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No. 1

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R.C.A.F.

THE BEAM

VOL. 1, NUMBER 1.

MONTREAL, QUE.

FEBRUARY, 1942

OUR COMMANDING OFFICER



WING COMMANDER R. M. SMITH

A MESSAGE FROM OUR C.O.

This is the first copy of your new Station magazine and I, as your Commanding Officer, hope that interesting contributions will be forthcoming from all ranks.

My message to the officers, staff and trainees, is first to thank you all for your wholehearted co-operation, the results of which speak for themselves. No. 1 Wireless School is getting and has got an enviable record of turning out well trained and efficient WAGS, WOGS and WEMS. This is the aim of all your instructors, but it is your hard work that is accomplishing the results.

A word in regard to the B.C.A.T.P.: As you all no doubt know, this plan is the most ambitious of its kind ever attempted, and it is a success. In two years and four months a tremendous organization has been built. Depots, I.T.S., Wireless, E.F.T.S., S.F.T.S., A.O.S., T.T.S., Engineering, Technical, Equipment and numerous other schools and Departments have been put into operation; thousands of airmen have gone through the doors of these schools, Canadians, Australians, New Zealanders. A great number of trained airmen have gone overseas and have carried on the names of Fathers and Brothers to swell the glorious record of the Empire's airmen, which was established a quarter of a century ago. At that time training was sketchy, our equipment to a great extent was experimental but still a job was done and well done.

Today we are endeavouring to prepare our airmen, pilots, WAG's,

(Continued on page 4, Col. 4)

R.C.A.F. WAG MAKES GOOD

Wireless Air Gunner
Highly Praised
by Commander

The heroism of a Canadian airman, Sgt. H. R. Franklin of Port Stanley, Ont., who disregarded a wound while he extinguished fires inside a damaged bomber and helped bring the big aircraft safely back to England, drew praise today from Air Marshal Sir Richard Peirse, Commander-in-Chief, Bomber Command.

Sir Richard commented upon the "courage and efficiency" of the 26-year-old wireless operator.

Sgt. Franklin who also helped give first aid to the wounded tail gunner, did not mention his own injuries until the aircraft had landed and the crew had been interrogated. The incident occurred in England with the Royal Canadian Air Force.

The Air Ministry news service in telling about the exploit of the former mechanic and miner quoted Sgt. Franklin's captain who described how the bomber, a two-engined Whitley, was caught in searchlights after dropping its bombs on Hamburg.

HIT BY A-A

"We were attacked by a fighter and anti-aircraft fire was concentrated on us," the captain said. "Flak did most damage. We were hit all over the place and the tail gunner told me on the inter-communication telephone he was wounded.

"The wireless operator and second pilot were going to help the gunner when an incendiary shell exploded inside the aircraft. Small fires sprang up but the wireless operator (Franklin) coolly put them out one by one with his feet and hands before they had a chance to get going.

"We did not know at the time he had been hit in the thigh by a piece of incendiary flak.

"He and the second pilot dragged the gunner from the damaged tail turret, dressed a wound in his back and gave him a shot of morphia. This wasn't easy because I was taking avoiding action all the time and would swing the aircraft about."

WIRELESS REPAIRED

When Franklin returned to his wireless set he found it damaged. The skipper said this was serious because the bomber had been forced down to 600 feet and the navigator needed a wireless "fix" to put him on the right course.

Despite pain in his thigh, Franklin scrambled about, locating and correcting the fault in the set. Then he was able to put through signals to help the navigator.

The tail gunner was taken to hospital on landing and is recovering from serious wounds. Franklin had four stitches taken in his thigh wound. (Quoted C. P. Cable.)

NO. 1 WIRELESS SCHOOL, MONTREAL



Probably one of the finest buildings taken over by the Royal Canadian Air Force in Canada under the Commonwealth Air Training Plan, No. 1 Wireless School is situated on Queen Mary Road, Montreal, Quebec.

AIR MINISTER REVIEWS TWO YEARS OF COMMONWEALTH AIR TRAINING PLAN

Presents Wings at Ottawa
On Second Anniversary

December 19th was the second anniversary of the British Commonwealth Air Training Plan and Air Minister Power celebrated it by presenting wings to one of the largest classes of pilots ever to graduate from No. 2 S.F.T.S. at Ottawa.

"This wings parade has a special significance," said Maj. Power. "Today marks the second anniversary of the birth of the plan. This week sees the opening of the last school provided under the plan and therefore the completion of the period of organization and construction.

PLAN IS SUCCESS

"Looking back at the anxious and difficult days through which we have passed we can say this plan is a success."

He told the class which included youths from the four participating countries, Canada, Australia, New Zealand and the United Kingdom as well as from the United States and from Chile, that few people understood the implications of the plan when it was announced on December 19, 1939.

Now, however, with men trained under the plan filling the fighting squadrons of the Empire's air forces the success of the plan is known in Empire countries and was known to Hitler.

"The Canadian, New Zealand, the Australian squadrons are in full active operation and the Royal Air Force squadrons everywhere have in their ranks in the air flying over enemy territory, your comrades who have been through the same training schools," said Maj. Power.

THREE D.F.Ms. WON BY CANADIANS

All Graduated
from Schools in Canada

LONDON, Dec. 23rd.—Three Bomber Command Sergeants, all born in Canada and trained in Canadian Schools under the Commonwealth Air Training Plan, have been awarded the Distinguished Flying Medal, the Air Ministry announced last night.

They are Ernest Wilson Burgess of Vancouver, William Gelghorn Gilpin whose family lives in Kit-scot, Alta., and Robert Steel Turnbull of Winnipeg, whose people now live in Govan, Sask.

Burgess, a wireless operator-air-gunner, "has done consistently good work," his official citation said. "On many occasions his skill has been the deciding factor in the safe return of his aircraft to base. Burgess has shown devotion to duty of a high order in very difficult conditions."

The Air Ministry said many operations in which Gilpin had participated were carried out in winter months in adverse conditions, but that by his exceptional skill he had gained the complete confidence of his captain and crew.

THE BEAM

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WING COMMANDER R. M. SMITH
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EDITORIAL

PRINCIPLES OF LEARNING

Though there has been no parallel in the history of mankind for the present menacing threat of destruction to all the distinctive and treasured modes of democratic life; though democratic education encourages the individual to take active interest in formulating and administering national policies; and though the appeal to the intellect to make some attempt to influence British and American Grand Strategy of War is almost irresistible; nevertheless, it must be remembered that our tasks—yours and mine—are those of cogs in a great war machine, a machine controlled by our elected representatives, of whom, outstanding, are the Prime Minister of Great Britain and the President of the United States of America.

And as cogs, we make our contribution, with the consciousness that modern warfare generally denies us the privilege of face-to-face combat with the enemy, but forces upon us the need for fighting our enemy with machines, with skill, and with perseverance without which skill and machines are not possible—and all this, often, at a great distance from the actual enemy.

In other words, we are *now*—in this School—in the field of battle; for here we are acquiring our skill! We must learn! We must persevere! We must do all in our power to become excellent, skilful WAGS, WOGS, and WEMS, and that, as soon as humanly possible. That is our present contribution to this War!

Are there, we then ask ourselves, any short-cuts? any royal highways to the acquiring of our skill and knowledge quickly?

Fortunately, there are many things we can do to learn more efficiently and more quickly. First let us consider skill, and reverse the treatment of "short-cuts" to knowledge for a later editorial.

Analyses of the situation in which a typical WAG most often must work reveals that the requirements of a WAG are mainly those of skill. Therefore, the WAG in this School, will have part of what he is required to do explained to him and demonstrated to him. He will then be required to perform, under supervision, so that errors of performance may be corrected, the things that were demonstrated. Finally, he will be required to repeat the performance until perfection is secured.

Explanation, Demonstration, Execution and Repetition are the key words to perfection in skill!

The thing that must be done by habit, under the stress of actual combat conditions must first be perfected as a skill by repetition,

continued page Three

NEWS FROM OVERSEAS

SOMEWHERE IN ENGLAND — Former store clerks, miners and fruit farmers are working side by side at Canadian night fighter stations keeping in fighting trim the deadly Beaufighters which pilots from the Dominion are flying against the Germans.

Half the credit for the Canadians' success against Nazi night raiders belongs to the ground crews who work night and day on machines of which they are as proud as the men who fly them.

UNSUNG HEROES

Meet some of the "unsung heroes" of the Canadian Squadron commanded by Wing Cmdr. D. G. Morris.

AC/2 Art Scammell is a 20-year-old air frame mechanic from Kirkland Lake, Ont. He joined the Royal Canadian Air Force last February, giving up a good job in a mine to get into the sort of work to which he had been looking forward for years.

Scammell, who has been in England less than two months, has always been interested in aviation and used to design his own models. From his earnings at the mine he saved \$1,000 to go to an air school in the United States but chose the R.C.A.F. instead because it gave him the double opportunity of "working on airplanes and serving the country as well."

L/AC A. A. Fenwick, of Summerland, B.C., was a fruit farmer in the Okanagan Valley, whose hobby was radio. He took a correspondence course which gave him his start, then enlisted under the British Commonwealth Air Training Plan as a radio mechanic.

OTTAWAN GOING UP

Sgt. J. H. Annany of Ottawa, only 18 when he enlisted in the R.C.A.F., 10 days after the war began, is in charge of the Orderly Room, but has passed his medical examination for air crew and hopes soon to be in the air. He plans to start as an Air Gunner "because that's the fastest way of getting up," but later hopes to become a pilot and fly in Russia where his father, who fought for Canada in the First Great War, was born.

L/AC I. J. Smith of Moose Jaw, Sask., is one of the few married groundmen in the squadron. Former clerk in a hardware store, he left a wife and three children, the eldest 4½ years old, in Moose Jaw.

Smith, a wireless operator-mechanic, has been here nearly a year and has only one worry. He's afraid his children may not remember him when he gets home.

English-born member of the Squadron is L/AC J. Kendall, who left his home in Scarborough, Yorkshire, 15 years ago to try his luck in Canada.

Former farmer, apiarist, landscape gardener and contractor, Kendall settled in Elm Creek, Man., and was almost ready to open a self-built combined butcher and radio store when he decided to join the R.C.A.F. Radio was always his hobby and now he's putting it to a practical use as a radio mechanic.

The lorry-driver was unfortunate enough to run his vehicle into a house where a woman stood ironing. Having lost his nerve, he did not know what to say, and blurted out: "Can you tell me the way to Wolverhampton?"
"Sure," replied the woman.
"Straight past that sideboard and then turn left at the piano."

A Book You Should Read

BERLIN DIARY, By William Shirer

This significant book, half a million copies of which have already been sold, is the first uncensored account of Germany in the Second World War. The author was the Berlin reporter of the Columbia Broadcasting System, and in this private journal he records what he saw and experienced during the seven terrible years in which Hitler rose to power and conquered most of a continent.

Shirer's writing is marked by clarity of thought and stark realism. Consider such sentences as these: "The French, as though drugged, had no will to fight even when their soil was invaded by their most hated enemy. There was a complete collapse of the French soul." Or this: "The German has two characters. As an individual he will give his rationed bread to feed the squirrels in the Tiergarten. But as a unit in the Germanic mass, he can torture his fellow men in a concentration camp, massacre women and children by bombing, and overrun without justification the lands of other people."

The author is one of the few neutral observers who were permitted to view the German war machine in action and he gives a graphic description of the battles of Holland, Flanders, and France. With remarkable insight he discusses the revolutionary military methods which have brought success to German arms. He says: "The commanding officers of the German army are mere youngsters compared to the French generals. The latter strike you as frail, old men who stopped thinking new thoughts twenty years ago and have taken no physical exercise in the last ten years. The German generals, most of them in their forties, have the daring and initiative of youth. General Von Reichenau, commander of a whole army in Poland, was the first to cross the Vistula river. He swam it. All the big German tank attacks were led in person by commanding generals. They did not sit in the safety of a dug out ten miles away and direct by radio. They sat in their tanks in the thick of the fray."

Shirer had the faculty of being on the spot when anything important happened. He was in Vienna when the Nazis took over Austria. He saw the sellout of Czechoslovakia at Godesburg and Munich. He witnessed the signing of the armistice between France and Germany at Compiegne. His account of Hitler's face on that occasion, with its mingled hate, revenge and triumph, is a masterpiece of description.

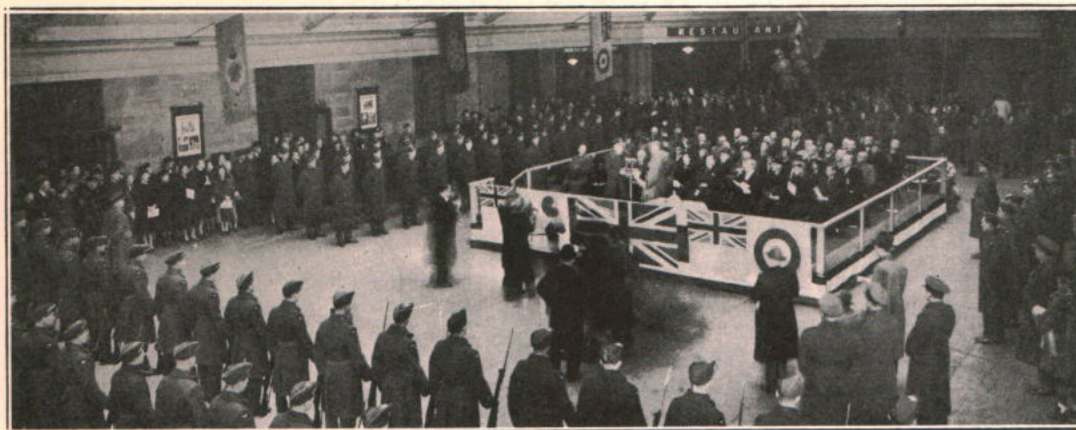
This book is enthusiastically recommended to all airmen. The information which it contains is accurate and comprehensive. It gives a vivid, if sombre, picture of the real Germany, the greatest menace to civilization the world has ever known.

A doctor, an engineer, and a politician were arguing over who had the oldest profession. The doctor said: "Of course, medicine is the oldest. Mankind has always had physicians, they are even mentioned in the bible."

"That's nothing," said the engineer. "The Good Book tells how the world was created out of chaos, and how could there be any order brought out of chaos without an engineer."

"Yes," said the politician, "and who do you think created chaos?"

C.P.R. Employees Make Generous Donation



EMPLOYEES GOLDEN AIRCRAFT FUND PRESENTS \$50,000 TO R.C.A.F.

Officials of the company, 32 representative employees from as far west as Vancouver and as far east as Saint John, representatives of the three fighting services and Mayor Adhemar Raynault of Montreal occupied the platform in Windsor Station concourse for the ceremony when the R.C.A.F. was presented with a \$50,000 cheque, the proceeds of the Employees' Golden Aircraft Fund.

EDITORIAL (continued)

repetition, and still more repetition! Turning the receiver dial to a desired frequency, controlling the volume and regeneration, copying messages of service types, taking bearings and determining "fixes" through interference and loud local noises, tuning the transmitter, throwing switches in the necessary sequence, and sending code messages—all quickly and accurately—must be done almost subconsciously.

The emphasis, then, is upon Repetition, the last of the four stages.

Explanations that extend beyond the time when every member of the class understands, or demonstrations that are given long after every such member is certain he himself can execute the procedure correctly, are nothing but most evident waste of educational time in so far as the acquiring of skill is concerned. From this point on, the class member needs practice—and more practice! And he cannot get too much practice!

As for the WAG, so, too, for the WOG and WEM who must acquire their skill for other duties, the WOG must learn to make changes of transmission frequency, to carry out hurried tube replacements, and to perform, promptly and accurately, a host of other actions that fall to the operator in charge of a ground control station.

The WEM, also, must learn to manipulate the tools of his trade—the hacksaw, the file, the soldering iron, the pliers, the screwdriver, the signal generator, the oscilloscope, and the analyzer; to test voltages, current and resistances; to solder joints properly; to recognize from the symptoms, faults in all service equipment; and to make such repairs as his diagnosis reveals are needed.

It would seem, therefore, that if there are any "short-cuts" they are limited to the manner in which we acquire our knowledge and not our skill. Skill is the manifestation of intelligent, actual practice! It cannot be secured apart from such practice anymore than a man on land can learn to swim by bending at the waist and flaying the air with his windmill arms, or learn to fly by sitting in an easy chair, with his legs stretched out before him, his hands pushing forward the imaginary stick of a Spitfire, while deep in his throat rumbles what his heart fondly believes is the fury of a thousand horsepower Merlin in a power dive.

—The Editor.

folded Wings

It is with deep regret that we record the death of LAC Ewart Breck who passed away in the Royal Victoria Hospital on December 17th after a brief illness.

Ewart, whose home was at Burketon, Ont., came of a family which has made a fine contribution to Canada's war effort. His father, Captain Breck is now with a Canadian Army unit in England. One brother is a pilot with the R.A.F. Another brother served in the Canadian Navy until recently discharged on medical grounds.

Ewart had a splendid record at No. 1 Wireless School finishing his course on December 8th. He obtained second place in the 22nd Entry of WAGs and was awarded the School's Silver Medal. Cheerful, modest and hard-working, he was highly regarded by all who knew him and the tragic news of his death cast a shadow over the School's activities.

At his funeral service, attended by a detachment from No. 1 Wireless School, full military honours were paid. The interment took place at Burketon, Ont.

The sincere sympathy of all personnel at No. 1 Wireless School goes out to his sorrowing relatives.

Wireless Air Gunners

If I must be a Wireless Gunner,
Then please, Lord, grant me grace;
That I may leave this Station
With a smile upon my face.

I may have wished to be a pilot;
And Joe along with me,
But if we all were pilots
Where would the Air Force be?

It takes a MAN to be a Gunner,
To sit out in the tail,
When Messerschmidts are coming
And slugs fly by like hail.

The pilots' just a chauffeur,
Who's there to fly the plane;
But it's the WAG who does the
fighting,
Though we may not get the fame.

But we're all in here to win the
war,
And till the job is done,
Let's put aside our personal feelings
And get to work behind the gun.

If we must be Wireless Gunners
Then let us make this bet,
We'll be the BEST DAMNED
GUNNERS
That have left this Station yet.

Contributed:

**"ASK AN AIRMAN"
REQUESTS BRING FLOOD
OF INVITATIONS**

The thanks of the Royal Canadian Air Force and of all Airmen attached to the local units of No. 3 Training Command are extended to all those people in Montreal and vicinity who so kindly sent invitations to airmen for Christmas or New Year dinner.

Since many more invitations were received than there are Airmen stationed locally, it is regretted that many kind and generous people were inevitably disappointed.

The response to the request for invitations can only be described as overwhelming, and is indicative of the warm-hearted hospitality of the people of Montreal and their feelings toward members of the R.C.A.F., R.A.A.F. and R.N.Z.A.F.

SUPPORT OUR ADVERTISERS

Advertising is the life-blood of every publication. It is the revenue derived from advertising that pays for printing, illustrations, cuts and mailing. Without this revenue "The Beam" would not be possible.

We feel that "The Beam" has made an auspicious beginning, but it is only in its swaddling clothes. Each issue, we hope, will contain more pages, more illustrations, and more advertisements.

The firms who rallied to our aid in making this first issue possible, did so on a "sight unseen" basis. This expression of their faith and goodwill must not go unrewarded.

Each and every airman on this station can help to make future issues of "The Beam" bigger and better by reading the advertisements in this issue and purchasing their requirements from firms advertising.

Many thousands of dollars worth of merchandise is bought over our counters each month by the personnel of this station and it is only fair that the firms who support our paper should receive our patronage.

If every airman on this station will make it a practice to buy advertised merchandise, "The Beam" will flourish and grow.

"BUY ADVERTISED MERCHANDISE."

A BOOST FOR OUR INSTRUCTORS

This is not an attempt to stir up any maudlin hero worship for R.C.A.F. instructors. No one suggests that they are the unsung heroes of this Battle for Democracy. But when the German Luftwaffe has been blasted from the skies of Europe, no small measure of the credit for that achievement will be due to these all important members of the Empire Air Training Plan.

The outstanding ace of the last war, with 72 enemy planes to his credit and the man who had more acclaim and honor than any other individual in that war is our own Air Marshal Bishop, V.C. But had certain instructors, unheard of and unsung, not taught Air Marshal Bishop to fly a plane and shoot with deadly accuracy—all his daring and ability would have been to no avail.

The late "Cobber" Kain outstanding Australian ace of the Battle of Flanders once said: "Everything I know about aerial warfare, everything I have been able to do, is the result of the things taught me by men who have forgotten more than I will ever know—my instructors."

Today in Canada, as the Empire Air Training Plan swings into high gear, it is the technical officers and instructors who take callow and inexperienced youths from the farms, villages and cities of Canada and Australia, and mould them into skilled pilots, observers and wireless air-gunners—these are the men who should get a large share of the credit—but don't.

Most of these instructors are top-notchers in their particular work, having completed long difficult courses followed by nights of study and special lectures to keep them up to date with the advancements of their subjects.

A competent instructor must not only have a thorough knowledge of his subject, but must also have the ability to impart that knowledge to others. This requires personality, a good platform manner, ability to organize and control. In addition to these qualities he must know drill, discipline, administration, and have a knowledge of handling men.

This gives the impression perhaps that the instructor is a specialist and an all-round expert as well, in short, quite a fellow. Well he is, and has to be, to make a good job of the instruction work to which he has been assigned. But you never see the instructors in the Rotogravure Section or the movies—all that sort of glory is reserved for the air crew.

Yes the lads who get the orchids and the big pay as well in this man's war, are the pilots, the observers and the wireless air-gunners. The men who teach these heroes of the skies everything they know are never heard of.

The air-crew lads get the commissions, the wings, and the pay. If an instructor gets three hooks up, he is practically a genius and darned lucky as well.

Winston Churchill said of the air crews: "Never in the history of human conflict, have so many owed so much to so few."

He might have added for the instructors "And never in the history of human conflict, has so little credit been given where so much credit was due."

So you W.A.G.'s of No. 1 Wireless School, get it fixed in your heads, that your success, your air force career and all the glory and decorations which shall be yours—will not entirely be yours—some of it will belong to the instructors in this and other R.C.A.F. schools who have taught you all the things you must know.

FINE NEW HANDBOOK IS ISSUED TO W.A.G. TRAINEES

One of the most progressive steps in the improvement of Wireless Air Gunner training under the Commonwealth Air Training Plan has been completed here at No. 1 Wireless School.

The issuing of the first edition of the Wireless Air Gunner's Handbook to all W.A.G. trainees at this station is now underway, and comments from Technical officials, instructors, and trainees are unanimous in their praise of this comprehensive and helpful text-book.

Every phase of W.A.G. training has been covered from the elementary Initial Training of the first few weeks of the W.A.G. course, through the Essential Training periods and on to the Advanced Training so essential for any trainee hoping for selection as W.A.G. in the Trans-Atlantic Ferry Service.

Subjects covered in the Initial Training Section include Military and Civil Law, Air Force Law, Hygiene, First Aid, Communications Radio Definitions and Armament. In the Essential Training Section are chapters on Theory, Receiver and Transmitter Principles, Direction finding, Batteries, G.P. Equipment, Motor Generators, Procedure, Regional Control and Advanced Armament.

In the Advanced Training Section such subjects as Directional Transmission, Rotating Beacon, Cathode Ray D/F Blind Landing systems, Air Force Code, "Q" Code, and Spot Weather Code are all dealt with in detail.

As evidenced by recent reports from overseas of numerous instances where the Wireless Air Gunner was the decisive factor in bringing damaged bombers safely home, the really valuable W.A.G. is not a man who merely turns a dial or two and operates a wireless key—he is the man with sufficient knowledge of theory and practical radio to be able to make minor repairs to radio equipment damaged by "flak" or machine gun fire.

The Wireless Air Gunner's Handbook was conceived and produced by Squadron Leader K. R. Patrick, Chief Instructor of No. 1 Wireless School, who with the assistance of his instructional staff has turned out this invaluable aid to Wireless Air Gunner training.

As only a limited number of these books have been printed, it is necessary that each trainee return his volume on completion of his course here, and that each book be cared for and kept in good shape, in order that future trainees may also have the advantage of this book in successfully completing their course.

An airman asked his commanding officer for leave. He said that he wanted to go home and help his wife clean the house.

"Now," said the officer, "I don't like to refuse you, but I have just got a letter from your wife saying that you never were any good around the house."

The airman saluted and turned to leave. At the door he stopped, turned and remarked softly: "Sir, there are certainly two persons in this flight who are careless in the handling of the truth; and I'm one of them—I'm not married!"

THE SERGEANT- MAJOR SAYS

OUT OF BOUNDS

The following places are out of bounds to all airmen except on duty: Station Orderly Room, Central Registry, Wing Orderly Room, Technical Orderly Room, the entire West Stairway, the Switchboard Room, all officers' offices, extreme East Corridor of Second Floor, entire Second Floor West of Recreation Hall.

ATTENTION AREAS

The following areas are attention areas, and all airmen while in these confines will be properly dressed, will march at attention, and will not smoke or make undue noise:

The parade ground, the entire main corridor leading to the main entrance on Second floor. Both the East driveway and the West driveway, also the main driveway in front of the building, and the entire area on both sides of Queen Mary Road, directly in front of the School grounds.

DRESS AND COMPLIMENTS

All airmen will be properly dressed for all roll call parades, and during working hours, and for all meal parades. Airmen improperly dressed will definitely be turned away from the serving tables.

Airmen will pay compliments to all officers at all times by saluting, if wearing a hat, or by turning the head and eyes smartly in the direction of the officer, if not wearing a hat. All airmen will stand to attention when addressing or talking to an officer or N.C.O.

FIRST DECORATIONS FOR BRAVERY IN CANADA PRESENTED AT COAST

Everyone is well acquainted with the numerous awards for valor and decorations for merit which have been won by members of the Royal Canadian Air Force in England, Egypt, and other actual theatres of war.

But few are aware, perhaps, that two airmen recently were presented with Orders of the British Empire for bravery here in Canada.

The first two members of the Royal Canadian Air Force to receive recognition for gallantry in Canada during the present war are Leading Aircraftman Cecil R. James and Leading Aircraftman Peter P. Conlin, stationed at Patricia Bay, B.C.

These men have been awarded the Order of the British Empire for risking their lives to rescue Lieutenant Bjornebye of the Royal Norwegian Naval Air Force.

Both Conlin and James manoeuvred an 18-foot dinghy amidst flames surrounding the wreckage of an aircraft which had crashed near the Patricia Bay Air Station and rescued Lieutenant Bjornebye. The Officer's companion was killed during the crash.

James is a native of Saskatchewan and Conlin was born in Hastings, England. The awards were made on the recommendation of Major C. G. Power, Minister of National Defense for Air, in Canada.

Victim: "But my watch isn't a good one. Its value is only sentimental."
Footpad: "That's all right. I'm sentimental."

SCHOOL REFERENCE LIBRARY MUCH USED BY STUDENTS

The Technical Reference Library housed in room 411 has proved itself in the last few months, a popular place for research work and collateral reading.

The Library is open from 1800 to 2230 hours daily, except Saturdays and Sundays when it is opened from 1330 to 1630 hours as well.

Books available include:

Radio Amateurs Handbook—a practical text of elementary principles and design;

Ghirardi's Radio Physics Course—a large complete account of radio communications;

Radio Servicing—a trouble shooter's handbook;

Frequency Modulation—an exposition of a new phase of radio;

Henney's Standard Handbook for Electrical Engineers—a reliable source book for engineers;

Terman's Radio Engineering;
Ladner and Stoner's Principles of Radio Engineering; and dozens of other useful books.

For instance, there are books on all phases of mathematics, books on Aviation and instrument flying, on R.C.A.F. service equipment, and on practically every aspect of radio.

A WEM or a WOG cannot afford to miss the advantages regular use of the Library gives.

Some instructors are making library reading assignments in an attempt to assure that the trainee will know more about the subject than the instructor has time to teach during regular class periods.

A MESSAGE FROM OUR C.O.

(Continued from page 1)

WOG's, WEM's, observers and all Branches of maintenance for the serious job of beating a powerful enemy. The jobs or work you are preparing for are most important. On you rests a great responsibility, the responsibility of helping and sometimes bringing an aircraft home and protecting it. A crew or team has to work in perfect co-ordination to be effective and every member must know his job. On this co-ordination depends the success or failure of your raids on the enemy. A well trained airman knows what to do without effort, an untrained airman gets in the way and is useless. That is why this school and all other schools are endeavouring to give you everything to prepare you for your jobs when you establish contact with your first Hun or Jap.

But it is on your shoulders whether or not you take advantage of every bit of training you get. I am keenly interested in each and everyone. Unfortunately, I cannot know you all, but that would be my wish if it were possible.

Your instructors and administrators are doing their utmost to graduate each entry 100%. We are getting close to that figure and it is with the co-operation of staff, trainees, officers, N.C.O.'s and all, even to each stenographer, that training can and will be maintained at a high standard, and solid application, TRAINEES, on your part. Happy Landings to all.

"I didn't like the look of the pretty maid you engaged, so I discharged her this afternoon," said Mrs. Smythe.

"Before giving her a chance?" asked her husband.

"No, before giving you one."

NO. 1 WIRELESS SCHOOL

Sports

Say Bud, d'ye know what "sport" means? No, No, don't bluster around with ah's and er's and don't bother looking it up in the dictionary because I did, and there it describes it right from diversion, jest, mockery and trifle to athletics and games of skill for which prizes are given and practicing field diversions. An unbiased observer on carefully reviewing the sport activities in our school would be inclined to call them, with justification, "jest" mocking "trifle" rather than athletics, meaning physical powers and games for skill.

Now then just stop a moment because I want to ask you two pertinent questions which you won't ask yourself, so I will. What have you done as regards to sports? Aside from a ten or fifteen minutes P.T. way back in October from which you used to come puffy and woozey kneed (accrediting it to age, no doubt) and the occasional free movie down town, if you get what I mean, that doesn't leave much in your favor does it? Here is the second question. Just what sport facilities are there open for your indulgence? Well I won't mention all of them but rather start with these—hockey, badminton, volley-ball, skating, swimming, bowling, boxing and wrestling. No matter by what peculiarities your make-up is victimized, the law of average has it that you should be skilled in at least one of the aforementioned sports. And there is all the equipment you need ready for your use almost anytime. What remains must be done by you. There is one particularly good reason for taking part in sports. Sports are the best form of recreation and are essential to everyone if they would live a healthy and normal life. Do you know that on medical re-checks at Overseas Manning Depots an ever increasing number of men are being held back because they are physically unfit due to lack of exercise. The school spirit needs bolstering so why not go out and show the town what kind of material we have in our school. At the same time it is not for the sake of fame and honor alone that we should take active part in sports, but rather to gain the prize mentioned in the definition, which to my mind would be a strong, healthy body and a keen alert mind.

BOWLING

Every Wednesday afternoon the bowling alleys of the "Forum" are open to the airmen from No. 1 Wireless School. A minimum fee is charged to any of the boys who are interested. The inaugural opening of a series of tournaments was held on November twenty-sixth, with a turnout of some hundred men. Judging from the virile exclamations and expletives issuing forth from individual alleys the afternoon was well spent. Scores ranged all the way from seventy-five to three hundred, the average being about two hundred.

Since the opening game enthusiasm seems to have dwindled somewhat but there are still a good number going down to play. Prizes are being awarded for high scores and points are being allotted to flights within a squadron. The total number of points in the fields are added to show which is the leading squadron. Here is an opportunity for the airman not interested in hockey, basketball, or badminton to boost the aggregate of points for his squadron by taking part in bowling.

BASKETBALL

Every Saturday afternoon for the past two months a group of seven airmen from No. 1 Wireless School have gone down to Central "Y" on Drummond street to meet several different teams in friendly competitive games of basketball. These boys have made quite a creditable showing for the school they represent, coming second in the league standing to date. Out of seven games played, they have won three, lost three and tied in one game. The most invincible opposing game so far seems to be the "Evergreens," a group of elderly men practically lifelong devotees of the game whose "sharp-shooting" is really a marvel. However with a little zeal in the two weekly practices in the drill hall these contenders can also be taken care of.

The personnel of our team is, forward line, Cpl Ireland, LAC's Briscois, McCeheran, Moore and Epp, defenceman, Cpl. Shapiro and LAC Norman. To add to the school spirit and give heart to the boys playing, the presence of airmen on the sidelines during these games would be greatly appreciated. After all there is nothing like the cheers of your colleagues on the side to help you win the game. So how about it fellows, let's have a little more enthusiasm and pride in our school. If you are interested in basketball, come to the practices each Tuesday and Thursday night at 1815 hours. There is still a great deal of room for "Star Sinkers" We need you.

The school basket ball team has swung into the New Year by entering the Montreal Intermediate Basketball League to compete with three teams in the League, representatives from the University of Montreal, 19th Battery, and the Sir George Williams College. The games are held every Wednesday evening in the West Hill High School, while Tuesday nights are set aside for practices.

Under the management of Johnny Walker and Corporal Shapiro, and the capable coaching of Flight Sergeant Gibson, the team is being whipped into a smart group of ball players. Only the fast and clever men are chosen as the opposition offered by the other teams require a high standard of defence.

So far the team has played two games against the "Georgians" and "79," giving good account of itself. There is a lot of fun here and interesting rivalry among the opposing players for anyone who cares to join the team.

HOCKEY

The local league has four teams entered that are, although the team standings do not indicate the fact, pretty evenly matched. Regardless of the small amount of support from the Montreal public, these teams put their hearts and souls into each and every game they play. The play is fast and furious and all the players are ready for anything that may happen.

At present the Loyola entry is at the top of the heap, but it is closely followed by the powerful Navy team which is dangerous to the final second. Right behind the Navy is the Army, and then in last place our own fighting but unlucky Air Force Team.

True, our entry is in the cellar, but who can deny that with an occasional break, we might be well up in the league standings. Proof of which is the way the team handed out a double defeat to the Mont Laurier team on a recent appearance there. Then in an exhibition game with the Lachine Senior Group team, who are second in their own league, we lost by a small margin, which indicates that the team has what it takes to win a game or two.

CONGRATULATIONS

We take this opportunity to congratulate the officers and men on their so timely venture as dedicating this publication *Through your untiring efforts you have succeeded in adding in men the following, which is our interpretation of a wireless graduate:*

- Willingness
- Initiative
- Resourcefulness
- Endurance
- Loyalty
- Equality
- Sobriety
- Success

May your efforts in this new enterprise also be crowned with the same measure of success

M. J. LAXER Sales Manager
REGAL TRADING CO.
 The one Supply House for all
 Canteen Requirements

The "Y's" Corner



By Johnny Walker

It is good to welcome with the New Year, the School's First "Dressed Up" newspaper. This issue was a long time coming, but now that the paper has arrived it is up to every man to support it. We feel that a Station newspaper or magazine is as good as its station, which means that our paper should be a good one. Anyway here's to the new infant, may it soon develop in stature and wisdom.

We of the "Y" look back with pleasure over events of the past year. The movies have taken a definite trend for the better, the result of many letters to the film exchange operators. The concerts of the present season to date have been of a very high calibre, and if maintained, will guarantee the concert parties a packed Recreation Hall every appearance. Social functions have been numerous and interesting, with more and more clubs and societies working to entertain the men of No. 1 Wireless School.

Our plans for 1942 are ambitious. We welcome any suggestions that would help better our efforts on your behalf. This is our work, but we love it, so come along with your ideas. Our intention is to maintain the "Open Door" policy from eight thirty A.M. until ten-thirty P.M. Despite our best efforts there are still many of the personnel who do not know what services the "Y" offers. On the financial side, for your convenience, we handle postage stamps and outgoing mail, the turnover of money orders around payday is very large. Regular trips are made to the bank for men who wish to place their money in safe keeping.

On the social and spiritual side we attempt to fill in as much of your spare time as you can afford with wholesome recreation and entertainment. The Sunday dinner list is steadily growing, and more and more men are taking advantage of the hospitality offered by Montreal citizens through our Office. Several of these contacts have developed into lasting friendships, others have become second homes for out of town lads.

"From the Ground Up"

Sandy A. F. MacDonald, a pilot of over 3000 hours flying in 53 different types of aircraft has condensed his experience and knowledge of elementary air navigation, theory of flight, meteorology, engines, airframes and airmanships generally into one book which is new off the press.

From The Ground Up is based on the ground School Syllabus of the British Commonwealth Air Training Plan under which plan the author is at present a Chief Navigation Instructor.

The book is amply illustrated with drawings and pictures and makes a definite contribution towards the author's goal, namely, "Still trying to keep the boys off the railway tracks and on their instrument panels." (From The Ground Up, \$1.00. Aviation Service Corporation Ltd., Toronto.)

For

R.C.A.F.

- Jewellery and Insignia -

MAPPIN'S Ltd.

JEWELLERS

ST. CATHERINE AT METCALFE

MONTREAL

LETTERS TO THE EDITOR

Letters to the Editor should be confined to subjects of serious enquiry and comment. Such letters must include the writer's number, rank and name—though a fictitious name may be added for publication and handed personally to the Editor or Assistant Editor. Only questions or topics of general interest will be discussed through these columns. Other questions or topics will be given personal attention of the Editor.

Dear Sir:—

Can you please answer a few questions for me? The following points have been discussed and a few of us would like your opinion.

QUESTIONS:

1. Should the N.C.O. in charge of the guard put an Airman alleged to be drunk, through drill or exercises, to test his condition?
2. What is meant by the expression "Air Officer"?
3. Can a Sergeant Pilot refuse to fly an aeroplane on a Sunday on the grounds that such work is contrary to his religious convictions?
4. Can a court-martial accept the opinion of a witness as evidence?
5. Can an Airman be tried and punished by the Air Force Courts for civil offences?
6. When a W.E.M. passes from Group "C" to Group "B," is it called remustering or reclassification?
7. Where does a paymaster obtain his information for compiling the pay list?
8. Does 7 days C.B. appear on an Airman's conduct sheet?

Thank you very much.

"AN AUZZIE"

ANSWERS: The above questions are answered as follows:—

1. No. An Airman is not to be tested for drunkenness. The N.C.O. or officer who orders the arrest is responsible for collecting the necessary witnesses and evidence. K.R. (Air) Para. 459, M.A.F.L. Chapt. III.
2. Air Officer means an Officer of the rank of Air Commodore or above. K.R. (Air) Interpretation A.2.
3. No. Religious scruples, however bona fide, afford no justification for neglect or refusal to obey orders. M.A.F.L. Chap. III, Para 14.
4. Only if the witness is an expert, and he expresses his opinion regarding the subject in which he is specially qualified. M.A.F.L. Chap. VI.
5. Yes. All offences against civil law are also offences against the Air Force Act. K.R. (Air) 2016 (7). Therefore an Airman could be tried and punished by the Air Force Courts for any civil offence, however, the more serious civil offences will be tried in the civil courts if there is a competent civil court within one hundred miles, and in Canada most of the civil offences involving the public, will be tried in the civil courts.
6. That would be called remustering. Remustering is a change of group or trade.
7. Daily Orders, Part II are the foundation for the preparation of pay lists. All changes which affect an Officer's or an Airman's pay must be published in Part II of D.R.O. F.R. & I. 43.
8. Yes, it does appear on his general conduct sheet. This is the white one which is destroyed from time to time. Only punishments more severe than 7 days C.B. will appear on the Service Conduct sheet. The Service Conduct Sheet is the blue sheet which is never destroyed.

Air Crews' Confidence And Its Cause

"Safety first," said the pilot as he settled his parachute into position. For months he had hardly thought of it as a parachute, but merely as something comfortable to sit on while in the air. He would, in fact, be quite surprised if the moment came when it ceased to be a cushion and had to be put to its proper use.

He and the thousand and one others like him in the bomber squadrons of the R.A.F. have, in the months of war, gained such confidence in their aircraft and their crews and in their ability to attack the enemy in his own territory, that, if there is any danger anywhere, they feel it is down on the ground among their bombs. Casualties there must be; they know that. But they accept the risk.

Confidence in the soundness of their aircraft means a great deal to the crews. "Out of the frying pan into the Spitfire," is a popular joke, but the men know that only the finest workmanship goes into the manufacture of our aircraft, whether fighters, bombers or reconnaissance types. Not long ago a bomber pilot after visiting an aircraft works reported that it was an experience all Airmen should have.

"Seeing the great skill with which the aircraft are put together, I thought to myself: 'They'll take anything that's coming to them!'"

The instruments, too, are all carefully made, for on their accuracy depends not only the success of the mission but the lives of the crew. A faulty instrument is as rare as engine trouble. This reliability not of the instruments alone but of the aircraft is also partly due to the excellent work put in by the ground maintenance crews.

For extra protection each bomber carries a collapsible dinghy. Most reassuring of all, said one pilot, is the knowledge that if an aircraft is forced down into the sea there is bound to be a ship somewhere and it is bound to be British.

Then there is the human factor. The choice of a bomber crew is a delicate business, and is one of the responsibilities of the squadron commander. Not only flying skill but temperament have to be taken into account. Men who for some small reason are not suited to work together must be sorted out. A dashing type of pilot does not always mix well with the cautious slow-thinking observer who can't be hurried. Each is liable to hamper the other's work.

The old time sergeant-major would be shocked no doubt. His motto was to drill men into one uniform pattern with no thought other than to obey orders. But to carry parade ground procedure into the air would be useless. Flying is an individual game—and when three or more individuals are required to fly together and form one crew there must be harmony between them.

A happy and successful squadron is one in which pilots, navigators, observers and air gunners all work as one, with complete trust and confidence in the efficiency of the team. The confidence in each other adds up to a grand total of the R.A.F.'s supreme confidence in itself.

"I feel like a two year old."
"Horse or egg?"

In Praise Of

Flying Officer Irving and his Entertainment Committee for the swell New Year's Eve Dance they arranged and managed so efficiently and successfully.

All the lads who returned from Christmas leave on time which proved to those who didn't, that "heels" are always in the minority.

Warrant Officer Birchall who, while on duty himself at Christmas, didn't make anyone else on duty do any more work than necessary.

Flight Lieutenant Lanskill who got both a promotion and an attack of pleurisy just before Christmas but didn't let either of them keep him off the job very long.

Flying Officer Aubin and his Kitchen Staff who put on a really swell Christmas Dinner for the few lads on the Station. How about meals like that every day?

John Walker of the "Y" who arranged so many Christmas and New Years visits to homes here and to New York City for hundreds of Airmen on this Station.

The post office staff for a fine job of mail sorting and speedy distribution during the Holiday rush.

Sgt. Sparks for his step-up to a more important and difficult job on the Exam-Board; and to Sgt. Jackson on taking charge of the Outstations Section.

The two bald-headed N.C.O.'s who stick-handled their remuster to aircrew right through the Selection Board and then were turned down because they were 36 and 37 respectively. There's no fool like an old fool!

Warrant Officer Cuthbert for his unwavering faith in the fact that there is a berth reserved for him on that next boat to England.

Sgt. "Gerry" Gagnon on his recent promotion and for a grand job in the dispensary during this season of coughs and colds.

Sgt. Hislop, Corporal Teasdale and Corporal Robertson on their recent selection for remuster to aircrew. Here's wishing you luck, boys.

S/LDR Cox and his pay corps for the speed and accuracy with which they handle the pay parades.

Corporals Boucher, Locking and Kellestine for the calm manner in which they are awaiting the big events.

The Motor Transport drivers on their very few accidents during these difficult days of dangerous driving conditions.

Flying Officer Barber on his recent appointment as Works and Buildings Officer of No. 1 Wireless School.

Cpl. Ray Boucher on his recent promotion to head of the Procedure Section.

HELP CANADA, AND AT THE SAME TIME, HELP YOURSELVES

To assist the Government of Canada in a larger sale of War Savings Certificates, No. 1 Wireless School, in common with all other R.C.A.F. stations, has arranged for Officers and airmen to pay for such certificates through reduction from pay, in amounts to be designated by the individual.

The right of an Officer or airman to spend his pay as he pleases is well known, and the Service continues to stress that right; but in the midst of a mighty war it is considered a duty and a privilege to cooperate with the government in urging all members of the R.C.A.F. to contribute to the war effort further by the purchase of war savings certificates. The Service undertakes to act as "trustee" in the purchase of such certificates through regular payroll deductions.

The costs of war must be met. Participation in that financial phase of the war must be shared by every member of the community, but particularly by those who are gainfully employed while their colleagues take up arms overseas.

To secure this common contribution toward the cost of the war, the Government resorts, in part, to outright taxes on every member of the community who can afford to pay such taxes. Even Officers in the various Services have already been called upon to pay heavy National Defense and Income Taxes.

Taxes will not, however, in themselves, meet the entire cost of the war effort. A wise government has made arrangements to borrow immediately part of the money that it requires, with a promise to repay it at a future date. If it succeeds in receiving sufficient contributions of this sort, its citizens will be relieved of the necessity of meeting an immediate burden by taxation that might prove crushing. Indeed, its citizens are to be enabled to recoup their present contribution, with a premium, at a later date, when the citizen may need the money very much.

And that is how we may benefit ourselves, and at the same time make a further contribution toward the successful prosecution of this war. Those of us who live through this war will have to readjust ourselves in civil life when the job is finished, and a little nest-egg of readily available cash will prove most helpful at that time. Everyone of us can save a little as we continue to do our bit. If we don't survive—well, so much more for those left behind. But if we do come through—a little "stake" in the form of war savings certificates may prove a lifesaver.

Rarely does the opportunity arise where we can help ourselves and by so doing help a worthy cause as well. War Savings Certificates have created just this opportunity. By purchasing the safest investment that can be obtained in Canada, we not only purchase an interest-bearing Government Bond, but make funds available for Canada's war effort.

So let's go lads. Let's be patriotic and at the same time do ourselves a good turn for the future.

Optimists are wrong just as often as pessimists—but they have a far happier time.

Sages tell us that the best way to get the most out of life is to fall in love with a great problem, or a beautiful woman. "Why not choose the latter and get both?"

ARMAMENT SECTION

After repeated but vain efforts on the part of our star reporter to secure information as to how a WAG may become an expert air gunner in ten paragraphs, the efforts were discontinued when the reporter noticed a persistent tendency on the part of armament instructors to say "O.K., tomorrow."

But seriously, the armament department is very rushed, what with a host of new types of planes to identify.

Since December 7th, the Mitsubishi 96, a monoplane, has appeared, and is difficult to distinguish from the Junkers JU86K, also a monoplane of a similar design. This is not a serious matter; shoot them both down!

However, the Nakajima 95 bears such a resemblance to the Boeing P-12 that a poor air gunner may get muddled and riddle an American plane instead of a "slant-eye."

If you see a Kawanishi 96, dear WAG, get the tracer method working quickly, and, as the lead pours into it, say "That's for Oklahoma," for it is more than likely that a Kawanishi 96 was the plane that sank the U.S.S. Oklahoma at Pearl Harbour on December 7th. The Magazine "Life" (December 22nd issue Page 37) says that the Nakajima 96 did the job, but the Nakajima 96 is a fighter monoplane, not a torpedo bomber biplane. ("Life" will—probably—after this—publish a correction.)

Ask your Armament instructor for design features of these planes. (Guess that will make the Armament Section write its own account next time.)

"IF"

IF YOU COTTON ON TO TRACER AND HARMONIZE YOUR GUN, SYSTEMATICALLY SKY SEARCH ESPECIALLY IN THE SUN; IF YOU'RE GOOD AT RECOGNITION OF AIRCRAFT, FRIEND OR FOE; CAN ESTIMATE 400 YARDS AND THINK YOU REALLY KNOW THE SIGHTING THAT'S REQUIRED— A LONG BUT STEADY BURST— IF YOU CAN DO ALL THAT, MY LAD THEN FRITZ WILL COME DOWN FIRST.

(Contributed.)

CORRECT CLOTHING PARADE PROCEDURE

"Well, fellows, you have all wondered at one time or another how to 'crash' clothing stores and get results. Well, the following instructions will certainly put you straight and you won't feel as if you were 'Mephistopheles crashing the gates of Heaven.'"

Point 1—Each class has a Clothing Parade about once a month. This is arranged by the Class Senior getting in touch with F/O Zive who advises him which day his class will have a clothing parade.

Point 2—It is the duty of the Class Senior to get the Roll Call of the men down to clothing stores at least by 1000 hours on the day of the parade, and at the same time, he can find out to what articles the airmen are entitled. This saves a lot of explanations on the storekeeper's part at the time of the parade.

Point 3—Six men should appear at stores at the approximate time and, whenever two return to classes, two more should come down, keeping the number at six all through the parade.

Point 4—All articles to be exchanged should be cleaned and tagged with the airman's name, number, and approximate date of issue. After all, fellows, we have to handle this stuff and no one likes "skunk" socks. On no condition will articles of clothing be accepted in stores unless these requirements are adhered to.

Point 5—Airmen requiring clothing on repayment must first of all get a chit from F/O Zive, stating the reasons as to why the clothing is required.

Point 6—Here's a tip, fellows! Never sign for anything unless you receive it. Also, when returning clothing to stores make certain that it is marked off your Record of Kit Otherwise, as they say, "You'll be Joe."

Point 7—Chits for repayments or special issues are only good in Stores on Monday and Friday at 1000 hours to 1015 hours, which of course as you all know is your "break period."

Well, fellows, if you keep all these points in mind, you should have no difficulty on any Clothing Parade at No. 1 Wireless School.

(The above procedure has the stamp of approval of the Senior Equipment Officer, so it's official.—Editor.)

"Ever had any organic trouble?" asked the medical officer.
"No sir," replied the WAG, "I'm not at all musical."

WE HAVE A JOB TO DO. LET'S GET ON WITH IT!

We find ourselves opposed by nations which for generations have been taught by their leaders that the national destiny is domination—utter and ruthless sweeping aside of all modes of life not in conformation with those of German, Italian or Japanese origin.

The present manifestation of this craving for world power is on a scale undreamed of in the past. It is a desperate attempt to beat down all those ideals and traditions which the democracies have so patiently and sometimes painfully evolved. It is now more than three hundred years since democracy first emerged from the bindings of feudalism; the years between have tried, tested and proved the worth of freedom—freedom to think, to speak, to worship. We are today dealing with a force more dreadful than feudalism under which our forefathers were compelled to exist. We are in danger of losing those three hundred valuable years, and of sinking back into the darkness of blind servitude—to hopeless and crushing subjection.

We have seen one small nation after another crushed under overwhelming and brutal attack.

We have seen Norway and Denmark, two models of democratic and humanitarian civilization, become mere sweat-shops for the satisfaction of military rapacity; we have seen Czechoslovakia and Greece go down—the former at a time when her vast potentialities were just being thoroughly developed, the latter when she had recently found economic stability.

We see in Russia the most heartbreaking sight of all, the people compelled to destroy all those tangible evidences of many years of toil—the destruction of huge areas of valuable food-stuffs, heavy industrial machinery, and worst of all, of homes and family life. This is a destruction self-inflicted and negative, but none the less made necessary by force of circumstances.

In Britain there are cities which have been torn and blasted; there are families with but the bare means of sustenance, often suffering more than the loss of shelter and comfort; there is misery and dislocation of the mode of living but there is hope—there is certainty. The people know they cannot be crushed.

We are a part of the British Commonwealth of Nations; if the Empire goes under, we go with it. We have sent thousands of fighting men to defend our liberties; we have given of money and of goods. We must continue on, in ever increasing measure with the job we have undertaken and each of us must strive and sacrifice to the utmost. Let us get on with the job.

MORNING PRAYER—ARMAMENT CLASS

Oh God give these boys strength to chastise our enemy,
May they always recognize and be able to judge,
The wing span and length of his aircraft,
May they always correctly estimate his range and speed,
And direct his motion thro', the centre of their ringsight,
May their bullet trail and deflection always be correct,
And their bullets always strike their aiming mark.
Or Lord let them not misuse their tracer by hosepiping,
And help them to always use, the correct part of the trace.

Help them in their daily inspections,
And let them not forget to change at 1500 rounds
The bulb in their reflector sight.
We pray that they remember their harmonized range,
And forget gravity drop in the vertical planes.
Oh Lord help them thro', the difficulties of the
Browning Gun, Revolver and Rifle,
And help them to conserve ammunition in our worthy cause.
And lastly, Oh Lord, help their instructors.
That they may have patience and strength to carry on,
And help them to prove that the gun is greater than the radio.
And this we ask, Oh Lord, to save our freedom and our faith,
From those who would destroy it,
Help us to preserve our Democracy.

(Contributed.)

AMEN.



EDUCATIONAL OFFICER

— A NEW POST

Flight Lieutenant R. O. Norman, who is the Senior Educational Officer on this Station, has been appointed to the position of Educational Officer for No. 1 Wireless School in accordance with a recent Air Force Routine Order.

Personnel who have any educational problems, who wish any advice on educational matters, who have difficulties with their present course, or who wish to take courses available free from one of a number of different educational institutions that exist partly to help increase the general standard of education of service personnel should consult the Station Educational Officer in Room 218 at any mutually convenient time through the week or on Wednesdays after 1330 hours.

Some trainees are likely not securing as much benefit from the wireless instruction given as they could receive if they had a better understanding of say, for example, mathematics. A free, spare-time, correspondence course is available through F/L Norman for such trainees and for trainees who desire a course in electricity fundamentals, principles of radio. English for French-speaking personnel, French for English-speaking personnel, or any subject that is given in an ordinary high school or commercial high school. Examinations will be given, and, in many cases, credit for courses taken will be established toward university graduation after the war.

No trainee who is having trouble with the course given to him here in No. 1 Wireless School should consider burdening himself with a course unrelated to his present training. The first claim on the time and attention of WAGS, WOGS, and WEMS in this School is to pass the wireless course with honours.

AIRPLANES OF THE WORLD

— AND QUESTIONS

A most interesting book, "Aerosphere, 1941," has been added to the Technical Reference Library. It is a large size book of over 500 pages, profusely illustrated with pictures of aeroplanes of almost every country in the world.

All the major types of aeroplane engines of nearly all the countries are also pictured and accompanied by technical data. The section on Japanese planes and engines is particularly interesting at the present time.

The colour markings of war planes of all the major countries are published in colour, and if a WAG can tell the difference in markings between a British and a Paraguayan plane at normal range, he has very excellent sight in the opinion of this reporter.

Another section of the book contains records as made in the Air: According to the Official Air Records as listed in the "Aerosphere 1941."

1. Who holds the speed record for a course of three kilometres?
2. What is the airline distance record?
3. Who made the greatest closed-circuit trip.
4. What is the International record for altitude for planes?
5. What is the greatest distance a glider has flown?
6. What is the Glider altitude record?
7. What is the speed record for women?

Answers will be found on page 10.

WHAT NEXT

You are invited to contribute to this regular column with your personal opinion as to what will be the next strategic move of the enemy and why.

—Editor.

The possibility that Malta, the famous British Island in the Mediterranean which the Italians have attacked hundreds of times during the past two years, will be the subject of a mass attack by German forces along the lines of the attack on Crete last Spring, seems fairly certain at this time.

No doubt, Hitler shall be forced to seek some cheap diversion in order to bolster his prestige and the legend of his invincibility, following his recent retreat in Russia. There has been much speculation among political and military observers as to whether he would attack Malta, Gibraltar, or the French ports in North Africa.

Far more likely in the immediate future is that the Germans will launch an all-out attack on Malta.

For sometime, Units of the German Air-Force that were formerly being used on the Russian front, have been concentrating in Italy. Several towns there have been placed under Martial Law and there has been more than the usual activity over Malta, both reconnaissance and bombing having been increased considerably recently.

It would require nothing like the men and material that would be required for an attack on Gibraltar, or the Dardanelles. The importance of capturing Malta would be enormous, and it would provide just that punch that Hitler so desperately needs at the present moment, not only for its effect on the German morale, but for his own personal prestige as the new commander-in-chief of the German forces.

"CANADA" BADGES NOT TO BE ISSUED TO ALL R.C.A.F. PERSONNEL

"Canada" badges worn on the shoulders of members of the Royal Canadian Air Force will remain solely the distinguishing mark of personnel who have served in an active theatre of war, or those who are under orders for overseas service. Royal Canadian Air Force Headquarters announced recently.

The unconditional nature of enlistment in the R.C.A.F., eliminates any necessity—as in the case of the army—of distinguishing between those who have volunteered for service overseas and those who are engaged in service in Canada alone. All members of the R.C.A.F. have volunteered to serve the King anywhere in the world, and the special shoulder badges become necessary only to identify Canadians serving along with other Empire forces in some theatre of action.

Recently the Army decided to provide "Canada" badges for all personnel volunteering for overseas service to distinguish them from those engaged solely in home defense. The possibility of following this practice was investigated at Air Force Headquarters, but it was decided to leave unchanged the order which restricts the wearing of badges to those who are on, have been on, or are proceeding to duty overseas or in Newfoundland.

PLANES of THE R.C.A.F.

and how to spot them

APPROVED BY THE ROYAL CANADIAN AIR FORCE

Vickers Wellington



A BOMBER with a heavy-load capacity, high defensive capabilities and long range, Wellingtons have formed the spearhead for many of Britain's heaviest aerial thrusts.

It is definitely in the "large" class with a span of nearly 90 feet, and a length of 64 feet 7 inches. The first Wellington was flown as far back as 1937, but it was so basically sound that continual development has made it one of the most potent war weapons in the Royal Air Force.

Pilots of the Royal Canadian Air Force, are flying this equipment regularly over Germany and occupied territory.

Defensively it can give a good account of itself in any scrap, its armament consisting of not only quick-firing guns, in the nose and tail, but also amidships in a retractable turret situated under the fuselage.

The power plants have been changed and varied. The Mark III Wellington, for instance, having two 1,370-h.p. air-cooled engines, which gives this huge bomber a speed considerably in excess of 250 m.p.h.

DECEASED

A WEM knocked at the Pearly Gates,
His face was scarred and old;
He stood up as St. Peter came,
And asked to join the fold.

"What have you done," St. Peter asked,
"To gain admission here?"
"I've had a job instructing, sir,
"Instructing for a year."

The Pearly Gates swung open.
St. Peter rang a bell;

"Come in and choose your harp," he said,
"You've had your share of H - - -"

(Contributed.)

NO. 1 WIRELESS SCHOOL GRADUATES RECEIVE MEDALS



Group Captain P. J. A. Hume-Wright, senior air staff officer at No. 3 Training Command presents a gold medal and diploma to L/AC A. McClure of Welland, Ont., as Wing Commander R. M. Smith, Commanding Officer and Squadron Leader K. R. Patrick, Chief Instructor at No. 1 Wireless School, look proudly on.

GRADUATES GET MEDALS

WAG's and WEM's Make Highest Marks to Date

Highest pass percentages ever made by Wireless Air Gunners and Wireless Electrical Mechanics at No. 1 Wireless School were given impressive recognition on our drill square

On that date, Group Capt. P. J. A. Hume-Wright, senior armament officer of No. 3 Training Command, made presentations of gold, silver and bronze medals to the leading graduates of both classes.

Several hundred airmen undergoing instruction at this school paraded for the occasion and later marched past the Group Captain with the graduating class in the van. They were commanded by Sqd. Ldr. J. E. Macdonnell, while at the saluting base with Group Captain Hume-Wright, were Wing Comm. R. M. Smith; Wing Comm. J. E. Innes-Crump, Sqd. Ldr. K. R. Patrick and F/Lt. C. E. Stone.

In his complimentary speech, Group Captain Hume-Wright stated: "You are men playing as important a part as anyone in making the Commonwealth Air Training Plan a success. You have graduated. That means another body of fine men is one step nearer to the defeat of the common enemy. It also means that another group of men can come in and take their places in No. 1 Wireless School."

Two thousand copies of this first issue of "The Beam" were printed and distributed among the personnel of this Station and the St. Hubert Flying Squadron. When it is considered that practically all these copies will be mailed by airmen to their relatives or friends throughout Canada, one comprehends the truly large and widespread circulation of "The Beam."

A good liar has some trouble keeping in practice when there is no fishing and no golf.

Somebody suggests hard work as a remedy for ill-luck, but many people regard the remedy as worse than the disease.

AIRMEN IN NEW YORK FOR CHRISTMAS

The New Year, 1942, promises to be a big one for the democratic people of the world, according to recent speeches by two great leaders, Prime Minister Winston Churchill and President Franklin D. Roosevelt. But this reporter feels quite confident that Christmas, 1941, will live forever in the memories of the Australians, New Zealand and Canadian Airmen from No. 1 Wireless School who spent their Yuletide holiday in New York City.

Manhattan, regarded in many respects as the greatest city in the world today, held plenty of excitement and entertainment for these airmen. Through the untiring efforts of Johnny Walker, director of war work for the Y.M.C.A. in No. 1 Wireless School and his staff, special arrangements were made for the transportation of the boys to the big city. Arrangements were completed with the Foreign Exchange Control Board, The Royal Bank of Canada and the United States Consul and Immigration Authorities to permit an unhampered visit.

A special rail fare was provided amounting to slightly more than a one-way fare, and two special coaches were supplied by the president of the Pennsylvania Railroad Company, who has a son serving in the Air Force. The New York West side Y.M.C.A. provided accommodation and arranged for special Christmas dinners and tours of the city.

The future wireless air gunners took a good deal of New York's highly touted night life during their five-day visit, and met many top flight stars of the stage, screen, and radio. Among those met by several of the Australian and New Zealand airmen were, Olsen and Johnson, stars of the famous stage production, "Hellzapoppin"; Carmen Miranda, vivacious South American screen star, and our own Canadian orchestra leader, Guy Lombardo. The boys were taken to the majority of the famous night clubs (and bars) as well as to such notable places as the La Guardia Airport, and Radio City. Many of them also made a trip through the Holland Tunnel. One Australian, Alec MacWilliams spoke over the NBC on a coast to coast broadcast that was also carried overseas to Australia where presumably some of his many friends heard him express his gratitude for American hospitality.

WHO'S THE KEY MAN IN A BOMBER

The Pilot, the Observer Or the Gunner?

EDITOR'S NOTE: None of them and all of them, say the experts. Each in turn, they say, carries the heaviest burden of responsibility. Herewith, an Ontario pilot tells of teamwork on the home-flight. His first-hand account is given in his own "air language."

By Flight Lieut. Jack MacCormack

A shout of "bombs gone!" came over the inter-com so I turned quickly and headed out of the target area. The weather was bad that night over Berlin. "We had trouble finding the target and I knew we could expect plenty of "soup" on our way back to base.

"Fethers," the navigator, clambered up the ladder from the bombardier's position and gave me the thumbs-up as he moved back to the chart table. I checked with the tail-gunner, the wireless-op and the nose gunner and got a reassuring "Okay, skipper," from each of them.

With all safe and the worst of the flak bursting well astern by this time, I pointed the nose of the aircraft for the coast and waited for Fethers to give me the course. It was going to take more than good navigation to get us back, that I knew, because we were in cloud so thick that it would be impossible for Fethers to get a sight on the stars.

Pretty soon I heard him say over the inter-com to Sergeant Dodge, the wireless-operator-air gunner: "I've got a course worked out for Mick which should take us well out over the sea. But as soon as it's safe get a fix from the shore stations so I can plot a new course to base."

We stooged along with the weather steadily growing worse. When we were well out to sea we ran into a heavy electrical storm and I wondered whether it would be safe for Dodge to run out the trailing aerial to obtain his fix. Usually, in a severe storm, the trailing aerial is reeled in. But this night, with our safe return to base dependent almost entirely on the wireless, we had to take a chance, so Dodge left it out.

Under the best of circumstances the wireless-op in a night bomber has his work cut out for him. He maintains contact with group, handles the photographic flares and the camera which is operated by a key from his position in the aircraft. With conditions as they were this night he was the key man in the aircraft.

We had been flying blind for some time now, and I had just begun to wonder whether we were headed in the right direction, when I heard Dodge say to Fetherston: "Okay now. Here's the fix. You plot your new course for the skipper and I'll try and get through to group headquarters to find out what weather we can expect at base."

In a short time Fethers came forward with the plot and I set course for home. The visibility by the time was nil over England and I was certain that we'd have to make a blind landing on some drome other than ours.

We drummed on through the heavy clouds and I could hear Dodge calling group at frequent intervals. There must have been a lot of other aircraft having the same trouble as we, because group was busy, and the next thing I heard was base on the radio telephone saying that we were right over the 'drome.

Fethers' navigation had put us in the right spot at the right time, but I couldn't see a thing below me. After we had circled the field several times, base came through and told us to go to the field at M... and land there.

We headed for M..., and when Dodge picked them up on the R.T., he tuned me in on the beam and down I went for the landing. With each of us listening intently to the beam signal, the wheels touched down. After what seemed an eternity to me, the aircraft rolled to stop.

In a moment I poked my head around the edge of the cockpit door. I waved at Fethers. Fethers waved at me. We both waved at Dodge.

A PRACTICE OSCILLATOR

A WAG or WOG who is interested in keeping up his code speed cannot do better than equip himself with a small practice oscillator. Such a piece of equipment is described on pages 14 and 15 of the Radio Handbook, Seventh Edition, available in the Technical Reference Library.

The circuit, which can be simplified, is shown on page 14. The switch may be left out of the socket, and switch accomplished by pulling the tube. By strapping the batteries permanently to the board, the number of terminals needed may be reduced to three.

The cost of the parts exclusive of the piece of wood, and a few wood screws, is as follows:—

1 Set of Headphones	\$2.10
1 H4G Tube	1.05
1 8 Hole Socket45
1 No. 2370 Battery37
1 No. 6 Dry Cell38
1 Hammond type III Transformer83
3 Clips05
1 R-50 Type Key	1.75
Total	\$6.98

The parts are readily available from any Canadian Electrical Supply Store. The batteries have a life of over 700 operating hours. Several sets of headphones and keys may be connected in parallel for providing practice facilities for several WAG's or WOG's. The cost could then be divided.

Think it over!

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FRUIT JUICES

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GREEN
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V-9 BEVERAGE Co. Ltd.

WAG MAKES HIT WITH INSTRUCTOR ?

It was a sunny Saturday afternoon. Several of the Air Operating Section boys were congregated around the front door of the A.O.S. building. The flight had just got away and they were discussing nothing in particular and everything in general.

"Say, what's that coming down the line?" yelled Corporal Chorner. A score of eyes all turned left and saw a pitiful sight.

At first glance it looked as though one of the boys had been pushed into a propeller. He was on all fours and was scrabbling along like a sick crab. His mouth drolled and his eyes stared glassily at nothing.

"Poor fellow," cries Cpl. Lazowend, "let's go and see what's the matter."

They made a rush down the tarmac but drew back hastily when they saw the crazed look on the man's face.

"Why! it's Greenowski," Cpl. Chaparron ejaculated, "don't get too close; he looks bad. We better get the M.O. or something."

"The heck with the M.O.," said someone, "let's grab him and take him inside and give him a glass of water or an aspirin."

"Aspirin where the heck are we going to get aspirin around here, yelps Cpl. Turnaway.

"Get one from Joe," says Thurney, "he always carries a pocket-full for that morning-after feeling."

In a gang they closed in on poor Greenowski and gently carried him to the steps and laid him down.

Strange mutterings were coming from his lips which were twisting and writhing as though he were in great pain. A couple of aspirins were forced down his throat, followed by a glass of water.

In a few minutes his frame relaxed and an almost human look came on his face (if its possible for an almost human look to come on an air operating instructors' face).

"I knew something like this was going to happen soon," says Cpl. Townton, "the way things are going around here."

"He's trying to speak now," puts in somebody. "What's he saying?"

"I can't stand it any longer! My poor nerves are shot! Please, somebody, stab me or something and put me out of my misery." These and other strange mutterings came from Greenowski, while Cpl. Barrowman said, "Wait awhile until he is rational and then we'll find out the trouble. Looks like he had a terrible experience or an awful shock."

After a few minutes, Cpl. Greenowski was better and able to sit up. "What's the trouble? Did you get hurt or what's the matter anyway?" asks Cpl. Thurner.

"Nothing so simple as that," says Greenowski, "It was like this—I had a WAG, Jones, to put up on a "D" exercise and I told him what to do. I told him to attach his trailing aerial, fasten his safety belt, tune up to his crystal monitor, and mark down his anode and M.O. settings before we take off. Well, I went over to the office for a few minutes, and when I got back, Jones was all finished and ready to go. Well, the shock was too much for me and I guess something snapped in my head and I passed out."

"Well, no wonder," ejaculated Chorner, "I knew sooner or later some WAG would get things right first time. I dreaded the thought that one of my WAGS would do it, but I guess I was spared at poor Greenowski's expense."

"Yeah," puts in Cpl. Thurney, "The WAG I sent up on a "C" this morning did everything wrong except that he had his flying boots on his feet and his helmet on his head, so things went normally with me."

"That's nothing," says Cpl. Lazowend. "The guy I looked after wanted to know if he would get in trouble for calling the ground station now and again between camera shots."

"Sure I know," puts in Cpl. Chaparron, "We tell 'em over and over again to use the right taps, the aerial connections, how to tune up a frequency and—what happens! We get a call from CKAC that some WAG is right on their frequency and washing out "Little Orphan Annie" or "Calling Dr. Lambert" or something or other."

"Well, boys," says Shanaway, "we better give Greenowski a few days rest after his strange experience, and tonight I suggest we all go to the canteen and wash down our troubles in good ole brew; perhaps the next class will be better than this one. "Yeah, every time we get one class through we say the next may be better. But where there's life, there's hope." This from Cpl. Townton.

And so if you see a group of fellows tonight over in the corner of the canteen, with maniacal gleams in their eyes and strange mutterings coming from their lips, be wise and don't get near them. They are the A.O.S. gang trying to forget their tragic day at St. Hubert.

WRITERS NEEDED TO HELP WITH SCHOOL PAPER!

Among the many hundreds of air-men on this Station there must be several who have had some writing or newspaper experience, and who are willing to contribute articles or news of school activities for publication in this magazine.

This issue of "The Beam" was written, edited, proof-read, and made up entirely by an officer and a corporal who devoted many hours of their spare time to this task.

As the "Beam" grows in size this will become too great a job for any two men, and assistance will be required in the gathering and preparation of articles and school news.

This "Beam" is going to be the finest magazine published on any station in the Commonwealth Air Training Scheme, and a competent reportorial staff is essential, so step up you writers, and lend a hand.

See either Flight Lieutenant Norman in Room 218, or Corporal Long in Outstations on the 5th floor — — they will be grateful for your help.

ANSWERS TO QUESTIONS ON AIR RECORDS ON PAGE 8

1. Fritz Wendel, Germany, April 26th, 1939, 469.186 m.p.h.
2. 7,158.44 miles—S/L Kellett, F/L Gething, P/O Cairne (one plane); F/L Combe, F/L Burnett, Sgt. Gray (second plane)—Great Britain. November 5-7, 1938.
3. Lt. Col. Tondi, Capt. Dagasso, Plt. Vagnoli and Sgt. Stagliano—Italy, July 30-August 1st, 1939—8,037,899 miles.
4. 72,394.795 ft. made by Anderson and Stevens in U.S.A. on November 11th, 1935.
5. 465.532 miles — O. Klepikova, U.S.S.R., July 6, 1939.
6. 22,434.338 ft. Erwin Ziller, Germany, Kranich Glider, D-6-440, November 21, 1938.
7. Our timid reporter wanted to say "No woman is fast; how dare you!" but, — 286.419 miles per hour—Miss Jacqueline Cochran, U.S.A., September 28th, 1939.

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A FRIEND

The Catty Corner

Our Female Staff

We feel that the girls of No. 1 Wireless School should not go without mention as they have become an integral part of our organization.

Ruth Ilieff started the parade to the altar, and was quickly followed by Terry Proulx, Margaret O'Keefe, Pat Burt.

We would like to congratulate Thelma Heggie on her recent marriage to Sergeant May, proving that even in this wartime organization, romance is not dead.

There are of course the usual number of current romances, with the girls from down under (Equipment Section) and the girls from the Accounting Section giving the gossips cause for speculation.

Some of the things the fellows would like to know are:

For whom is Gladys Scott wearing the Air Gunners emblem on her sleeve?

Why are the girls in Central Registry always in a huddle, and what do they discuss?

Why did Francis Vinins lead the parade of lisle stockings and was it purely patriotic?

Were Betty and Lucy in the Wing when the school was built?

How is it that every girl seems to have at least two fur coats? and on those salaries. . . .!

Do the authorities know that Rita Ireland has another job as news-vendor on the side?

What dark steno visits what airman in the Royal Victoria Hospital every night?

Does Anne know that the D.R.O.'s are called D.R.A.'s (Daily Routine Amendments).

Why Pauline and Violet keep giving us a line after hours?

How the girls in Tech Section spend their Saturday afternoons these days?

Whether it is true that Nora brings sandwiches every day to the boys in the Accounts Section?

What certain sergeant is dating a certain blonde steno in the Pay Office?

Where did Rita get that Air Gunner pin we have been seeing her wearing lately?

What certain N.C.O. is carrying the torch, to no avail, for Patricia Lay?

Why do the girls in the Equipment Section only smoke half a cigarette on rest period, is it that rumble fund?

What is it Julia's got that the other girls in the Pay and Accounts haven't got?

Who is Lucille's heart throb who calls for her every night?

Why is Ray Gall walking around in a daze, could it be that Dr. Jekyll?

Who is Margy getting all glamoured up for lately?

Why are the boys in the Tech Section always in the Tech Orderly Room, could it be the new steno?

What brunette steno thinks her boss is a little bit of all right?

Who gave Judy that beautiful brown purse she uses now and then?

Does Gladys own a part interest in the Pic, or does she just like the place?

Help The Beam

Now that you have seen and read this first issue of *The Beam* you will agree that it is no ordinary school paper, but is a magazine of value and interest.

The lifeblood of every publication is advertising, and the securing of advertising is entirely dependent on circulation.

If every airman on this station will make it a point to give or mail his copy of *The Beam* to a friend or relative, he will not only find it of interest but it will greatly increase the reader-interest and circulation of this magazine, and will enable the editors to secure more advertising.

Give us a hand lads. . . . and pass your copy of *The Beam* along to someone else.

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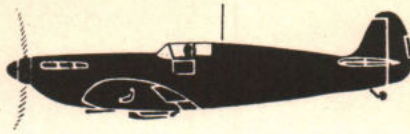
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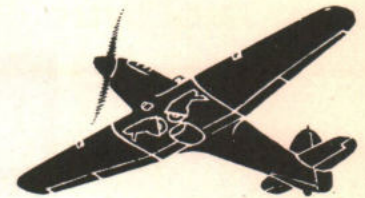
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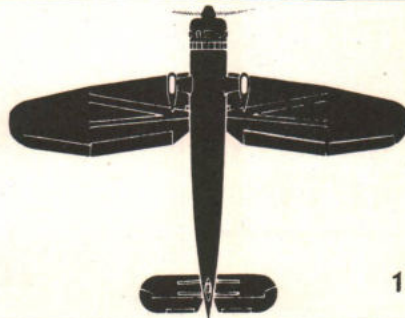
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