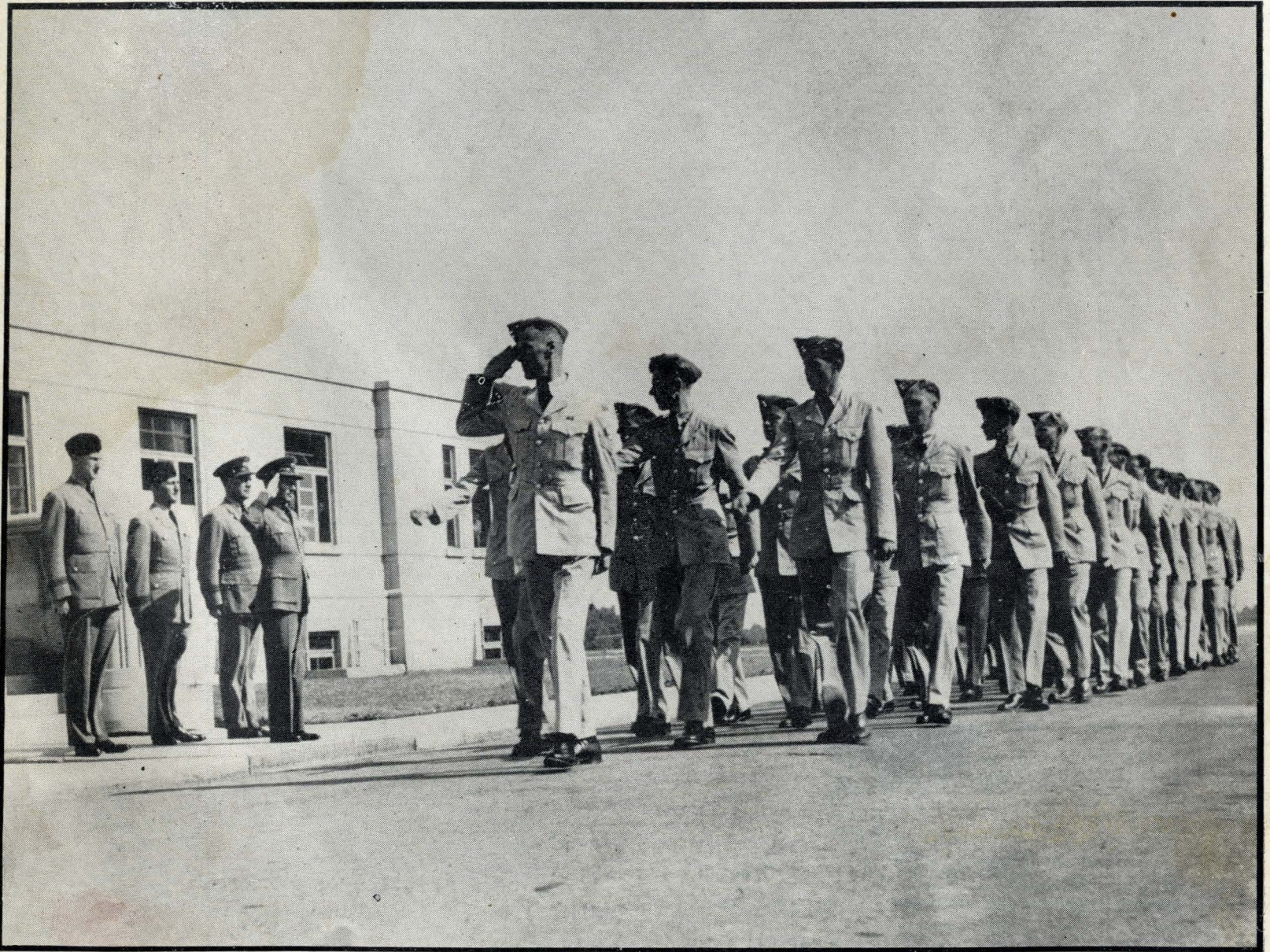


# THE *Aircraftman*

Technical Training School • St. Thomas, Ont.

July, 1944



Outgoing Entry

## B-BEER---BERT'S PLANE

**T**HE only part of his name he will allow me to use is Bert, and he will not let me give his address. In peacetime he was a London milk-roundsman, a fact which may have something to do with his patience and his methodical way of working.

He is now a flight mechanic fitter in the RAF—that is to say, he can do any repairs which one man can do to an aircraft engine.

Bert has just been mentioned in despatches, and he now wears a little bronze oak leaf on the left breast of his tunic. "Mentioned in despatches?" he said, when he was told. "M.I.D.? What in 'eck for?"

Bert had one ambition. To see "B-Beer," the heavy bomber on which he worked at a North of England station, complete 71 trips.

The record for the squadron was 70, and Bert was certain that "Beer" could break it. "Beer" was his work, his play, and, at times, something very like his whole life. No one had ever taken so much pride in a bomber as Bert took in "Beer." He would clean the engines with the same care that others would give to a fine collection of Sheffield plate.

Long after his colleagues had left he was still there, checking up — "making sure," as he called it. And afterwards they would jokingly taunt him with those RAF words, "bull" and "flannel."

"Bull" means unnecessary, or purely ceremonial, work, and "to flannel" means to ingratiate oneself with one's superiors in ranks.

"More bull today?" they would say. "Trying to flannel, eh?"

Then, when "Beer" came back with a bad oil leak, and the port outer propeller feathered, they would say to him, "She's getting old, Bert."

When "Beer" had 65 yellow bombs painted on its side, they began to call it "An old bag of bones." "She'll never make the record," they added.

Bert disagreed. And the station began to lay bets on "Beer's" chances.

Bert made no bets, but he worked through last winter as if cold, frost and rain meant nothing to him. He began to develop a cough. But there he would remain, perched on the trestles, cleaning a contact breaker on a magneto, putting in a split pin here, tightening a bolt there, or just peering into the engine's innards,

trying to guess where the next fault was likely to originate. Slowly his cough grew worse.

Chiefly, the flight-sergeant, started to worry about Bert. He offered him days off. Bert refused them. He tried to make Bert see the doctor. "E'd 'ave me in dock," was Bert's reply, "and there's time enough for that when 'Beer's' made it."

To renewed accusations of "bull" Bert said, "I keeps 'er clean and I sees the oil leaks—see?"

Bert began to advise the aircrew. The pilot was a flight-lieutenant and the flight-commander as well, but he understood Bert.

"Take 'er easy—see?" Bert said to him. "No need to 'urry 'ome. I've seen kites what's been first 'ome. And the engines 'ave 'ad it. Now, 'Beer' . . ." The pilot would nod, and agree, and nurse his engines home just as Bert had stipulated.

The day came when "B-Beer" had to have an engine changed only six hours before it was due to take off for Berlin. Covered from sparse hair to matt black boots in oil, Bert worked on, missing his dinner, and then his tea.

Chiefly ordered him to rest, and Bert became obdurate. "I'm finishin' this 'ere job," he muttered. "You can do watcher like about it." Chiefly knew that exactly 70 bombs had now been painted on "Beer," and what it meant to Bert. So he hadn't the heart to insist, though he did not like the look of Bert at all.

"Beer" took off punctually with the others, and I saw the flight-commander, who was piloting it, shake hands with Bert. "You made it, Bert," he said. And the little fitter replied, "You'll make it too, sir."

The next morning Bert was seen running down to the flight. He had left his breakfast half-eaten on hearing that "Beer" had not come back. "It's not time, it's not time," he mumbled to anyone who would listen. "Mark my words—she'll come in."

It was easy to see that Bert now had a high temperature as well as his usual cough. He went and stood by himself, shivering, with his grey face turned to the sky.

About midday the telephone bell rang in Chiefly's office. Chiefly answered it and called Bert. He said: "Bert, you were right. 'B-Beer's' touched down at . . ."

Bert was silent. He threw his cap into the air and then fell to the ground, unconscious. He was a long time in hospital. And when he came out and heard the news—"M.I.D.? What in 'eck for?"

# The Dominion At War

## Highlights of Canada's War Effort at Home and On The Fighting Fronts

Third Victoria Cross winner in the Canadian armed services in this war is Major John Keefer Mahony, 32, of New Westminster, B.C.

In the lengthy citation accompanying the award, it is stated that on May 24, 1944, a company of the Westminster Regiment (motor), under the command of Major Mahony, was ordered to establish the initial bridgehead across the River Melfa (in Italy). The enemy had established very strong defensive positions, but despite this, Major Mahony personally led his company down to and across the river, being with the leading section. . . . "Early in the action he was wounded in the head and twice in the leg, but he refused medical aid and continued to direct the defence of the bridgehead despite the fact that movement of any kind caused him extreme pain. It was only when the remaining companies of the regiment had crossed the river to support him that he allowed his wounds to be dressed, and even then refused to be evacuated. . . .

"The forming and holding of a bridgehead across the river was vital to the whole Canadian Corps action. . . . The great courage shown by Major Mahony will forever be an inspiration to his regiment and to the Canadian army."

Victory gardens in Canada produced approximately 115,000,000 pounds of vegetables in 1943 in urban centres with a population of 1,000 or more. The total number of such gardens was estimated at 209,200, and the production per garden about 550 pounds. Victory gardens have been increasing in number every year, and it is now estimated that in 1943 one urban householder in every seven had a garden. In the types of vegetables grown, most emphasis was placed on potatoes, while others included tomatoes, carrots, beets, cabbage, beans, rhubarb and corn.

At the end of May, according to government information, Canadian prisoners of war totalled 5,278. Of these, 3,700 were prisoners in the European theatre and 1,578 in the Far East. Air Force prisoners in Germany totalled 1,442, while there were only 24 in the Far Eastern battle zones. In very few cases is the location of any prisoner unknown.

Canadian prisoners are scattered through 47 German camps, one Hungarian camp and at least 11 camps in the Far East. In addition to prisoners of war in enemy hands there are some interned in the neutral countries of Switzerland, Sweden and Eire. Up to June 8, 1944, 13 Canadian prisoners of war were repatriated, including two army nursing sisters from the Far East.

New rescue gear for ships of the Canadian Navy has been devised by Acting Captain Paul B. Cross, R.C.N.V.R. Known as the Rosthern rescue net, it operates on the principle of an enlarged fish net, scooping oil-covered survivors from the sea, when they have been too numb to help themselves or too greasy to be pulled on board by hand. The net is operated by a line from a boom which extends from the side of the ship. It can rescue four men from the sea in three and a half minutes, whereas in past rescues the job has often taken 20 minutes for one man. The rescue vessel simply scoops each man in turn into the net and then on board.

Woollen garments, farm machinery, canned fish and wheat will be among the items which Canada, as a member of the United Nations Relief and Rehabilitation Administration, will be expected to furnish the peoples of liberated countries in Europe and elsewhere.

It was announced recently by UNRRA officials that plans have been completed for production of about 25,000 tons of farm machinery for use in liberated areas, while \$6,000,000 worth of woollen garments will be distributed and some 14,400,000 tons of canned fish will be made available. The farm equipment includes plows, discs, harrows, grain drills and harvesting machinery for use in the production of food crops. Plans for the procurement of other products, such as wheat, are also being discussed. The

products would be paid for out of the \$77,000,000 voted this year as Canada's financial contribution to UNRRA.

Still another instance of co-operation between the United States and Canada is the arrangement, announced recently by Labor Minister Mitchell, whereby threshing outfits of each country can cross the border for a limited period and work in the other country.

The plan calls for the exchange of threshing equipment and crews between Canada's prairie provinces and the adjacent Western States. Canadian threshing outfits may remain in the States until Sept. 15, while United States threshing machines and crews may enter Canada and work here up to Dec. 31. It is expected that this arrangement will continue each year for the duration.

By the end of June, 1944, Canada had produced \$2,000,000,000 worth of war vehicles in the greatest single production job in the Dominion's history, with output reaching 650,000 units, it was announced recently by Hon. C. D. Howe, minister of munitions.

The long list of vehicles included 25,000 universal carriers, 6,000 armored vehicles such as scout and reconnaissance cars, armored cars and snowmobiles, and 3,500 tanks and self-propelled gun mounts. The carriers, it was revealed, have been rolling off the assembly lines at the rate of more than 725 per month for the last four months.

Many items needed in transportation are being delivered to India. An order for 145 locomotives for India has been completed, and a second contract calls for the delivery of many more of the same type. Other large India contracts call for 75,000 components such as axle boxes, buffers, draft casings and couplings.



### HOUSEKEEPING — AIR FORCE STYLE

Improvisation is often the order of the day when it comes to an air force station in a battle area. Here are two RCAF fliers busily engaged on chores to make themselves more comfortable in their home away from home—in England. Left, one man is making up a clothes-line, while the other is fashioning a dressing-table from a packing-case.

# The Aircraftman

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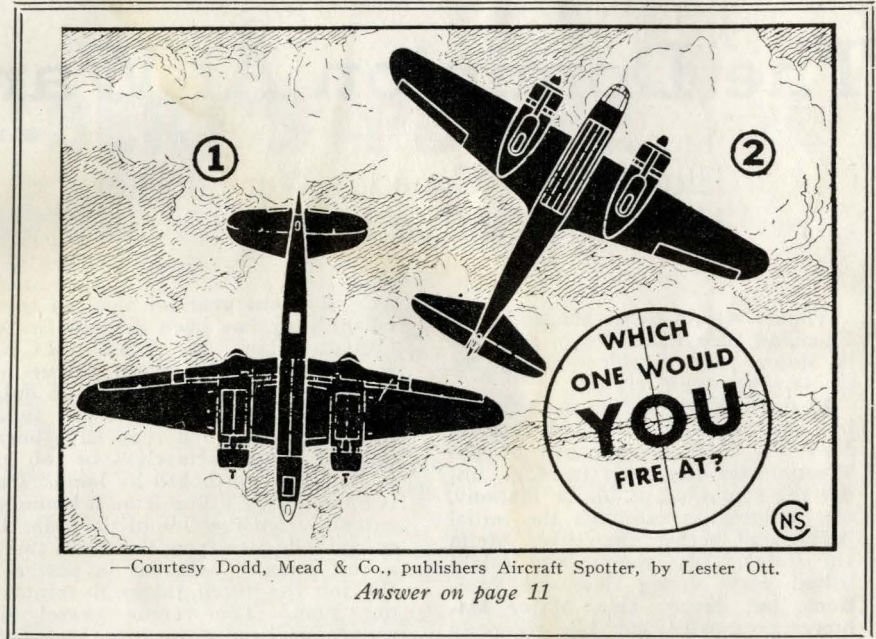
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## FIRST SUPERFORTRESS CRASHED, KILLED CREW

It was recently disclosed that the B-29 (Superfortress) bomber program was nearly disrupted when the first experimental plane crashed near Seattle on Feb. 18, 1943, killing all the Boeing Company's flight-testing personnel.

U. S. Army Air Force chiefs, however, were determined to get the giant bombers into combat, and in June, 1943, organization work began on the first B-29 bombardment wing to train pilots and crew members for Superfortresses. The wing trained mostly on B-17's, B-24's and B-26's. The Twentieth Bomber Command was organized in the autumn of 1943.

The second experimental Superfortress nearly crashed in June, 1943, on its first test flight because a careless mechanic had hooked up the aileron controls in reverse. The huge plane lifted from the runway but began acting crazily, and it was only split-second work on the part of the crew that enabled the pilot to make a safe landing.



## “A Passion For Learning”

ON page 8 of *The Aircraftman* this month our readers will find an article dealing with the work of the Educational Officers and the Clerks Educational, and it will no doubt be an eye-opener to many to find just how extensive a field of activity they cover.

Of particular interest will be the Canadian Legion correspondence courses, covering a wide range of technical and non-technical subjects, which are designed to improve the serviceman's general educational background so that when he returns to civilian life he may be better equipped to meet the problem of making his way as a citizen and family provider.

Those who are taking these courses will doubtless appreciate the important point that you get out of the educational process just what you put into it, and those who will be going back to school to resume interrupted studies, will be wise to keep it in mind. Your school may be among the finest in the country from the viewpoint of educational equipment, and your teachers may be among the most conscientious and able that there are, but unless you are prepared to play your part, too, you might just as well never attend.

In recent years there has been a great deal of criticism of our educational system, particularly of our universities, but of our high schools as well. Some of this criticism is justified, some of it is not. But it all adds up to the blanket charge that our schools are not doing the job they are supposed to do, and are not turning out educated men and women. A lot of ink has been spilled, and a lot of time has been wasted on this matter, not only by educators but by those who fancy themselves—for some unfathomable reason—as educational experts. But perhaps a lot of the trouble lies in the fact that a great many students, far too many in fact, are simply too lazy to take advantage of the opportunities they have been offered. That is a pity, because for most of them there will never be such an opportunity again.

Perhaps the answer is that nobody appreciates a thing that is handed him on a silver platter. You realize the value of a thing more if you have to get it the hard way. Referring to his days in prison, Jawaharlal Nehru, the great Indian Nationalist, remarks in his autobiography, “Sometimes it is said that convicts are averse to learning. My own experience has been the exact opposite, and I have found many of them, who came to me for the purpose, to have a perfect passion for learning to read and write.” That passion for learning cannot be taught—but it is the first requisite of sound education.

## STATION CHATTER

With Sgt. G. C. Davies

WITH the advent of extroverting summer weather around here, activities of a purely station nature seem to have concerned themselves with outdoor sports entirely during this past month. And while this is not the sporting department of the magazine, we feel that the odd interesting item in that line would not be amiss.

Then again, interesting anecdotes concerning station personnel seem to have evolved in regions elsewhere than the confines of the camp, so we shall be covering a fair amount of ground in racontouring such goings-on this time.

### Elysia

At this time of year it would be impossible to put together any account of station doings without bringing Port Stanley into the picture. So many thousands of our airmen and airwomen make this their summer entertainment headquarters that the place is practically the "Coney Island" of TTS.

The old familiar pastimes of the last two or three summers seem to be doing very well by the current habitues of the resort—you'll find them swimming, boating, enjoying the odd libation in the well-known local watering places, dancing, and of course romancing.

Some of the more ambitious can be observed plying the oars of the rowing shell two or three nights a week, while others, with a different end in view, pursue the age-old hunt amid very lush surroundings—very!

Undoubtedly, many of the pleasure-seekers will be ending up on another kind of beach in the near future, but while they are still here no one is going to begrudge them a good time.

### Entertainment and Amusements

During June and carrying over into July, most of these took place, naturally, out of doors. The one notable exception was the appearance of Clarence Nash, voice of Donald Duck, and Dick Mitchell, Hollywood cartoonist, in the Recreation Hall on June 13. Their half-hour show between the film showings that evening really amused the crowd. Mitchell could draw cartoons of Disney characters quicker than people could name them, and Nash had everyone laughing at his Donald Duck dummy by giving Donald all the querulous, pleading, carefree, etc., voices that he personifies on the screen. Definitely an unusual and therefore doubly entertaining show.

... There seems to be much activity these evenings at the miniature golf course that was set up last year, and at the newly established archery range. Both draw participants from amongst the airmen and airwomen and seem to enjoy a lively popularity. Amongst the local Robin Hoods, Flight Sergeant Sheppard seems to be the leading exponent of bending the long bow, and the lads tell me he is a fair shot. The ex-Ottawa Roughrider uses the heaviest bow—an affair that most of us can hardly draw the cord on.

... And then they tell the story of the softball game played between the Sergeants' Mess and the Officers' Mess

one evening near the end of June. It seems that the game was kept a deep, dark secret in the Sergeants' Mess—for what reason only a few can tell—and so the sergeants fielded a team consisting of four NCO's and the remainder airmen from Headquarters Squadron. Maybe their choice of a plugged (?) team was a wise one, however, as evidently they eked out a win over the officers. Amusing climaxes to the contest were Flying Officer Sansone's "guzzle-ball" imprecations from the third base coaching box, and the claim of the grandstand (one WO1 and six sergeants) that the officers' signals had all been stolen by the end of three innings. The main question remaining seems to be, "What is a guzzle-ball"?

### Singin' in the Rain

What is this story we hear of the two WD members of the station Glee Club being caught in the rain one Sunday evening? It appears that the choir was singing at a gathering in rural Dutton, nearby, and shortly before the program was to begin the two unfortunates had journeyed to an ancient outhouse. Whilst there a terrific cloudburst happened by and the young ladies were imprisoned for some considerable time in a rather uncomfortable situation. Finally, however, a lady went to their rescue with an umbrella—it is rumored she heard them singing "Bless This House" at the top of their voices—and the payoff was that they arrived at the church perfectly dry for the performance, whereas the rest of the choir had been thoroughly soaked beforehand running the short distance to the doors.

### D. and Now P.T.

Unhappy is the life of the downtrodden technical NCO! About the beginning of

June he finds himself launched on a three-week drill refresher course which he accepts with some grumbling, but generally buckles down and goes to work hoping that a job well done will see him left alone in future to pursue unhampered the work that he was trained by the Air Force to do.

But alas! such is not to be. For what do his efforts gain him but an extra week of drill instruction. Then, to make him feel better, he is informed about this time that all promotions have been frozen and that he is actually lucky to be an NCO.

But hold!—the crowning blow is yet to fall—he now finds out at the end of this fourth week of drill that it has all been but a preliminary and that he is to pursue, for the remainder of the summer at least, an hour per day of P.T. and Drill.

However, being a man of many parts, the technical NCO bears this new cataclysm with stoic courage. Most of him even welcomes the P.T. idea, seeing that it gives him a chance to enjoy sports and acquire a tan. The only thing that bothers him is this—if such procedure is to go on ad infinitum, will he be expected to give all P.T. and Drill to his classes as well as a modicum of technical knowledge, or will he merely be remustered to a P.T. and D. "B" group and installed permanently in the Drill Hall?

All of which reminds us of the yarn—maybe you've heard it—about the lad going over the obstacle course here the other day, tripping and falling on the last hurdle. As he lies on the ground he is approached by the P.T. and D. NCO in charge and asked what is the matter. Face contorted with pain, the poor lad mumbles that he thinks he has broken

(Continued on page 9)



## New York -- Your Friendly Host

**S**AY, Buddy! Have you a yearning to see the Wonder City . . . the city of a million personalities and a million attractions? Do you want to dance with movie actresses, ride horseback in Central Park or visit Coney Island? Well, why don't you do those very things? Anything can happen in New York, and the trip isn't nearly as expensive as you may think. Here's the gen on how, where and why.

To begin at the beginning, your railway ticket will cost you approximately fifteen dollars, and is purchased in Canadian funds. Better go down to the New York Central station in town and get it ahead of time—your orderly room staff will probably want to see it before issuing a border crossing permit.

The border crossing permit will include an authorization to obtain American funds, and these are obtainable through your accounting officer. That gentleman will issue you with up to ten dollars for a "forty-eight," or one hundred and fifty dollars for furlough purposes. Therefore you won't have to bother your friends with repeated requests to save American currency for you. That little matter was taken care of by A.F.R.O. just in case you are interested.

If your wing is on "A" routine, you will be able to catch the 1830 hours train out of St. Thomas. Otherwise the 2120 hours train will have to serve. Matter of fact, if you like to take your time we recommend the latter. You'll have time for a shower, an opportunity to check over your kit-bag, and in addition it will not be necessary to change trains in Buffalo.

You will travel all night, and as day breaks the train will be approaching the upper reaches of the Hudson River. About two hours out of the metropolis, the steam locomotive will be disconnected and the journey into the city will be completed with the aid of an electric locomotive. Eventually your train will cross the Harlem River and climb until it is racing along opposite the fourth floor windows of tenements. At about 98th Street it will rush down into a tunnel,

grind to a halt and there you are—you're in New York's Grand Central station and the time is 0900 hours. Now all that is necessary is to follow the crowd, or rather go along with it, and so arrive at the upper level of the station.

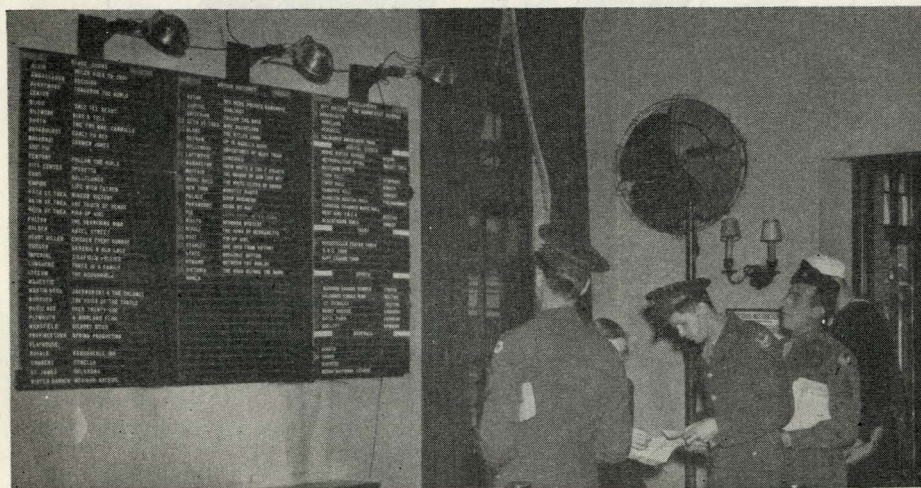
If you want to check your luggage, take it up to the U.S.O. lounge in the balcony of the Grand Central. The lounge is operated by the Travellers' Aid Association. Get a cup of coffee while you are there, or stretch out in a lounge chair on the sleep deck for a while if you feel so inclined. The attendant will call you at

For the benefit of those who would like to pay the Great White Way a furlough visit, Sgt. Percy Berry, president of the Camera Club, tells the story of how to get there and what hospitality awaits them.

whatever time you select, and there is absolutely no charge for any of these services.

Your next problem is to get a room or a bed for the night or for the rest of the week. Have a talk to the young ladies at the Travellers' Aid booth on the main floor of the station. They will phone around and locate a hotel room for you costing from two dollars up, as you select. Or they will direct you to any one of a number of centres that operate low cost or free dormitories.

We particularly recommend the Ser-



### "99 PARK" IS FIRST STOP

The picture at the top is Sgt. Berry's photographic record of New York's famous skyline, looking at that part of it which forms the west side of lower Manhattan. Below is shown the huge billboard at 99 Park Avenue—which is headquarters for the N.Y.C. Defense Recreation Committee. It lists the many attractions for which free tickets are available to men in uniform, including movies, stage shows, and ball games.

vice Centre and Dormitory operated by the Masonic Lodge at 77 West 23rd Street. There you will find a very comfortable lounge and a well-stocked canteen. You may read, write or if you so desire, retire from public gaze, take off your shoes and sleep for a while. The dormitory and shower facilities are exceptional and are operated at no cost to the servicemen.

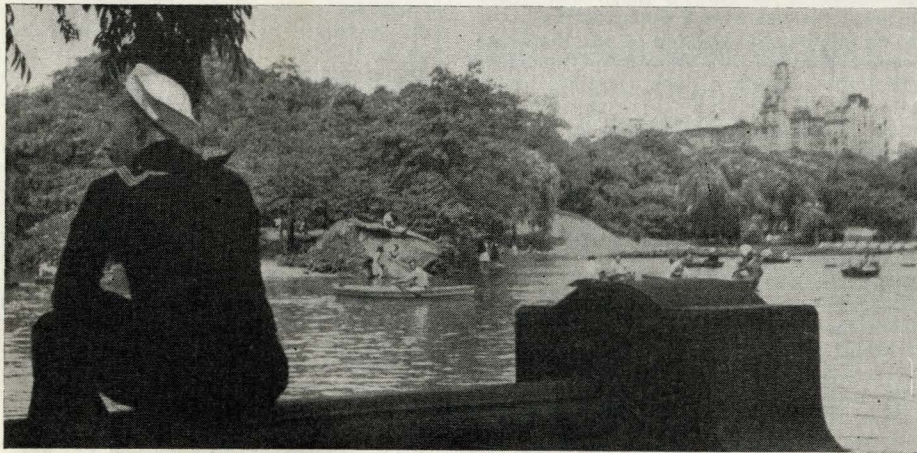
The Salvation Army also operates a Servicemen's Club, located at 12 West 56th Street. There you may take that shower that you have been looking for. Also, there are facilities for cleaning and pressing your uniform—usually a necessity after a long train ride. Here, too, you may obtain excellent sleeping accommodation if you are trying to conserve your wealth.

Hot foot it over to your hotel or dormitory and register for a room or bed. If you do that early in the day, you will have the choice of the accommodation available. Any doubts you may have had about the availability of accommodation in New York may be banished right now.

The Service Centres have yet to turn away a man or woman in uniform in three years of operation.

It is now about 1000 hours. If you want to take advantage of the many free attractions offered by the Motion Picture Theatre Managers and Exhibitors of New York, find your way over to 99 Park Avenue, at 40th Street. That is the headquarters for the N.Y.C. Defense Recreation Committee, and will quite possibly be the hub of your activities. There you will be able to obtain free tickets for broadcasts, concerts, dances, sports, movies, theatres, parties and sight-seeing tours. No matter what your interest, the personnel at 99 Park Avenue can arrange for you to indulge your favorite pastime. There is absolutely no obligation — all that is asked is "Please don't waste the tickets."

Men and women in uniform enter 99 Park Avenue from 40th Street, climb a flight of stairs and so reach the main dis-



tribution room for tickets. At the door you will be asked to show proof that you are not AWOL — your pass serves here very nicely. Then you are handed an acceptance check and so pass along to the particular sections that interest you. All of the current Broadway movies and stage shows are listed on a huge billboard, and after you make up your mind you simply go to the desk and ask for a ticket to that particular show place. In this manner you obtain tickets for any of the other activities that interest you. The committee distributes about 60,000 tickets every week, which will give you some very slight idea of the magnitude of their operations.

If you have a problem, the personnel at 99 Park Avenue can solve it for you. They will give you information on rooms, entertainments, clubs and canteens, athletic facilities, transportation (railroad, bus, subway, trolley). They can make suggestions on where to take a "date" and what to see in New York. If you want to plan a special sightseeing tour, that can be arranged. Your uniform is your ticket of admission, and you will probably be greeted by "Hello Canada, what can we do for you?"

And so you start on your way around the Big City. Probably you will walk endless miles and dodge innumerable taxis. Later in the day mid-afternoon sag will catch up with you and your feet will start to do strange things. Then we would suggest a visit to the Service Centre operated by the Christian Scientist Churches of Greater New York. Cool showers await you, and refreshments are

free. Also you will find the most restful atmosphere yet encountered. Oh yes, the Centre is located at 537 Fifth Avenue, quite near to Grand Central Station. It's on the third floor and the elevator will waft you up there in nothing flat.

For those of you who like to "rubber-neck," and don't mind being classed as the typical tourist, we make the following suggestions. Find your way over to 42nd Street and Fifth Avenue. Take a No. 4 bus uptown, climb to the upper deck, sit back and watch the city roll by. Ride to the end of the line—it will only cost ten cents and you certainly can see a lot of New York in an hour and a half. Return by the same route or take an 8th Avenue (Independent Subway) downtown express to 42nd Street.

Or, from the East Side take the I.R.T. Lexington Avenue Subway Express to Bowling Green. If you're on the West Side take the I.R.T. Broadway Express to South Ferry. Walk across to Battery

Pier—the steamer for Bedloe's Island and the Statue of Liberty leaves every hour on the hour. A round trip costs 25 cents. If you take the ferry to Staten Island you will obtain a fine view of the statue and of New York harbor, and it's free to servicemen.

A view of New York from the sky may be obtained from the observation floor of the Empire State Building. It's free to servicemen on Wednesdays and Sundays. At other times the cost is 55 cents. Or take a tour of Rockefeller Centre — the cost is 60 cents if you buy a ticket at Radio City, or you may obtain a free ticket at 99 Park Avenue (remember?).

Don't forget the return train! Better ask at Grand Central about the particular train in which you are interested. There is one which leaves the city at 0930 hours on Sunday morning and another which leaves at 1201 hours. Either train will get you back to St. Thomas before your pass expires.

And so we leave you to your own devices. We guarantee that you will have great gobs of fun, for New York really is the Big City with the Big Heart.

#### GOTHAM HIGHLIGHTS

It's impossible to visit all of New York's high spots in just a few days. Here, anyway, are some of the points of interest you might want to keep in mind:

Times Square—the hub of New York—just north of here, the theatre district.

Rockefeller Centre — N.B.C. studios, the famous Radio City Music Hall, and the Rainbow Room and Grill.

Museums — the Metropolitan Museum of Art, Hayden Planetarium, and the Cloisters.



#### CENTRAL PARK IS POPULAR SPOT

The picture at the top, taken by Sgt. Berry, shows a scene in the famous Central Park. It seems to exert quite an attraction for sailors! Below, a Canadian soldier looks over the list of free invitations to dances and parties which are available at 99 Park Avenue, while the lady at the desk hands out tickets to the other lads who have already decided where they'd like to go. More than 30,000,000 servicemen and women have enjoyed New York hospitality through this organization.

# ZEKE--PRISONER OF WAR

By Lt. Cmdr. C. T. Booth, U.S.N.

**I**N April of 1942 a Japanese Navy Type 00 fighter was hit by .30 caliber machine-gun fire from ground or aircraft and was forced to land. The pilot made his landing in an Aleutian bog with his spindly landing gear extended. The aircraft suffered only moderate damage; the pilot suffered a broken neck.

The task of salvaging the damaged airplane and examining the apparel and personal equipment of the pilot was undertaken by the United States Navy. Several months later, at the Naval Air Station at San Diego, the Zero stood once again ready to fly and to yield the secrets of its performance and maneuverability to American pilots. This time it had a good, respectable coat of sea-going camouflage displaying prominent U.S. stars, and it was known by a navy serial number.

The initial stages of the performance tests were carried out at San Diego and preliminary data were released to the Fleet and to the Army Air Forces. Late in this last winter, Zeke, as this particular Japanese fighter is now known, was flown across the continent to the navy's test centre at the Naval Air Station, Anacostia, D.C. It was at that station that I first became acquainted with Zeke and was assigned the project of continuing the test work, particularly with the idea of comparisons with modern army and navy fighter planes.

At first glance Zeke seems commonplace enough, and my first impressions were of smallness, lightness and fragility. But certain features soon stood out: the landing gear looked wide and

comfortable; the airplane seemed to be desirably long and to have good tail length; the ailerons were extremely large, long in span and generous of chord; the pilot's cockpit enclosure seemed to be flimsy. All in all, Zeke looked very trim.

A closer inspection showed several interesting details. First of all, all of the movable control surfaces were excellently mounted and there seemed to be practically no friction in the systems. The gaps between wing or stabilizer and the leading edges of the ailerons and elevators and rudder were all well sealed by extensions of the fixed surfaces. In general, very thin gauge sheet made up the skin of the fuselage and part of the wing panels. The retractable tail wheel was all bound about with grease-soaked canvas, presumably to seal the fuselage against entry of carbon monoxide. Just ahead of the tail wheel, the arresting hook lay up against the bottom of the airplane. Peculiar that all this should be Japanese, I thought—ordinary flush riveting, quick fasteners to be found in any standard stock catalogue, construction in accordance with generally accepted engineering methods. But then I found myself near a wing tip and decided to investigate its method of folding. My musings were interrupted, for at last I had hit upon something Oriental. Almost hidden, flush with the undersurface of the wing near the tip, is an oval, spring-loaded plunger which locks a small trapdoor, also flush with the wing surface. If the plunger is depressed, a hand may be put into the little trapdoor to grasp a lever, which, when pulled down, unlocks the wing tip, and, at last, about twenty inches of the wing tip can be folded upward. It's a

regular puzzle-box of a device. Here were revealed remarkable anti-corrosive properties, for the wing ribs, shining under a thin priming coat of light blue lacquer, had been only washed clean since their immersion of several weeks in a saltwater marsh.

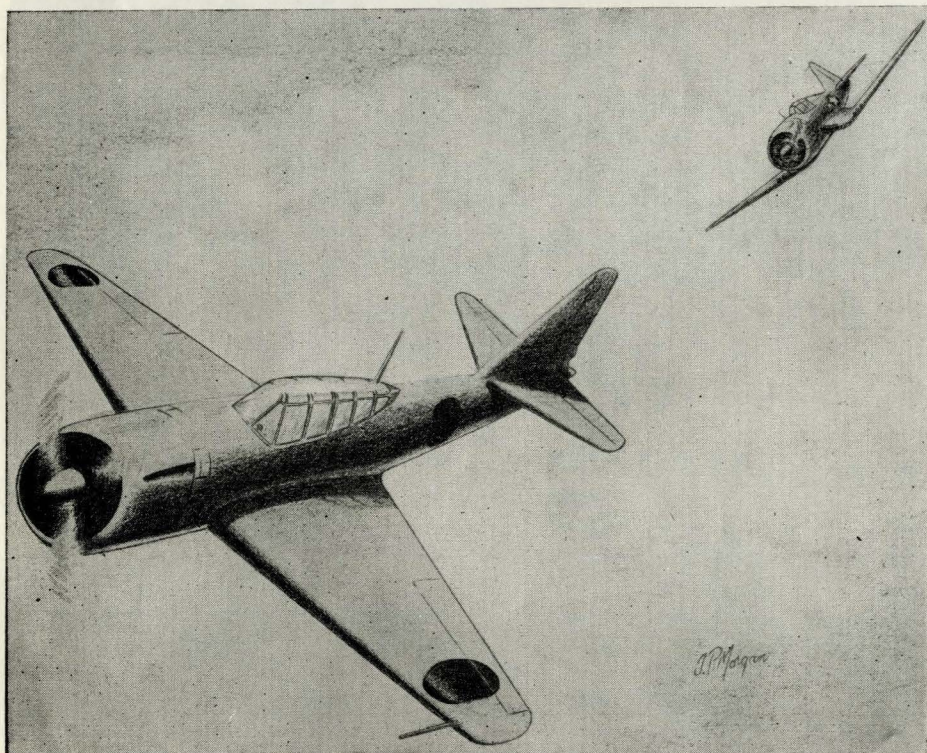
To climb into Zeke's cockpit one has to ferret out and release, each by its own little button, a series of about five spring-loaded steps and stirrups on the left-hand side. These were found and made ready and I got aboard and buckled on my parachute. The seat has a considerable amount of vertical travel and I moved it up and down until I judged my position to be best. Surprisingly enough, although I am over five feet ten inches tall, I found it comfortable, wearing a seat-type parachute, to adjust the seat to about its mid position. But leg room is at a premium. The little rudder bar, centrally pivoted, may be moved in a fore and aft direction about four inches. When I first boarded Zeke I found the adjustment to be full forward, and there I am sure it will remain for any American pilot who may fly it.

Muttering and grumbling over my cramped legs, I began to review the cockpit systematically. Although I had discussed Zeke and its flying qualities with the pilot who had brought the airplane across the country, I wanted to be sure I was familiar with my surroundings for this first flight. Here were all the instruments and levers and gadgets common to our own fighter aircraft. You might expect that things would be arranged from bottom up or from right to left, but that isn't the case; the whole is arranged with the same amount of logic and natural appeal employed by American and British manufacturers—and no more.

At the pilot's left is the throttle, which is a bit unusual. At the top of the throttle handle is a small button which the pilot used to select his guns. When the button was pulled aft by the thumb, the two synchronized 7.7-mm. guns, which lie in channels near the top of the fuselage and fire through the propeller disk, could be fired. When the button was pushed forward, the whole battery, which includes the two 7.7-mm. guns and also a 20-mm. cannon mounted just outboard of the propeller disk in each wing, could be fired. The trigger is also mounted on the throttle. Pivoted near the base of the handle, it is grasped by the fingers to fire the selected guns mechanically through a Bowden cable. Nearby is a quadrant for a manual mixture control lever. Directly under the throttle lies the propeller governor control quadrant. The Japanese characters on this quadrant fascinated me for some time, probably because they are so clearly cut into the metal of the arc and are easily visible to the pilot. I had decided that they must be numbers and probably indicated certain r.p.m. One day I copied them into a notebook and asked a friend to translate. Imagine my surprise when I was told that they were pronounced something like "puro-pera pittsi" and meant, in phonetic Japanese (Romaji), "propeller pitch." Quite a let-down.

The first instrument to meet the eye says, plainly and strangely enough, "radio compass," just like that: and it was delivered with the airplane, too. This is the only direct offender, however, and the remaining instruments, although vaguely familiar in appearance, were made in

(Continued from page 7)



## HERE'S WHAT IT LOOKS LIKE

Good photos of Jap aircraft, so far at least, are scarce, so our artist, Pete Morgan, here gives his impression of a Zero. The little fellow in the background in hot pursuit is a U.S. Corsair.

## FE's Must Know Ditching Drill

Herewith is the third in a series of articles dealing with the Flight Engineer and his duties, by Sqdn. Ldr. G. Adams, RAF.

**"S**AY, Joe, can you swim?" Of course you may never need to, but if you are going to be a flight engineer it is a handy accomplishment to have anyway. In fact you can't be a really good flight engineer without it. The drill for abandoning a ditched four-engined aircraft usually shows the flight engineer as first out. As flight engineers are valuable blokes, this is a good thing, but being first out imposes certain obligations on you. You have to see the others out and to know how to handle the dinghy under all conditions.

The modern four-engined aircraft is mighty tough. It will usually get home if any two of the four engines keep going, its self-sealing fuel tanks will stand a lot of punishment before they leak, while on many occasions photographs in the press have shown how robust is the main structure. Nevertheless from time to time an aircraft ditches and its crew is dependent on the dinghy.

Existing in all theatres of war, and at the moment particularly well developed in the European theatre, is a highly successful organization known as the Air Sea Rescue Service. Equipped with amphibious aircraft, high speed launches, and airborne lifeboats, it has rapidly built up a reputation as an "always get you home" outfit. But it is largely dependent on your co-operation both before and after you ditch, and for this reason a drill applicable to your type has been developed and should be put into effect as soon as it even appears possible that you may have to ditch. You will be taught this drill during type training. The engineer will usually be fully occupied trying to prevent ditching until it becomes inevitable, and then he takes his place in the ditching drill.

Carried inside the aircraft are one or more emergency packs containing additional food, water and equipment and a dinghy radio. Each of these is allotted to a member of the crew to carry out with him as he leaves the aircraft. The dinghy itself is operated automatically by an immersion switch, but there is a hand control inside the aircraft, and to make doubly sure the engineer should operate this when the aircraft has finally come to rest. It is, of course, possible to ditch a modern aircraft and to board the dinghy without getting even your feet wet, but on the other hand wind and sea may make the dinghy difficult to manage unless you know your drill.

Although the dinghy is frail looking, it is actually robust and seaworthy. Many cases have been recorded of crews having been rescued after over seven days in a dinghy. Such cases have of course usually occurred when damage to the radio installation has prevented an S.O.S. being sent to base, and the Air Sea Rescue Service has then had the job of starting at the last reported position of the aircraft and making a search. It is in such cases, too, that the vital necessity of having brought all the emergency packs into the dinghy is apparent, for quite apart from the food and water car-

(Continued on page 9)

### PICK RIGHT VICTIMS BY DOG-TAG SYSTEM

The wild and fanatical fighting Goums of the Fifth Army find it difficult to distinguish between Nazis and Allies, since they speak neither English nor German, so they have developed an eerie, nerve-shaking system all their own.

Many an American G.I. has suddenly been seized from behind by a strong hand around his throat, while slipping along in the dark. Then, while he is held there unable to breathe or make a sound, the grim Goum will unbutton his shirt and feel for his dog tags. If they are of the proper shape for an American soldier he is released and his captor disappears into the night. As to what happens otherwise—a lot of Nazis are found in the mornings with slit throats.

### ZEKE---PRISONER OF WAR

(Continued from page 6)

Japan. All of the numerals employed on the dial faces are Arabic and, fortunately, below the Japanese names of the instruments is taped the English equivalent. There is an altimeter arranged in thousands of meters and an airspeed meter calibrated in knots, just as in the airplanes of our navy. Centrally located is a large rubber-cased unit which contains quite good imitations of a well-known turn and bank indicator and gyro horizon. There is a clock which looks like a clock and a rate of climb indicator which is graduated to two thousand meters per minute. The fuel pressure and oil pressure are indicated on the basis of kilograms per square centimeter, and it took some time to become accustomed to flying with an oil pressure of 5.6 and a fuel pressure of .24. A tachometer, oil temperature gauge and manifold pressure gauge complete the engine instruments. The Japanese compass is highly damped and its action is therefore rather sluggish.

To the right of the cockpit are two small hand cranks controlling the oil cooler shutters and the engine cowl flaps. Over in the corner is a bulbous elbow with a spout which is a cockpit ventilator. I have always forgotten to test this in flight, probably because the natural ventilation provided by the flimsy cockpit hood has always been more than adequate. Radio transmitter and receiver are mounted alongside the right-hand side and the controls nearby. Grouped together, but rather awkwardly located for easy handling, are the landing gear and landing flap controls. The operations are clear and well defined, however, and an automatic stop is provided to prevent accidental retraction when the airplane is not airborne.

The Japs must attach considerable importance to landing with gear extended, for on a special panel are nine small lights, one for each condition of each wheel: green when down and locked, amber when unlocked, and red when up and locked. Then each main landing leg has a visual mechanical indicator which is flush with the wing when the wheel is retracted and rises several inches as the wheels are extended. And, in addition to all that, there is a warning howler conventionally connected to the throttle!

The cockpit checkout was satisfactory and, with the aid of a mechanic and a helper to crank and engage the hand inertia starter, I started the engine. It seemed to take considerable time to get the oil temperature up, but in due course the ground tests could be made, and I signalled for the chocks to be removed. Rolling onto the taxi strip, I realized that the warnings of poor braking power were well-founded, and that I had to taxi very slowly. In a peculiar fashion the brake-pedal motion is transmitted to the master-brake cylinders through Bowden cables, instead of by a direct mechanical linkage. I began to wonder about the landing run, particularly since Zeke has no lockable tail wheel. But a steady breeze was lying on a good runway and, as I turned into a take-off position, I began to look forward to the flight.

The tower flashed a green light and I began to ease the throttle. Since I am a carrier pilot of considerable experience, I held the brakes to let the power build up. But in this case it didn't do much good, for we started to roll by the time the engine had reached 1200 r.p.m. The automatic boost control seemed to be operating well and full throttle produced 35" Hg and 2550 r.p.m. The run was very short and easily controlled and Zeke and I were soon in the air.

At first there was a short disappointment, for the ground crew's efforts to put the engine hydraulic pump into working order had failed, and I had to pump by hand for a long time to get the gear up. But, by the time I had leveled off and settled down at five or six thousand feet over Anacostia, I knew that Zeke was going to be fun to fly.

The visibility out of this airplane is excellent. There is good, healthy stick movement to produce a maneuver. Zeke has positive stability about each axis. The stall is mild, easily recovered from and occurs at a very low speed for a fighter. At moderate speeds the rolling velocity is high, and this, coupled with a desirably low wing loading, produces this airplane's famous moneuverability. Also its climbing speed is high. These things a fighter pilot particularly likes.

But as I was flying about, enjoying these good qualities, I began to imagine myself in combat in this airplane. Part of that excellent visibility comes from a complete lack of armour protection for the pilot. The remarkable climb and the low wing loading result, in part, from weight saved at the expense of self-sealing fuel tanks and armour. These sacrifices don't pay dividends. A look at the box score in the South Pacific for the past year certainly illustrates this!

So I brought Zeke back to the field. The approach was most comfortable, with good control, and the landing was made with all the ease of a trainer.

Since then I have made many flights in the Zero and they have never failed to be interesting. We have found that its ailerons really do become stiff at high speeds, and it becomes increasingly difficult to maneuver. We still don't like to dive Zeke at speeds near its terminal velocity because of some uncertainty as to its structural strength. The airplane has been flown in direct comparison of climbs and speeds and ceilings and maneuvers with nearly all modern American army and navy fighters. The results of such comparisons are not at present generally available, but we feel that they have been of value to the operating squadrons.

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## Meet the Educational Staff

**W**HO prepares those pretty maps of the war fronts that we find in the Airmen's mess and in other spots around the station?

Who is responsible for the preparation of our up-to-the-minute noon newscasts?

Who obtains the speakers for those interesting lectures on current events?

Whom do you see if you wish to enroll for one of the Canadian Legion correspondence courses?

To whom do you go for help if you get stuck in your Legion studies?

Who organizes the trade improvement classes for instructors?

Who prepares the pictures on current events for the Station Library?

Who can give you all the latest "gen" on rehabilitation?

Who runs the evening classes for ground crew personnel intending to remuster to air crew?

Who conducts the classification tests?

The answer is the Educational Officers and their assistants, the Clerks Educational. For these gentlemen comprise the most hard-working and long-suffering group that you will find at TTS. And if you don't think that they are long-suffering, ask Sgt. Vic Rea. He claims that he never heard of any other job with so much overtime work without overtime pay. For the educational staff, evening classes are the rule rather than the exception.

First of the Educational Officers to arrive at TTS was F/O Norman Wilde, from Dauphin, Man., in July, 1942.

Flying Officer Wilde is a native of Winnipeg. Completing his education at the University of Manitoba with the degree of Bachelor of Science, he was employed in both academic and technical instruction in various schools in Manitoba, chief of which was the David Livingstone School in Winnipeg. He was originally commissioned as a link trainer instructor, having completed the course in that trade at the Eglinton Hunt Club in Toronto. Posted to Dauphin, Man., he served there as link instructor before his remuster to Educational Officer early in 1942. After completing the Unit Educational Officer's course at Ottawa, he returned to Dauphin in that

capacity, but was soon posted to TTS, St. Thomas.

His chief concern at present is with technical instruction, for he now serves as Technical Educational Officer and, when not lecturing, may usually be found in his office in hangar No. 17. He arranges the trade improvement classes for instructors in the technical trades, conducts basic tests for backward trainees, interviews potential instructors, etc., and is always willing to give a helping hand to any man who is in difficulties with his studies.

F/O Wilde is married and lives in St. Thomas. He has a 20-months-old daughter, his "pride and joy." His pet hobby is mathematics—claims that if a man knows algebra he can have him doing calculus after 10 minutes' instruction.

F/O John Coombs, the unit Educational Officer, hails from Melbourne, Ont. He is a graduate of the University of Western Ontario (B.A.), and the Ontario College of Education, where he obtained his high school principal's certificate.

F/O Coombs enlisted at Toronto in October, 1942, with the ambition of becoming a navigation instructor. At that time, however, there was a considerable demand for unit Educational Officers, and he was sent to Lachine to take the course in that trade. Graduating with a commission as pilot officer, he was posted to Aylmer, Ont., and the next day after arriving at Aylmer was posted to TTS, where he has served ever since.

As unit Educational Officer, he is concerned with a multitude of duties which are of an educational nature, but which are not directly connected with technical instruction.

He endeavors to keep the station personnel fully informed as to the progress of the war and to that end has installed maps of the various war fronts at strategic points around the station. On these maps, the positions of the contending armies are indicated and changed as the fortunes of war bring about alterations. Up-to-date photos of important current events are mounted and displayed in the station library with the same end in view.

A complete news coverage is presented over the P.A. system in the Airmen's mess every noon. This news round-up is prepared every morning by F/O Coombs in co-operation with the editor of the St. Thomas Times-Journal, who phones in the latest news flashes just before our announcer goes on the air.

Another phase of the duties of the unit Educational Officer is to provide facilities for correspondence courses from various universities and other educational institutions to personnel who wish to prepare themselves for post-war employment. The range of subjects available is extensive, though the most popular subjects appear to be poultry raising and radio.

F/O Coombs is also an authority on rehabilitation, and is always pleased to give helpful advice to anyone desiring information on this subject. In particular, discharged personnel are provided with all the necessary data to enable them to contact the appropriate authorities and to arrange for early establishment in the trade or profession which they have selected.

F/O Coombs is secretary of the station library committee. He presides at any university examinations written by service personnel, arranges trade improvement classes for M.T. drivers, clerks and chefs, contacts speakers for lectures on current events, etc. With all these duties and a few others that we have neglected to mention, F/O Coombs and his assistant, Sgt. Vic Rea, are very busy men.

To Sgt. Rea usually falls the duty of lecturing on aircraft recognition, mathematics, navigation and Morse to ground crew personnel preparing for remuster to air crew. These classes are taken in the evenings, so Vic usually puts in a 12-hour day.

Vic is not very sure of his nationality. He was born in Belfast, Ireland, emigrating to the U.S.A. with his parents when he was 12 years old. He lived in Havre, Montana, until 1923, when the family pulled up stakes and moved to Shawnavon, Sask. As his father is a naturalized American, Vic claims American citizenship whenever it happens to suit his purpose. He can also be very Irish upon occasion. His father, by the way, is now in Scotland with the 5th Canadian Forestry Corps.

Sgt. Rea has two years' university training to his credit at the University of Saskatchewan, and also holds a first class teacher's permit from the Moosejaw Normal School. He taught school at Rose-town and Plato, Sask., before joining the RCAF in 1940.

Vic is one of the old-timers at TTS, having arrived here in October, 1940, from Brandon Manning Pool as an airframe mechanic. He remustered to Clerk Educational January 1st, 1943.

Married, with three children, he hasn't much time for hobbies, but indulges in several sports. He has a number of medals attesting to his badminton prowess, and plays a mean game of contract bridge, where he shows a decided weakness for slam bids—sometimes he makes them.

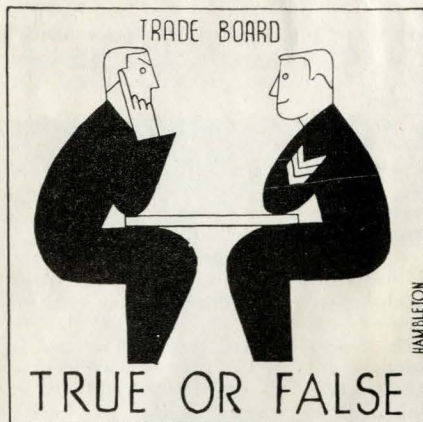
Two comparative newcomers on the TTS scene are F/O J. O. Kerr and his assistant, Sgt. Ivan Hagerman, at present employed in teaching mathematics and engineering science to flight engine-

(Continued on page 9)



### THE EDUCATIONISTS AT WORK

Sgt. Ivan Hagerman, left above, teaches maths to the FE's, while F/O J. O. Kerr, seated, to the right, teaches engineering science. The other desk-worker is F/O John Coombs, the unit educational officer, while at the far right is Sgt. Vic Rea, his assistant. Insert is F/O Norman Wilde, now technical educational officer.



By F/S Gay

- 1 • An amphibian is a biplane with the top mainplane larger than the lower.
- 2 • The undercarriage must be removed to locate the jacking points of an aircraft.
- 3 • The lay shafts of magnetos rotate at  $1\frac{1}{2}$  times engine speed.
- 4 • There is a salt bath on this station.
- 5 • Pinking shears are fractures caused by using low octane fuel.
- 6 • All aircraft hydraulic systems utilize the same type of liquid.
- 7 • Lodestone is a magnetic material.
- 8 • Nickel is a non-ferrous alloy.
- 9 • The number of cylinders on a radial engine govern the speed of the cam ring.
- 10 • There are eight members of the Air Council.

(Answers in next column of this page.)

### MEET THE EDUCATIONISTS

(Continued from page 8)

ers. They present 33 lectures each week in these subjects.

F/O Kerr, recently promoted from Pilot Officer, is the flight engineers' Educational Officer. A former high school teacher, hailing from Sydney, N.S., he obtained his degree as Master of Arts at Acadia University. He taught physics for ten years at Sydney Academy before joining the RCAF. Like the rest of the educational staff, he is married. Radio is his hobby and swimming his favorite sport.

Sgt. Ivan Hagerman, when first approached by your reporter and questioned regarding his personal history, turned a deep shade of red, muttered something about ancestors and horse thieves, and beat a hasty retreat.

We finally cornered him, however, and resigning himself to the inevitable, he broke down and gave us the following information. Peterborough, Ont., is his home town. He has been happily married for the space of one year. An undergraduate of the University of Western Ontario, he is a school teacher, having taught at Cambridge College, Toronto, and as principal of the Haliburton public school.

Sgt. Hagerman joined the air force originally as a wireless electrical mechanic, but soon remustered to Clerk Educational, serving in that capacity at No. 5 Manning Depot and No. 1 "Y" Depot at Lachine before coming to TTS.

His favorite sports are badminton and fishing, and his hobby is cabinet-making, at which he is something of an expert.

### Station Chatter

(Continued from page 3)

his leg. "Well," says the NCO, "don't waste time—start doing push-ups!"

#### It's Only an Airman

Unhappily already this season four airmen from this station have lost their lives through drowning, three at the infamous Port Stanley tragedy, and one at Pinafore Park. Naturally, accidents will happen, and that seems to have been the case in each of the four drownings. It is true also that we as a group may be too prone to take unnecessary chances with our swimming abilities—something that frequently leads to a fatality. Possibly this is what prompted the entry in D.R.O. the other day on the "don'ts" of swimming—common sense principles that all should remember.

However, aside from all this, whenever an accident of this nature occurs it is a tragedy to the family and friends of the victim—a shock just as great as if the person had given up his life on a bombing mission or on a beachhead, perhaps more so due to its unexpectedness. And when one hears remarks such as attended the drowning of the airman at Pinafore Park late in June, one wonders what kind of people inhabit this country—this glorious democracy, that we are fighting for.

It appears that when news of the tragedy had spread through the park one woman came running up to another near the scene and asked excitedly who it was that had drowned, the second woman is reported to have replied, "Oh, it's only an airman!" Whereupon the first responded with a callous "That's good!"

"It's only an airman!" . . . Ladies, we here and our brothers-in-arms who are dying overseas thank you for your heartfelt sentiment!

#### Answers to True or False

True—4, 7, 10.

False—1, 2, 3, 5, 6, 8, 9.



### THE "TRIPLE-LOOK" GIRL

This is the latest title for beautiful Jeanne Crain, movie newcomer—to be seen in "Home in Indiana." Two looks aren't enough—at least that's the explanation we hear. Cute, though, don't you think?

### HALF MILLION CHINESE BUILT B-29 AIRFIELDS

China (CNS)—Credit for building the Chinese bases from which the AAF's giant B-29's bombed the Japanese mainland goes to 500,000 Chinese laborers who turned in one of the biggest construction jobs in history in only three months—using only their hands, hammers and wheelbarrows.

As there was no cement, asphalt or other binding materials in the airfield area, the Chinese built the fields near rivers which contained most of the natural materials.

### FE'S MUST KNOW DRILL

(Continued on page 7)

ried, the additional means of signalling may be the means of drawing attention to the dinghy when it might otherwise remain unseen.

All this, of course, means that you must know your dinghy drill thoroughly and yet for some reason there exists a tendency to neglect it, to believe that if anything does happen that you can get by somehow. Nothing could be further from the truth as statistics issued by the American 8th Air Force show. When they first started operating in the European theatre their crew losses on ditchings were 100 per cent. In a word, not a man was saved. Then they began to insist that all crews learned their ditching drill properly and immediately losses in ditching dropped to about 30 per cent, while nowadays they are probably far less. And yet in spite of insistence on these drills some of our own crews are rescued almost in spite of themselves, as the following cases show.

A man was rescued from a dinghy in which he was sitting up to his waist in icy water. He was in desperate straits from hunger, thirst and exposure. He said he had been in the dinghy for three days without food or water or any equipment except a box to sit on. The "box" was actually the emergency pack and contained food, water and a bailer for keeping the dinghy dry.

The second case was in a way even worse, as a whole crew was involved. A Lancaster II aircraft returning from a raid was in difficulties from lack of fuel. No message was sent to base and no S.O.S. was sent until the aircraft was practically down to sea level, so that it was not received. When the aircraft was ditched the crew successfully boarded the dinghy and cast off and it was then found that the dinghy radio and emergency packs had been left behind. When picked up soon afterwards the crew complained that the emergency pack that should have been with the dinghy had not been there, but an investigation revealed that they had as they said cut BOTH painters holding the dinghy to the aircraft. Since there is only one painter and the other is a safety line securing the emergency pack to the dinghy, it was obvious that not only had they failed to bring with them the packs from the aircraft, but they had cut away the one that was already on the dinghy.

As we have said, you will be taught these drills during your type training, but right now the job is to learn to swim. A man who can't swim, who is suddenly told he is going down into the sea fifty miles from land in the middle of the night has left it a bit late to start learning.

## What's Doing with the WDs

By LAW Olson

Weddings, engagements, postings to and from TTS, sports, track and so on ad infinitum, the WD's have had a busy month since last we went to press. Three more overseas postings came to these lucky gals: Anne Henderson, M.T. driver; Grace Simpson, telephone operator; and Laura Gamble, clerk general. Laura makes the seventh clerk general to go from here in two months—we've been considering a remuster!

From out West, via the grapevine, comes word that Cpl. Alice Savage, an old TTS girl, is also going over. Al left here to remuster W.P.T. and D. All her friends will wish her well.

The M.T. section lost another member with LAW Hicks' departure to Rockcliffe to join those other TTS girls, Flt. Sgt. Mary Crew and Sgt. Mary Keays. We lost our WD officer this month—yes, we know—what, again? Miss Fenton's posting to Dunnville came just as she was getting nicely settled after her jaunt to Trenton, and we welcome Miss McKinnon in her stead. Cpl. Sarah Janes returned from Trenton, very full of knowledge—C.A.P. 90 and K.R. Air!

Back to civvie street this month went Cpl. Audrey Ball, LAW's Anne Johnson, Margaret Wylie, Jean Comrie, Betty Whipps and Thelma Fullerton, and last but certainly not least, Cpl. Clark, whose many illnesses this past year failed to down her spirit and endeared her to everyone.

### Around the Diamond

The WD softball team has been get-

ting a full quota of games these days, losing some, winning others, which is all as it should be.

June 15 saw the game with Aylmer. Our reporter wasn't sure of the final tally, but we scored an overwhelming victory, and the girls consider it our best game.

June 19, the Weatherhead girls played a return engagement and despite their "secret weapon," we won. That old bunting trick isn't foolproof, girls.

Fingal trimmed the local gals again to the tune of 11-4 in the June 22 game. Perhaps Bea (Shorty) Dietrich's absence had something to do with it, but as the girls said, "no spectacular plays, all errors." Incidentally, this was Laura Gamble's last game before her posting overseas. June 29 the girls journeyed farther afield to play Clinton at Crumlin. Once our girls got really going, there was no holding them and we brought home the bacon, 25-17. Some score! Home runs were scored by Chris Sivertson, Audrey Dahmer and Helen Brown. The girls were served lunch after the game and entertained with a dance in the Recreation Hall. Just in passing, we might say that the little dark gal holding down Clinton's first base, who took all the merciless ribbing, was Cpl. Meta Perry, formerly at TTS.

The team is in the market for another topnotch pitcher after this last game, as Betty Kalar, who has been holding down the mound, has been compelled to give up the game for an indefinite period.

### Track Meet

The next event of most interest to WD's is the annual track and field meet held in London the end of July, and the Command meet in Toronto the first part of August. The gals have been out on the track these warm evenings, getting into shape (don't take us wrong), and we can depend on them to make a good

showing—Cpls. Barb, Hall, Helen Brown, LAW's Chris Sivertson, Marion McKellar, "Mike" Wightman, Fern Laird and Hutchinson.

The sports committee found itself pared down to only Helen Brown after the postings of the other members, so Cpl. Marg. Boggust and LAW Chris Sivertson are now serving in the official capacities.

### Beachmount Diary

Things are looking bright down at Beachmount these days. After the first week-end guests had spent their 48's there, it was decided there was room for improvements and so, after the necessary wheels were put in motion, double-decker bunks, blankets and bedding, and rations were provided from the station. This not only makes for comfort, but provides almost double the sleeping accommodation. The YWCA hostess arrived July 1st and has settled herself in for the summer, in charge of procuring necessary rations, getting laundry done and calling the baker, the iceman, and a million and one little household tasks. It's a grand place to spend your spare time, girls. Just ask anyone who has been there.

### Weddings

Weddings and engagements seem to be the order of the day, bearing out the old idea of June brides. We slipped up on Mabel Piper's marriage to LAC Brown, of Jarvis. Sorry, Mabel, you should tell us these things.

The Postal Section have been middle-ailing in earnest this month, with two very pretty weddings in the Protestant chapel. On Thursday, June 22, Padre Caulfield married Cpl. June Nelson, postal clerk, and Cpl. Sidney Band, flight engineer trainee. This was a real wartime romance, budded and blossomed here on the station. The bride wore a pink street length dress with white accessories and wore a corsage of red roses, and her only attendant, LAW Isabel Greaves, wore a light blue Redingate dress and matching veil, and wore a corsage of pink roses. Major (Skippy) Keay gave the bride in marriage.

Thursday, June 29, saw LAC Charles Foster, of the station band, and LAW Mary Wheeler, postal clerk, united in matrimony. The romance began last fall when the band arrived here from Gander, and culminated in a very pretty ceremony in the chapel, Padre Caulfield officiating. The bride, given away by W/C A. G. Vince, commanding officer, was lovely in white and carried red roses. Her attendant, LAW Isabel Greaves (twice now, Isabel, your turn next?), wore pink and carried yellow roses. The members of the band were all on hand and played the young couple from the chapel to the main gate with rousing renditions of "They Are Jolly Good Fellows," "Roll Out the Barrel" and the immortal Lohengrin. Needless to say they all formed a single line to kiss the bride, too, and we'd hate to say some of them got in line twice!

The next wedding was that of Cpl. Vera Biggs, who was married at her home in St. Thomas on Tuesday, July 4. And we are told that Sgt. Bea Dietrich's third finger, left hand, sparkler is from her own Gerald McGrath of Leroy, Sask. Cecilia Waywhite's wedding plans for June 24 were rudely shattered when C.P.O. David Lizmore, R.C.N., was posted out to duty unexpectedly. That's wartime, it seems, and the uncertainties of fate.



### BATTER UP!

As we promised you last month, here's the picture of the WD softball team—uniforms and all—which has been upholding the honor of TTS. Seated, left to right, are: Sgt. F. J. Hughes, assistant coach; LAW Wightman; Sgt. I. B. Dietrick, captain; Flt. Sgt. W. Musselwhite, manager; Cpl. B. K. Hall; LAW L. P. Hodges; and Sgt. F. J. Tammara, coach. Standing, left to right, are: LAW C. Sivertson; LAW F. E. Laird; Sgt. F. I. Sullivan; LAW W. A. Dahmer; Cpls. H. I. Brown, M. Boggust and V. Shatford. Not shown in the picture are LAW B. J. Kalak, Cpl. J. W. Miller and LAW A. M. Ferguson. Another member of the team, LAW L. F. Gamble, was recently posted overseas.

## GLEE CLUB HOLDS OUTING



The chief event of the last month's activities of the TTS Glee Club was the Sunday outing to Iona, where the Glee Club took both the morning and the evening anniversary services. C. R. Kilgour, Mus. Bac., YMCA Supervisor, arranged the outing and directed the choir.

In the morning service the choir sang the "Dutch Hymn of Thanksgiving" and "Jesu, Priceless Treasure." LAW Skelton sang "How Lovely Are Thy Dwellings," by Liddle.

After the service the choir separated to the different farm homes for dinners. During the afternoon, the group came together again for hiking, games and swimming.

In the evening, almost everyone was thoroughly drenched by a local thunder-shower so that the rendition of "Nobody Knows the Trouble I've Seen" was singularly appropriate. The ladies' section sang the ever popular "Evening Prayer" from "Hansel and Gretel," and "Jesu, Priceless Treasure" was repeated by popular request. Sgt. Kay Alvin gave a fine rendition of "Bless This House," by Brahe.

Altogether, it was a very fine day. More of these outings may be held later on in the summer.

The Glee Club had another outing early in July that proved to be a popular affair when they journeyed to Port Stanley for a weiner roast. The affair was arranged by a committee consisting of Sgt. Kay Alvin and Cpl. Sarah Janes, of the WD's, and LAC Ed. Weber. The committee plans to have a corn roast in the fall.

### Isolationist

"Stand up," shouted the colored evangelist, "if you want to go to heaven."

Everybody stood up but one man.

"Don't you want to go to heaven, my brother?" shouted the preacher.

"Sho," said the old man, "but ah ain't goin' with no excursion."

—Tail Skid, Lawson Field

### Which One Would You Fire At?

Not at No. 1! It's the RAF's American built "Baltimore," mid-wing medium bomber powered with two radial engines. It has a deep waisted fuselage with a pointed nose. Both edges of the wings taper to rounded tips. The engine nacelles extend beyond the trailing edge of the wings. The tapered tailplane has rounded tips and a single fin and rudder.

Fire at No. 2! It's "Lily," a Jap mid-wing, twin engine medium bomber. The slab-sided, deep-waisted fuselage has a rounded nose which extends well ahead of the engines. The leading edge of the wings is almost straight while the trailing edge is swept forward to rounded tips. The leading edge of the tailplane is swept back and the trailing edge is curved.

### "MY VOLUNTEER MEDAL"

I have a pretty ribbon here  
To wear upon my breast;  
I must wear it, the orders say,  
Along with all the rest.  
Eighteen months of Army life  
In Canada's fair domain,  
And two months here of Army life  
Without misdeeds or stain.

To have all this entitles me  
To flaunt this dainty thing;  
The only fun I've missed, I guess,  
Is that visit to the King.  
Where, when I swelled my manly chest  
Midst roars of loud acclaim,  
He'd pin it there, and shake my hand,  
Fair maids would breathe my name.

It's nice to have a medal,  
They're all a part of war;  
It's nice to wear a ribbon,  
But what the hell's it for?  
I've never been in action,  
I've never faced a gun,  
I've never seen a Jerry,  
I've had no chance to run.

I don't feel a bit "heroic"  
With this upon my breast;  
Lord help the poor, misguided one  
Who puts me to the test.  
And coos to me with dreamy eyes:  
"You saviour of our nation,  
What did you do? What does it mean?"  
Then here's my explanation.

I know how sorry some will feel,  
The big shots as a mass,  
Because the damn thing isn't made  
Of nice new shiny brass.  
I'll wear it as the orders say,  
I do not think I'll mind.  
At least the R.S.M. can't say  
You're ribbon isn't shined!

### CANADA'S FIRST FLIGHT

It will probably be news to many that the first flight of a heavier-than-air machine anywhere in the British Empire was made in Canada. On Feb. 23, 1909, Douglas McCurdy flew for one-half mile over the ice on Bras d'Or Lake, Baddeck, Nova Scotia, reaching an altitude of about thirty feet.



### FOSTER—WHEELER

Another pretty wedding in the Chapel occurred when LAW Mary Wheeler, postal clerk, became the bride of LAC Charles Foster, of the station band. The romance began last fall when the band arrived at TTS from Gander.



### TOLMAN—HUNTER

Pictured above are Cpl. and Mrs. Lloyd Tolman, the latter formerly Doris Hunter of Finsal, who were married recently at Port Stanley. The former is an instructor in the E. and I. section at TTS. The newlyweds are now living in St. Thomas.

### Wrights' Broomstick Altimeter

Looking at the amazingly complicated instrument board of a modern airliner, with its multiplicity of dials, gauges and indicators, it is difficult to realize the shocking simplicity of the planes used by the Wright Brothers in their early flights.

One day, according the Wall Street Journal, during a demonstration flight, a reporter asked Wilbur Wright how high his brother Orville was flying. Wilbur took an old broomstick bearing a series of notches, picked up a short piece of board, put the two together in angular relation of some mysterious sort, held them aloft and squinted along the broomstick at the plane.

Then, after looking at the notches, he said, "Oh, about 450 feet."

—The Research Viewpoint.

## Sports Trophy to No. 3

**C**ONGRATULATIONS are in order for No. 3 Squadron and Cpl. McMillan, who repeated their January and February wins to take the C.O.'s Sports Trophy for the month of June. The series was characterized by closely-fought games. Closest competition came from No. 2 Squadron and the final result was in doubt until the very end.

An unusual feature of the month's sport was that, while No. 3 Squadron came out on top in aggregate percentage, other squadron teams took the coveted scrolls. This would seem to indicate a state of healthy competition among the squadrons which augurs well for the July sports. In softball and tennis, Cpl. Boyd's strong teams from No. 5 Squadron went through the series without a defeat, while in lacrosse No. 1 Squadron was equally successful. Closest competition came in soccer, where No. 2 and No. 4 Squadrons ended the series tied up. In the playoff game No. 5 came out on top with a score of 5-1.

The personnel of the winning teams is as follows:

### Lacrosse—No. 1 Squadron

AC2 F. R. Ranson, LAC J. T. Berry, LAC W. H. Hobson, LAC K. R. MacKenzie, AC2 R. G. Puckering, LAC G. K. Postill, LAC H. Wells, LAC R. A. Ward, LAC M. B. Runnals, LAC L. J. MacDonald.

### Soccer—No. 2 Squadron

LAC I. R. Ahenakew, LAC J. Stevenson, LAC A. E. Chapman, LAC H. I. Smith, LAC W. J. Robertson, LAC J. Shaw, LAC H. S. Jackson, AC2 S. W. Hitchman, AC2 A. L. Pichette, AC2 L. N. Pallot, AC2 V. Savitsky, AC2 G. Samuelson, AC2 M. K. Aaron, LAC A. R. Robbins, Sgt. J. Drummond.

### Softball—No. 5 Squadron

AC2's A. R. Hulff, L. H. St. Germain, B. S. Garbus, J. B. L. Noiseux, M. Shack, J. W. Iannicello, A. E. Stankieveh, S. Roitenberg, K. C. Papick, Cpls. J. M. H. Louis, D. H. Boyd.

### Tennis—No. 5 Squadron

Sgt. M. R. Bjork, Cpl. H. S. Porter, AC2's J. P. Marchand, J. H. Voisard, W. Wilkinson, K. V. Hoffman, W. Prochera, J. G. Forgie, J. M. A. Lafond, Cpl. H. Seligman.

### TTS TRACK RECORDS

As you'll notice in the list of coming events, on page 13 of this issue, TTS is holding its annual station track and field meet on August 16, in preparation for the Command meet in Toronto on August 19. For those who are going to take a whack at putting their squadron on top, here are the marks made in the various events in the station meet last year:

100-yard dash, 11 seconds flat; 220 yards, 24 2-5 seconds; 440 yards, 59 3-10 seconds; mile, 5:11; running broad jump, 17 feet 4½ inches; high jump, 5 feet 5½ inches; discus throw, 112 feet 3 inches; shot put (12 pounds), 42 feet 4 inches; 880-yard relay, 1 minute 42 6-10 seconds; pole vault, 9 feet 9 inches.

For the WD's, the marks last year were: 75-yard dash, 10 4-10 seconds; 300-yard relay, 49 8-10 seconds; high jump, 4 feet 3 inches.

### TTS LOSES 11-6

The TTS baseball team paid another visit to Windsor on July 9, and unluckily met with its second defeat there, losing 11-6 to Ford Local 200, the pace-setting team in the Essex County League.

The TTS pitchers, Johnny Garton and A Mingo, were rapped for a total of 15 hits, including a home-run and a couple of three-baggers, while their teammates were collecting a total of eight. Garton, former Leamington Barons ace in the North Essex League, gave up 14 hits in seven and one-third innings, while Mingo, former Niagara Senior League star, gave up one in the remainder of the game. The TTS defence was weakened by the absence of their regular third baseman, due to injuries, and Pitt, who filled in,

## Many Enthusiasts Join Archery Club

By Sgt. G. C. Mycock

The ancient and honorable sport of archery has come to TTS.

Under the guidance of a few enthusiasts a club was formed and with the help of the Y.M.C.A. things got under way a few weeks ago.

The grounds of TTS had innumerable spots large enough and suitable, and with the permission of the powers that be, a range was set out north of the Recreation Hall.

Co-operation and work got the range in shape in short order and the C.O. consented to open the range officially at 1900 hours, June 13. At the regulation range of 40 yards the opening arrow sped straight and true "in the black at 12 o'clock." The C.O. was accompanied by Sqdn. Ldr. Taylor, who also draws a nice bow.

Just a word about the sport — bow woods come from a variety of trees, the most famous, of course, being yew (taxus), the traditional long bow wood of the English yeomanry. Osage orange (toxylan pemiferum) in this country makes a beautiful bow, but is very hard to work. Lemonwood (callycophyllum candissimum), a very close-grained tropical wood, is perhaps the most common. So called from its color alone, it is easy to work, readily obtainable, and makes a bow only slightly, if any, inferior to yew. Backing with fibre and rawhide improves the durability of any bow. The club's own bows are all lemonwood, from 28 to 55 pounds pull.

Arrows are of the target type, from 26 to 28 inches long, depending on the bow and the archer.

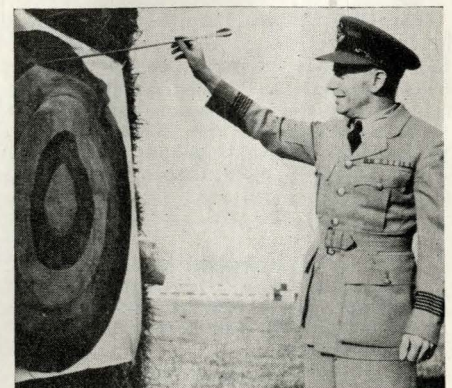
The target is four feet in diameter, with the centre of the gold four feet from the ground. The counting is in order from the centre: gold 9, red 7, blue 5, black 3, and white 1.

Six arrows, constituting an "end," are shot at a time by each archer. As each set of arrows is distinctly marked, up to three or four may shoot at one target at a time. At present club membership is about 25, with 40 to 50 members and non-members shooting at two targets every night of the week. In an evening, up to 60 ends are shot, that is, 360 arrows. In one evening the arrows shot cover a distance well over ten miles.



### HERE'S THE ARCHERY COMMITTEE

Pictured above are the members of the committee which rules the destinies of the popular Archery Club. Seated is Sgt. M. E. Pearson, WD, while standing, left to right, are Sgt. M. Mycock, president, Sgt. K. M. Thompson, Sgt. N. McLeod, Flt. Sgt. W. A. Sheppard, and Hugh Peart, YMCA, secretary. Absent are Sqdn. Ldr. A. B. Taylor, honorary president, and Flt. Sgt. D. A. Smith.



### ALMOST A BULL'S-EYE!

The archery range was officially opened last month by Wing Commander A. G. Vince, M.B.E., who is shown above drawing the first arrow out of the target. It was a good shot, too.

# DOINGS OF INTEREST AT TTS

## 'Long Jawn' Sinclair Comes Here As SMO

**A**THLETE, philosopher, gentleman—such is the colorful personality of Wing Commander J. D. Sinclair, newly appointed Senior Medical Officer at TTS.

Enlisting in 1939, Wing Commander Sinclair was transferred from the Army to the Air Force in 1940 and posted overseas in 1942. Returning recently to this country, he now brings to TTS a vast experience in several fields of endeavor.

Wing Commander Sinclair is somewhat reticent about his Air Force experiences but, stationed at Bournemouth during most of his stay in England, he had an opportunity to observe, at first hand, the vast and varied medical services which are operating for our service men "over there". "The RCAF and RAF hospitals overseas," he says, "are excellent and well equipped in every way." He was especially impressed by the marvels of plastic surgery for injuries resulting from burns.

To those of us who look back with a degree of veneration to the athletic greats of former years, the S.M.O. is still "Long Jawn" Sinclair, whose towering spirals dominated the college gridirons of a decade ago. Looking back on those years, before Hitler was heard of, Wing Commander Sinclair remarked with a slight nostalgia: "You know, I always wanted to be a doctor rather than a halfback."

While he has some latent ambitions to specialize in orthopaedic surgery after the war, Wing Commander Sinclair is content, for the moment, to "fly a twin-engined desk" right here at TTS which, he says, "has the best hospital in the RCAF."

## WD Squad Captures CO's Drill Trophy

On the evening of June 27 the monthly competition for the Commanding Officer's Drill Trophy once again took place in the station Drill Hall. The summer weather apparently now has detracted from the attendance to these usually interesting competitions, and so no special entertainment featured the evening's display. However, the attending crowd did witness the usual good drill and were treated to somewhat of a surprise when the WD squad under Cpl. Hall walked off the floor with the trophy.

The occurrence would not, however, have come as a surprise to regular spectators at the drill competitions, because the girls have been coming closer each time out, and were second in the May competition. Cpl. Hall and the girls have really been putting forth a fine effort, for we understand that they were certainly full value for their win. Their success will probably be a spur to the squarons once again, and competition should reach new highs in the future.

### COMING EVENTS

Here is a list of coming sports and other events at TTS up to the end of August:

#### Movies

July 29—"Coastal Command";  
Aug. 5—"Look Who's Laughing";  
Aug. 12—"Joan of Paris"; Aug. 19—"A Chump at Oxford."

#### Inter-Section Soccer

July 27—Aylmer at St. Thomas.  
**Inter-Station Hardball (Playdowns)**  
July 25—Clinton vs. TTS, at Centralia; Aug. 3—Second game at TTS; third game, if needed, at London.

#### Swimming

Aug. 9—District meet, Clinton;  
Aug. 19—Command meet, Sunny-side.

#### Track and Field

Aug. 2—District meet, London;  
Aug. 16—Station meet, TTS; Aug. 19—Command meet, Toronto.

#### Drill Competition

Aug. 25—At TTS.  
**Lacrosse (District Playdowns)**  
Aug. 24—TTS vs. Hagersville;  
Aug. 31—Return game.

#### Other Events

Every night—Archery and Pee-Wee Golf.

Mondays—Camera Club, Recorded-Symphonic Programme, WD Crafts.

Tuesdays—Dances at the YWCA.  
Wednesdays—Station Glee Club.  
Sundays—Nature study hikes.

## Have You Read?

The station library has a section devoted to sports, crafts and hobbies, in which you may find books on everything from gardening to table tennis. Why not have a look to see if your favorite hobby book is there?

In the field of photography, you may find "Practical Amateur Photography," by William S. Davis, and "Making Pictures With the Miniature Camera," by Jacob Deschin.

In the field of music there is "Music of the Seventeenth and Eighteenth Centuries," by Leo Smith, and a valuable "Biographical Dictionary of Musicians."

And here are some titles in the extensive sports section: "Track and Field," by Ray M. Conger; "Swimming Analyzed," by Gertrude Goss; "Touch Football," by John V. Grombach; and "The Science of Golf," by E. Fowler.

### WED ON DOMINION DAY

Another recent wedding of interest at TTS took place when Miss Irene Mary Hardy became the bride of Cpl. Sidney W. Spence at a ceremony at First United Church, St. Thomas. The groom, who is stationed at TTS, comes from Yorkton, Sask., and the bride is the daughter of the late Mr. and Mrs. William Hardy, of St. Thomas.

## Local YMCA Staff Undergoes Changes

One of the most popular workers in the TTS Hospital, Willard G. Trafford, of the YMCA staff, has been posted to Eastern Air Command, and will work out of Halifax, setting up craft shops and "hobby lobbies" in the various stations there. In addition, he will probably engage in supervising some occupational therapy work.

TTS was Willard's first RCAF station, and he was here for nine months, giving almost his entire time to hospital work. The Hospital Hobby Club, which was represented by a display at the recent Hobby Fair, was a project which he started, and due to his efforts it has become an important source of recreation for patients in the hospital who have reached the convalescent stage.

Willard started hobby and handicraft work with underprivileged boys in the outlying districts of Toronto. Born in London 31 years ago, he started YMCA work there, and besides his hobby of handicrafts—he has a complete hobby shop at home in which he has done such work as metal spinning and turning and wood carving—he has gone in for such sports as lacrosse, baseball, swimming and rugby. He has had some experience in the amusement and show business, and often took part in the comedy acts staged at the drill competitions with Arnold Ducklin, Hugh Peart and Charles Kilgour, other YMCA staff men here.

Willard's work in the hospital is being carried on by a newcomer to TTS, Mrs. Beth Hall, of Stratford, Ont., who is one of the group of women recently hired by the YMCA as supervisors.

Mrs. Hall feels quite at home in the service atmosphere, as her husband is overseas with the Army and she has three brothers and a sister in the Air Force. She feels that there is a real place for women in YMCA war work, and has already found that her work is quite extensive. At her previous RCAF station she was faced with the job one day of arranging a complete wedding for an airman who was marrying a girl in the CWAC. But she was more than equal to the task, and the ceremony was carried out without a hitch.

At TTS she will be supervising handicraft work with the Hospital Hobby Club and will also be doing some occupational therapy.

### JUNE HONOR GRADS

The following are the honor graduates for June at TTS:

AEM—AC2 R. I. Hughson, Edmonton, Alta.; AC2 F. E. Marshall, Hilliers, B.C.; AC2 C. R. Penn, London, Ont.; AC2 W. R. C. Hamersley, Vancouver, B. C.

AFM—AC2 J. F. Lunan, Toronto, Ont.; AC2 R. D. LaBoyne, Vancouver, B.C.; AC2 G. Pierce, Niagara Falls, Ont.; AC2 B. F. Lee, Darwell, Alta.

FE—F/S R. V. Morriss, Kingston, Ont.; LAC F. F. Porter, Hamilton, Ont.; F/L A. C. Thomas, Sharon, Ont.; T/Cpl. H. F. Brown, Winnipeg, Man.

Elect.—AC2 J. W. Darrach, Sudbury, Ont.

IM—AC2 I. M. Grant, Orillia, Ont.  
IR—AC2 H. A. P. Gordon, Ottawa, Ont.  
Para. Rigger—AC2 M. W. Peleshok, Winnipeg, Man.

## TECHNICAL TOPICS

# Wood Finishing

By Sgt. J. Wallhead, i/c Carpenter Shop

**P**ERSONNEL of the airframe and carpentry trade have heard much about the preservative treatments of wood that are used in aircraft construction. They are vitally concerned with the preservation of such material while the final appearance is a secondary consideration. Consequently any article on wood-finishing has, with a few notable exceptions, little bearing on aircraft; but wood-finishing procedures are, of course, as applicable to the finishing of woods used in aircraft as to woods used in furniture. Thanks to modern science, wood-finishing has become a specialist trade; but every woodworker should know something about finishing methods, and also, about the "tools" of the trade, whose job it is to create lasting beauty and mirror smoothness. Obviously such lasting qualities can be assured only if the wood be preserved, and hence, any wood finish must be a preservative treatment too.

All wood propellers, and the skin-ply of aircraft such as the Mosquito and Cornell, receive the usual preservative coatings; but, in these instances, such coatings are "finished" to mirror smoothness to reduce drag. These finishes are produced in the same manner as finishes on fine furniture. Reference to A.P. 1464 will reveal such names as Schwarz, Jablo, B.T.H., Rayoid and Rotoloid; all proprietary finishes for propellers. Other publications lay down the manner in

which such surfaces may be repaired. Any airman capable of the finishing methods described in the following article is capable also of specialized finishing as laid down in any Air Force instructions. If he can rub a table top to mirror smoothness he can do comparable work on the main plane of a Mosquito.

Wood-finishing today is a commercial art. Radical changes in the finishing industries during recent years, new raw materials, and new technical control are responsible for tremendously improved practical results. It is definitely a trade in its own right; one in which the tradesman may experience no little difficulty in keeping abreast of the times. There are several schools of thought as to what constitutes proper finishing procedure, and many books have been written on the subject. Consequently, this short article cannot pretend to cover the subject, but rather it is intended as a guide for the average home-craftman who has some comparatively small project to finish. It might be an end table that requires staining and polishing, lathe-work to be finished, or even scratches and blemishes to be removed from old furniture. Different projects will require different types of finish and therefore no hard and fast rules as to materials to be used, and the sequence for application, can be laid down; but from the following short paragraphs on various phases of wood-finishing the reader will find in-

formation necessary for many types of finishing.

Normally, in wood-finishing there are four factors to be considered: the kind of wood; the color decorative plan of a room or personal taste if you wish; the durability of the finish; and the cost or investment of money to be made. Nowadays war priorities and trade restrictions have left but one factor worthy of any great consideration, and that is the type of wood available. Walnut, mahogany or any of the decorative hardwoods are prizes to be valued, and woods to be finished so as to enhance all of their natural beauty. It may have been the practice in the past to paint a scratched or otherwise marred walnut table and place it on the verandah with the summer furniture; but such a table is worth all the time and effort required to refinish it in all its natural walnut beauty of figure and color. However, the quality of some woods may be such that one has no choice of finish except as between paint and enamel. Whatever the final finish may be, quality hand finishing is comparable to the best commercial finishing and, while a spray gun is a desirable tool of the trade, it is not essential. Let it be emphasized that there are no short cuts to hand finishing fine work. Eternal inspection, vigilance in manipulation of tools and materials, and a complete understanding of the processes involved is the price demanded to produce acceptable work in which the craftman may take justifiable pride.

Basically, three things or conditions are essential for good finishing: patient thoroughness in surface preparation, the finishing material itself must be suited to the kind and character of the wood, and the use to which the project will be put; the finishing materials must be applied properly and under proper conditions and in the current sequence.

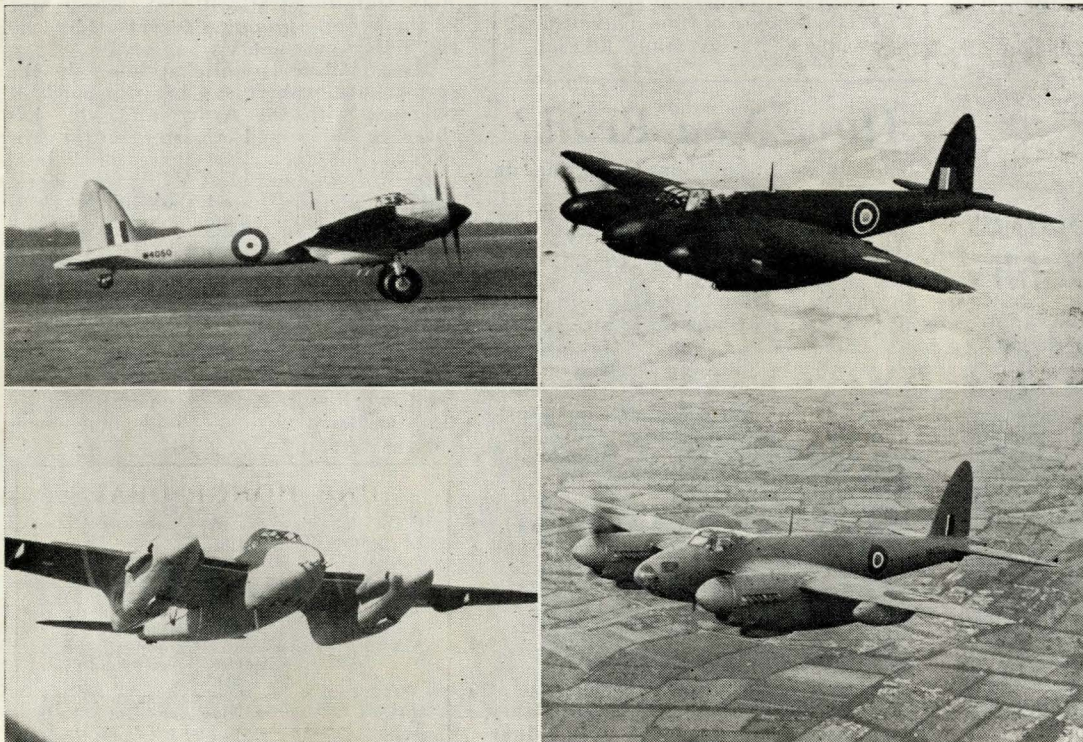
## Surface Preparation

While the different parts of any new article to be finished should be prepared for finishing during the process of construction, especially those that are inaccessible after glueing, it is, nevertheless, of the utmost importance that each part be given a thorough inspection after all tool-work has been completed, so that any small defect can be repaired. Check the following points, assuming, of course, that the project has been smoothed carefully with smoothing plane, cabinet scraper and sandpaper:

1. See that every trace of glue is removed from around the joints, because stain does not penetrate through glue and hence, any speck of glue produces a light

mark on a stained surface. Of course, if paint is used, this precaution is not so important.

2. Inspect surfaces thoroughly for any dent or bruise, either of which produces



## AVIATION'S PIN-UP GIRL

"Wooden wonder of the air," is what they call the Mosquito, famous Allied fighter-bomber, both venomous and versatile. Above, left, is the Mark I prototype Mosquito; above, right, is the fighter-bomber version, capable of carrying four 500-lb. bombs. Lower left is the Mark II fighter version, with four guns and four cannon, and lower right is the high-altitude, long-range reconnaissance Mosquito.

—Photos courtesy of De Havilland Aircraft of Canada, Ltd.

a shadow plainly visible on a polished surface. A dent in wood often may be removed by the application of a pad of cotton waste soaked in warm water, or a wet cloth and a hot iron—the moisture swelling the wood back to the level of the surrounding surfaces.

3. Inspect surfaces for tool marks or scratches from cross-grain sanding. Never sandpaper wood other than parallel to the grain direction, as nothing mars a finish more than improper sanding. A sanding block of felt, cork, rubber or similar material produces better results than a hardwood block.

4. Remove all spots of oil or grease with a little naphtha or benzene.

5. Any holes, cracks or similar defects should be filled with a suitable crack filler such as wood cement or stick shellac. Such a filler comes in a variety of colors, melts like sealing wax and hardens quickly, after which it can be trimmed with a sharp chisel and sanded. Alternatively, unsightly cracks may be repaired by inlaying a diamond-shaped piece of wood which is a perfect match for the original in both grain and color. Plastic wood is used quite often, but since it shrinks as it ages, it cannot be recommended.

6. A final sanding with 00 sandpaper is necessary. Hold the work towards the light and see that no imperfections remain. If a water stain is to be used it is advisable to dampen the work before this final sanding.

If the surfaces are prepared for finishing in a haphazard manner, then it is sheer waste of time and materials to continue further, because finishing (particularly staining) magnifies any imperfection. Nowadays much fine furniture consists of veneer over a solid core. Great care must be exercised in preparation of the core before the veneer is applied because a poor core shows through the veneer into the finish. For example, oak is poor core material because its grain is so coarse and open, and the veneer so very thin, that the oak grain may be seen through the veneer. Then again, knots and constructional details like dovetail joints, will, as the core wood shrinks, show on the surface of the veneer. The moral of all this is, do not hurry the work or your time will be wasted. Of course, such careful thoroughness is not necessary for an opaque finish; but a perfectly smooth surface is an absolute necessity.

Once the wood surface has been made perfectly smooth, the remainder of the finishing procedure may vary greatly, according to circumstances. The type and quality of the wood, and personal taste, will dictate whether or not the final finish will be natural or stained, transparent or opaque, rubbed or gloss. Consequently, it is left to the reader to choose from the following paragraphs the processes most suited to the project on hand.

#### Staining

Many people regard staining as the means of making common woods pass for more expensive types, and it is almost a recognized fact that "walnut finish" furniture is made of birch. It must be remembered that stains are transparent and do not obscure the grain of the wood and that the real purpose of staining is to "bring out" the grain of the wood and produce a rich, mellow color. There is a bewildering variety of stains on the market, in fact there is a stain for every pur-

pose. Water stains, oil, spirit and chemical, are among the more common types. Varnish stain may be mentioned in passing, if only to condemn it. It produces a cloudy, almost opaque finish that lacks depth and tone, and is suited only for unimportant, inferior types of work. Staining should be the first step, although many people prefer filling first; but when the stain is applied first, deeper and more even penetration is assured; and the filler can be made to match the stain in color. As a matter of fact it is impossible to apply an oil stain over a filler. Water stain produces the clearest, best results; but unfortunately their water content raises the grain of the wood. This can be overcome, to a great extent, by moistening surfaces to be finished before the final sanding, that precedes staining, is performed. Then if, after applying hot stain, the surfaces should have an apparent "fuzziness," a very thin coat of shellac will "set" the raised grain and allow it to be sanded smooth. Spirit stains dry more quickly than water stains, but are difficult to apply. Oil stains are easily applied; but tend to fade on exposure to bright light. Chemical stains depend upon the tannic acid in the wood; chemical reactions producing the color; a good aniline dye presents a surer way of obtaining a desired color, since the acid content and original color of individual pieces of the same type of wood vary suf-

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ficiently to cause different or varying degrees of chemical action to occur. The fuming of oak depends upon the action of ammonia fumes upon tannic acid in the wood for its rich, mellow tone. Whatever type of stain is used, the following hints apply:

1. Finish all inside and hidden surfaces before starting surfaces that will be seen the most.

2. Brush with the grain and apply rapidly and evenly.

3. Stain all removable parts separately.

4. Brush along the entire surface to prevent laps.

5. Always start each brushful on an unfinished part and brush towards the stained parts.

6. To prevent too great a stain penetration of end grain, all such grain should receive a thin coat of glue size preparatory to staining.

7. To secure a stained "match" of light and dark wood, stain the whole surface rapidly and then add more stain to the lighter colored wood while the original coat is still wet.

8. Should there be an undesirable dark spot in any surface it may be removed by "bleaching" with an oxalic

acid solution. This should be done before stain is applied.

9. Spirit stains dry in a matter of minutes, water stains in from two to four hours, and an oil stain requires at least twenty-four hours' drying time.

10. Boiled linseed oil has a remarkable effect on walnut, mahogany and oak. It darkens these woods and generally improves color and grain figure.

11. After a coat of stain has dried it should be "sealed" to prevent "bleeding" into the oils of the filler. A very light coat of shellac is often used as a sealer coat, but technically this "sealer" should be of the same materials that are to be used in the finishing coats.

#### Filling

When a smooth surface is desired on open-grained woods such as oak, chestnut, walnut, ash, mahogany, etc., a filler must be used. A filler is a material designed to fill the open surface pores of wood. Formerly, a smooth surface was obtained by the application of successive coats of shellac; but this method entailed added cost for material and much time spent in sanding down each coat. For very close-grained woods a liquid filler such as shellac or varnish is ideal as it fills and finishes in one operation. Fillers for open-grained woods are in the form of a creamy paste and, unless some unusual finish is desired, they should be slightly darker than the surface to which they are applied. Like all finishing materials, fillers may be prepared at home; but the amateur craftsman would be well advised to purchase the products of a reputable manufacturer.

A paste filler should be applied with a stiff brush and worked thoroughly into the pores. As soon as the applied filler "flats," that is, becomes dull, all excess should be removed by rubbing across the grain with a comparatively coarse cloth, or excelsior. This cuts off surplus filler without removing what is in the pores. Then the surface should be rubbed thoroughly with a soft cloth, because all filler, other than what is in the pores, must be removed; otherwise a dull, patchy finish results. Obviously, too great a surface should not be filled at any one time, or else surplus filler will be too hard to remove. If such should be the case, the rubbing cloth should be dampened with a suitable solvent; generally turpentine for paste fillers. A pointed stick will remove excess filler from corners and recesses. Usually one coat of filler is sufficient, and, after it has dried for twenty-four hours, the surface must be sanded with 00 sandpaper. Dark spots on the sandpaper indicate that either too much pressure is being exerted, or else the filler is not dry.

#### Varnish Finishing

In the selection of the final finish, the advantages of each type of finish must be considered. Obviously it is a waste of time to use a shellac or copal varnish on a table top upon which hot liquids will be spilled; but varnish is the most commonly used transparent finish. There are many types of varnish, and they vary both in durability and elasticity but a good quality interior varnish will be satisfactory for most small projects. We have become so accustomed to highly polished, mirror-like surfaces that we have almost mentally set a standard for the evaluation of all finishes with this as a criterion. Glistening finishes rob the wood of its beauty and deprive the observer of its

enjoyment, unless he approaches it from some angle where it does not reflect the light. The polish of a piece of wood should not hide the beauty of the wood; but should enhance it, for all furniture should be subdued and soft in tone. One need only compare some of our modern, glistening pieces with some of the better class, soft, velvety finishes to assure himself of the difference. Varnish is an excellent finish; but it should be "flattened" (deprived of its shininess) in some way.

The main object in varnishing is to apply as little varnish as possible to produce a smooth surface and the first consideration is the brush to be used. The size of the brush will be governed by the size of the surface and the brush should be of good, thick quality, long, soft hair and, like everything else in the near vicinity of any object to be finished, scrupulously free from dust, dirt and moisture. Each brushful of varnish should be applied rapidly, parallel to the grain, with as few strokes as possible. Too much brushing produces air-bubbles. Remember that varnish dries by oxidation and consequently varnishing should be done in ideal conditions in so far as circulation, temperature and humidity are concerned. Generally, three or four coats of varnish are necessary, although two coats should suffice any close-grained wood. It should be borne in mind that the equivalent of one coat will be rubbed off in subsequent smoothing. The first coat of varnish should have at least 48 hours drying time; the fact that it "feels" dry does not prove that it is hard. The first coat may be rubbed smooth with 00 sandpaper. The second (and third coat if necessary) should be rubbed with pumice stone and water, or oil and pumice stone, after drying for at least 72 hours. The final coat receives the same treatment and also a rub with rottenstone and oil to produce a smooth, soft yet lustrous finish. If varnish is too thick it will dry in ridges and brush marks will show; if the wood is damp the varnished surface will dry blotchy or "pitted."

#### Shellac

The term "shellac" is associated practically always with "French polishing"; but a shellac finish may be produced in much the same way as a varnish finish. Due to the rapid evaporation of its solvent, alcohol, it dries rapidly and dust free; but its quick-drying qualities make it a difficult finish to brush on. Usually, shellac must be thinned with alcohol and each succeeding coat should contain less solvent. Shellac should dry for twelve hours before it is rubbed, and a very fine waterproof sandpaper is ideal for rubbing down the first coat, while rottenstone and oil is recommended for the final smoothing, followed by a cleansing with a soft cloth dampened in benzine and a coat of wax.

French polishing is the most difficult of all wood finishing, and at the same time, the most beautiful. It calls for great skill and much patience. At every move the amateur is apt to make a mistake which will irretrievably spoil his finish. A poorly made, or poorly designed piece of woodwork is not worth the time and effort required to French-polish it. The shellac is applied with a specially prepared rubber and the process of polishing is divided into three distinct operations: firstly, the filling of the pores and putting on a body of polish, then smoothing the polish to remove

any early marks made by the heavy polish and finally, spiriting off with pure alcohol. The applicator or rubber is a cone-shaped pad, consisting of a cotten cloth base wrapped in a double layer of muslin. When filling the pores, the core of the rubber is saturated with fairly thick shellac, and acts as a reservoir, and a fine sprinkling of pumice is spread on the wood surface. Then, using a circular motion, rub the surface lightly without allowing the rubber to pause on the wood, for as soon as it rests on the wood it will stick. Never allow the rubber to become too dry, or, again, it will stick.

Remember, too, that the more coats of shellac that are applied the greater will be the drying time required by each succeeding coat. Each filler coat of shellac and pumice powder will be rubbed with a very fine sandpaper, sanding parallel to the grain direction and only when the shellac has dried hard. Next, a body of polish will have to be built up, and a new, clean rubber is necessary. The polish will be applied in successive coats, with the same light but firm stroke and circular motion and, as the work continues the polisher will become more inclined to drag or stick. Then very small quantities of linseed oil may be used on the rubber to act as a lubricant when necessary. This part of French polishing may require as many as a dozen coats and leaves the surface full of ridges and circular lines which may be removed by rubbing on a few coats of thin shellac, allowing a day's drying time between each coat. When the surface is smooth it may be "spirited out" with a rubber slightly moistened with pure alcohol. This removes all oil and produces a beautiful burnished surface, free from all flaws and rubber marks.

#### Wax Finishing

While shellac and varnish are used for about 95% of all finishing, wax finishes have much to commend them. They are foolproof, and although easily damaged, such damage is not very apparent and is easily repaired. It is well adapted to finishing oak, mahogany and walnut and it is customary that no filled be used. Beeswax dissolved in turpentine, applied with a dry cloth and polished briskly, constitutes the whole process and may be repeated after each coat hardens, until the desired finish is obtained. The finish is repaired simply by adding another coat of wax.

#### Oil Finishing

Oil imparts a darkness, richness and dull sheen to the darker hardwoods, and such polishing is never completed, but may be continued on through the years. During the first two weeks of polishing, two or three applications of boiled linseed oil should be made, each after excess oil from the previous coat has been wiped off. It should be applied warm, with a cloth, directly to the wood, and two or three coats yearly will improve the finish still more. With such a finish a quick, brisk rubbing will renew the lustre at any time, and any damage to the surface is not easily detected.

#### Enameling and Painting

It is not the purpose of this article to consider them as wood finishes, because the wood is no longer visible after they have been applied; but they definitely have a place in the industry. They are the ideal finish for plain or inferior woods and if an enamel is treated as a varnish

and each coat is properly rubbed, then a very smooth and glossy surface is possible. An electric frigidare is an excellent example of what can be accomplished with an opaque finish, and properly smoothed wood surfaces are comparable to polished metal.

Refinishing old furniture calls for the removal of the original finish by using a suitable solvent. If the article is to be repainted, the original paint may be removed with a blow-torch and scraper. Then all damage should be repaired and finished as for any new object.

In conclusion, the number one instruction in any phase of wood finishing is, do not hurry. Any carelessness in any phase of the process will end disastrously. There are recognized finishes for different types of woods and different types of furniture; but always it is the grain of the wood that is to stand out, and not the materials that are applied to it. Finishing is a specialist trade, and the instructions in this article are strictly basic; but nevertheless average care and patient thoroughness will ensure very creditable results.

## News for Ball Fans

Once again we dig into the files and come up with the Saturday and Sunday baseball schedules to the end of August, for those who are baseball-minded on their 36's or 48's. Don't forget, again, that as long as you're in uniform you can get in free. These are the games to be played at Detroit (Detroit Tigers, American League); at Buffalo (Buffalo Bisons, International League), and at Toronto (Toronto Leafs, International League).

At Detroit (home games)—Saturday, August 26, St. Louis; Sunday, August 27, St. Louis (double-header).

At Buffalo (home games)—Saturday, August 12, Baltimore; Sunday, August 13, Toronto; Saturday, August 19, Newark; Sunday, August 20, Syracuse (double-header); Saturday, August 26, Rochester; Sunday, August 27, Toronto.

At Toronto (home games) — Saturday, August 12, Syracuse (double-header); Saturday, August 19, Baltimore (double-header); Saturday, August 26, Montreal. There are no Sunday games at Toronto.

#### Scotch

Macpherson's son was home on leave, and the old man wanted to do the right thing by the young man, so, on Saturday night the pair trudged to the village tavern where Mac handed over a crock and asked for it to be filled with whiskey. This was one of those off-premises licensed houses, common enough in the old land.

When the barman had filled the crock, Mac suddenly found that he had left his money at home. The son whispered that he would provide the cash; but Mac hastily whispered back: "No, lad. No!" The money not being forthcoming, the barman poured out the whiskey and the two Macphersons left for home.

"What an awfu' shame," said the younger, "coming all this way for naething."

"Dinna fash yersel'," remarked the old man with a smirk of satisfaction. "Just wait till we get hame and ye see me squeezin' oot the sponge."

—The Rum Jar

**One-Way Trip**

A German was being led to execution by a squad of Russian soldiers one rainy morning.

"What brutes you Russians are," grumbled the doomed one, "to march me through the rain like this."

"How about us?" retorted one of the squad. "We have to march back."

—West Point Pointer

**Aleutian Lament**

We've all got paper dollies  
They're pinned on every wall,  
From a pistol packin' mama  
To luscious Lucille Ball.

We always find 'em waiting,  
True as any pearl,  
But we'd trade our paper dollies  
For a fickle-minded girl.

They've got no animation,  
Though posed to hypnotize,  
Displaying dainty breast work,  
Hips and knees and thighs.

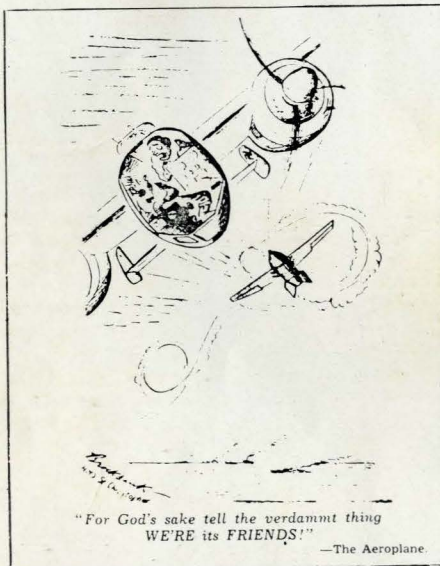
We never have a worry  
About 'em doing wrong.  
They're only paper dollies  
Like that one in the song.

We're getting out of practice  
At winking flirty eyes;  
We need some real live dollies  
To make us flirty guys.

But we pin 'em up as often  
As we find a shapely lass,  
And cuss the Frank Sinatras  
Enjoying all that class.

We'd take our chance on losing  
A dolly that was real:  
A blonde, brunette or redhead  
Would have the same appeal.

We are no longer choosy—  
For a short one, fat or long,  
We'd trade our paper dollies  
To the guy who wrote the song.  
—Cpl. Jas. R. Gardner, in Yank



Son: "How did you meet Mother, Dad?"

Dad: "None of your business; but I can tell you one thing — it certainly cured me of whistling."

—GM Products Review

**Mont Joli**

(Tune: "How Ireland Got Its Name")  
Oh, a dirty great big snowbank fell from out the clouds one day,

Being carried by the icy wind that came from Baffin Bay.

And when the Air Force saw it, it looked so bleak and bare,

They said: "It looks so dreary, we must send our aircrew there."

So they flattened it with snowplows, heavy trucks and tractors, too;

Sent up poor misguided airmen just to slop round in the "goo."

They said: "We'll never finish it. It's very plain to see."

So then they gave up trying and they called it Mont Joli.

—Mont Joli Target

**Confidentially**

"I'm going to show you," said the flying instructor in midair, "that I have complete confidence in your flying ability." He threw his stick out of the plane.

"And I've complete confidence in you, sir," said the student pilot, and threw his stick out, too.

—Fingal Observer

"Well, I guess I might as well put the motion before the house," said the chorus girl as she danced out onto the stage.

—GM Products Review

Conscience is something that feels terrible when everything else feels swell.

**Darwin's Mistake**

Three monkeys sat in a coconut tree, discussing things as they're said to be. Said one to the others: "Now listen, you two,

There's a certain rumor that can't be true:

That man descended from our noble race!

The very idea is a disgrace!  
No monkey ever deserted his wife.

Starved her babies or ruined her life,  
And you've never known a mother monk

To leave her babies with others to bunk,

Or pass them on from one to another  
Till they scarcely know which is their mother;

And another thing you never will see:  
A monk build a fence 'round a coconut tree

And let the coconuts go to waste,  
Forbidding all other monks a taste.

Why, if I'd put a fence 'round the tree  
Starvation would force you to steal from me!

Here's another thing a monk won't do:  
Go out at night and get in a stew,

Or use a gun or club or knife  
To take some other monkey's life.

Yes! Man DESCENDED—the ornery cuss—

But, brother, he didn't descend from Us!"

—Frankford Advance

Of course you've heard the new slogan of Richards Coach Lines—"The Public Be Jammed."

**Nuts!**

Hitler was making a tour of a German lunatic asylum. All the inmates lined up and, as soon as the dictator appeared, stood smartly to attention and gave the Nazi salute. All, that is, except one man at the end of the line.

"Hi!" screamed Adolph, "why aren't you saluting?"

"Don't be silly," said the man, "I'm one of the guards here, not one of the inmates!"

—Aeronews, Central A/C

## Around the Circuit

Compiled by Sgt. G. P. Hawke

A young negro recruit was the victim of so many practical jokes that he doubted all men and their motives. One night while he was on guard, the figure of one of the officers loomed up in the darkness. "Who goes there?" he challenged. "Major Moses," replied the officer. "Glad to meet you, Moses," he said cheerfully. "Advance and give the Ten Commandments."

—Tail Skid, Lawson Field

**Lines to an Airman**

Do not become a hermit, dear,  
While you are far away,  
Just have a lot of fun, dear,  
Slip out each night and play.  
Have the girls around you, dear  
They, too, must have their fling:  
Be sure to treat them kind, dear,  
Laugh and dance and sing.  
Do anything you will, dear;  
Pet and flirt and park  
With Mary, Jane and Ann, dear,  
Have fun after dark.  
The years are all too few, dear,  
Your chasing 'round to check,  
But should I find you do, dear,  
I'll break your blinkin' neck!

—Fingal Observer

**Heard at the Trade Rejec. Selection Board**

Officer: "What work did you do before joining up?"

Keates: "I was an organist until I was forced to give it up."

Officer: "And why were you forced to give it up?"

Keates: "The monkey died."



## June Doings at TTS

Pictured above are scenes from the highly successful open-air concert which has been one of the highlights of summer entertainment at TTS this year. Centre, right, is Clarence Nash, voice of Donald Duck, and centre, left, Dick Mitchell, Hollywood cartoonist, who were featured in a June show at the Rec. Hall. Below are the members of the TTS service police revolver team, left to right, F/Sgt. Costello, Cpl. MacDonald and Harvey, and Sgt. Owens. Bottom, left, shows the members of the Officers' Rifle Team engaged in a rifle meet, while bottom right, is a picture taken at the softball game between the officers and the station team. S/Ldr. Taylor is the catcher.

