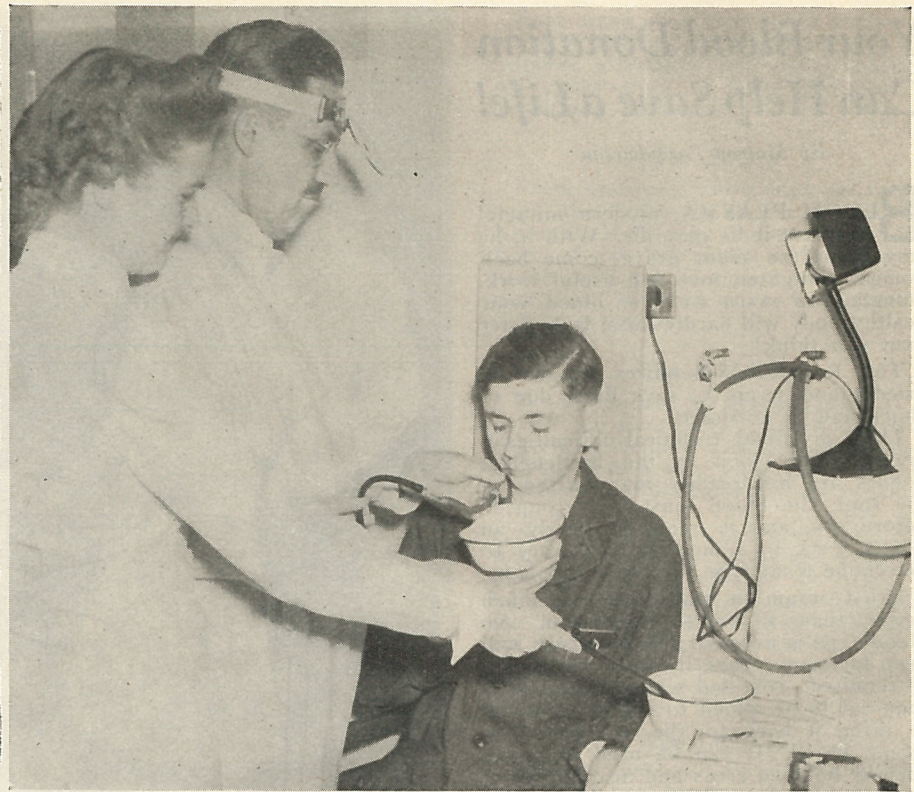
The M.O. makes an exhaustive search for the trouble, but finds nothing but a sound physical specimen. Aspirin is duly prescribed, and the patient departs reluctantly to "Medicine and Duty."

"Excuse me, sir," Steve says. "That man got fourteen days jankers yesterday. Castor oil? Right, sir."

—Courtesy Towers Review

Gently he pushed her quivering soft shoulders against the soft cushions. She raised beseeching eyes in which faint hope and fear were struggling. From her parted lips breath came in short, wrenching gasps. Reassuringly, he smiled at her. Bzz . . . Bzz . . . went the dentist's drill.

And then, of course, there was the optician's daughter who joined the WD's. Two glasses and she made a spectacle of herself.



Ask LAC Goodwin All About It

Treatment for sinus often takes the form of an antral lavage, or, in everyday language, the washing out of sinus areas by a sterile solution. Anaesthetic is given on two swabs inserted into the nostrils. Left to right are: LAW Chris Sivertson, F/L J. W. Byers and LAC L. Goodwin, a flight engineer trainee.



Willard Trafford's Hobby Club

Willard Trafford, in the YMCA coat, made handicraft popular in the hospital last November. Leatherwork is currently leading in popularity with soap carving a close contender. AC2 Bert Adams proudly displays a billfold he made to Nursing Sister Margaret Purvis, in Ward 300. Mr. Trafford is justly proud of his "baby" because previous attempts along this line had not met with much success. Steps are being taken by Mr. Trafford to ensure a market for the finished products. The hobby might well be termed occupational therapy because it provides exercise for long unused muscles, such as in the case of rheumatic fever victims.

BY way of sports, the hand of fate has had a jolly good time playing havoc with our basketball team this year. LAW Flemming, who was the star player of the team in the past has for some time now been at Toronto and undoubtedly displaying the same good game of basketball there as she did for us.

What's Doing with the W.D.'s

By LAW Williams

For some time Cpl. Savage (the little gal with all the pep as far as sports for the station is concerned) has been trying to get that all important remuster through to PT&D and at long last has succeeded and is now on the course at Trenton. Good luck, "Al." But I still think it was a heck of a time for you to get it, just when we started our league games. So fate has wielded her second blow at our team. But she did not stop here. Oh no! LAW Laird, a forward on the team, suffered a broken hand in the first game and needless to say will not be able to help us in the games to follow.

LAW Johnson, who plays the centre position on the team, has also been taken from us for a while due to sickness. Hope you have a speedy recovery, Johnny. With all these strikes on us we are still determined to go on winning. That is the spirit of the team and the game at Fingal on Thursday night of the 27th proved that they weren't kidding.

While we are on the subject of sport and the people, it might do well to mention here that it was through the efforts of Cpl. Savage that many of the sports activities took place. The experience she had here in that field should prove very helpful to her in her new work. We hope that she will visit us soon and let us know how it feels to be a PT&D.

Sports Diary

Basketball seems to have taken top position in the field of sports where the WD's are concerned, with badminton running a close second.

The opening game of the three-team basketball league between Aylmer, Fingal and TTS got under way on January 20th with TTS playing the first game at home against Aylmer. The game got into top speed in the first quarter and Aylmer proved to be the better of the two teams, taking the game with the score of 63 to 56. The sport fans who turned out to witness the first game got an eye-ful of fast playing with both teams showing good form.

With the thoughts of their first defeat still vivid in their minds, the TTS players took the floor at Fingal with one thought in mind—to win. With some fast and fancy passing and straight shooting by LAW's Brown and Wightman, we left Fingal, having obtained our objective with the score of 23 to 10 tucked under our belts. In our return game with Aylmer on Thursday, February 3rd, we hope to be able to write the words "another win for TTS" in our next issue.

Skeptic cutie from Headquarters: "Can this coat be worn out in the rain without hurting it?"

Fur salesman: "Lady, did you ever see a skunk carrying an umbrella?"



Front row, l. to r.: Cpl. P. J. E. Nelson, LAW'S M. I. Wheeler, O. G. Cooper, M. A. T. Gastmeier. Back row, l. to r.: LAW B. R. Creighton, Cpl. F. I. Sullivan, LAW D. A. Nixon.

Post Office Personalities

MOST people realize that one of the most important sections of the station is the post-office. Everybody knows that if letters from home suddenly stopped the morale of the station would drop lower than the temperature of Aklavik in February . . . and faster than you could whisper "Hedy Lamarr."

The army boys within our gates, who hustle up and down the halls wearing "C.P.C." on their shoulder badges, are the fellows who take care of your incoming and despatched mail. However, girls being as they are . . . indispensable . . . you will find them working side by side with the Army as WD postal clerks.

Since we have no large general delivery system on this station, you will find that most of the girls are scattered throughout the various squadrons. In case you haven't been formally introduced to your postal clerk, we're going to make a few introductions now.

Cpl. June Nelson handles all the parcels, registered and special delivery letters in 1 Wing Post Office. Incidentally, boys, June is from the wild and woolly West, hailing from Alberta. After a certain Adolph gets the gong, June intends to go back to the West and get herself a chicken farm. Lucky chickens!

Down in 1 Squadron you'll find LAW Isabell Greaves, whose home is in Huntsville, Ontario. Isabell has quite a complicated job trying to keep the miscellaneous trades straightened out.

LAW "Nick" Nixon is another Westerner from Winnipeg and it's her job to keep the airmen and NCO's happy in 2 Squadron. "Nick" can be best characterized by the cheery smile she has for everyone, especially for those who hear those dreaded words . . . "No mail today!"

Squadron 3 has been experiencing some tough luck lately in that one of their postal clerks has been posted overseas and the other has become a civilian (which, no doubt, has left her swimming in tears).

Cpl. "Sully" Sullivan has charge of all the Wing 2 post office mail. "Sully" is from the North, and like all good North-

erns would like one of those overseas postings you've heard about.

Boys, if you've been wondering who the little blonde is in Wing 2 . . . then wonder no more! Her name is LAW Barrie Crighton and she comes from a little city nestling in the foothills of the Rockies . . . (three guesses) . . . Vancouver!

In Squadron 5 we have LAW Ellen Gaynes, a New Brunswick girl who wants to get overseas and start the second front. If she is sent overseas, fellows, you can start thinking of post-war rehabilitation!

LAW Herdman is the efficient WD in Squadron 6, and though her mind is on her work here at TTS, her heart is palpitating for a certain Sgt. Bud . . . in Guelph, Ontario.

And last, but by no means least, we now introduce the mail trio of LAW's Gastmeier, Wheeler and Cooper, all of whom are responsible for redirecting males and mails for the whole station. Marje G., formerly of Winnipeg and now of the far north, says she intends going back north after the lights come on again. She wants to do some trapping with her father. I wonder, could she be thinking of one of them thar Postal Corps fellers? Mary W. (sweet young thing) is a New Brunswick girl who has discovered of late that she has certain musical inclinations, particularly when a guy called "Charlie" harmoniously howls, "Mary is a grand old name." Orba C. is from Collingwood and for one good reason has an interest in flight engineering. He is her husband and is stationed "somewhere in Labrador."

Fellows, if you don't get your air mail from the girl back home . . . blame the T.C.A.! And if your ordinary mail doesn't arrive . . . blame the C.N.R.! But if you're happy about the whole thing, well, we don't mind . . . we'll listen!

Two WD's were strolling down the street when one suddenly let go with a piercing shriek.

"Look," she screamed.

"What is so terrible?" asked the other. "They are only midgets."

"Thank goodness," sighed the first. "I thought for a minute they were rationing men."

A DISTANT whine, rapidly increasing to a high whistle, then dying away on the other horizon—a flash pest of the future, and you have seen the latest in jet-propelled aircraft, literally riding by on a squirt—of exhaust.

This is no visionary's dream! The aircraft is actually in production. A secret weapon announced to forestall enemy claims of a like nature and to help in the war of nerves.

Tests prove that the jay-pee reacts in the air as any conventional aircraft. Brig. Gen. Chidlaw, U.S.A.A.F. test pilot, voices his approval, special mention being given to the comparatively quiet cockpit, with its absence of vibration and propeller noise. All propulsion noises are expended rearward. The jet propulsion principle is the key to high altitudes. In rarified air, propellers cannot satisfy their bite, and speed suffers. Under the same circumstances the jay-pee's expelled gases expand more readily than they do at lower levels and a relatively more effective force is applied.

These attributes of speed and height are somewhat curtailed at present owing to its high fuel consumption — not of 100 octane or higher gas but of lowly kerosene. It's only a matter of carrying ability.

The "Squirt" is not a rocket, although it is a close relative. A rocket is self-contained, carrying its own fuel and oxygen. According to the known principle of jet propulsion, the power plant draws in air from a forward, possibly circumferential duct by means of a multi-stage centrifugal compressor. This air enters the firing chamber under pressure, where fuel is injected continuously, giving a continuous explosion or rapid expansion, which in turn is allowed to escape through a turbine type of prime mover. The compressor and turbine are tandem-mounted on the same shaft. Exhaust escapes into a long cone toward the tail. Starting is accomplished by a conventional engine supplying the initial air pressure. The all-up weight of the complete unit is still lighter than a conventional engine of like power. Supplementary fuel injectors may be used in the cone as not all the air is necessarily used during combustion and this adds materially to the speed of discharge.

The completed charge is finally forcibly ejected rearward. It is similar in action to a fire hose nozzle. To get the

The Squirt

Latest of Jay-Pee Speedplanes

By Flt. Sgt. H. T. Elford

idea of the force exerted in this type of ejection it is only necessary to watch a fireman handle a hose nozzle at a fire or to observe the antics of an inflated toy balloon when released to skitter about.

Full credit is given by the Allied War Departments to Group Captain Frank Whittle, RAF, for the development of both the engine and the plane. His idea took root from his air-cadet days when he wrote a scientific thesis on the subject. His engine has largely occupied his time since 1933. The first successful engine run did not occur, however, until 1937. He has been aided of late by an unnamed RCAF member who, prior to enlistment in 1940, had done private research along broad lines on the same subject.

The British Air Ministry ordered its first jay-pee plane in 1939. By May of 1941, engine and aircraft were ready for their first actual flights. In July, 1941 the U.S. Army was let in on the secret, General Electric Company was given the job of improvement and duplication of the engine. March, 1942, saw the first engine ready with many of the "bugs" removed and refinements added. In September of the same year Bell Aircraft was able to provide an airframe of special design, using two engines. Final tests proving satisfactory, the all-clear was given for quantity production.

Jet propulsion is not new. Even the early Greeks had a word for it. About 100 B.C. they built the "Aeolipile," a sphere so mounted that it was spun by the force of two jets of steam applied at opposite sides and in opposite directions. The Swiss have a jet propulsion engine but it is used to drive a propeller as well as to take advantage of the discharge power. A change of speed in this type is arranged, not by a sudden and substantial increase in fuel only, but by a momentary drop in power output. The compressor cannot accelerate instantan-

ously to provide the extra air needed, and the gas temperature would rise unduly. To facilitate the speed increase, a temporary power input to the compressor is provided by a reduction in propulsion power applied at the discharge opening, at the propeller, or both. Efflux reaction is controlled by a moveable cone in the nozzle or by an adjustable flap, both of which may vary the area of discharge. This power change restores the balance of power at the higher speed level much more quickly than would a gradual increase in the fuel supply to the desired amount. If the propeller were used to gain this power input, a momentary change to a finer pitch would allow quick acceleration.

Nationals of various countries have carried on further experiments. Description of these experiments and results are to be published under one cover shortly by an editor of two of England's leading aircraft magazines. This book is entitled "Gas Turbines and Jet Propulsion of Aircraft."

If the idea is not old, why hasn't it been adopted before now? It has, but as a source of power in factories, etc., where speed and weight were not a critical factor. In this case as much energy as possible was extracted from the moving air and gases and put into the rotation of a shaft. In the aircraft adaptation, the opposite prevails. The designer's object is to extract as little as possible of the power from the moving gases, leaving it to expend itself as propulsion against the atmosphere.

Aircraft adaptation was retarded in the main because of the following reasons:

(1) The efficiency of a jet depends upon the relative speed of forward motion of the carrier to the speed of ejection. It is only recently that aerodynamic improvements have brought aircraft speeds to a point where a comparatively small high speed jet becomes potent as a power factor.

(2) Secondly, metal alloys have only now made possible the construction of turbine blades and engine combustion chambers of the necessary type to function reliably at the high temperatures and velocities which accompany the use of this power medium.

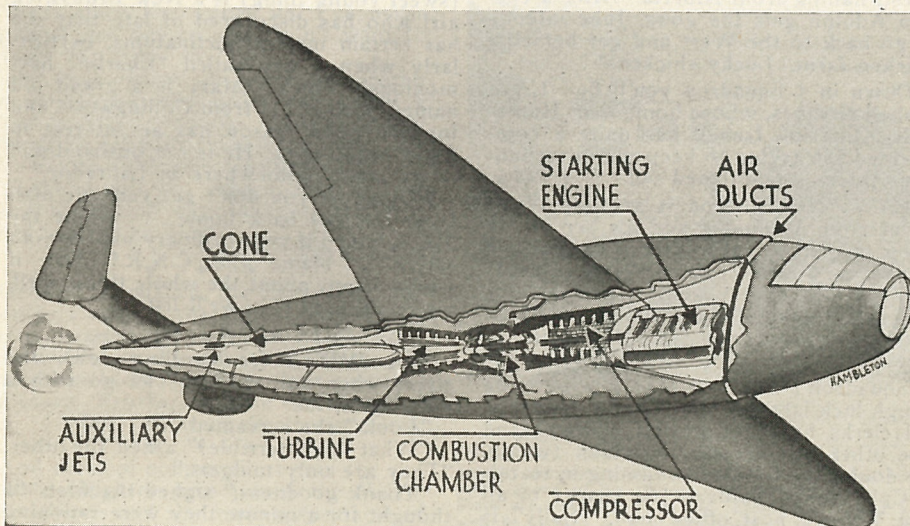
(3) Finally it has been hard to persuade the scientific human mind that thermal efficiency may not always have to increase in proportion to the increase in compression of the gas being burned.

Allies' New Compass

Existence of a revolutionary new compass, which has been guiding United Nations bombers to their objectives and home again for months, was revealed today. It took seven years to perfect. Bombers are using it.

Charles Marcus, vice-president in charge of engineering of Bendix Aviation, said the apparatus, known as the gyro flux gate compass, uses the earth's magnetic field to develop minute electrical impulses which, when amplified, turn the compass indicator. He added the compass will not go off its reading in a dive or climb, will not "lay" or "overshoot" in a turn and will not oscillate in rough weather.

(F/L S. G. Sedgwick, our Technical Editor, will have a real story on the Flux Gate Compass in the near future.)



Headquarter's Dance



A Real Friend of TTS Sid McLennan of Y.M. C.A. Posted to Toronto

MANY come and go at TTS. We meet and make new friends and just when our relations have become well established and fruitful, the friend moves on, out into the seething mass of constantly shifting personnel. We miss them when they move on. We have valued their assistance but very little is said and seldom are tears shed because we simply look forward to other friends to be made. Little mention is made of the movements in *The Aircraftman* for obvious reasons. Because this case affects *The Aircraftman* in particular, we say farewell in this issue to our managing editor, Sid McLennan, who has left TTS to take over advanced duties at the National YMCA War Services Headquarters in Toronto. Sid will be working throughout this area and on numerous occasions we hope to see Sid at TTS again.

Sid left the Dominion Life Assurance Company in September, 1940 to offer his services as YMCA supervisor. He started at Camp Borden and Manning Depot, Toronto, gained further experience at Collins Bay, Kingston, Brantford, Pennfield Ridge, N.B. In February, 1942 he arrived at TTS. Over a period of two years Sid has left an impression with the many committees and the numerous activities at TTS that he did his job conscientiously, congenially and thoroughly.

THE Valentine Dance put on by Headquarters Staff in the Blue Room on February 12th was certainly a wow! Excellent planning provided an evening of fun and gaiety to all who were present.

Music of course was by our own station band—and definitely hard to beat. As an extra attraction, Connie Daniels sang "My Ideal" and "Shoo-Shoo Baby." Later in the evening she gave an exhibition of how to really do the rumba.

One of the lucky spot dances brought out Lenora Small of St. Thomas and AC2 Heggie of Alberta as winners. Lenora received stationery and AC2 Heggie a Yardley shaving kit.

Amongst those present were Cpl. and Mrs. Bartlett, Flt. Sgt. and Mrs. Griffin of Arnprior, Ont., LAC and Mrs. Soucie, Private "Irish" Atherton of New York, U.S., and AC2 "Dean" McLay.

Cpl. and Mrs. Dionne of Montreal and Mrs. Wyse of Windsor, June McArthur, Shirley Mailing, LAC Grant from New York, and LAW Callander, Sgt. Grant, F/L Skeaff, Wing Commander Marks, Sgt. and Mrs. Grobba, LAW Louise Furiak and AC1 George Poste.

Our old friend Sgt. Jenkins of Ward 400 was enjoying the evening, talking with five hospital assistants.

Some of the guests were: S/L Taylor, S/O Fenton, Sgt. Tammaro, Sgt. Elliott, Sgt. Smith, Sgt. Falconer, Sgt. Deitrich, Cpl. Rolefson, LAW Dennison and partners; Sgt. Laskin and wife, Cpl. Dionne and wife, Cpl. Kight and wife, LAW M. Weaver, Cpl. Langtre and partner. Sorry, but lack of space prevents mentioning many others.

The evening was a grand one, and a credit to Flt. Sgt. Musselwhite and committee.

Honour Students

Carpenters

AC2's J. C. Cann, Yarmouth, N. S.; F. A. Hebig, Humboldt, Sask.; J. Mansfield, Vancouver, B. C.; T. H. Beavington, Marshall, Sask.

Metal Workers

AC2's G. A. Carlson, Hawarden, Sask.; W. Kovach, Brantford, Ont.; W. G. Corcoran, Toronto, Ont.

Instrument Mechanics

AC2's H. F. Norman, Yorkton, Sask.; R. D. Campbell, Regina, Sask.; M. H. Fox, Vancouver, B.C.; J. E. L. Lowerison, Sackville, N. B.

Electricians

AC2's J. Thompson, Toronto, Ont.; A. S. Grainger, Victoria, B. C.

Aero-Engine Mechanics

AC2's N. Tessman, Mayfair, Sask.; S. Schreiter, Kitchener, Ont.; N. Conway, Hamilton, Ont.; W. H. D. Woolley, Toronto, Ont.

Air Frame Mechanics

AC2's A. E. Delmage, Minnedosa, Man.; G. E. Meade, Vancouver, B. C.; R. K. McKenna, Oshawa, Ont.; H. L. Kerr, Galt, Ont.

Welders

AC2 E. M. Gordon, Niagara Falls, Ont.

HAVE YOU A NICKEL?

Canada's 1943 Victory five-cent piece has on its reverse side a border of dots and dashes of the Morse code, spelling the motto: "We win when we work willingly." It is a compromise between those who wanted a decorative design and those who wanted a lettered message.

The Wolf

by Sansone



\$400 in Cash Prizes for Service Artists

Airmen and airwomen can turn their artistic talents into large batches of folding money under terms of an RCAF art exhibition and contest to be held at the National Gallery, Ottawa, in April.

Best picture of the show will be awarded \$100. In addition, there are \$75, \$50 and \$25 prizes for the best painting, and similar awards in the drawing class.

Entries must have been painted or drawn since the contestant entered the service. Pictures are to be not less than 9"x12", or more than 30"x40", neither glassed nor framed, but may be matted. Outside measurement of the mat must not exceed 30 by 40 inches.

Prize-winning entries become RCAF property. Paintings or drawings must be in the YMCA office by February 25.

Official entry forms and help can be secured at the "Y" office.

Cpl. McMillan's Squad Takes Trophy

FOR the first time in two years, 3 Squadron has climbed the ladder of inter-squad success to reach the top rung under the frenzied 119-lb. Cpl. Al McMillan and the watchful eye of F/L Gord Wilson. Success was achieved by fifteen wins and three losses.



The health of inter-squad sports is indicated by the fact that 3 Squadron is the fourth squad since last summer to reach a prominent position. Inevitably, it seems, a squadron builds up a terrific sport strength only to be undermined by another squad with a similar determination to win. That one squad does not repeat shows a healthy sign.

No. 3 Squadron Wins Basketball

Under the set-up of inter-squad sport a tie is won by the squad leading in total points. With a three-way tie between headquarters, No. 3 and 4 Squadrons—the win is given to 3 Squadron although in the last game 4 Squadron, under Cpl. Rabin, soundly trounced 3 Squadron by a score of 49-13.

No. 3 Squadron Basketball Team

AC2 G. A. Buckley	AC2 R. J. Yeandle
(Capt.)	AC2 T. McDonough
AC2 J. V. Barton	AC2 W. L. Vivian
AC2 E. Stroppa	Cpl. Anderson
AC2 J. V. Wood	Cpl. Durham

No. 3 Squadron Win Volleyball

Led by M. Brener, the star performer of the station team, No. 3 Squadron has again repeated its volleyball victory with six straight undisputed wins.

No. 3 Squadron Volleyball Team

AC2 M. Brener (Capt.)	AC2 E. Fraes
AC2 G. T. Robson	AC2 T. Booth
AC2 A. F. Mutter	AC2 W. Kerr

No. 5 Squadron Floor Hockey Winners

Cpl. Seligman's 5 Squad floor hockey team came out of hiding to show all other teams what trouncing in floor hockey means. Their six wins are largely due to AC1 Theroux, who gained his versatile experience as a member of St. Henri floor hockey team at Montreal. Junior "A" ice hockey also of Montreal, and last year a member of No. 1 Training Command baseball team that won the Toronto Baseball Association trophy.

No. 5 Squadron Floor Hockey Team

AC2 J. J. G. Theroux	AC2 G. E. Ovenden
(Capt.)	AC2 J. Y. C. Levesque
AC2 J. A. L. Roy	AC2 R. K. McKenna
AC2 I. C. MacLean	AC2 J. N. Messett
AC2 J. Syminuk	AC2 M. E. Wheeler
AC2 R. A. Morrow	AC2 G. E. Toppin

Leaving TTS

Farewell to Cpl. Doc. Savage—a repeater at winning table tennis and a capable sport in general, is leaving to take up a PT&D course at Trenton.

Her Record at TTS

Captain of TTS softball team (WD's), won the Command tennis doubles championship partnered with Cpl. "Crash" Millar. TTS table tennis champion and Training Command finalist. Captain of the TTS basketball team (WD's).

AT the opening Command hockey playoff which took place in Exeter our TTS team went down to defeat on the short end of a 6-2 score. All the efforts of the TTS lads were in vain against the big fast team of Exeter. However, this is the first game of a two-game home and home total-goal series and our boys may be expected to make it very interesting for Exeter at the next meeting. AC2's Colman and Maki showed plenty of class and the defence of AC2 Whitlaw and Cpl. Livingston was outstanding. Goals were scored by Maki and Whitlaw. This is the first appearance for Cpl. Livingston during the present series and he is filling the spot formerly patrolled by F/O "Tiger" Stark who has been absent for the past week through sickness.

S/L Taylor led the cheering section from TTS in his usual able manner, and a large turnout of supporters is expected at the final game in St. Thomas.

TTS Volleyball Tourney

TTS players proved too good for teams from the surrounding districts, winning all three championships, scoring 90, with only 11 points scored against them. The outstanding players of the TTS team were Brener, Lazaruk, Juryn and Pappin, all of Winnipeg. The tournament was arranged under the convenorship of Henry Enns of the YMCA at the TTS.

Station Basketball Team

Through the untiring efforts of the experienced F/O Sansone, the station basketball team has been whipped into aggressive form to lead the district with 3 wins and 1 loss. Postings play havoc with F/O Sansone's plans but somehow excellent material is drummed up to replace the loss of the experienced players. He is not looking into the future confidently but still hopes that his squad will remain at the top to carry the name of TTS to Training Command games.

TTS Volley Ball Tourney



Kneeling, left to right: A. Lazaruk, M. Brenner, A. Flanders, S. Spivak.
Standing, left to right: M. Lean, G. E. Pappin, W. Brellisford, M. Juryn, Henry Enns (coach).

Sportettes

Badminton for the airmen is included as a sport for the CO's trophy for the month of February. The competition is in the form of an elimination tournament with AC2 Gord. MacDonald and his committee in charge. The WD's and the officers have enjoyed badminton in an informal manner for several months.

The excellent training afforded by boxing is being encouraged by the energetic F/S Despres and tough F/O Stark in promoting monthly boxing shows on the station.

A drill competition took on added importance with the presence of Air Officer Commanding No. 1 Training Command, Air Vice-Marshal A. T. N. Cowley, who presented the trophy to Cpl. Seymour and his smart squad.

Pliable Sgt. Laskin and lean Cpl. Huntington led their tumbling squad in a demonstration on the mats and parallel bars at the drill competition intermission, showing excellent promise.

Real Bowling!

Major Blackwell as usual led the Dental Corps in their weekly alley bowling spree with the amazing score of 38. It can be said, however, that the Major is taking serious bowling lessons from the top-notchers in his corps, Pte. Knox and W.D. Cpl. Kay Alvin.

TTS Station Hockey Team



Back row, left to right: AC Liverman (coach), S/L Taylor, AC2 Roy, Sgt. Tackney, AC2 Kapusta, G/C J. H. Keens, S/L Brillinger, F/L McNab, AC2's Messette, Tennant, McGregor, F/L Ruel, WO2 Veitch, Sgt. Tammord
 Front row, left to right: AC2's Sage, Le Cavalier, Skorah, Copeland, Maki, Cpls. Wakelin, Livingston, AC2 Stothart, F/O Stark.

THE station hockey team, under the leadership of friendly, shy F/L Ruel of the accounts section is finding the league all to their favor at this point of the season. Of the first two league games played they have scored 25 goals against 4.

What's behind their success? What have they got?

Midwinter Boxing Show

The airmen on this station are looking forward to the next boxing show at the drill hall. The show put on by the P.T. & D. Officers (F/O's Stark and Sansome) is the reason. Primarily the fellows want to see another show such as the one on February 2nd.

The show we are speaking of was a wow in whatever way one may look at it. The calibre of boxing ranged from very amateur to a smooth and finished style. The important feature for the good-sized crowd was the excellent matching which brought together a pair of balanced fighters each time. Our visitor from the army camp at Ipperwash, Private Scott, the young Negro, last year's Ontario Army Lightweight Champion, was the unqualified favorite of the evening. His fast, pliable and hard punching scored the only technical knockout of the evening out mauling or hurting his opponent to any extent.

- AC2 Liverman—former coach of Quebec Aces.
- AC2 Macki—formerly of Port Arthur Bearcats.
- Sgt. Tackney—of the Pittsburg Hornets.
- AC2 Kapusta—of the New York Rovers.
- AC2 Tennant—also of New York Rovers.
- AC2 Messette—three years in Northern O.H.A.
- AC2 McGregor—East Riverdale, in the Eastern American League.
- AC2 Sage—Edmonton Juniors.
- AC2 Copeland—St. Catharines Senior O.H.A.
- AC2 LeCavalier—Boston Olympics.
- AC2 Skorah—of the Pacific Coast Senior League.
- F/L Macnab—two years with Air Force hockey team.
- F.O. Stark—U.S. Eastern League.

AC2 Phillips of TTS was the dark horse of the evening, by staging a surprise comeback in the second and third rounds to defeat LAC Havill of Fingal.

The following are the matches, composed of interservice, interstation and local fights.

- AC2 McPhee, New Brunswick, of TTS defeated
- AC2 Kellog, Vancouver, of TTS.
- Private Scott, Ipperwash Camp, defeated
- AC2 Cormier of TTS.
- L/Cpl. Dumas, Ipperwash Camp defeated
- AC2 Cohen, Montreal, TTS.
- AC2 Phillips, TTS defeated
- LAC Havill, Fingal.
- AC2 Kerr, Vancouver, TTS defeated
- AC2 Osofeet, Vancouver, TTS.
- LAC Cullain, Montreal, TTS defeated
- AC2 Tesslar, Winnipeg, TTS.

Two Victories for TTS

OUR hockey team journeyed to Niagara Falls this month, accompanied by G/C Keens and a small group of supporters. There they took the Niagara Falls All Stars into camp to the tune of 4-2.

After a slow five minutes in the first period the game began to get rough and fast, giving a crowd of some 300 spectators plenty of thrills to the final bell.

Outstanding players during the evening were AC2 Kapusta, with a goal and an assist, and one goal each to AC2's Tennant, Messette and Whitlaw. Stiff body-checking and fast breakaway by AC2 Maki had the All-Stars worried, and the hard-hitting defense of F/O Stark and AC2 Whitlaw, combined with the brilliant efforts of Goalie AC2 Copeland, late of St. Catharines Senior O.H.A. team, were a source of great satisfaction to Coach AC2 Liverman. AC2 Colman was outstanding throughout the game and a large factor in the final result.

Wednesday, February 9th, saw our hockey team in the St. Thomas Arena facing the Army team from London in what turned out to be one of the most exciting games seen in many moons. While it looked like a nip-and-tuck session in the first period, our lads opened up to swamp the Army 8-4 after sixty minutes of grueling hockey.

High scorers for the evening were AC2's Colman with three goals, Tennant and Kapusta with two each, Sgt. Tackney with one, and AC2 MacGregor with three assists to his credit. The entire team skated like fiends during the game and snowed the Army under in a barrage of skates, sticks and bodies. The smart coaching of AC2 Liverman was much in evidence throughout and the station band under Flt. Sgt. LeRoy was on hand to give their musical best between periods. Sgt. Tamaro was to be seen looking after the welfare and equipment of the team and must be given much credit for the manner in which he takes care of his charges. It is indeed an unglorified "Joe" job, well looked after.

HELP! HELP!!

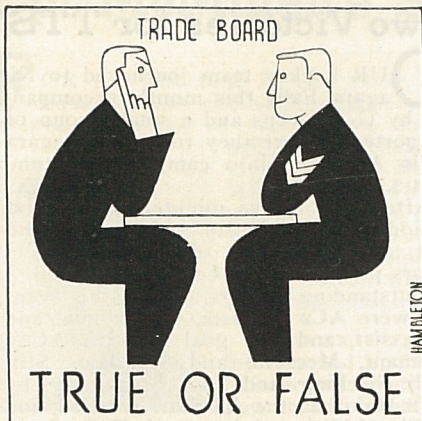
Our station hockey team begins the Command Playoff this month minus the valuable services of AC2's Tennant, LeCavalier, Sage, McGregor, Kapusta, Stottard and Coach Livermore. Whether the team will be able to keep up their fine showing with the loss of so much excellent material remains to be seen. These men have played all season with TTS and have been a large factor in the success of the team. Our gratitude goes to these sportsmen, and their loss to TTS is the gain of the service generally. F/L Ruel and Sgt. Tamaro are on the lookout for talent to fill the gaps left by the departure of these men, and any airman who feels that he has the necessary ability will be welcomed with open arms and given a tryout immediately.



Members of Cpl. McMillan's 3 Squadron Winning Teams

An Invitation

Whatever your sport, get into the game now! Get in touch with your orderly room or see Henry Enns of the "Y".



By Flt. Sgt. S. Gay

- 1 • Salvage edge of fabric is to prevent unraveling.
- 2 • A split adjusting nut is sometimes used on a spring caliper.
- 3 • The I.H.P. of an engine is measured at the engine crankshaft.
- 4 • No. 7 cylinder of the T.R. Wasp is located in the front bank.
- 5 • The step of a seaplane is used to get in and out of the hull.
- 6 • Rubber will not insulate magnetism
- 7 • A dry cell is wet.
- 8 • Reduction gears increase the speed of the propeller.
- 9 • A battery cut-out prevents the battery becoming overcharged.
- 10 • The length of a file includes the tang.
- 11 • The threads which run lengthwise of fabric is known as the ways.
- 12 • Numbered drills are straight shank.
- 13 • Ethelene glycol is hygroscopic.
- 14 • Flaps of Harvard plane should never be left in the "Down" position when stored at night.
- 15 • The sole purpose of lubricating oil is to keep two surfaces apart.
- 16 • Detonation is always audible.
- 17 • Mercury is non-metallic.
- 18 • The reflector gun sight projects a ring and bead pattern on the target.
- 19 • The capillary (two) tubes of transmitting type gauges should be disconnected at the instrument before removing the instrument from a plane.

(Answers on page 16)

What IS Courage ?

By S/L H. Roy Brillinger

MANY people's conception of "courage" is that it is synonymous with "fearlessness." If to be courageous is to be without fear, the courageous person is an abnormal individual, for fear is a normal function of the human mind. Even the infant shows evidence of fear of falling, and sudden loud noises. These fears are basic in the human make-up. Most of our fears, however, are learned.

We do not inherit fear of snakes, lightning, trains or fast-moving cars. Experiments have been done in which very small children have been placed in a room with harmless snakes and without exception they thought them delightful, playing with them and pursuing them around the room. Older children who had come in contact with the teaching of adults showed great fear in the same situation and were still timid of handling the snakes when told they were non-poisonous and harmless. Were the toddlers more courageous than the older children and adults? Not at all; they simply did not know enough to be afraid. They would have played just as happily with poisonous snakes and their absence of fear would have been the cause of their deaths.

We teach our children to be afraid of certain things to preserve their lives and to make them more acceptable socially. We also teach our children to be courageous. Are we working at cross purposes if we attempt to teach fear and courage at the same time? We certainly are if courage implies fearlessness!

You will doubtless concede that "courage" and "bravery" are synonymous terms. Now bravery is steadiness in the face of the knowledge of danger. There can be no bravery without knowledge of danger. Moreover, with the knowledge of danger, the normal person has been taught to experience fear. The conception of bravery implies the presence of fear. It consists of steadiness and self-control, and daring action in spite of one's

fears. The courageous person conquers his fears and carries on in spite of them. In fact courage implies fear conquered and not the absence of fear. Courage is that quality of character by which we do the dreaded and distasteful or even hated thing in spite of our fear and in the full realization thereof.

An examination of the derivation of the word "courage" shows that it comes from the French word "coeur" meaning "heart". You have heard it said that someone hasn't the heart to kill a fly. There can be no danger to him in doing it. It is simply that he lacks the will to do so probably because he is unwilling to face the unpleasant sight of the dead fly. When we say we have not the heart to break bad news to someone, it does not mean that we are afraid to do so, but rather that we do not want to do so. We are unwilling to face the experience of that person's grief, because it will make us feel badly. This lack of courage becomes then a lack of willingness to face some unpleasant or disturbing situation. Courage, therefore, is something more than simply the ability to do the dangerous thing in spite of fear. Courage is the ability to do any unpleasant or disturbing or painful thing in spite of our distaste or lack of desire to do it.

That man or woman exhibits courage who, in the face of the need of his country or his family, or his comrade, does the thing that he fears, dislikes, or even hates until the need is passed. The man or woman on this station who does the job that is given him or her in spite of dislike thereof is showing the same sort of courage as the men who fly the planes in the theatre of war. Let us make no mistake about that! It takes courage to do voluntarily the thing that we dislike. It takes courage to go on lecturing when you dislike lecturing—to go on studying when you dislike studying—to go on cooking when you hate the sight of food. These things take the same sort of courage of which heroes are made.



L.P.S.—Jerk & Jolt Transportation Unlimited

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!

YOUR

station magazine gives you a range of light reading, humor and topical features, and also serves as a permanent history of activities and personnel of TTS.

READ IT !

The folks like to know what you're doing, too. Slit a "Y" envelope and roll it up. Mail for 1 cent.

Air Vice-Marshal Views Competition

TUESDAY evening, the 25th of January saw the reopening of hostilities among the squadrons for 1944 in the battle for the possession of the Commanding Officer's Drill Trophy.

A good-sized, enthusiastic crowd witnessed the drill display which was pretty well up to par. Again in this January competition, however, 1 Wing drill squads continued to show superiority over those of 2 Wing. The drill squad from 1 Squadron under Cpl. Ron Seymour walked off with the Commanding Officer's Trophy after a fairly close contest with Cpl. Young's squad from 2 Squadron.

The feature of the evening was the tumbling and gymnastic display staged by a group of young men under the direction of Sgt. M. Laskin.

The Commanding Officer, Group Captain Keens, after expressing his appreciation of the efforts of all those connected with the success of the drill and displays, introduced the Air Officer Commanding, Air Vice Marshal Cowley, and his senior staff officer, G/C Blain.

Air Vice Marshal Cowley, in announcing the winners and presenting the trophy, remarked that this was his first official visit to TTS and that he was taking away with him a very good impression of TTS.

War Chevrons Soon

Ottawa has announced chevrons for war service. One red chevron is to be granted for each completed year of service in the present war. Qualifying service does not necessarily need to be continuous.

Personnel who enlisted prior to September 10, 1940, will be granted one silver chevron for the first completed year of service in lieu of the first red chevron.

All war service, while on the strength of the RCAF, will count as qualifying. Service in the Navy, Army, Air Force or other Empire forces subsequent to September 10, 1939, may be aggregated.

Personnel placed on leave without pay for the benefit of the service may count such time as qualifying service only after being recalled to the service and taken on strength.

War service chevrons are to be worn on service tunics and battle dress on the right forearm, with the lowest chevron 5½ inches above the bottom of the sleeve or immediately above the point of the cuff, with the apex pointing upwards. Warrant officers and under officers are to wear the chevrons immediately below the coat of arms or crown.

Instructions have been received from headquarters that service chevrons sold in retail stores are not in accordance with approved pattern and no approved chevrons have been distributed from service sources. The date of authorization to wear chevrons remains to be agreed upon and approved by all three services. Until this date is set and official notification issued that chevrons may be worn, chevrons are not to be worn by RCAF personnel.

Activities for February

Tuesday, February 22nd

C.O.'s Sports Trophy games — basketball, volleyball and badminton, in the Drill Hall at 1900 hours.

Art Club meeting at 1930 hours in the south end of 2 Wing, near the sports stores.

Movies in the Recreation Hall at 1845 and 2045 hours. "The Human Comedy."

Tuesday night dance at YWCA, St. Thomas, 2000 to 2345 hours.

Listening Group meet at 2015 hours in room 3, building 18.

Wednesday, February 23rd

Glee Club rehearsal at 1930 hours in Lecture Room 6 (Officers' Quarters, beside the WD Canteen).

Inter-station qualifying volleyball tournament at 1930 hours in the Drill Hall.

Thursday, February 24th

Bible study group meet at 1930 hours in the Protestant Chapel.

Friday, February 25th

Movies in the Recreation Hall at 1845 and 2045 hours. "A Night to Remember."

Twin Triangle dance at the YWCA, St. Thomas, 2000 to 2345 hours.

Saturday, February 26th

Dance in Recreation Hall for No. 3 Squadron.

Sunday, February 27th

Movies in the Recreation Hall at 1845 and 2045 hours.

Monday, February 28th

Recorded symphonic program at 1930 hours in the Protestant Chapel.

Camera Club meeting in the Camera Club Dark Room opposite the post office, near the barber shop, at 1930 hours.

Tuesday, February 29th

Listening Group meet at 2015 hours in room 3, building 18.

Art Club meeting at 1930 hours in the south end of 2 Wing, near the sports stores.

Movies in the Recreation Hall at 1845 and 2045 hours.

Tuesday night dance at YWCA, St. Thomas, 2000 to 2345 hours.

Wednesday, March 1st

Glee Club rehearsal at 1930 hours in Lecture Room 6 (Officers' Quarters, beside the WD Canteen).

Thursday, March 2nd

Bible study group meet at 1930 hours in the Protestant Chapel.

Friday, March 3rd

Movies in the Recreation Hall at 1845 and 2045 hours.

"Twin Triangle" dance at YWCA, St. Thomas, 2000 to 2345 hours.

Saturday, March 4th

Dance in Recreation Hall.

Sunday, March 5th

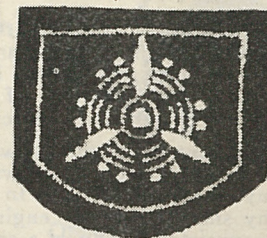
Movies in the Recreation Hall at 1845 and 2045 hours.

Trade Badges Now Authorized !

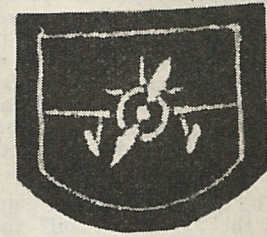
Authorized trade badges are to be worn by personnel qualifying for the trades as shown.

These badges are blue and are to be worn on the right sleeve only, one inch below the albatross by sergeants and below, five inches up from the bottom of the cuff by flight sergeants, on both summer and winter uniforms.

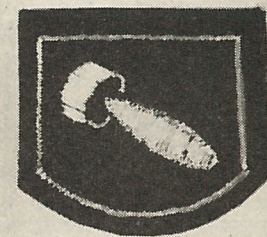
Trade badges are to be awarded to and worn by personnel below the rank of WO2 only, when they have attained "C" grouping in their respective trades.



AERO ENGINE



AIR FRAME



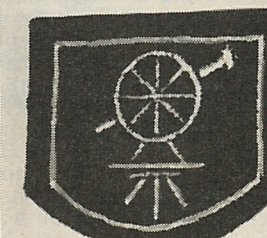
BOMB ARMORER



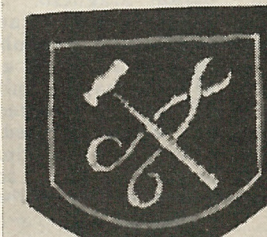
GUN ARMORER



INSTRUMENT MAKER



WORKS & BLDGS.



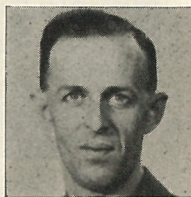
METAL WORKER

IN the latter part of the nineteenth century, fuel air mixtures in the engine cylinders was ignited by a hot tube of flame. The engines, of course, were of crude design and inefficient.

The next development was the "make and break" igniter, which was popular for many years and is still to be found on many small stationary engines. The system consisted briefly of a set of platinum points within the combustion chamber, and made to open at the correct interval by a cam or striker arrangement. The spark was created by self-induction in a large coil of wire in series with a battery. This system was unsatisfactory as the points were exposed to carbon and oil which prevented them from contacting. They could not be operated fast enough for high speed engines.

The next system to gain prominence was the "Vibrator Coil" and fixed spark gap system. Most of us are familiar with this ignition system as it was used in Ford model T's for many years. It had many disadvantages as you may recall. For instance, an induction coil was required for each spark plug in the engine, which meant the chances for trouble were multiplied. Apart from that an external source of electricity was required, either a battery or low tension magneto.

IGNITION



By *Flt. Sgt. C. C. McKendry*

Enlisted at Ottawa in April, 1940, and after spending a month at Toronto Manning Depot, came to St. Thomas with the 10th entry, where he has since remained, devoting the greater part of his time to instruction on ignition and carburetion in the components section.

At the same time as the "Vibrator Coil" system was in use a better system was devised, using a "Make and Break" coil with a mechanically operated breaker assembly and simple distributor. Only one induction coil was required for any number of cylinders. With a few improvements it became a very reliable system and is still used on practically all automobiles and trucks. However, for aircraft use it was not entirely satisfactory as it depended upon an external source of electricity from a battery.

An ideal system self-contained and trouble-free was eventually found in the "High Tension Magneto." It consisted simply of an induction coil and mechanically operated breaker assembly combined with a generating device using permanent magnets so that the initial or primary current could be created by revolving the shaft which operated the breaker assembly. Built into most magnetos also was the distributing device so that as the

sparks were created they could be directed to the proper spark plug. After many designs and experiments, magneto construction has developed into three basic types: (1) Rotating Armature, in which the coil revolves and the magnet remains stationary; (2) Rotating Magnet, in which the coil is stationary and the magnet revolves; and (3) Inductor Type, in which both coil and magnet are stationary and a soft iron inductor revolves.

Magneto Timing

When a magneto is fitted to an engine, special care should be taken so that the spark occurs at exactly the right time in relation to the piston position or as it is often called, "The Correct Crank Angle." To facilitate this operation a vernier coupling is usually employed, which consists of a rubber or steel spacer placed between the engine and magneto drive flanges with a different number of serrations on each side. By rotating this spacer to different positions a very close setting can be made. Some makers also employ elongated attaching bolt holes in the magneto flange so that a closer setting can be obtained. The engine maker very carefully sets this angle so that maximum pressure will be exerted on top of the piston when the crankshaft reaches top centre and starts down on the power stroke. Due to the rate of combustion of the compressed fuel air charge in the cylinder, ignition must occur before the piston reaches top centre on the compression stroke. This is called "Magneto Advance." If the engine runs slowly less advance is necessary, so many engine makers utilize a variable contact breaker assembly. The Rolls Royce Merlin is an example of this system. As well as the variable ignition system the "Merlin" also employs an eccentrically mounted contact breaker assembly which reduces the point opening as the ignition is retarded. This provides a greater retarding effect and also a hotter spark for slow running.

Most aircraft engines are fitted with two separate ignition systems for safety and high power output. When both magnetos use the same Magneto Advance they are said to be "Synchronized." Certain engines develop more power and run smoother if the magnetos are not timed together. In this case the ignition is said to be "Staggered."

Compensated Cam Magnetos

Since radial engines utilize the articulating rod construction a peculiar situation is encountered as far as magneto timing is concerned. The master rod travels in a circular manner since it is attached to the crank pin, but the knuckle pins (the pins by which the articulating rods are hinged to the master rod) do not all form a straight line with a gudgeon pin and crank pin when the piston is at its top centre. Their path of travel is said to be elliptical. This causes the top centres of the pistons attached to articulating rods to be either early or late in relation to crankshaft travel. This variation amounts to as many as +6 degrees on some engines. In order to overcome this fault a special contact breaker cam is fitted to the magneto with a lobe carefully ground for each engine cylinder. This cam will always be found to turn at $\frac{1}{2}$ the crankshaft speed. When timing a magneto of this type to an engine, special care should be taken to see that the cam is designed for the engine and that number one cylinder is fired by number one cam lobe. Each make and type of

engine requires a different cam which is identified by an engraving giving the engine type and master rod location, together with the No. 1 cylinder "E" gap position. "E" gap is the number of degrees which the rotating magnet of the magneto has turned past its neutral position when the breaker points open.

Station Chatter

On the activity side of entertainment, the regular Saturday night squadron dances in the Blue Room continue to be well attended, and January saw, in addition, the revival of the Wednesday night square dance. The first one of these to be held in a long while took place on Wednesday, January 19. From all accounts there was a real old-time hayloft orchestra in attendance, a caller-off for the dances, and plenty of lads and lasses really enthusiastic about square dancing. Evidently the walls were bulging in and out in true country schoolhouse fashion as the evening got under way. Merriment reached a high pitch, many interesting photos were made, and the unanimous feeling after it was all over was that another one must be held pronto. Seems like they go for square dancing in a big way in this old East, by heck!

They tell me that route marches on Saturday afternoons around here now are complicated by "Battle" hazards. . . .

Things we would like to know When will the wedding bells be ringing for a very well-known telephone operator of the station and a certain AEM instructor?

New Aircraft

We would like to know (in company with several others) how a certain Hampden aircraft is going to get to TTS from Yarmouth Centre other than in pieces on the backs of the duty flight? . . .

At this writing, the influx of newer types of aircraft here has come to a bit of a premature halt. It seems that as well as the Hurricanes which we have acquired, we are to get Beauforts, Hampdens and Lancasters, unofficially of course. The idea being naturally to bring the trainees into contact with the more advanced types of aircraft that are being used in active service.

However, though away to a good start, the importation of these aircraft has been halted by a Hampden. The 19-foot wheel-to-wheel span of this giant has so far stumped the experts of the station as to how they will get it along the highway and through the underpasses between here and the Yarmouth Centre airfield. The problem is still very much a live issue at this writing, and one is apt to come across some of our senior NCO's dashing madly up and down the neighboring roadways with tape measures and the like to determine whether or not there is any way of bringing the Hampden home without dismantling it entirely.

It's a pity the farmers' fields are damp—the shortest distance between two points is a straight line.

"Yes, she's a beautiful girl, and she wears those Biblical gowns."

"What do you mean, Biblical gowns?"
"You know, low and behold!"

True or False Answers

True—1, 2, 6, 7, 11, 12, 13, 14.
False—3, 4, 5, 8, 9, 10, 15, 16, 17, 18, 19, 20.



AROUND THE CIRCUIT



Compiled by Sgt. G. P. Hawke

Local Item

Cpl. Ferris went on sick parade one day.

"Mm," said the M.O. "Drinking too much?"

"No, sir, I don't drink."

"Smoking too many cigarettes?"

"No, sir, I don't smoke."

"Women?"

"Certainly NOT."

"Mm," said the M.O., and wrote on his report—"Halo too tight."

Another Moron

Doctor: "How are your bowels?"

Recruit: "I wasn't issued any, sir."

Doctor: "No, no, I mean are you constipated?"

Recruit: "No, sir, I enlisted."

Doctor: "Holy cats, man, don't you know the King's English?"

Recruit: "The hell he is!"

—Wing Tips, Mather Field

The Patriot

Hitler and Goering were visiting an armaments plant and Goering told Hitler that German workmen were losing faith in their Fuehrer. This Hitler strenuously denied, and going up to a workman handed him a revolver and said: "To prove your loyalty to me, shoot five of your comrades!" Without hesitation the man complied and killed five Germans. Hitler was delighted and, with a sly smile at the discomfited Fat Boy, said: "Well done, my good man! Where do you come from?"

"Warsaw," was the reply.

Nursery Rhyme

There was a little girl
And she had a little curl,
She drank and she smoked and she
was swearful,

And when she was good,
She was very, very good—

And when she was bad she was care-
ful!

Nightmare!

The Sergeant was dozing on his bunk and a pleasant smile flickered across his mug. He seemed to be falling and the world he saw was pleasant and fine. Suddenly his face grew stern and angry. "Damn," he shouted, "can't you fool sheep keep in step?"

—Tail Skid, Lawson Field

Shades of King Arthur

In days of old, when knights were bold,

And sheet iron trousers wore,
They lived in peace, for then a crease
Would last ten years or more.

In those old days they had the craze
For cast iron shirts, and wore 'em;
And there was bliss enough in this—
The laundry never tore 'em!

—The Skywriter, Dunnville

• • •

Quotable quotes: Sign outside a Red Cross blood bank: If you can't be a private, be a corpse.

The Phantom Soldier

The government says he is missing
But the French all swear he is dead;
For several saw him go down
When Hememimat Ridge ran red;
He fell in a bayonet charge
Where the bullets were thick as hail—
They saw him go down with a curse
and a frown

And the blood made his face look pale.

But dead men leave a body,
And his body was not there;
For after the battle was over
They looked for him everywhere;
So he was reported as missing
Though some of them swore he was
dead,

For they saw him go down with a
curse and a frown

When Hememimat Ridge ran red.

Yet the Aussies all say he was with
them

When they took a nameless hill,
And that was two months later
(Could it be he was living still?)
He urged them on in the battle
Till the enemy gave his ground,
Then he died in the dust from a bay-
onet thrust—

But his body was never found.

Though many swept over the hilltop,
Many are lying there still.

And into the list of the missing
Went the names of those on the hill.
In the din and the dust of battle
He fell, and they left him lie;
But the desert sand will understand—
There are men who refuse to die.

When the British out of Tarhuna
Too Tripoli by storm,
There was a stranger with them
In a British uniform;
He led the men into battle,
And several saw him fall;
But the light was too dim when they
looked for him—
Or he wasn't there at all.

There are flames which burn in the
spirit
Which nothing can ever quench,
Though the body be torn asunder
And left for dead in a trench.
For a soldier in his dying
Gives death itself the lie
When comrades inherit his flaming
spirit—

There are men who refuse to die.
By Sgt. A. L. Crouch in "Yank"

• • •

A guy on the post calls his girl
"baseball" because she won't play
without a diamond.

• • •

Shhh! Have you heard what hap-
pened to "Pistol Packin' Mamma"?
She has a little "BB" now.

Opposition

President Roosevelt is reported to have enjoyed the following parrot yarn so much he shared it with Prime Minister Churchill:

A sailor walked into an auction shop as the auctioneer was asking for bids on a parrot.

"Fifteen dollars," said the sailor.

"Twenty," said another bidder.

"Twenty-five," said the sailor.

"Forty," said the other bidder.

"Forty-five," said the sailor. No other bids were heard and the auctioneer said, "Sold."

The sailor took the bird and cage, passed over the money and said:

"That's an awful price to pay for a parrot. Can he talk?"

"Can he talk!" exclaimed the auctioneer. "Why, sailor, he was bidding against you!" —The Canadian Airman

Shh! Shh!

The Jap secret agent had been instructed to investigate internal conditions in the United States and report particularly on national morale. After a few days he filed his report for transmission to Tokyo.

"Conditions all very bad. People all very hungry. When two meet on street, one always say to other: 'What's cookin'?'"

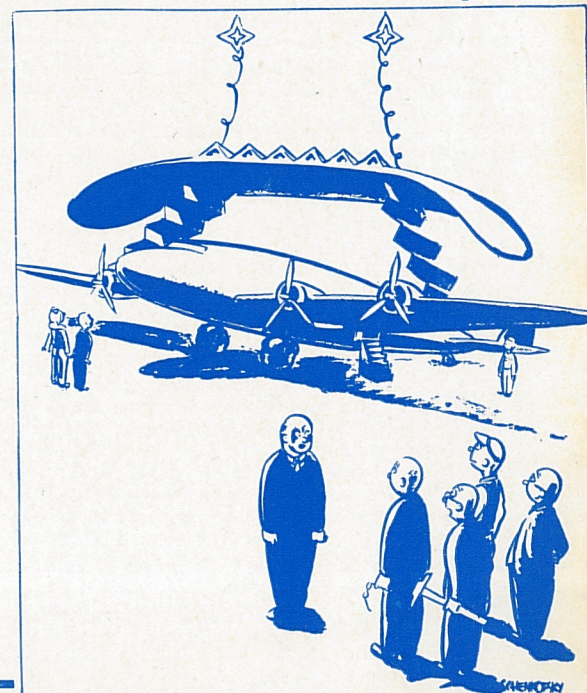
—Tyndall Target.

Baffled

After a very thorough examination, the army doctor eyed the tall and very thin recruit in silence.

"Well, doctor," said the recruit at last, "how do I stand?"

"Goodness knows," replied the M.O. "It's a miracle!"



"ALL RIGHT, MEN, SPEAK UP! WHO'S BEEN DOODLING ON THE BLUE PRINTS?"



THE TUCK SHOP AND TAP ROOM

GONE forever from TTS are the mundane terms "Wet Canteen" and "Dry Canteen." For, with the final departure of painter, decorator and electrician has come an official D.R.O. notice that the smartly renovated lunch and beverage rooms in the drill hall shall hereafter be known as the "Tuck Shop" and the "Tap Room" respectively.

The new monikers, modestly appropriate, are a definitely necessary and well taken step, for the new modernistically designed, muralled and indirectly lighted canteens are far and away beyond the usual dull austerity implied by the term "canteen."

The designing, decorating, lighting and furnishing of the new rooms was the work of S/L Bishop. An architect of wide experience in civilian life, S/L Bishop strived to achieve the utmost in practical usefulness combined with pleasant attractiveness in planning the new canteens. To view them in their completed condition is to realize that he was absolutely successful.

In the Tuck Shop, the individual booth idea lends novelty and smartness

to the room. The modernistic design of the booths with their gay canopies is well set off by the marvellously efficient indirect lighting system. The new furniture is both neat looking and practical and fits in exceptionally well with the general tenor of the room. But, the feature that attracts the greatest attention and arouses the greatest interest among the patrons is the map of each province of Canada spaced around the walls beneath the province's coat of arms. The thought behind the use of the maps as wall decoration was that they would aid trainees in locating their new destinations, cities they wanted to visit, the home town, etc. The crowds around the different maps of an evening have proven the value of this idea.

Across the hall, the Tap Room has all the attributes of just such an establishment. You'll find a canopied bar, practically arranged small tables and chairs well filling the room, and around the walls, paintings and murals. But what murals! These are definitely the feature of the room. Stretching completely along one side, the three sections depict the three stages of our present existence.

The first one is a modernistic conception of the future world—the world that will be Canada's after victory has been won. The centre piece illustrates the different jobs these same young men and women are doing in the service of their country today. And the third section shows the various occupations that engaged Canada's youth before the war.

Designed and executed by Corporals Hambleton and Moddle, two instructors on the station, the excellence of the murals is a tribute to the artistic skill of both. They have achieved the illustration of the purpose behind the design in brilliant color and superb detail. The effect of the whole is eye-filling, pleasing to the aesthetic sense, and withal thought provoking.

And so, we join with all the lads in welcoming the advent of the Tap Room and the Tuck Shop to our station. Treated with care and consideration, they should prove pleasant places for the duration of the life of this school. So let's use them well and wisely, making them for the present welcome sources of relaxation, and for the future — happy memories.