
THE *Aircraftman*

Technical Training School • St. Thomas, Ont.

August, 1944



A New Day

Fourth Anniversary Issue



Early Days At St. Thomas Recalled

A friendship formed at St. Thomas TTS during the early days of their training was happily recalled when three members of the RCAF were reunited on a station of a RCAF Bomber Group overseas. Since leaving TTS these lads went their separate ways, but through an unknown and capricious hand, these lads were stirred in Destiny's hopper and brought together again to work together for the common aims of victory.

Pilot Officer Al. Durnin, centre, of Goderich, Ont., LAC Bill Rose, top, of Longbank, Sask., and LAC Don Smith, Allan, Sask., were all in the same Aero Engine entry which completed their training in December, 1941. Attached to No. 1 wing, No. 2 squadron, AEM entry 72, LAC's Smith and Rose were posted

to No. 1 "Y" Depot in Halifax, N.S., while Pilot Officer Durnin went to No. 9 B. & G., Mont Joli, Quebec. While at Mont Joli, the flying bug took hold of Pilot Officer Durnin and he later re-mustered to air bomber and on coming overseas was posted to the "Goose" Squadron. On arrival, he found assigned to service with his Lancaster were his two chums, LA CBill Rose and LAC Don Smith.

This is just one example of the teamwork that goes between ground work and aircrew. Judging from the smiles of confidence on this happy trio's faces, we would say that they are all pulling to make sure that their Lancaster and the pilot carry out their mission successfully.

The Dominion At War

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

Among the most highly trained forces in the United Nations, many of the Canadians now fighting in France have been in England under constant training since 1939. During the summer of 1943 battalion and brigade exercises, supported by batteries of guns firing from the sea, were held. During the fall and winter large-scale exercises took place, including practice invasion assaults along the coast of England. Five days were taken to load the craft; men were taken on a short sea voyage; assault on the practice D-day followed; and on the third day re-organization was completed. All new "gadgets" and weapons were tried out, including Yukon packs for bringing in assault demolitions, and "baby carriages," little wheeled carriages for carrying wireless sets. Before D-day all headquarters had moved under canvas. In the final rehearsals the actual ships and men as used in the invasion are brought together.

In the invasion the work of the infantry has been significant. After years of long, hard and often tedious training, they are at last being given their chance to fight—and in the final analysis it is still the infantry which has to grapple at closest quarters with the enemy, take prisoners, kill and ultimately inflict defeat. In the first three weeks of the invasion the Germans lost 75,000 men, of whom 32,000 are dead — allied infantry was mainly responsible. Despite the necessity of superior air and sea power, the role of the infantryman is no less vital than it ever was.

The first stage in the invasion was the special function of the Allied air forces, which for weeks bombed Nazi targets along the coast of Europe. Royal Canadian Air Force squadrons and Canadians in the RAF participated in most of the nightly raids over Europe and had a large share in the bombardment in which 350,000 tons of bombs were dropped in the first five months of 1944 — a greater tonnage than was dropped during the entire war up to that time. Between dusk of June 5 and dawn of June 7 the Lancasters and Halifaxes of this group flew 478 sorties with a loss of only one plane.

Gasoline may well be called the strongest single weapon of this mechanical war. To move an armored division one mile requires 2,000 gallons, and a fleet of 5,000 bombers and escort fighters raiding Germany uses up 5,250,000 gallons of high test aviation gasoline.

Canada could not become the hub of the world's largest air training plan without sending Canadian consumption of aviation fuel to staggering heights. For instance, in one 30-day period, aircraft operated by the Royal Canadian Air Force in Canada and Newfoundland consumed an average of 548,000 gallons daily.

Although Canada must provide all the fuels required for its expanding navy, which consumes more than 2,150,000 gallons each week, for its bombers leaving Labrador and Newfoundland for the

Our Front Cover

Pictures of the early dawn like the one on our front cover this month are a rarity, and a good deal of thanks goes to Sgt. Perc Berry, president of the Camera Club, who snapped this photograph long before the "everybody up" call had gone through the bays. Waking early one morning, Sgt. Berry looked out of the window to see the clouds lifting over the horizon, with the sun not quite up. He hastily dressed and took the picture from the far side of the parade square overlooking the drill hall. The dawn of a new day we thought would be a suitable cover for our anniversary issue, which starts us on the dawn of a new year.

United Kingdom and for those leaving Edmonton for Russia; although the Dominion must fuel aircraft operating under the British Commonwealth Air Training Plan, the convoys leaving its shores, the army, war factories, agricultural machinery for food production, and essential transportation — not one aircraft, ship or machine tool has been stopped for lack of fuel. This despite the fact that Canada is dependent on outside sources for 85 per cent of its petroleum requirements, 60 per cent of which must be brought in by ocean tanker.

An entirely new cross-section of Canadian communities has been tapped for volunteers during the war years—hundreds of Canadians have learned what social and communal work is. At the federal level there are many examples of this increased co-operation. The War-time Prices and Trade Board has depended almost entirely on volunteers, both men and women, for the distribution of ration books; in price control volunteers have carried the major responsibility for interpretation; the National War Finance Committee has been greatly aided by volunteers both in the sale of victory bonds and war savings stamps; salvage and nutrition programs, too, have greatly depended on the willing laymen for their success; the National Film Board is using volunteers in increasing numbers to further community education; the Dependents' Board of Trustees has depended largely on volunteer liaison between the government and the community.

On June 19, 1944, a new system for the sending of cigarettes from Canada to members of the armed forces in Italy went into effect. It involves the sending by air mail of addressed labels, representing cigarettes ordered as at present in Canada, to a Mediterranean depot, where they will be drawn against a huge consignment reserve already built up in bulk.

Under this new arrangement Canadian service personnel overseas will be assured faster and safer delivery of their cigarettes as the possibilities of loss to the individual by enemy action at sea are eliminated and delivery time on orders will be speeded up.

From the standpoint of the mailing public there is no change in procedure. Orders will be placed in the same manner as at present, either with the tobacconist or directly with the company. When the company receives the order, a label covering each 300 cigarettes will be prepared, complete with postage and particulars. The labels are recorded and sent overseas by air transport. Upon arrival at the tobacco depot, the labels are attached by members of the postal corps to parcels of the brand of cigarette ordered and then sent to the addressee.

The scheme will operate first to supply armed forces now engaged in the Italian area. Subsequently a similar plan will be established in the United Kingdom.

In an eastern Ontario city is an able paper inspector. He can use a hammer and saw, tend his own furnace, grow his own victory garden, drive his car, dress himself and write perfectly. He had both hands blown off in this war.

A youth from Canada's capital enlisted a week before Canada entered the war so he would not have to go back to school. He was 18 then. He went to England, suffered a leg injury in a motorcycle accident, was returned home and given his discharge. Under civil service preference, this young veteran was given a job in the Department of Pensions and National Health, where he had to work with legal forms. He became intrigued and decided to become a lawyer, so at 22 he voluntarily went back to school. Last year he was first in a class of 45. This year he will go to university on full grants of \$60 a month, plus payment of fees, and next year he will enter Osgoode Hall at Toronto.

A girl from Western Canada was one of the first women to enlist in the Air Force. Discharged on medical grounds in November, 1943, she decided to specialize in occupational therapy and is taking a course at the University of Toronto, with the regular university living allowance, plus fees.

These are a few examples of Canada's rehabilitation scheme at work. Already hundreds of discharged service personnel have learned new skills and found new jobs under this plan.

Its objective is for every man or woman discharged from the forces to be in a position to earn a living. The plan consists of giving discharged service personnel, where possible, the necessary skill and training to help themselves. Financial security is assured while training or while seeking employment. Financial assistance is given to those who embark on private enterprise during the period they are awaiting returns from that private enterprise. There is medical treatment for those in need of treatment. There is financial assistance during the period of this treatment, and there is compensation by way of pension for those handicapped in civil life as a result of war service.

Many men and women still in the services have already begun taking courses that will benefit them when they return to civil life.

The Aircraftman

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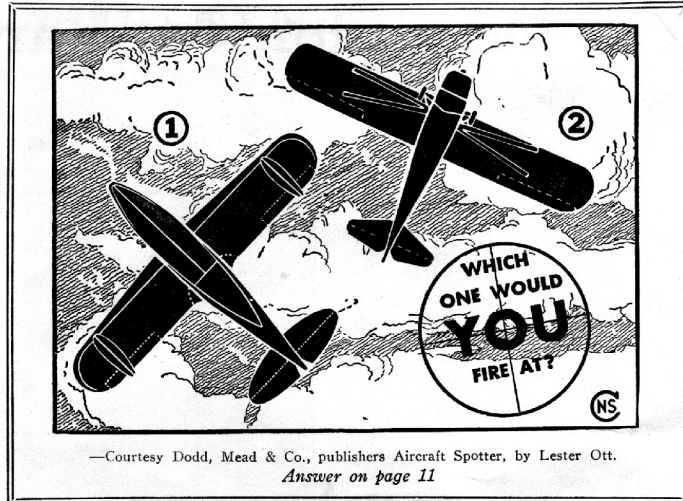
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HOW FAR CAN YOU SEE?

Pan-American clipper pilots have found that most of their passengers have surprisingly hazy notions of how far they can see in the air. One passenger, 20,000 feet from Brazil, insisted that she could see the coast of Africa, 1,822 miles away. To set such passengers straight (and help military pilots) Pan-Am's clipper captains have worked up a handy "vision range" table.

At sea level the curvature of the earth limits the range of vision to 2.9 miles. The formula for determining how many miles an individual can see at higher levels is the square root of his altitude times 1.225. Thus, on a clear day, at 1,000 feet, a person with normal vision can see 39 miles; at 10,000 feet, 123 miles; at 25,000 feet, 194 miles. With good visibility a pilot at 25,000 feet can see Germany from the English Channel.



Our Birthday

AS A RULE people do not mind having birthdays, but they do sometimes hesitate in giving away their ages. This month, *The Aircraftman* is celebrating its fourth birthday and the commencement of its fifth year of publication. This is one time we are not going to hide our light under a bushel, and so it is with a great deal of justifiable pride that we direct you to page seven of this issue. LAC F. N. Yeigh, former editor of *The Aircraftman*, has written a history of the station paper that we recommend to all our readers. With painstaking care, LAC Yeigh has gone back through the years '43, '42, '41, '40, to give our readers a very graphic portrayal of the growth of *The Aircraftman*.

Although this is a history of the paper, it is not as serious and detailed as most articles of this nature usually are. In fact, *The Aircraftman* has always mixed the humorous with serious and for this one fact—we feel that we have been able to satisfy most types of readers that have passed through TTS. The success of the paper is due not only to the fine editorial staffs that have passed the publication to its fifth year of activity, but to the hundreds of airmen who have passed through TTS and left something of themselves behind in the type of the printer's ink.

The success of the paper during the coming year will depend a good deal on the co-operation we get from the airmen and airwomen who pass through and perhaps stay at TTS during 1945.

We look forward to our fifth year of publication with high hopes and strong determination. During your stay here, we would like to have your contributions, and when your day of graduation comes, and you are posted to your active duties, we would like to hear from you. If you do this, we will continue to take pride in our undertaking of keeping TTS trainees well informed.

Your Instructor Corporal Has Orders, Too

There is a tendency on the part of the odd airman to feel that his instructor corporal is placing an imposition on him when he asks the flight to march at attention going from school to barracks and vice versa. Should the corporal permit one airman to act as an individualist, the entire entry will feel that they have the same privilege. The results, as you can see, will be drastic.

As for the half-mile walk to and from classes, we believe that every airman would rather spend that extra time in the fresh air than in the classroom.

STATION CHATTER



With Sgt. G. C. Davies

As this is being written, the good old dog-day period of the summer seems to be upon us, and so, if the offerings this month appear to lack pep or vigor, blame it on the heat.

However, this August issue is the Fourth Anniversary of *The Aircraftman* and so it behooves members of the magazine staff to get out and make a bit of a special effort to make this issue a bit noteworthy. With that in mind you shall find elsewhere between these covers an illustrated treatise on the history of our magazine—from its blue pulp cover days to the present resplendent rotogravure model.

All kidding aside, it takes a lot of work on the part of a few individuals to turn out a magazine such as ours every month. Very little commendation or thanks comes their way—on the contrary; and so we feel that all the joes who have been responsible for getting each issue into print during the last four years are deserving of a lot of credit. Their job could have been, and can be in the future, made a lot pleasanter by a little less criticism and a little more co-operation.

A Word to the Wise

As we were away on annual leave (blessed time of sweet forgetting) during most of the month of July, we were not on hand to observe many of the events which colored station doings this past month. So, to those who will undoubtedly be descending upon our neck about something they don't like in the column (it happens every month) we should like to say in advance "We didn't see, we only heard!"

One of the things we did hear upon returning, however, was that Port Stanley had been the scene of three or four more drownings. Luckily, may we be so sanguinary to say, none of these was "only an airman". But it appears to a good many observers that most of these drowning fatalities at Port Stanley are the result of carelessness and chance-taking on the part of the individuals concerned. And so we have been asked by those who think it a good idea to mention the necessity of caution while swimming at "Port" or even sight-seeing. These remarks we would direct at newer station personnel particularly.

First of all, Lake Erie seems to have an especially treacherous under-tow and if you choose to go bathing off the shore when the breakers are rolling in, make sure you don't venture out too far. Even a strong swimmer can very quickly "have it" in that water—as has been proved tragically a couple of times. This same undertow is also in full operation against the breakwater from which so many like to swim. If the water is relatively calm—okay, but if the waves are

breaking up against the pier at all it's not wise to attempt swimming off it—the waves seem to enjoy dragging one back under when one is trying to climb out.

Finally, don't go promenade along the top of the breakwater with a wench in tow when the waves are really rolling in. Plenty of them wash over the top to a depth of four to six inches, and if you think that isn't enough to drag your feet out from underneath you and deposit you in the drink several yards from the pier, just try it sometime and we'll be drilling a firing party for you the next day. That is how most of the individual drownings have occurred at Port Stanley—people swept off the breakwater by high waves, the swimming member of the twosome trying to rescue the other, and in a short moment both being too far from the pier to be aided in any way.

Now please don't get the wrong idea about any of the foregoing—no one is trying to moralize or tell you you shouldn't enjoy swimming or strolling, etc., at Port Stanley. We are merely pointing out a word or two of cautionary advice—and a word to the wise—they say—is sufficient.

A Hot Dog, a Blanket, and You

To look at the lighter side of happenings at the polyglot "Port" we find that during July the beach weiner roast came into full bloom as an entertainment vehicle for personnel of this station. It seems that various entry parties are now taking this form, as well as larger affairs staged by the hospital staff and the Corporals' Mess.

The story comes to us of one of these entry party weiner roasts where the boys found themselves short of female company. Nothing daunted, they went to some trouble and erected an eye-filling sign on the pier which proclaimed to all and sundry that they were having

a weiner roast and that "All girls over 16 and under 60 invited—food and drinks provided." It seems that they got enough takers and everything went well in spite of the fish flies.

When the corporals held their weiner roast on the evening of July 27, they had about 80 members present. From all accounts it was a merry time, with much swimming in the dark and singing around the fire adding to the enjoyment of weiners and cokes. Cpl. George Hains, one of the organizers, told us that everyone had such a good time that they plan on holding another before the season is over. Evidently you can't beat weiner roasts for fun, so much fun, in fact, that lads even break out of the digger to join in them. At least, that's where our "escaped prisoner" of the first week in August got to, and the story is rather interesting.

It seems that the escapee made some excuse to get out into the corridor from his cell for a minute, and then, when attention was distracted momentarily, he made a bolt for it down the corridor leading from the cells. The chase was joined immediately but our Oliver Twist, being barefooted, fled swiftly and "silently" through the various tunnels, finally giving the pack the slip. He did then repair stealthily to a bay and outfit himself with uniform, shoes, etc., and thus accoutered made his exit from TTS by the well-known over-the-fence route in broad daylight.

Evidently our Oliver then carried on to Port Stanley to enjoy some of the vacation delights that he had been passing up the past while, and the evening found him merrily ensconced with one of the weiner roast parties from TTS, while the S.P.'s were busily checking identification cards at the station gate.

However, the hours of Oliver's freedom were now numbered, for the next afternoon our Service Police got word that an escaped German prisoner was holidaying at Port Stanley. Figuring that this might be our Oliver somewhat emblazoned by local imagination, they decided to investigate, and sure enough found the culprit enjoying a touch of sun and water on the beach. Closing in for the capture, the boys reckoned not on the wiliness of friend Oliver, for the first thing they knew he was out into the lake and heading up towards Erie Rest at full speed. A hurried call was put in for the RCAF crash boat and soon it was thundering along in Oliver's wake.

Being a thorough sportsman, however, and wanting to make the final phase of the chase as interesting as a jolly old fox hunt, pip,

(Continued on page 11)



Entertains at July Drill Competition

Corporal Jack Wood lends his voice in song to the delight of hundreds of spectators during the intermission of the July drill competition. Charlie Kilgour of the "Y" staff accompanied Corporal Wood at the piano, while Sergeant Kay Alvin lent her hand in turning over those pieces of paper with the black dots on them.

What's Doing with the WDs

By LAW N. C. Olsen

There's a little ditty on the airwaves these days that states succinctly that "Time waits for no one." We heartily agree—and how! We shook the Ontario dust from our feet for three weeks (the annual leave touch, you know, and travelling time) and when we returned, somewhat reluctantly, time had marched on, and we were way behind in the news. So we proceeded to do a little sleuthing around the barracks and we came up with gen on these new people. The pleasant face behind the canteen counter these days is LAW Culligan, who arrived from 6 R.D., Trenton; and the attractive little gals around the Medical Orderly Room are Marian Rynehart, fresh from No. 1 Wireless, Montreal (she of the blue-tinted lenses), and LAW Lucienne Gauvin, from Hagersville. Lucienne's posting here was to fill the gap left when LAW Enid Denison went to No. 8 R.D., Winnipeg. Enid and her sister Betty are two of the old faithfuls around TTS and this posting made the first break in the sister act. Three new chefs, too, LAW's Scatter and Hautamaki from No. 1 Convalescent and LAW Grandy from Weyburn, Sask., are gracing the mess these days. Sgt. Sheppard's

"WD" Corporal Weds Naval Chief Petty Officer



A pretty wedding was solemnized in London on Saturday, August 5th, when Corporal Cecilia Way-White was united in marriage to Chief Petty Officer David Lizmore of London. The bride was charming in a floor-length gown of white taffeta with floor-length veil and carried pink Better Times roses. Her only attendant was the groom's sister, Mrs. C. Dempsey. At the reception following the ceremony, Sgt. Jean Cameron and Cpl. Sarah Janes of TTS assisted the hostess. The couple spent their honeymoon in the north and at Chapleau, the bride's home, and have now returned to their respective stations.

new assistant in the library these days is Marg. Black, from A.F.H.Q. (she runs the gamut of reading material from Esquire to "When Birds Migrate and Why"). The slightly zany creature buzzing around the x-ray is Joan Parsons of Montreal, whose Air Force peregrinations have taken her all the way out to McLeod and back to Toronto before coming here. The two new members of the unholy P.T. and D. Fraternity are Cpls. Ellis and Stewart, and the little S.P. is Cpl. Dorothy Bell, formerly Eady. People we've missed since our return are: Orba Cooper, who finally got that compassionate posting and has gone to join her hubby at Sidney, N.S.; Sgt. Carrie Harbour, one of the most popular gals we ever had, who has gone to A.F.H.Q.; Louise Furiak, who was lucky enough to be included in the first WD's to be posted to Tofino. (Yes, we know—where's Tofino? Ask someone who's been there.) Cpl. Yvonne Mailloux, the third TTS girl to depart for Rockcliffe in as many months; and Cpl. Mary McDonald, who is now up at No. 1 T.C. keeping the airwomen in order. We really envied Sgt. Flo Dring her posting to the new Convalescent Hospital at Niagara—it is the former home of Sir Harry Oakes, the millionaire. Another compassionate posting was in the books for Peggy Johnson, who has gone to Jarvis to be with her husband. Peg was at Jarvis before coming here, so we don't blame her for wanting to go back. LAW Wilkes, from Jarvis, has replaced her here.

We lay down the welcome mat to Pat Thoms on her return from temp. duty and posting at A.F.H.Q.; to Cpl. Anne Goodfellow and Sgt. Doris James, who have been on course at Trenton; and, of course, to F/S Mary Crew, whose stay at Rockcliffe was short and sweet—for which we give thanks. AW1 Lucienne Gendreau has gone to Trenton for her course at last, and Sgt. Betty Prasse is the current TTS representative on the refresher course at Trenton.

They tell me that our old friend Lou Silcox was back for a visit the other day—we wish we'd seen her; and unless my eyes deceive me, it was Carrie Harbour dancing at Port Stanley last Saturday night. Seems as if they all come back, doesn't it?

From Cupid's corner comes news of one wedding and two in the near future. It's a September wedding for LAW Billie Tucker and Sgt. Ernie Brodin; and the diamond on Cpl. Irene Cooper's left hand is from Cpl. Clarence McKechnie. These two were bridesmaid and best man at the Boll-Biggs wedding back in the spring—seems as if one romance fosters another in this case!

Congrats. are very much in order to Marg. MacKenzie, Gerry Sweeney (NOW we can tell those sisters apart), Hattie Olafson and Irene Cooper on getting their hooks; to Cpl. Flo Dring on her third, and very especially to Cpl. Mary Walker on the Accounts Section, who has received her appointment to commission and has gone to O.T.C.

Back to civvie street since we last went to press have gone "Happy" Heimbecker and Evelyn Neilson.

Apropos of All the New Faces Around Lately

Overheard at the Centralia-St. Thomas ball game:

Sgt. Sullivan to AW1 Rhynchart—

T.T.S. Chapel Scene of Wedding Ceremony



The chapel of TTS, St. Thomas, was the scene of a wedding of wide interest when AC2 Russell Broughton of Weyburn, Sask., and Natalia Rother of Regina, Sask., were married late in July.

Personalities in the ceremony represented the West exclusively, with the maid of honor, Annie Shewchuk, of Winnipeg, and AC2 Leslie Roberts of Govan, Sask., being the groom.

Following the ceremony the couple spent a very brief but happy honeymoon in St. Thomas, the groom being on a 48-hour pass. Mrs. Broughton is at present residing in Toronto.

Both AC2 Broughton and Roberts are in AEM entry 213.

And how do you like it (conversationally) here at Centralia?

AW1 Rhynchart—Oh, but I'm from TTS too!

One of our WD's tells us this tale: She was at the Saturday night dance at Port Stanley and in civvies. While dancing with an airman he suddenly said, "You know, you look very nice tonight, but I like you better in your shorts!" Sequel to the story—if you saw "Legs" Parsons taking the high jump at the sports day in those pale blue shorts, size 10, you know what the airman meant. We see his point!

Has anybody got any spare coke bottles? We have an alarming collection of tokens and no bottles.

A Rewritten Marriage Ceremony — Version of a Wartime Wedding Ceremony

Padre: "Wilt thou, John, have this woman as thy wedded wife, to live together in so far as the DAPS will allow? Wilt thou love her, comfort her, and

keep her, take her to the movies, and come home promptly on 48's?

Airman: "I will."

Padre: "Wilt thou, Mary, take this airman as thy wedded husband, bearing in mind his liberty hours, duty jobs, unlooked for Joe jobs, extra drill, extra T.T. and various other problems of Air Force life? Wilt thou obey him, love, honor and wait for him, to learn to wash, fold and press his uniforms?"

Girl: "I will."

Airman: "I, John, take thee, Mary, as my wedded wife, from 1700 hrs. to 0730 hrs. as far as permitted by my commanding officer, free hours, subject to change without notice, for better or for worse, for earlier or later, and I promise to write once a week."

Girl: "I, Mary, take thee, John, as my wedded husband, subject to the orders of your commanding officer, changing residence on postings, to have and to hold as long as allotment comes through regularly and there I give thee my troth."

Padre: "Then let no man put asunder these whom God and the DAPS have wrought together. By virtue of the authority in Air Force regulations of the Department of Air Force Personal Manual and latest bulletins from DAPS matrimony, you are now man and wife, by direction of the commanding officer."

TALKING POINTS FOR AIRMEN

Not that we don't already feel that airmen are an intelligent group, but rather to give them still more mental ammunition to retain this opinion, we inaugurate a short feature entitled "Talking Points For Airmen."

This month, we deal with the matter of Canada's timber resources and how they relate to her war effort and the dependence of her fighting men on them.

When the smoke of 24 shells fired from a 16-inch gun has subsided, a cord of pulpwood has been consumed. The same quantity of pulpwood goes into the mak-

CHRISTENING OF WAYNE EDWARD DICKINSON



Corporal William Edwin Dickinson, and Mrs. Dorothy May Dickinson, parents of Wayne Edward Dickinson, are shown above with their son, Wayne Edward Dickinson, taken shortly after the christening ceremony held recently in St. Thomas, C.P. The godparents are P.O. Alfred Kent, attached to the staff of the Electrical and Instrument School, and is at present engaged in instructing Flight Engineers. Mrs. Dickinson and Corporal Dickinson are both from Vancouver, B.C. The godparents are P.O. Alfred Kent, attached to the instructional staff at Fingal B. & G. School as a bombardier instructor, and Phyllis La-Flamme, of St. Thomas.

ing of 1,500 fiber parachutes for bombing flares or food supplies, or 800 warm vests for aviators in high altitudes, or 1,200 yards of ordnance wraps to protect airplane engines from rust. When 1,000 ton bombs go hurtling earthward, one cord of pulpwood is responsible for the 72 protective rings around them.

When a soldier goes overseas, it takes 300 board feet of lumber merely to box and crate his initial supplies and nearly 50 board feet a month from then on to keep him supplied.

Our New Slangue

Many new additions to the English "slangue" — at least to the Canadian version of it—are bound to come about as a result of the war, and while purists may raise their hands in horror, there's no doubt that a lot of slang expressions are witty and racy in their descriptive value and add punch to our already colorful stock of words.

Quite a few of these expressions are being brought back from overseas by RCAF men who are being repatriated, and it's a pretty safe bet that the folks back home will find them confusing for a while.

For instance, try to dope this out: "A sprog climbed out of his bomfoam after a rhubarb gave the pukka gen to a spy, telling him his kite ran into a little job bandit, had a shambles, but got away a good squirt before joining a gaggle and stooging home."

Want to know what that's all about? Well, here's a free translation: "A novice flyer climbed out of his Typhoon bomber and gave accurate information to an intelligence officer, telling him his plane ran into an enemy fighter, had a brief battle in which the novice got away a long burst of fire before joining a loose formation of returning bombers and escorting them home."

You wouldn't have guessed it, would you?

Here's a short guide to the new slangue: duff gen, inaccurate information; big job, bomber; gong, a decoration; shark bait, navy; erk, groundcrew; blumber, flight engineer; screened, taken off operational duties; shaky-do, a tough fight; packed up, engine failure; brown job or pongo, army; boogle, unidentified plane; clot, a pilot who plays the fool, like dive-bombing his girl's house.

TO WD HOSPITAL ASSISTANTS

By Sgt. G. Jenkins

It's been my luck to work for a while With the very best girls in the Air Force, by far.

I am going to leave, but with much regret, For I feel there is much for us all to do yet.

For over two years I've worked by their side, Sometimes we'd argue, while others we smiled.

Those girls know their work, and although it is hard, I've seen them continue when all were quite tired.

The hours are quite long, and time off is relief From strenuous work, and sometimes much grief.

They have to be mothers, sisters and beaux, But most of their time off is spent pressing their clothes.

I've had to be cross, once in a while; "I won't do it again, Sarge," they would say with a smile. I'd walk around to see how things were, But my wishes were done, and exceeded by far.

I've now been a patient for many a week, So I'm now looking on from a different seat.

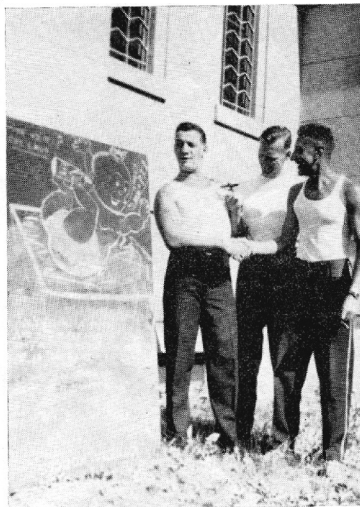
The care they have given, I'll always remember, And the memories that linger will always be tender.

So I'll take off my hat to the WD Who decided a hospital assistant she'd be,

And I hope when it's over, and peace it is herald, That they all get their rightful place in this world.

EVOLUTION OF HITLER'S DREAM

He used to spend a lot of time In dreaming of the hour When he would hold beneath his will The whole world in his power; But though he planned his venture well, Free men refused to bow, And pleasant dreams he once enjoyed Are only nightmares now!



A PROUD POPPA

The boys of No. 4 Squadron took time out for a little amusement of their own when Cpl. Joe Louis became the proud papa of a girl. Complete with cartoon and poem, the lads extended their congratulations. Above we see Cpls. D. Boyd and H. Seligman joining in felicitations, complete with cigars and good-natured smiles.

The Battle of St. Thomas

The Training Front Has An Enemy—A Moral Enemy—The Temptation To Do Less Than Our Best.

By S/L Roy H. Brillinger

THREE years have rolled around since the writer first came to TTS. Busy month has followed month with the never-ending coming and going of entry after entry. Thousands have passed through the classes, hangars, trade-test rooms, barracks, dining rooms, drill hall, recreation rooms, and canteens; and thousands too have passed through the hospital in that time. In the routine of the daily grind many of us staff, I fear, have been impressed with the monotony of it all. We have been impressed, and at times depressed, with the sameness of day after day. With our noses close to the grindstone, we have failed to see the magnitude of what was being accomplished. We have longed to be really doing something worthwhile for the war effort.

The writer cannot remember hearing anyone boasting that he or she had had a part in "The Battle of St. Thomas." Always this reference has been used rather slightly of our efforts. We have used it in a rather disgusted manner as if our works here counted next to nothing in the great co-ordination of effort that will ultimately result in victory. We have longed for a more active, more exciting, more important part in the battle for freedom—a selfish wish if ever there was one. Have we forgotten the fact that the most important thing for any of us is the fact that the victory must be won. It matters not who gets the medal, or for whom the crowds cheer, so long as all of us together, by doing our great and little parts faithfully, bring victory to the forces of freedom.

Part of a Great Team

It is, doubtless, true that when this war is over, no history will contain a page of description of "The Battle of St. Thomas." A moment of reflection, however, should reveal some interesting facts. To arrive at these let us ask ourselves some questions and see if we can answer them. What great training organization has been relied upon to provide reinforcements for the great RAF and to produce and keep reinforced the great RCAF, those famous fighting units which are doing so much to win this war? Who are they who have kept the air crew trainees flying in that great training organization as well as keeping flying the RCAF squadrons overseas? What great training school has trained these vitally necessary ground crew, without whom the training of air crew would have been impossible and without whom they could not fly overseas? Who have trained and fed and paid and equipped and kept clean and made and kept well these ground crew trainees, and in so doing have kept their great training school operating? If we know the answer to these questions, we know also who they are who are contributing a vital part towards the winning of the world battle for freedom.

The whole world acknowledges and will acclaim the importance of the RAF and the RCAF in the successes of the Allies in this World War II. Vital to the efforts of these great fighting forces have been the graduates of the British Commonwealth Air Training Schools in the Dominion of Canada. Everyone knows that planes cannot be kept flying without ground crew. We on the ground are necessary for the success of air crew, whether in training or in combat. Indeed, the air crew overseas are the first to admit this fact. Moreover, the efficiency of the ground crew determines in a large measure the efficiency of the air crew, for who could expect air crew who were poorly cared for to do their best in planes they could not trust through lack of confidence in their ground crew. Then again, the efficiency of the ground crew depends largely on the efficiency with which they have been trained. On what does efficiency in training depend?

Efficient Instructors

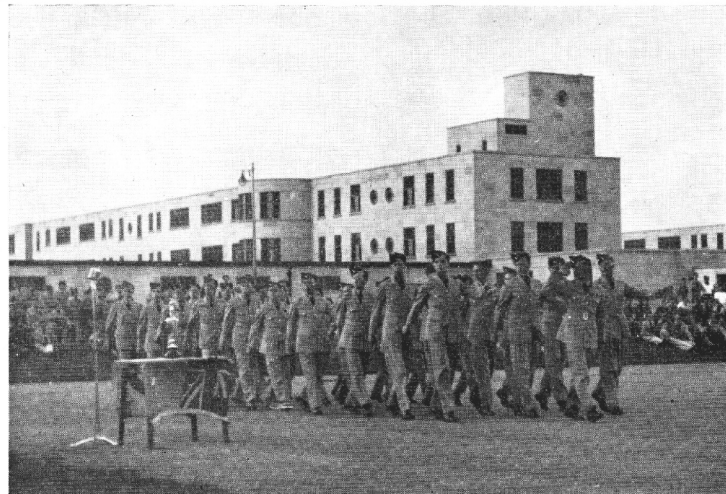
Efficiency of training depends upon the efficiency of instructors, good training conditions, good food, good health, good discipline, good administration, and good morale. This brings part of the responsibility for the success of our Fighting Air Force directly home to each and every member of the staff of TTS. We, you and I, are playing an important part in this war. The winning of the "Battle of St. Thomas" is an important part of the winning of victory.

It is true that the battle being fought overseas is against a real live fighting enemy, that it involves danger and calls

for courage and suffering and sacrifice. In the "Battle of St. Thomas" we also face a very real and active enemy who can cause us grievous harm and to withstand whom we often need courage to face mental suffering and sacrifice. Ours is the enemy called "self-interest, self-desire, or selfishness" with its ally "Disgust, Dissatisfaction, and Being Browned Off." It is a moral enemy that we face—the temptation to do less than our best—to feel ill-used if asked to work after hours—to feel unfairly done by if asked to do more than the other fellow. In this battle we show our courage—by being glad of the privilege of being called upon for sacrifice—by volunteering to do the job we dislike rather than howl to get out of it. There is an opportunity in "The Battle of St. Thomas" for courage, and sacrifice and suffering and serving our country just as truly as for those who man the battle posts.

It has been my privilege to see great valour shown in "The Battle of St. Thomas," and great sacrifices made also. Men and women—G.D.'s, Trainees, Chiefs, Instructors, Disciplinarians, Clerks, Hospital Assistants, M. T. Drivers, Bandsmen, Service Police, Airmen, Airwomen, N. C. O.'s, and Officers who have disliked, yes, even hated, their jobs yet have struck to them without a murmur even in the face of failure of well-merited promotion. Heroes and heroines are these whose combined sacrifices and valiant toil have added daily to the cause of victory. Indeed, there are those of us who could tell some stirring stories were it permitted of us to do so—stories of moral victories that would put many of us to shame.

Thus it is that to date the fortress of the Technical Training School, St. Thomas, has been held. The defenders have done valiant service towards the winning of this war. We who are carrying on today have a tradition to live up to—a tradition of work well done. Shall we, you and I, do our best in our own particular job? Shall we have cause to be proud of the way we have done our part in "The Battle of St. Thomas."



No. 4 SQUADRON TAKES DRILL TROPHY

The drill squad from No. 4 Squadron, under the able leadership of Corporal Rozinski, are shown marching past Wing Commander A. G. Vince, M.B.E., Commanding Officer of TTS, after completing their display in the July competitions.

AIRCRAFTMAN HISTORY

FOUR years of publication—and still going strong. That must be close to a record for any service publication in World War II, and TTS might justifiably stick out its collective chest with a touch of pride at the task its station paper has performed.

The present anniversary occasion might be as good an excuse as any to review the career of *The Aircraftman*, showing how it has reflected the growth and the community spirit of TTS, and pointing out the highlights of its many issues. And we are sure we will be forgiven by those who in the past have laboured on its behalf if we pause at various times to poke—in various directions—a good-natured bit of fun and to recall some humorous incident.

Vol. 1, No. 1, of *The Aircraftman* appeared on August 1, 1940, and it was headed "The Aircraftman—a magazine of the RCAF Technical Training School. Published monthly at St. Thomas." The managing editor was E. R. McEwen, YMCA, while the editors were F/L G. W. Porter, Protestant padre, and F/L E. B. Howard, Roman Catholic padre. Sports editor was Sgt. F. P. Pearce, while each wing had several reporters. The aim of the paper was clearly set forth in an editorial and even four years later no better statement of its purpose could be made: "*The Aircraftman* has set itself to become the friend of all, to enrich the work-a-day life of the school, to stimulate sports and recreational activities and to help us understand and be proud of The Cause."

The front cover, used for so many months, which showed an airman supporting a plane in the palms of his hands—with TTS buildings in the background—was designed by Group Captain R. Collis, then Commanding Officer, who also contributed a message for the first issue. There was also the poem "Alibis," by then F/O A. G. Vince, who recently returned to TTS as the C.O.

While readers of the first issue would have found much to interest them, the set-up of the magazine must have been a bit puzzling. For each left-hand, or even-numbered page, was printed upside down, so that in reading the paper through, you had constantly to keep turning it around and back again. Why this was done we haven't been able to figure out, but it certainly made the new paper unique. It was printed that way for some months, until April, 1941, in fact.

Editorial Troubles

Another feature of the first issue was that the cover of the paper was "designed to serve as a cover for filing and cataloguing subject matter for future reference," and for this purpose holes were punched at the top and sides.

Issue No. 3, for October, was the first to have pictures, and one of them showed the TTS team which won the 440 and 880-yard relays at the National Service Championships held in Hamilton in August. There also appeared the first cartoon.

The early editors must have had their troubles, because in the October, 1940, issue, they printed "The Editor's Lament."

A lot of people think that editing a newspaper is easy, but from experience

we can say that it is no picnic, because readers are hard to please.

If we print jokes, people say we are silly.

If we don't, they say we are too serious.

If we clip things from other newspapers we are too lazy to write them ourselves.

If we do, we are stuck on our own stuff.

If we don't print contributions, we do not appreciate true genius.

If we do, the paper is filled with junk.

If we make a change in the other fellow's write-ups, we are too critical.

If we don't, we are asleep.

Now, like as not some guys will say we swiped this from some other newspaper. And we did.

By the appearance of the November, 1940, issue, the little paper had been duly noted and approved by the higher-ups, and the editorial page reproduces part of a letter from Air Vice-Marshal L. S. Breadner, Chief of the Air Staff, which said: "I note with considerable interest, . . . the appearance of *The Aircraftman*. 'I consider that the time and effort put into the publication of such a magazine is well worth while, and shows a splendid 'esprit de corps' at the Technical Training School."

Station poets began to blossom forth about this time—one of the best, which appeared in the November issue, was "An Ode to Our Sergeant," by AC2 A. F. Byers.

Reaches Peak Circulation

Skipping over to the issue for February, 1941 (No. 7), we note with curiosity an ad for the weekly dances at the YWCA in St. Thomas, in which it was specified that the dances were for "110 bachelor airmen." Maybe some busted homes have resulted from the boys having been around St. Thomas for so long—who knows? But evidently the authorities despaired of ever deciding whether an airman who wanted to attend the dance was married or single, for in the March, 1941, issue, we find this, under the heading of "Friday Night Dances—From the Feminine Angle": "The weekly dances held at the YWCA under the auspices of the station YWCA and the Station girls for 100 (more or less) bachelor (?) airmen have so far proved successful."

The March, 1941, issue was also a notable one, for it reported the formation of the Press Club, and also explained why the L. and P.S. called its station "Crafts." (They called it after the Canadian Royal Air Force Training School, just in case you didn't know).

As we said before, the April, 1941, issue was the first to be printed with all the pages right-side-up. And it was now reported that the circulation of the paper was 5000 copies a month, with readers all over Canada as well as in England. The Managing Editor was now R. G. Gibson, senior director of the YMCA, while the editors were F/L G. W. Porter, Protestant padre, F/L F. D. Smeaton, Roman Catholic padre, and F/Lt M. C. Davies, Protestant padre, with a separate editor for each wing.

It was in April, too, that squadron chatter reported the insouciant daring of a

trainee in one of the AFM entries, who "walked into his bay the other night with three packages of 'Post Toasties'. He apparently doesn't eat porridge for breakfast. You can see him entering the mess hall with his breakfast under his arm." We are not told the identity of this brash iconoclast, but over the years we salute his memory.

May, 1941, saw the first use of advertising in *The Aircraftman*—a policy that was dropped some months ago—and among the movies in town were "The Sea Wolf," "The Devil and Miss Jones," "Keep Your Seats, Please," and "One Night in Lisbon." Maybe it was the movies—there was one called "The Great Lie"—that gave the boys romantic notions, for from the Odds and Ends column we called this: "The fellows at TTS are all anxious for Port Stanley to open up for the summer. They are looking forward to visiting with these American girls who come up for the summer holidays. The fellows take great delight in misleading the girls into thinking that they are everything from a Test Pilot to an Aeroplane Designer."

Yes, They Had Rumors Then

Just as there are now, there must have been plenty of rumors floating around the old school back in 1941, for the June issue, determined to spread rumors to end all rumors announces the following:

"The fire piquets for Alma College (for girls) fell through because of the lack of volunteers.

"That all disciplinary orders will now be given in sign language, due to nerve strain on our delicate systems.

"That line-ups will cease to exist.

"That all trainees will henceforth eat in the Sergeants' Mess to avoid indigestion."

In June, 1941, it is reported that there were 17,464 articles issued on loan from the station sport stores, making games possible for approximately 70,000 airmen. What a busy and crowded place the station must have been then. But efficient too, for Charles G. Power, Minister of National Defence for Air, who paid the station a visit wrote to Group Captain Collis as follows: "I was extremely satisfied with the general efficiency of your station and with the smartness and bearing of the men on parade."

August started Vol. 2, and in October F/Lt H. Cotton, Protestant padre, joined the editorial staff. October also saw the report of the second annual station sports day, the winners being No. 2 Squadron, No. 1 Wing.

The highlight of October, however, was an editorial extolling the virtues of one humble AC2 who had performed a feat that was then—and ever since—thought a sheer impossibility. HE HAD MANAGED TO SAVE MONEY ON AN AC2'S PAY. Apparently, when he arrived on the station, he said he had saved \$120 in a few months and wished to put \$115 in a bank account and could someone tell him, please, where the bank accounts were kept. No wonder the editorial writers were astounded, and swooned with delight at the copy such a breath-taking announcement would make.

In November, 1941, the editors were F/Lt G. M. R. W. Michaud, F/Lt M. C. Davies, F/Lt H. Cotton, Protestant padre, and F/Lt H. F. D. Smeaton, Roman Catholic padre. It was duly noted in the news columns that at the graduation exercises held just before the issue went to press, the 10,000th trainee to pass through

a graduating class since the school opened had received his badge. The man so distinguished was AC2 E. G. Smith, from Winnipeg, an AEM.

In November, too, a review of the cricket season was published, and it was noted that TTS had scored its second consecutive championship success in the Southwestern Ontario League. This shared honors with the news that the new recreation hall had opened.

A Change in Command

In December, 1941, it was reported with fitting solemnity that Group Captain Collis, who had served the school so well and so faithfully as the Commanding Officer, was going to an important post at H.Q., and that he would be replaced by Wing Commander J. H. Keens.

January, 1942, started off with the news that the editors of *The Aircraftman* now were F/Lt W. Surman, F/Lt M. C. Davies, and F/Lt H. Cotton, Protestant padres, and F/Lt H. F. D. Smeaton, Roman Catholic padre, while S. M. McLennan, senior director of YMCA services, became magazine editor.

It was only a matter of time, now, before someone pulled this gag in squadron chatter; sure enough, it turned up in the issue of February, '42—the one about the airman who was working his way through TTS by selling copies of *The Aircraftman*. It was about this time, it seems, that rumors became annoying—it was reported that about 50 DRK's were circulating each week. We wonder what enterprising soul counted 'em?

The Ladies Arrive

In March, of 1942, there occurred the event that was to shake TTS to its very foundations—that was the arrival of the first contingent of WD's. Editorially, ye editors looked rather askance at this innovation, at least, reading between the lines of the following editorial notice, there seems to be a dubious note.

"This month saw the arrival at TTS of a number of fine young Canadian girls who have enlisted for active service in the RCAF Women's Division. It is rather early for any predictions, but we are certain that they will play a leading part in the life of the School . . . the present group of RCAF women is very anxious to enter the spirit of TTS and take their part in its many activities. It will not be long before we find them taking part in numerous aspects of the work on this Station. Indeed, we notice that they are not losing any time for it has been announced that they will enter the drill competition for this month."

As was only right and proper, the gals were given a column to themselves in the station paper, and this appeared in the April issue. It seems that for the first week or so things could hardly be said to have run smoothly. So we judge, anyway, from this paragraph in the WD's column: "There has been a tremendous change in our outlook on Air Force routine and Airmen since that first hectic week at TTS. The questions that were popped at us from every inch of those miles of corridors were not on a par with the quiz program we . . . could have staged. We seethed inwardly but held our tongues . . . But the attitude and behaviour of the Airmen in general since then has helped to quench our flames of indignation. Perhaps they have grown accustomed to seeing girls in their hallways."

Anyway, under Assistant Section Officer E. M. Ward, the girls soon settled down

to their routine, with good-will on both sides overcoming any insignificant little early squabbles and the WD column becoming an established feature of the paper. In May the editors were F/Lt W. Surman, Protestant padre, and Flt/Lt H. F. D. Smeaton, Roman Catholic padre, and one of the pictures showed AW2 J. Campbell presenting Madeleine Carroll, film star, with a corsage on the occasion of the latter's visit to the station.

The June issue featured the announcement that effective June 1st, such items as an orange, grapefruit juice, salad oil, vinegar, fresh milk, fresh green vegetables, spaghetti, ham, fresh rhubarb, and maple syrup will be added to the daily scale of rations. We wonder whether this meant that no fresh milk or vegetables were served before. Anyway, the WD's gave their first impressions of TTS, and they were uniformly favorable, so the gals must have gotten over their peeve at the first reception by the airmen. AW2 Readman contributed this for the WD joke column: "An airwoman having recently arrived from Rockcliffe where men are at a premium was heard to remark: 'Don't look now, girls, but at last we're being followed!'"

In July, the managing editor was still S. M. McLennan of the "Y", but the editor of No. 1 Wing section was G. W. Burrell of the "Y" and the editor of No. 2 Wing section R. C. Good, also of the "Y". Technical editor was Sqn. Ldr. A. A. Peebles, while fiction editor was Sgt. C. Godfrey.

Visit From Governor-General

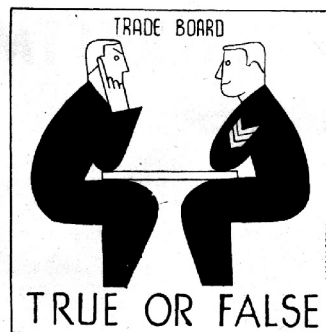
Two outstanding events were chronicled in that issue—the visit to TTS of His Excellency the Earl of Athlone, Governor-General of Canada, and Her Royal Highness the Princess Alice. A week previously, Hon. Albert Matthews, Lieutenant-Governor of Ontario and Mrs. Matthews had also visited TTS on a tour of inspection. Among the airmen, however, more interest was probably aroused by the "Share the Wealth" radio broadcast which also paid the School a visit. According to our demon reporter of those days, however, share the wealth was just what the airmen didn't do, although some of the airwomen fared fairly well.

Apparently, this month, some of the WD's were posted, with appropriate lamentations, and there was this one in the WD column: "There's one thing about living in barracks with a large group of girls: you get a new slant on sleeping habits." We read on breathlessly, but it seems that the WD scribe was talking about sleeping in classes. So we shall be forever ignorant of what AW2 Esmerelda Zilch looks like when she is pounding the hay.

Also, in July, 1942, Winnie, the bulldog, was honored with a cartoon. Winnie, if that cartoon did you justice, you sure haven't kept to your diet.

August, 1942—and Ye Editor laments that he is "a bit depressed over the general lethargy on the station"—and is highly pleased that someone wrote a letter to the Ed. in reply to an editorial that appeared in July. Add station notes: trainees now get music with their meals—they can now munch their mulligan to the melodies of Mozart, etc., etc. And—oh, yes—the second anniversary issue of *The Aircraftman*.

We are compelled to make a jump to November, 1942, as our files for the month in between are incomplete, but in that month the Press Club became the Advis-



By Flt. Sgt. S. Gay

- 1 • The economizer jet in a stromberg carb is only used during economical cruising.
- 2 • Ceramic insulation is used in sparking plugs.
- 3 • A Bias tab is used for patching holes in fabric.
- 4 • A Lorenz Beam is used for night signalling.
- 5 • Ferrous metals are metals with a base of iron.
- 6 • On moving the control stick forward, an a/c should nose down.
- 7 • A cold chisel is first hardened and then tempered.
- 8 • The step of a seaplane is used to get in and out of the hull.
- 9 • A "Bonded" a/c means it must be inspected by a customs official.
- 10 • Lead is added to fuel to give it more weight.

Answers to True or False

True—2, 5, 6, 7.

False—1, 3, 4, 8, 9, 10.

ory Committee to the Aircraftman, and Flt/Lt. J. G. Sparling assumed the post of consulting editor. This month there's a photo of Winnie, the bulldog, and a picture of AC2 J. M. King, from Winnipeg, an AFM, the 20,000th trainee to graduate from TTS . . . If you see yourself in a photo you get a free theatre ticket. And Joe Airman makes his first appearance.

December, 1942, and Christmas in the air—and the feature this month is a series of short sketches showing how Christmas is celebrated in other lands. There was on old-time hoe-down in the Rec Hall, duly reported, and a picture of the new WD recreation room.

Skipping again to April, 1943—for the reasons already mentioned—we note that F/O George "Buzz" Beurling visited TTS and made a tour of inspection, while the equipment section got all their pictures in the paper.

More persons of note appeared in the columns of the paper in May—Joe Airman visited New York—the WD squad wins the drill trophy—and an article "What's Cookin' . . . Chicken?" tells all about the airmen's mess—"Around the Circuit appears for the first time."

The summer issues of 1943 also had many outstanding stories, the most interesting of which were the story of the army services at TTS—the inter-allied group at TTS—news reports now given twice daily in the mess hall—the visit of Mary Pickford, June 3—and the pictures of mass physical training taken by Associated Screen News—Mart Kenney and

his band visited the school—third anniversary issue—the pee-wee golf course opens—and the annual sports day.

It was in October, 1943, that the first article on rehabilitation appeared, and a number of trainees were queried as to what they wanted to do after the war. This went hand in hand with the news that TTS "did it" to the extent of 213 per cent in the Victory Loan, and the issue was rounded out with the report of the WD party which was evidently a tremendous success.

For a long time now it had been evident that *The Aircraftman* had really gotten into its stride, and each issue was becoming more and more attractive in appearance and more varied in the appeal of its pictures and articles. Turning into January, of this year—when a 1944 calendar was reproduced on the inside front cover—the feature article was on the Flying Fortress, and the highlight of the other articles was one on the examination centre. January, 1944, also saw the famous poem on the Kee bird, which met with a mixed reception.

February, 1944—and AC2 Les Farrow becomes editor. Feature article this month was on the hospital—appropriately headed "Repairmen for Airmen" and post office personalities had their doings reported, too. And—oh yes, we can't refrain from recalling this one—a cartoon on the L. and P.S. Why, we wonder hadn't someone thought of this long before?

March, 1944, and the cover that for so long distinguished *The Aircraftman* has gone the way of all good covers that have had their day—we now have a changing front cover each month, starting off in March with a sketch of Wing Commander Gibson, V.C., D.S.O. and Bar, D.F.C. and Bar, whose career forms the topic of the leading article. Station Chatter (now reported by Sgt. [not Cpl.] Geo. Davies) reports the success of the mass roller skating party held in the drill hall, and also the success of the "Ebony Techs," the station's latest minstrel effort. Sgts. Tilt and Robinson arrived to take charge of the Aircraft Rec section, and the beauties of Nova Scotia were related.

April—1944—and the writer of this article became editor—the highlight being an article on the Detroit U.S.O. Arnold Ducklin, senior YMCA man, arrived to take over the post of managing editor. May saw still another front cover—this time a picture taken at Port Stanley, and it was announced that Group Captain Keens, A.F.C., who had been the Commanding Officer at TTS since December, 1941, was retiring from the service. The "Dominion at War" was a new feature, while Station Chatter bemoaned the fact that the S.P.'s were checking up on details of dress. The history and features of St. Thomas were detailed in a leading article while high-light of the Victory Loan campaign, just over, were given, along with a cartoon by Cpl. Fred Graham, which aroused much indignation—at least among the feminine contingent at TTS.

Cpl. Graham made amends, however, with his sketch of a flight engineer which served as the front cover for June, and the first Hobby Fair at TTS was duly reported, with photos of the various exhibits. Most important of all, however, *The Aircraftman* reported the arrival of Wing Commander A. G. Vince, M.B.E., as the new C.O. at TTS, and there was a message from him in which he said he

Doings of Interest At T.T.S.

COMING EVENTS

Command Championships in Toronto on the following dates:

Tennis—August 26th! Softball—August 28th; Lacrosse—September 8th; Hardball—September 9th.

Movies

Aug. 18 — "Wrecking Crew"; Aug. 20—"A Chump at Oxford"; Aug. 22—"See Here, Private Hargrave"; Aug. 25—"Road to Morocco"; Aug. 27 — "Lost Angel"; Aug. 29—"Follow the Boys"; Sept. 1—"China"; Sept. 3—"Whistling in Brooklyn"; Sept. 5 — "A Guy Named Joe"; Sept. 8—"Are Husbands Necessary?"; Sept. 10 — "Apache Trail"; Sept. 12 — "Flesh and Fantasy"; Sept. 15—"True to Life"; Sept. 17 — "Above Suspicion"; Sept. 19—"A Lady Takes a Chance."

Drill Competition

Aug. 22—At TTS.

Tennis Tournament

Keen's Men's Singles Tennis Tournament starts Aug. 24.

Other Events

Every night—Archery and Pee-Wee Golf.

Mondays—Camera Club, Recorded Symphonic Program.

Tuesdays, Fridays and Sundays—Movies.

Thursday — WD Craft Night, Bible Study Group.

Sundays—Nature Study hikes.

HONOR GRADUATES

AEM—AC2 E. Simmons, Kimberley, B.C.; AC2 N. E. Dotzendorth, Kitchener, Ont.; AC2 H. W. Good, St. Jacobs, Ont.; AC2 B. S. Boroski, Winnipeg, Man.; AC2 I. S. McEwen, Allan's Corners, Que.; AC2 F. L. Parker, Vancouver, B.C.

AEM—AC2 O. P. Thorson, Fort Francis, Ont.; AC2 W. Salki, Winnipeg, Man.; AC2 D. J. Smith, Vancouver, B.C.; AC2 J. J. Flannagan, Fort Francis, Ont.; AC2 L. G. Hodgins, Toronto, Ont.; AC2 E. Taylor, Bengough, Sask.

FE—A/Cpl. J. Pryshlak, Regina, Sask.; LAC J. A. Ryder, Hamilton, Ont.; Sgt. W. A. Thomas, Toronto, Ont.; 1/Cpl. S. J. E. Band, Colinton, Alta.; F/O P. I. Robinson, Gilbert Plains, Man.; LAC R. Nicol, Windsor, Ont.; F/S W. D. Millar, Foreupine, Ont.; Cpl. G. Strader, Ottawa, Ont.

IM—AC2 G. Lesperance, Windsor, Ont.; AC2 W. N. Histed, Hamilton, Ont.; AC2 H. P. Edmunds, London, Ont.

Carp.—AC2 R. Garriock, North Vancouver, B.C.; AC2 C. C. High, Killarney, Man.

PR—AC2 M. A. Roberts, Toronto, Ont.

Aircraft Recognition

Results for July Quiz

The following airmen are entitled to an extra 36 during the month of August:

1. R212013 LAC P. F. Ewtuchovich, F.E. 30.
2. R281381 LAC A. A. Brown, F.E. 31.
3. R200563 LAC A. W. Cormack, F.E. 31.

The new quiz is up now, so you will have till the end of August to win yourself an extra 36 in September.

Have You Read?

By Sgt. A. H. Sheppard

Are you keeping up-to-date with the books in the Aviation Section of your station library? You will find fascinating accounts of actual experiences such as "God Is My Co-Pilot," by Robert L. Scott Jr., and "Malta Spitfire," by Buerling and Roberts. You will also find authoritative information on air power in such books as "Victory Through Air Power," by Major De Seversky; "The Air Offensive Against Germany," by Allan A. Michie; and "How the R.A.F. Works," by A. H. Narracott.

New thriller-chillers recently added: "Murder of a Novelist," by Sally Wood; "Blood On Lake Louisa," by Hendirck; "The Crime at Normes," by F. W. Crofts, besides many of your old favorites, with Perry Mason and Ellery Queen doing the sleuthing.

was looking forward to his tour of duty with "pride and pleasure."

July, 1944—and *The Aircraftman* prints the third in a series of articles by Sqn. Ldr. G. Adams, R.A.F., on the duties of the flight engineer. The feature story this month tells of the hospitality of New York—story and pictures both by Sgt. Percy Berry, of the Camera Club—and "Zeke, Prisoner of War," is another article of interest.

And August, 1944—well, we will just let our gentle readers find out for them-

selves what is in store for them when the paper comes out—and just add that with this issue the present editor is bowing out, as postings must come some day—to make room for another who will carry on.

Such, in brief, is the story of *The Aircraftman* in the four years it has appeared. Visits of many important personages, recorded during that time, have not been mentioned—many excellent articles and stories have been passed over—but that is entirely because of the lack of space, and we wish only to conclude with hearty thanks to all those who have helped make the paper a success in the past and to express the hope that in the future it will continue to carry on with its purpose.

Air Corps Lament

'Twas the night before payday
And all through my jeans
I hunted in vain
For the ways and the means.

Not a nickel was stirring,
Not even a jit;
The kale was off duty,
The greenbacks had quit.

Forward, turn forward,
O time, in thy flight,
And make it tomorrow
Just for tonight.

Portrait of An Airman

By F/S D. J. Blain

Now all aircraftmen know that officers are a race apart and who to the aircraftman's humble mind so awful a member of the race as the adjutant, that very shadow of the all-powerful station commander.

However, on a certain morning in 1929 the adjutant of an RAF flying boat base was thinking of none of these things. Nor as his orderly room sergeant paraded a lowly AC2 into his presence was he pondering the old proverb which says: "Some men are born great, some achieve greatness and some have greatness thrust upon them."

He did not think of this man's greatness at birth nor did he think of the further greatness he had achieved and which was thrust upon him much against his will. Neither did the worthy adjutant think with wonder of the amazing deeds accomplished by the short, wiry, fair-haired man now stepping smartly toward him. Those deeds which in a few short years had made his name the heart of an indestructible legend of service and utter integrity.

This man who by his own leadership, incessant activity of mind and unsparing use of body had united a disaffected and quarreling people and led them to overthrow the oldest Empire in existence. Not there alone did his work end; having rid them of their oppressors, he led them into their ancient capitals, leaving them only when he thought they were established as a free people and an independent nation.

When later events proved his friends were in danger of losing their new freedom and independence so hardly won, he again went to war for them. Not this time in the deserts and gorges of Arabia or in the mountains of Syria, but in the halls of Versailles and the ante-rooms of Westminster. A long and arduous struggle this, involving no physical danger, but resulting in bitter disillusionment and a harsh toll on a great spirit.

From Versailles he came with the bitter taste of betrayal and defeat, yet refusing steadfastly to admit defeat and grimly determined to carry on the struggle. So he did for a period of three years and to such effect that he finally was able to bring into being two kingdoms, each with its own native government and royal dynasty. This done, he felt that his efforts were justified and left his friends to shape their own destiny.

These achievements alone made him one of the greatest men of his time. Indeed such achievements—soldier, statesman, liberator and king-maker—were more than enough to justify the existence of the greatest of men. But they were not to be his last.

Finding to his own amazement that he was the only man who knew entirely what had passed in Arabia and the only literate man in the Arab army, he felt it his duty to write a history of this campaign. He did, and in so doing created a masterpiece of English prose, a book of such style and beauty of language that it stands alone as one of the greatest works in English literature. A book, which in the words of John Buchan, "Is as assured of immortality as any book written in the last fifty years." Com-

prising as it does over 300,000 words, this book was written in curious circumstances and sometimes under great difficulties. Also the complete text was written three times over. The first time it was written the greater part of it was written in Paris while the author was waging his battle for Arab independence. The introduction was written in an aircraft during a flight from Paris to Cairo on which the author sustained serious injuries in a crash, but insisted on continuing both the journey and his writing.

Returning to England, he completed the remainder of the manuscript and then lost all but the drafts of the introduction and Book I at a railway station while changing trains. As all original notes had been destroyed on completion of each section, the rewriting was a tremendous task from memory and what few notes and diaries had survived. Though the second text was completed in a remarkably short time, the author was dissatisfied with it and destroyed it all but one page. For a third time he wrote it with great care and having it privately printed for safety's sake.

The adjutant, however, was thinking of none of these things for the very excellent reason that fortunately for his own peace of mind he knew nothing about them. Nor did he know that the trimly uniformed figure before him had served as a very able peacemaker in recently acquired and very turbulent eastern provinces. Had in his own words, "been offered Egypt," been considered as Viceroy of India, and could at his own request have had any rank or dignity in the Empire.

Not knowing these things, the adjutant in his power (which to do him justice was the last thing in his mind) was totally unimpressed as the airman stepped forward, halted, saluted smartly and said "You wanted to see me, sir, A. C. 2 Lawrence, T. E.?"

¹ Seven Pillars of Wisdom.

² This last statement is of course inaccurate as Lawrence's pseudonym in the RAF was T. E. Shaw. I write Lawrence for the sake of continuity and effect.

Interesting Points on Nazi Robot Bomb

The aerial torpedo is not a recent development, nor is it a European invention. As a matter of fact a practical, self-propelled, self-stabilized and self-steered aerial torpedo was invented in the United States during the first years of the last Great War. This invention embodied triple axis gyroscopic control, aneroid altitude regulation, and catapult launching. Many improvements have since been made on that early design, closely paralleling the evolution of automatic controls for aircraft, but responsible military authorities hesitate to adopt the weapon for reasons made clear by the results of the German robot raids over England. Indeed, the only distinction the Wehrmacht can claim is that—as with poison gas and area bombing—it has no scruples about employing its weapons

with ruthless indifference to the conventions of war.

Follows Old Law

Robot aerial torpedoes are nothing more than an adaptation of aircraft automatic controls with means added to perform functions peculiar to projectiles. The indispensable reference device of such controls, the gyroscope, was mainly a laboratory curiosity used to demonstrate a few laws of dynamics until Seren, in 1770, utilized a spinning top with a polished plane apex to provide an artificial horizon for use at sea. Later, the advent of iron ships and the subsequent invention of the submarine increased the demand for a compass which would be unaffected by adjacent masses of iron. This requirement was met spectacularly by the gyro-compass, which was soon followed by "iron mike," the marine automatic pilot. Other uses for gyroscopic stability and the phenomena of precision were found, notably in connection with naval torpedoes, ship and monorail car stabilizers, naval gunnery fire-control, and a remarkable device for guiding oil-well drills in any desired direction underground. The invention of gyro-flight instruments greatly extended the navigating range of aircraft and the need for automatic stabilization and azimuth control followed. The controls for aircraft designed prior to the end of the last war are interesting in that, since aircraft were not then generally equipped with pneumatic and hydraulic accessories, extensive use was made of electricity to spin the rotor, erect the gyros, energize the signal pick-offs, and operate the servo motors. The present trend is back to the use of electricity for these purposes, with electronic refinements. Expansion of gyroscopic applications has progressed to the point that today a fully equipped aircraft may have as many as ten gyros with no duplication of accessories.

Sperry Is Inventor

The pioneer and outstanding figure in these exploitations of the gyroscope was Elmer Ambrose Sperry, who, with over four hundred useful inventions in diversified fields to his credit—including the powerful searchlight used today for aircraft detection—has been ranked second only to Edison in importance. A successful inventor and engineer, Elmer Sperry first became interested in the gyroscope when in 1904, at the age of 44, he bought a toy gyro for his children. From that chance purchase has grown the great corporation bearing his name. Sperry produced his ship stabilizer during 1907. It was in 1917 that Sperry filed specifications for a radio-controlled aerial torpedo.

Reporters Wanted

In order to enlarge on the reader interest of *The Aircraftman*, the editors are interested in having a few more reporters from the different squadrons. Writing experience is not a necessity, but would be helpful. The main requirement is that you be interested in the work. If you would like to learn more of this interesting work, drop into the No. 2 wing Y.M.C.A. office and contact Arnold Ducklin, or drop a line to the editor. Don't be bashful; the line forms on the right.

Station Chatter

(Continued from page 3)

pip! our Oliver did not by any means give up at this turn of events. Realizing that the crash boat could not get in very close to shore, he merely stayed at sufficient depth to avoid contact with either boat or shore patrols and continued on his way. Things by now were going a bit too far for our S.P.'s—the hue and cry had been raised and people were thronging up to watch the "German" prisoner escape—so, taking the situation by the forelock, two of our burly lads jumped fully-clothed from the crash boat and made for our Oliver—they got to him, too, and the naval capture was effected without ceremony off the Erie Rest shore towards the close of Thursday afternoon, August 3, 1944.

What of Oliver's fate from then on was a matter for speculation and for the D.A.P.M.—but it seems that Oliver's period of liberty, though of short duration, was filled to the brim with merriment and excitement, to say nothing of a little consternation, and for more people than our Oliver alone.

Entertainment Activity

Naturally, as is usual at this time of year, the entertainment end of the month of July was centered pretty well out-of-doors in a sporting manner. However, to show that all is not dead in the artistic world around the station, a very pleasant and successful outdoor concert was staged on the lawn in front of the administration building on the evening of July 11th.

It seems that a goodly crowd of civilians and service personnel attended and enjoyed particularly the fine voice of LAC Kenneth Neate, an Australian tenor of considerable renown who has sung for us here before, and who now is in training at Fingal. Assisting artists Kay Edis and Kay Alvin likewise pleased the gathering, and the TTS band and quartet under the direction of F/S Howard Leroy did itself really proud with their vocal and instrumental selections. The concert was so successful and so enjoyed, they tell us that it is planned to hold others before the season ends.

Carrying on in the classical entertainment line are the Monday evening recorded symphony concerts on the grass outside of the Recreation Hall. The reproduction of the recordings is excellent, and the number who enjoy the classics are quite faithful in their attendance each week.

Then, too, there are the new Wednesday night movies in addition to the regular Tuesday, Friday and Sunday shows. These Wednesday night affairs in the Blue Room consist mainly of shorts and war films, and are quite snappy and interesting.

A Little of THIS and THAT

It seems that one of the favorite jobs at present on the station is weeding and hoeing in the victory garden—never mind, lads, just think of how much the fellows here this fall are going to enjoy eating the stuff you've worked so hard on this summer.

It appears that our gals' softball team has built itself up quite an enthusiastic fan following around the station. Whether it's the pulchritude of the lasses themselves, or the calibre of the ball they

Which One Would You Fire At?

Not at No. 2! It's the Auster IV, Army co-operation plane. Recognition features are a high wing single engine (Lycoming). Wing is strut braced, rectangular in plan with rounded tips. Undercarriage fixed, diamond shaped tailplane with cut out. Triangular single fin and rudder with rounded top.

Fire at No. 1! This is a Japanese navy type reconnaissance (Nakayima). This is a single bay biplane. It has a radial engine. Central float and wing-tip floats fixed. Elliptical tailplane with cut out. Tail single fin and rudder, marks this as its main characteristics.

play we don't know, but at least three truckloads of supporters accompanied the team to Fingal on July 20th to cheer our girls to victory over the Fingal team. Quite a good show. . . .

There was not such a good show as far as representation was concerned at the district track and field meet in London on August 2nd, but in spite of it our boys and girls did fairly well—see account on the sports page. . . .

Much interest and speculation has been caused by the great exodus from the two main wings. Rumor has it that army wounded or convalescents are on their way in here. Nobody seems to know definitely just what or when, but it appears that the transition from training school to hospital is about to begin. Mayhap we shall find ourselves living in tents on the parade ground come winter. . . .

And of course you went home on your special "48" to vote in the Quebec election. Won't it be fine when the powers that be become desperate enough to let us have a week's special leave to go home and vote in Saskatchewan or Alberta—those provinces had elections this summer, too, remember? Though possibly you wouldn't—all we saw were vague promises of a chance to vote sometime. "Representation by population" . . . yes, of the Province of Quebec!

Sometimes the Worm Does Turn

Just by way of winding up the column for this month, here is a story, the authenticity of which we won't vouch for, but which was brought to our attention the other day:

It seems that a young flight sergeant flight engineer was brought back here the other day from overseas to serve as a member of the F.E. Trade-Test Board. He had had several operational trips and done considerable F.E. instructing over there.

During his first morning of trade-testing he is suddenly confronted by a familiar face on the other side of his table—a flight lieutenant trainee F.E. Somewhat surprised, our F/S addresses the F/L thusly:

"Sir, do you remember me?"

"No, I'm afraid I don't, Flight."

"Sir, where were you stationed in 1942?"

"At 'Y' Depot in Halifax. Why?"

"Sir, you're the officer who awarded me seven days' detention for going A.W.L. to see my seriously ill mother. Shall we get on with the questioning, sir?"

Rookie T.T.S. Airmen Do Blindfold Drill

An amusing spectacle was afforded at the RCAF Technical Training School tonight, when a squadron of airmen, who had not previously drilled together, were lined up, blindfolded and then put through a drill.

Each airman obeyed the orders, given by Flt. Sgt. Bruce Shaw, in what he thought the proper manner, but, unable to see his fellows, sometimes swung smartly in the wrong direction on the wrong foot, or at the wrong moment, and it ended with the drill squad scattered all over the drill square, while spectators wiped tears of laughter from their eyes.

The blindfold drill was a special entertainment feature of the monthly drill competition, won by No. 1 Squadron, in charge of Cpl. L. J. Hickingbottom, scoring 85½ points.

For the first time the drill competition was held outside the drill hall on the parade square, an area having been marked off the approximate size of the drill hall. Held out of doors, the meet proved all the more popular to station personnel.

All seven competing squads performed well, with scores all within a 5½-point margin. No. 3 and No. 4 Squadrons, under Cpl. L. Goldenblatt and Cpl. Walt Rozinski, respectively, tied for second place, with a score of 84½ points, and the Women's Division Squadron, under Cpl. B. Hall, was close behind for fourth place, with 83½ points. No. 5, under Cpl. H. Seligman, came fifth, with 83½ points; No. 6, under Cpl. S. Leggett, was sixth, with 81½ points, and No. 2, under Cpl. R. H. Downey, came seventh with 80 points.

Wing Commander Archie Vince, M.B.E., commanding officer, presented the trophy to Sqdn. Ldr. J. J. Bennett, O.C. of No. 1 Wing, who in turn presented it to the winning squadron.

Flt. Lt. S. A. Banks, station adjutant, was in charge of the parade. Judges were Wing Commander Owen Dunn, M.C., and WO1 Oliver Nash. Section Officer M. E. G. Johnson was recorder.

Other entertainment provided during intermission included songs by Sgt. Kay Alvin and Cpl. H. Wood, accompanied at the piano by Charlie Kilgour, of the Y.M.C.A. War Services at TTS. Hugh Peart, also of the Y.M.C.A., W.S., was master of ceremonies.

G. I.

Sitting on my G.I. bed,
My G.I. hat upon my head,
My G.I. pants, my G.I. shoes,
Everything free, nothing to lose.
G.I. razor, G.I. comb,
G.I. wish that I were home

They issue everything we need,
Paper to write on, books to read,
Your belt, your shoes, your G.I. tie,
Everything free, nothing to buy.
They issue food to make us grow—
G.I. wanna long furlough

You eat your food from G.I. plates
And buy your needs at G.I. rates.
It's G.I. this and G.I. that,
G.I. haircut and G.I. hat,
Everything here is government issue.
G.I. wish that I could kiss you.

—Falcon News, Stout Field, Ind.



TTS took numerous events in the Western Ontario District meet held during August, and the above layout pictures a few of the interesting events. Top left, shows J. W. Rain, extreme left, No. 19, cutting the wire as winner of his event. The station's 880-yard relay team is pictured in upper right. Reading from left to right, they are: Akesley, Stintzel, Rein and Blanche. Wing Commander Fullerton, Centralia, is taking the salute during the march past in lower left; behind him, from left to right, are: F/O McLeod, Centralia; F/L Rodgers, TTS; Wing Commander A. G. Vince, TTS; Arnold Ducklin, TTS YMCA supervisor; and S/L Wilson, Centralia. Lower right are the WD relay winners. Top shows LAW Sivertson; left, LAW Hutchinson; right, LAW Whitman, and bottom, LAW Brown. Insert shows AC2 Hickinbotham of TTS getting away a long throw in the discus.

T. T. S. Athletes In Western Meet

TTS COPS NUMEROUS EVENTS AT TRACK MEET

The afternoon of Wednesday, August 2, was a hot one. It seemed particularly hot at the J. W. Little Memorial Stadium in the University of Western Ontario grounds where the Track and Field Championships for the southern division of Western Ontario District airforce stations was being held. But although the heat stopped a good many spectators from attending, it didn't stop the athletes one iota, and the assembled gathering—mostly service personnel—witnessed an

afternoon of fine athletic endeavour, sprinkled with numerous thrills.

The championship meet was attended by seven air schools, namely, TTS, Fingal, Aylmer, Crumlin, Centralia, Clinton, and Port Albert. The TTS band and WD Precision Squad were in attendance along with the colorful Pipe Band from Centralia.

The meet opened with the march past led by the Centralia Pipe Band, the WD Precision Squad and the various competing teams following. The salute was taken by G/C E. B. Fullerton of Centralia.

At half time the TTS band and the WD Precision Squad under Cpl. Hall gave an interesting display which was followed later by an exhibition tug-of-war between Fingal and Port Albert and music by the Centralia Pipe Band.

The athletic end of the program ap-

peared to be closely contested in both the men's and women's divisions, but toward the end of the afternoon, the Clinton athletes—American boys mostly—had drawn far ahead of their male rivals, and the Aylmer girls had garnered enough points to nose out TTS and Centralia.

In the men's section, Clinton amassed 36 points to win the meet, while at present writing it is still undecided as to whether or not TTS and Fingal are tied for second place with 20 points each, or whether Fingal nosed TTS out by one point, that is 20 to 19. This controversy arose out of the undecided third place in the high jump when neither Cpl. Fred Stewart of TTS or his rival from Fingal could clear the bar above a certain point in their jump off.

The TTS girls amassed their points from Cpl. H. Brown's second in the 75-yard dash—good for 3, and the winning

No. 3 Repeats In Squadron Sports

Always a contender in every sport, No. 3 Squadron and its dynamic sports NCO, Cpl. McMillan, once more took the Commanding Officer's Trophy to repeat their June win. Although No. 3 Squadron tied with No. 4 Squadron in tennis, the scrolls in this sport went to No. 3 Squadron as a station sports committee ruling has provided that, in the eventuality of a tie, the scrolls in a certain sport shall go to the squadron which wins the Commanding Officer's Trophy. This arrangement has been made to avoid the necessity of playoff games. Incidentally, it is worthy of note that No. 3 Squadron also took the Commanding Officer's Trophy for January and February.

No. 3 Squadron secured a percentage of 88.5 and was closely followed by No. 1 and No. 4 Squadrons, which tied for second place with 85.4 per cent each. No. 4 Squadron won the scrolls in soccer and No. 5 Squadron in softball. No. 1 Squadron took the honors in lacrosse and went through the series without a loss.

The future of the C.O.'s Trophy sports is rather indefinite at the moment with all the changes in squadrons taking place. We shall carry on through August with a six-squadron league and attempt to adapt the fall and winter program to circumstances.

The personnel of the winning teams is as follows:

Soccer—No. 4 Squadron

J. Crawford, R. J. Mercer, G. N. Glover, E. A. R. Longhurst, L. M. Jones, W. J. Henwood, G. E. Rolfe, G. K. Sly, R. Parker, K. N. Taylor, R. Platt, S. F. Drew, Cpl. J. L. P. Lambert, Cpl. C. E. Ross.

Softball—No. 5 Squadron

J. P. L. Noiseux, G. R. Hulf, L. H. St. Germain, B. S. Garbus, J. W. Iannicello, M. Shack, R. F. Lafond, W. W. Barnard, Cpl. J. M. H. Louis, Cpl. H. L. Seligman, Cpl. D. H. Boyd.

Tennis—No. 3 Squadron

R. E. Hales, D. R. Robidoux, A. L. Gordon, J. Gagnon, R. L. Atkins, Cpl. H. Lando, L. F. Parker, A. R. Schrumm, J. L. Landriault, R. V. Gordon.

Lacrosse—No. 1 Squadron

H. V. G. Wells, L. J. MacDonald, W. H. Hobson, M. B. Runnals, J. T. Berry, P. J. McReavy, R. W. Nelson, F. R. Ranson, K. R. Mackenzie, R. A. Ward.

of the 300-yard relay which was good for eight. The relay team was made up of Cpl. Brown, LAW C. Sivertson, LAW H. Wightman, and LAW M. Hutchin-son.

The men's section of our track team got all its points from the running events except for the high jump. We got started when J. W. Rain made a brilliant spurt in the final few yards of the gruelling 880-yard run to just nose out a Fingal runner for first place. Then in the mile race which followed, J. T. Dalton ran mag- nificently all the way, but couldn't quite catch a Fingal runner at the tape and so picked off second place. Later on Dalton came back again to finish second in the very hotly contested 440-yard run, where but a whisper separated the first three runners. But we put the final brilliant cap on the afternoon's efforts by the win- ning of the 880-yard relay in handy fash- ion. Our team of J. R. Blanche, E. A.

CHAMPIONSHIP CREST AC2 C. H. Baillie Features Swimming Championships



Here, for the first time, is a picture of the Official Crest for No. 1 Training Command Athletic Championships. The Bar below the Crest designates the particular sport in which the wearer is tops. TTS has high hopes that many of its athletes will be shooting for this high honor in RCAF sports activities.

The TTS swimming team took off for Clinton on August 9th to attempt to maintain the high standard set by the station swimming team earlier in the season, when it received top place at the district meet held at London "Y".

The Clinton meet was one of the out- standing shows of the season. The beautiful pool, capacity crowd, and en- thusiastic competitors helped to make it so.

The outstanding event was the diving —almost professional in quality. The winner of this was our own AC2 Baillie, C. H., of No. 4 Squadron, who will be proceeding to Command to compete against the best in Ontario.



LAC BAILLIE

Caught by The Aircraftman cameraman as he executed a difficult high dive during the Western diving competition held at Clinton, LAC Baillie presents a picture of skill and grace. LAC Baillie is in No. 3 Squadron and will represent TTS at the Command meet.

We also placed a winner in the 200- yard dash, which was won by AC2 Creer, F. B., of No. 2 Squadron, who is also going to Command.

LAC Modler, G. A., placed second in the 60-yard dash and our relay team also managed second place.

The final scoring was added and TTS tied for second place. All the boys put on a marvellous show, fought hard and did a good job. As a slight reward a dance was held and plenty to eat and drink (soft, darn it!).

At this point F/O M. A. Sansone, P.T. & D., thanked the airmen for the splen- did show.

Seven Records Broken In R.C.A.F. Track Meet

Seven Command records were broken at the third annual track and field cham- pionship meet of No. 1 RCAF Training Command at Varsity Stadium.

The WD station 330-yard relay team came second in their event, the winning time being 38 seconds. The WD relay team is composed of Cpl. Brown, Cpl. Hall, LAW Sivertson and LAW Hutch-

inson. A picture of this relay team ap- pears on the opposite page.

Highlight of the Command swimming meet held at Sunnyside pool, from a TTS viewpoint, was the outstanding display of diving turned in by AC Baillie, who took the men's diving title in his stride. A picture of Baillie in action is shown on this page, taken during the Western On- tario meet.

TECHNICAL TOPICS

Equilibrium, Stability and Control

By F/Sgt. Winnett

RIGHT from blueprint to finished aircraft, the aeroplane designer and builder must pay strict attention to the important subjects of equilibrium, stability and control if his product is to prove satisfactory in flight. And they are equally important to the air-frame mechanic, who must call on his knowledge of them to diagnose the causes of "wing low," "yawing," and "tail low," and the many other faults that may confront the rigger in the maintenance of his plane.

In flight an aircraft may move not only from place to place, but also about its centre of gravity. This latter movement may be studied with reference to the three axes, i.e., longitudinal, normal, and lateral. The origin of these axes is the centre of gravity.

The Longitudinal Axis (Fig. I) is a straight line running fore and aft, passing through the centre of gravity, and is horizontal when the aircraft is in rigging position.

The Normal Axis (Fig. I) is a straight line passing through the centre of gravity and is vertical when the aircraft is in rigging position. It is therefore obvious that the normal axis is at right angles to the longitudinal axis.

The Lateral Axis (Fig. I) is a straight line passing through the centre of gravity and is at right angles to both the normal axis and the longitudinal axis. The lateral axis is horizontal when the aircraft is in rigging position.

Angular movement about the longitudinal axis is known as rolling (Fig. I) and is considered positive when the aircraft rolls to the right. Yawing (Fig. I) is movement about the normal axis and is considered positive when the turn is to the right. Pitching (Fig. I) is movement about the lateral axis and is called positive when the nose of the aircraft rises and negative when the nose falls.

Equilibrium

Equilibrium is the condition of the forces which will keep the aircraft travelling at a steady velocity, in a fixed direction and at a level height. In level unaccelerated flight three fundamental equations of mechanics must be satisfied.

(1) The sum of the horizontal forces must be zero. The horizontal forces in level flight are the propeller thrust acting in a forward direction and the total of all the drag forces acting backward.

(2) The sum of the vertical forces must be zero. The vertical forces in level flight are the forces of gravity, equal to the weight of the aircraft, acting downward and the lift of the mainplanes acting upward. There is also a tail load which may act either upward or downward depending on the design of the aircraft, but is usually downward.

(3) The sum of all the moments must equal zero. The centre of gravity is taken as the origin of moments. A moment of a force is the tendency of the force to turn the body on which it acts about a given axis. The moment of a force is measured by the product of the magni-

tude of the force and the length of a line drawn from the axis perpendicular to the line of action of the force.

(Thrust x C) plus (drag x B) plus (tail load x E) equals (lift x A)—

Where C is the vertical distance of the resultant thrust from the centre of gravity;

Where B is the vertical distance of the resultant drag from the centre of gravity;

Where E is the horizontal distance of the resultant tail load from the centre of gravity;

Where A is the horizontal distance of the resultant lift from the centre of gravity.

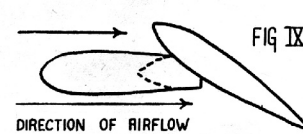
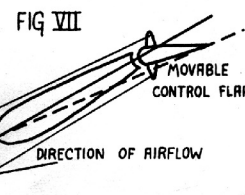
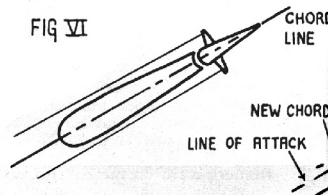
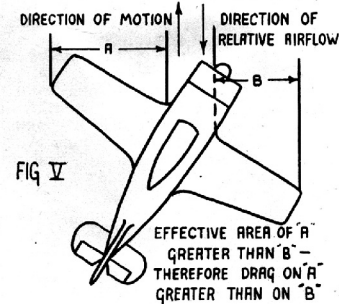
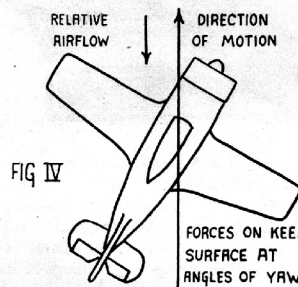
It will be noticed that the weight acting directly below the centre of gravity has no tendency to rotate the aircraft,

therefore there is no moment of this force.

Lift and weight remain nearly constant. The thrust can be changed by changing the setting of the engine throttle. The drag depends on the speed of flight. The centre of gravity can be shifted by the redistribution of the weight only. Large changes of tail load may be effected by manipulating the tail surface since this surface is at a relatively great distance from the centre of gravity and thus the moment arm is comparatively long. The equilibrium of the aircraft is maintained by the adjustment of the tail load moment in such a manner that the sum of the moments equals zero, or (thrust x C) plus (drag x B) plus (tail load x E) equals (lift x A).

Forces in the Glide

When an aircraft is gliding there are no longer four forces involved. There is



no thrust and equilibrium must be maintained by the lift, drag and weight. The resultant of the lift and drag must be exactly equal and opposite to the weight. In a glide the lift is not vertical but is at right angles to the path of the glide, while the drag acts backward parallel to the path of glide. The angle between the lift and the resultant of the lift plus drag is equal to the angle between the horizontal and the path of glide. (See Fig. II). We can conclude from this that the angle of glide depends on the L/D ratio. The best gliding angle is the flattest gliding angle. The further conclusion may therefore be drawn that since the L/D ratio is a purely aerodynamic characteristic of the external shape of the aircraft, the angle of glide is the same whether the aircraft is loaded or light. Since the L/D ratio is not affected by the air den-

sity, the angle of glide is the same at all altitudes. The conclusion may also be drawn that any streamlining improvements which reduce drag flattens out the gliding angle.

A change of throttle setting disturbs the balance of the aircraft and generally speaking a readjustment of the elevator trimming tabs or elevator is necessary. This change is necessary because of a number of factors. Unless the line of thrust passes through the centre of gravity the thrust moment will change with the throttle setting. The slipstream velocity will also change and as the tail surface is usually located in the slipstream, the load on the tail plane and elevators will be affected, creating a corresponding change in the tail load moments. As the lift of the aircraft depends to a great extent on the speed of the aircraft, the change in throttle setting will cause a change in the lift. Similarly, drag, depending on the velocity of the airflow, will change and unless the line of action of the lift and the drag passes through the centre of gravity there will be a change of moment of these forces. The angle of downwash, i.e. the angular deflection of the airstream due to the lift produced by the mainplane, is greater at low speeds than at high speeds. Any change in speed will produce a change in the angle of downwash, thus changing the angle of attack of the tail plane and the tail load moment.

In a vertical dive there is no resultant lift force, but there is a large down-load on the front spar and an up-load on the rear spar of the mainplanes which requires a down-load on the tail surface for balance. In a vertical dive the velocity will increase until the drag equals the weight. This occurs when the terminal velocity is reached and is the velocity at which there is a state of equilibrium.

In a climb the centre of pressure moves forward with the increase in angle of attack. This decreases the moment arm of the lift forces and a corresponding decrease in the tail load is required. The centre of pressure is the position on the chord line of an aerofoil at which the resultant of the lift forces of the aerofoil acts.

It is the designer's problem to arrange these factors in such a manner that the combined results of the changes is as little as possible and a minimum adjustment of the control and stabilizing surfaces is necessary to bring the aircraft into equilibrium after a change in throttle setting.

Stability

An aircraft is stable when, if slightly disturbed from a condition of equilibrium, forces or moments are set up which tend to restore the aircraft to its original state without the aid of the pilot or control surfaces. Stability may be classified as around each of the three principal axes. In normal level flight the aeroplane is balanced longitudinally by adjustment of the tail plane, but the longitudinal stability of the aircraft depends on a number of factors:

1. The larger the ratio of tail plane area to wing area the greater the longitudinal stability will be.
2. The less the centre of pressure of the mainplanes shifts with changes of angle of attack the greater the longitudinal stability of the aircraft will be.
3. The greater the distance from the tail surface to the centre of gravity the

greater will be the degree of longitudinal stability.

4. The greater the aspect ratio of the tail plane the greater the degree of longitudinal stability.

5. A large downwash tends to make the aircraft unstable longitudinally.

6. The type of aerofoil used in the construction of the tail surface influences longitudinal stability.

7. The vertical location of the centre of gravity with respect to the chord line of the mainplane influences stability. When the centre of gravity is above the chord line the aircraft is not as stable longitudinally as when the centre of gravity is below the chord line.

8. The horizontal location of the centre of gravity with respect to the chord of the main planes affects longitudinal stability. Movement of the centre of gravity towards the trailing edge of the mainplanes brings about instability. A distribution of the load carried in a manner other than the designed distribution may shift the centre of gravity of the complete aircraft in such a manner that very undesirable flight characteristics may develop.

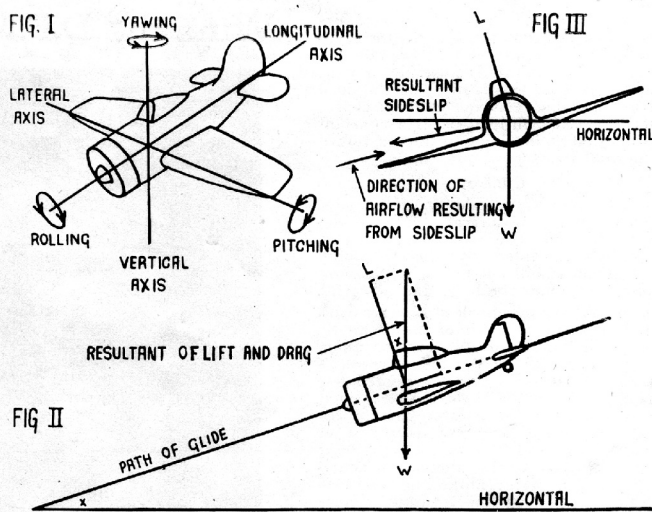
9. The slipstream and the thrust affect the stability. The longitudinal stability of the aircraft is quite different with power on than with the power off.

When the angle of attack of the tail plane is adjusted to bring about longitudinal stability, the restoring moment caused by the increased lift of the tail plane multiplied by the distance to the centre of gravity must be greater than the upsetting moment caused by the increased lift of the main planes times its distance to the centre of gravity.

Lateral and directional stability are so interrelated that it is not feasible to consider them independently. The same forces which produce rolling also produce yaw though the force may produce one to a greater or lesser degree than the other.

Important factors entering into the restoration of lateral stability are lateral dihedral and a larger fin area above the centre of gravity than below it.

When the mainplanes are equally in-



clined the resultant lift is vertically upwards and will be balanced by the weight which will be equal and opposite. When the aircraft rolls the weight will still act vertically downwards, but the lift will be inclined from the vertical towards the low wing. The two forces will temporarily be unbalanced and a small resultant force acting sideways and toward the low wing, will result, causing a sideslip. (See Fig. III.) The sideslip will cause a resultant airflow in the opposite direction to the sideslip. This airflow strikes the low wing at a greater angle than it does the high wing. Therefore the low wing receives more lift than the upper wing. In practice the high wing is partially or totally blanketed by the fuselage in such a manner that a great area of the wing surface of the high wing does not receive the airflow. The low wing, receiving more lift, rises and restores lateral stability.

In a sideslip, when the fin area is larger above the centre of gravity than below it, the greater resistance to the airflow is above the centre of gravity and a restoring moment is set up. In this connection the large fin area at a distance behind the centre of gravity produces a yawing motion. This heads the aircraft into the wind and one wing moves faster than the other, increasing the lift on that main plane and increasing the bank. The increased bank increases the sideslip. This cycle, repeating itself, results in auto-rotation.

Directional stability is secured by distributing the keel surface in such a manner that the resultant air forces in a sideslip act to the rear of the centre of gravity and forces the nose into the wind. (Fig. IV). Excessive directional stability, combined with rolling, produces spiral instability. The proper amount of keel surface to secure directional stability and avoid spiral instability, must be arrived at if the flight characteristics of the aircraft are to be satisfactory.

Sweepback is put into the aircraft by the designer principally to secure the correct horizontal position of the centre of gravity. It assists in maintaining directional stability since in a sideslip the drag forces are unequal and a moment tending to restore stability in yaw is pro-

duced. (Fig. V). In some types of aircraft, notably large cargo craft, the fuselage deflects the airflow past the tail surface and the aircraft is unstable in yaw. The tail surface moves out past the dead air and a stable restoring moment is produced. Consequently there is a constant yawing and rolling motion, then a return to normal flight position.

Control

Control means the ability of the pilot to manoeuvre the aircraft into any desired position. The two characteristics, stability and control, are directly opposite. When stability is excessive the control surfaces must be large and powerful.

Controls are designed to operate with small effort on the part of the pilot. By hinging a small movable surface along the trailing edge of a fixed surface, a change in the setting of the hinged flap changes the camber of the entire surface. In this manner the greater part of the load is carried by the fixed surface. (See Figs. VI and VII.)

If a portion of the hinged surface is placed ahead of the hinge line, the load ahead of the hinge line tends to balance the one behind. This is known as aerodynamic balance. (Figs. VIII and IX.)

Different types of trimming tabs are coming into increased use as a substitute for adjustable stabilizing surfaces. The trimming tab is a small adjustable surface at the trailing edge of a movable control surface. The airload on the tab produces a movement of the control surface in the opposite direction to the movement of the tab without effort on the part of the pilot.

These tabs vary in type, one being adjustable only on the ground, while another may be adjusted in flight. The second type may be used to relieve the pilot of the strain of correcting for unbalanced yaw if the tab is on the rudder or, if on the elevator, correcting longitudinal balance. Aileron trimming tabs are used to secure lateral balance in cases of "one wing low." They may also be used to eliminate the necessity for wash-in and wash-out of angle of incidence to counteract the effect of engine torque.

The elevator fixed to the tail plane gives longitudinal control. Tail surface area is proportioned between the tail plane and elevator in such a ratio that the smallest elevator feasible with adequate control is used.

The fin and rudder give directional control. The slipstream follows a helical path backwards and exerts more pressure on one side of the fin and rudder than on the other, giving the aircraft a yawing tendency. This may be overcome by offsetting the leading edge of the fin into the slipstream or by use of the rudder trimming tab. The rudder trimming tab may also be used to offset the yaw caused by one engine cutting out in multi-engined aircraft. The rudder is more effective at high speeds than at low. At speeds near the stall the rudder loses its effectiveness. The stalling angle of an aerofoil and the stalling speed of an aircraft should not be confused. The stalling angle of an aerofoil is the angle beyond which any increase of angle of attack will result in less lift, while the stalling speed of an aircraft is the speed at which an aircraft has lost the forward velocity necessary to give control.

Ailerons are most effective, too, at high speeds. Near the stalling speed the ailerons become sluggish. Due to the drag coming more on the down going aileron

Wins the D.F.M.



P.O. Leonard F. Martin, son of Mr. and Mrs. Frank Martin, of Winnipeg, Man., and a flight-engineer instructor at RCAF TTS during the early months of this year, has been awarded the Distinguished Flying Medal, according to an RCAF announcement made recently.

P.O. Martin enlisted in the RCAF in November, 1940, at the age of 18. He trained at Brandon, St. Thomas and Camp Borden, and went overseas in May, 1942. He was a member of a bomber crew attached to the famous Moose Squadron, and made 1,300-mile round trips on big raids over Berlin and Rostock. P.O. Martin was reported missing in September, 1943, when his plane was shot down over enemy occupied territory, but he later was found safe, having escaped with other members of the crew. He is now serving as flight-engineer instructor at Boundary Bay, B.C.

than on the upgoing aileron, the aircraft tends to yaw as well as roll. There have been a number of methods devised to overcome this effect: differential ailerons control, the Frise type aileron, rigging up ailerons, floating ailerons, slot cum aileron control, automatic slot control, and slot cum interceptor control.

News Here and There

It is a well-known fact that hitch-hiking is contrary to Air Force rules, but if you are just walking along minding your own business—well, that isn't called hitch-hiking, is it! That is just what one of the WD's was doing the other day. But she is cured of doing even that now. If you can contact that WD you might ask her how she enjoyed her ride with the local undertaker.

There are two of the NCO's that are going to find sleep a very elusive thing one of these nights. Why? Well, they had to go around counting the sheets and pillow cases in the WD barracks the other day and they said they were to count every single one of them. I'll bet when they finish the job they will close

Blood Donors

Top honors among the 191 donors from the RCAF Technical Training School and from St. Thomas and Elgin County civilian lists, who gave their blood for Red Cross overseas serum service at Kiwanis War Services clinics, held Saturday afternoon and Sunday morning, at 32 St. George street, went to Arthur Ducker, young aircraftman from Toronto, who gave his 16th donation. Ducker has the highest record of any RCAF donor who has given blood at a Kiwanis clinic in this city. He said he started giving in 1941, the first ten being given in Toronto.

"The only regret I have is that I was about a year late in starting," Ducker said. "I've never had any ill effects from giving blood—there's nothing much to it."

Wing Commander A. G. Vince, M.B.E., commanding officer of TTS, and Wing Commander Sinclair, senior medical officer, visited and inspected the Kiwanis clinic quarters Saturday afternoon, while the parade of RCAF donors was in progress. Both expressed themselves as being very favorably impressed with the new quarters and the manner in which the airmen were received and treated. With the medical staff at TTS shorthanded at the present time, Dr. Peart of the TTS hospital staff was the only doctor who could be released. He took the donations, while Miss Rita Ronson, Kiwanis technician, took the medical histories.

The appetizing food enjoyed by the donors was supplied by the Hotel Talbot, and much credit goes to Manager Peter Bruce of that hostelry. The number of TTS donors was first reported at about 80, then the number was increased by about ten; finally the number was increased to 104. Mr. Bruce responded each time with more well prepared food, ensuring every donor a full dinner. Ladies of the Edna Rebekah Lodge served the dinners.

Ninety-eight of the donors from TTS were able to give blood while 93 donations were received Sunday morning at the civilian clinic. A very large number of the civilian donors were from Elgin County.

MOSQUITO CROSSES OCEAN IN 6 HOURS AND 46 MINUTES

A Canadian built Mosquito has flown the Atlantic in six hours and forty-six minutes. This record crossing of 2,200 miles from Goose Bay, Labrador, to the coast of Northern Ireland was made by W/C John L. Woolridge, of Pembroke, Kent, who already holds the D.S.O., D.F.C. and Bar, and D.F.M., and his navigator was an Australian, F/O Jim Burns. Capt. Kerkorian of Fresno, California, was the skipper of another accompanying Mosquito on this record run, and his time for the successful trip was only a little more. Both these pilots say that they never flew a "dandier" aircraft nor one so easy to handle. "Kirk" indicated after the flight that "he thinks the Canadian workmen should really feel proud of themselves for producing such a "bonny" aeroplane.

their eyes only to have sheets and pillow cases flying at them from all directions. They might try counting them again. But I rather doubt it.

The Tools of War

The cannons roar, the rockets soar;
Are these, you say, the tools of war?
Ah no, not so, it cannot be!
The tools of war they gave to me,
With which a better world to make,
Were these: a mop, a broom, a rake!
—Pic. John D. Hickman, "Yank."

Did you hear about the two drunks
who carried a midget into an under-
taking parlor and ordered a short bier?
—The Fielder, Stout Field.

Prayer, 1944

God, let us have some peace to live,
Carved out from all the time you have
in store:
Just some centuries that you could
give
Without disturbing your Forever-
more.
You've got it pretty soft, God: your
sky
Is silent as the heart of night should
be,
With only an occasional meteor going
by
To shake the edges of eternity.
It's a little different, God, down here:
The bitter course of war is everywhere,
With blood and flame, sorrow mixed
with fear,
And Death, instead of Angels, rides
the air.
We only ask that you will understand
And drop some quiet mercy from
your hand.
—T.A. Myron W. Fisher, "Yank."

Doubting Thomas

Two U.S. soldiers, sightseeing in
London, were walking down White-



hall. They wanted to see the War
Office but did not know on which side
of the street to look. They hailed a
passing Tommy and asked:
"Which side is the War Office on?"
The Tommy thought hard for a
moment, then replied: "Gorblimey!
Ours, I think!" —Mountain Viewpoint.

A girdle is something to keep the
waves out of WAC's.

English Language

O, the Angle and the Saxon and the
Latin and the Celt



**Around the
Circuit**

Compiled by Sgt. G. P. Hawke

Indubitably spoke a better language
than they spelled;
Then a little touch of Gaelic, and a
dash or so of Scot,
Some Norman, French and German,
and it's English you have got.

With two thousand years of usage, all
these strains have mixed and
blended

(And they've even added snippets
from the natives they've be-
friended).

So words may come and phrases go,
and empires grow or sever,
But English literature and speech
alike go on forever.

On the East of the Atlantic lies a
noble little island;
English village, town and moorland,
green Welsh valley, Scottish high-
land;

Cradled there the tongues they utter,
though with many different voices,
And when English words are spoken,
each staunch British breast re-
joices.

Cross the North Atlantic westwards
'till it beats on land again,

Cross the mountains, cross the lake-
lands, cross the prairies gold with
grain;

And from Texan plains to Ruperts-
land, from Newfoundland to
Nome,

You will hear the English language in
the heart and in the home.

English is a living tongue and life
means growth and change;

Old words oft take new meanings, and
new words grow all strange;

And on either side Atlantic, when it's
planted in two soils,

In one land a word may flourish,
though it in the other spoils.

And it seems so very futile now for
either group to say,

"You are not speaking English if you
don't speak it our way."

There is something more important
than slight differences of usage.

Something vastly more important,
something that is sheer abuse.

To speak against profanity need not
proclaim the prude,
It is merely that profanity displays a
mind as crude,
And imagination-lacking and a brain
as weak and mean
As those whose every second word is
putrid and obscene.

By request this verse was written; the
intention was to show
When the language we've been speak-
ing for two thousand years or so
Has been growing, ever growing, add-
ing word on word on word,
That to have to talk by swearing is, to
say the least, absurd.
—F/O A. H. Griffith, "Contact," Trenton.

Mistaken Identity

AC2: "You've never kissed me like
that before, Mary. Is it because we're
in a blackout?"
Girl: "No, it's because my name
isn't Mary."
—Fingal Observer.

Strategic

Rastus was sent to the general
store.
"My boss," he said to the clerk,
"wants a pane o' glass nine by 'leven."
"Haven't got none that size, Ras-
tus," said the joking clerk, "but will a
'leven by nine pane do?"
"I'll try 'er," replied Rastus. "Maybe
if we slip 'er in sideways nobody'll
notice it."
—Canadian Airman.

Cpl.: "I'm going to see the medico
about my wife. I don't like the way
she looks."

Pvt.: "I'll go along. I don't like the
looks of mine either."
—The Target, Fort Sheridan, Ill.

Quick Thinking

The clumsy waiter stumbled and fell,
Spilling hot soup on the Chaplain's
head.
The Chaplain quickly cried out, "Hell!"
Then added, "I'd like to have said."
—The Fielder, Stout Field.

Affable Like

A young Scottish recruit was put
on sentry-go outside the general's
tent. In the morning the general rose,
looked out of his tent, and said in a
stern and loud voice: "Who are you?"
The young man turned around
smartly and said, "Fine, sir! Hoo's
yersel?"
—Fingal Observer.

He: "Shall we sit in the parlor?"
She: "No, I'm tired, let's play ten-
nis."

She Admitted It

"I am not good enough for you,"
The lover fondly sighed,
"To think that one so fair and true
Should stoop to be my bride!"
"Your truthful words afford me joy,"
She tossed a foxy curl,
"But you're too good, my darling bo
For any other girl."

Camera Spotlights T.T.S. Activities



It has been said that people have more fun than anyone, and just to prove this statement, we sent The Aircraftman cameraman on a trip around TTS to prove the proof of the pudding. From the array of pictures we selected the above layout, with the top left picture showing lovers of the soil lending their hands at victory gardening under the supervision of F/L Junor and WO2 Smith. Top right, we have AC2 Jerry Winger of entry I.M. 120 entertaining the boys in his bay with the melodies we all love to hear. Next to good music, we will take good food and centre, left, shows a busy scene common around the station Tuck Shop. The band isn't always dressed up, as you can see in the centre right picture, when they let their hair down to whip out martial airs. Lower left, No. 4 and No. 5 Squadrons show how softball should be played during Saturday sports day. We never knew corn could grow so lovely until we spied LAW Doris Nixon, Cpl. Sarah Janes and LAW Marg. Martin coaxing it along in lower right picture.