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MARCH
1942

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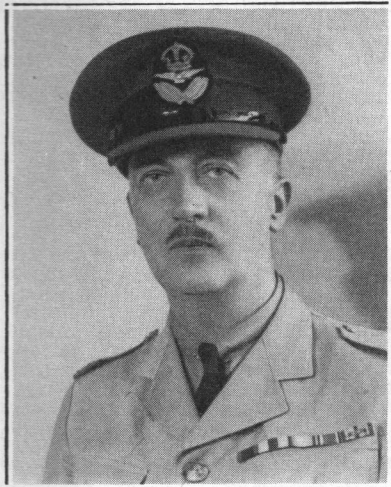
THE BEAM

VOL. 1, NUMBER 2.

MONTREAL, QUE.

MARCH, 1942

ADMINISTRATIVE OFFICER



WING COMMANDER E. W. TYRRELL-BECK, D.S.O., M.C.

Wing Commander E. W. Tyrrell-Beck, D.S.O., M.C., 2nd in Command and Chief Administrative Officer of No. 1 Wireless School has had one of the most varied and interesting military careers of any of the senior officers of the Royal Canadian Air Force.

Despite an active career at the front both in the Army and in the Air Force during the last war, Wing Commander Tyrrell-Beck has had wider staff experience than most officers gain in a lifetime.

Wounded twice, mentioned in despatches four times, and rewarded for his ability and gallantry with two of the Empire's most coveted decorations, the Distinguished Service Order and the Military Cross, both immediate awards in the field, Wing Commander Tyrrell-Beck could tell some mighty interesting stories were it not for his natural reticence to talk of his own exploits.

Educated at Cambridge University, England, he attained high honours and holds the degrees of M.A. and LL.B. Later he was called to the Bar at the Inner Temple, London. At the outbreak of World War I in August 1914 he was commissioned in the Royal Fusiliers, and won his Military Cross at the Battle of Loos, and his Distinguished Service Order at the Battle of the River Somme. Severely wounded after three years in the trenches he was appointed to the Staff of Sir John French, and to other staff posts of equal importance.

When the Royal Air Force was being organized in August 1918 he was seconded to take a prominent part in that work and later went to the staff of the Air Ministry. Following this work he acted first on the Staff of Sir John Salmond at Royal Air Force Headquarters in France and was then at R.A.F. Staff Headquarters on the Rhine following cessation of hostilities.

Returning to the Army in 1920 he served in Ireland with his old Unit, the 1st Battalion Royal Fusiliers, during the disorders in 1920 and 1921. Later he was appointed to the Staff of General Sir Neville Macready at G.H.Q. Ireland.

Wing Commander Tyrrell-Beck was visiting in California when the present war broke out and he im-

MORE WAGS AND WOGS WIN MEDALS AT NO. 1 WIRELESS

More records were broken here at No. 1 Wireless School last month with the graduation of one of the largest groups of successful WAGS, WOGS and WEMS ever to pass out of this school. And the cause for jubilation is not entirely a matter of quantity, for the quality of these graduates is a source of much satisfaction as was evidenced by the fact that the final marks of the WAG and WOG gold medal winners were the highest ever made in these trades, 94.2 per cent. and 87.4 per cent. respectively.

The Gold, Silver and Bronze medals were presented at a Wing Parade on Friday afternoon, February 27.

The medallists in the Wireless Air Gunner class were R69372, LAC Wagner, H. P., a Canadian lad who piled up the excellent final marks aggregating 94.2 per cent., to win the Gold Medal for WAGS. R88405, LAC Romaanowiz, W. J., scored 91.6 to earn the Silver Medal, and a New Zealand chap, NZ413289 LAC Wright, D. W., finished up with 91.5 per cent. to take the Bronze Medal.

Among the Wireless Operator Ground graduates there were a number of men who had come so close to winning medals that it was regrettable that they could not have been recognized in some way, but as there are only three medals given, the final marks had to determine the winners, and so R140128 AC2 Benham, L.E., with a final aggregate of 87.4 per cent, was the winner of the Gold Medal, R134069 AC2 Boughen, H. H., who had graduated with a previous class and was not present, will get his silver medal by mail as a reward of his fine marks aggregating 86.2 per cent. and R131354 AC2 Kelly, D.W., was presented with the Bronze Medal for his final marks of 84.6 per cent.

These marks are the highest marks ever made by Wireless Operator Ground graduates in this school and indicate the increasing interest and realization of the importance of the work done by the Wireless Operator Ground.

mediately offered his services. He was appointed to a senior Staff position at A.F.H.Q. at Ottawa where he remained for over a year. He was then posted to Montreal, first to No. 3 Training Command and then to No. 1 Wireless School.

A brother, Sir Cecil Tyrrell-Beck, served as Government Whip in the British House of Commons and was a former Vice-Chamberlain to King George V.

Wing Commander Tyrrell-Beck has endeared himself to all officers, N.C.O.'s and airmen of this school who have been privileged to have contact with him, by his kindly interest in and consideration for all, regardless of their rank. He is the Consulting Editor on "The Beam."

GOVERNOR GENERAL INSPECTS NO. 1 WIRELESS SCHOOL

His Excellency the Earl of Athlone, Governor General of Canada, paid a visit to No. 1 Wireless School, on Tuesday, February 10th. Other than turning out a "pukka" full guard of honor, normal routine work was carried on throughout the school and the distinguished guest was thus able to see the R.C.A.F.'s crack wireless school functioning at its usual high degree of efficiency.

Accompanied by his personal staff, Sir Shuldham Redfern, secretary, and Squadron Leader J. Chevrier, aide-de-camp, His Excellency arrived at the school at 3.30 P.M. with Air Commodore A. deNiverville, A.O.C. of No. 3 Training Command, and Group Captain A. L. Morfee, senior Administrative Officer.

The party was welcomed by Wing Commander R. M. Smith, Commanding Officer of No. 1 Wireless School, who, with Wing Commander E. W. Tyrrell-Beck, Chief Administrative Officer; Flight Lieutenant C. M. H. Stone, Adjutant; Wing Commander J. C. Innes-Crump, Command Signals Officer, and Squadron Leader K. R. Patrick, Chief Instructor, conducted the tour through the school.

Immediately upon arrival of the Governor-General, the band played the National Anthem, the salute being taken by His Excellency as the guard of honor stood rigidly at attention. Squadron Leader J. A. Macdonell, officer commanding the guard of honor, then conducted the inspection which obviously met with vice-regal approval as several airmen were spoken to by His Excellency.

On entering the school, the visitors were escorted to Outstations on the fifth floor where they witnessed WOGs and WAGs being given their final instructions in actual wireless operating.

Going to the fourth floor considerable time was spent in the radio laboratories where Flight Lieutenant T. C. Brown explained the various types of radio equipment and His Excellency evinced a particular interest in the Harwell boxes where practical application of D/F was demonstrated.

In the Theory department, Sgt. Jack Hamilton lost ten pounds and a good deal more hair as the Governor General listened attentively to Hamilton's excellently delivered lecture on the theory of D/F.

Flight Lieutenant R. B. Lanskaill then nonchalantly conducted a tour of the Morse section and explained the intricate Monitor Panel system of Morse instruction which he perfected and which has been adapted by other Wireless schools throughout the Service.

The airmen's mess halls, kitchen, barrack quarters, recreation hall, and wet canteen were all inspected, the Governor General being very pleased with the excellent facilities for entertainment and comfort of our airmen.

Following this thorough inspection of No. 1 Wireless School, tea was served informally in the Officers' Mess.

WOG TRAINING STIMULATED BY NEW HANDBOOK

No. 1 Wireless School Has Rung the Bell Again!

In publishing the WOG Handbook, Squadron Leader Patrick and his assistants have produced another and better text book for use by trainees and instructors in this school.

A short time ago the WAG Handbook was printed and issued to WAG trainees. It has proved of great value to these lads during their course here. Now the WOG Handbook makes its appearance and is being issued on loan to WOG trainees.

Though this excellent handbook does not attempt to present a course in radio theory, it does form a concise outline of most of the technical work and terms likely to be encountered by the WOG.

There are many excellent radio text books on the market, some of them very expensive, and practically all of them too lengthy for practical use by a WOG on his all-too-brief course. And, of course, these books in no way cover the communications work which is so essential to WOG training.

The WOG Handbook covers, in a condensed form, the most vital phases of radio and signalling and can be an invaluable aid to the ambitious WOG in mastering the course presented at this school.

Today, a WOG must be more than a Wireless Operator Ground. He might more aptly be termed a Wireless Operator General and is required to know:

1. How to operate all R.C.A.F. radio equipment in accordance with authorized Service procedure, and be familiar with Signals Office Routine.

2. How to signal by W/T, R/T, and Visual with accuracy and speed.

3. How to carry out routine maintenance of Service equipment.

4. How to charge and care for accumulators and all associated electrical equipment.

5. How to operate Direction Finding Equipment and give bearings, weather reports, etc., to aircraft.

All these essential phases of a WOG's work are covered in the new Handbook. One of the attractive features of the book is the complete ether spectrum, as we know it, in two colours, at the very front of the book.

A vote of thanks is due to S/L Patrick for producing this excellent book, to F/L Storr, Officer i/c of Theory and Application Lectures,

(Continued on page ten, col. 2)

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Published Monthly

By Kind Permission of

WING COMMANDER R. M. SMITH

Officer Commanding

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EDITORIAL

PRINCIPLES OF LEARNING

When in 1853 Commodore Perry, displaying a formidable naval strength, forced open to western trade the seaports of Japan, he little thought that the medieval Samurai, under their floral-gowned, feudal Shogun, would soon give way to flying yellow Furies who, through the irony of Time, would sink in far-off Pearl Harbour the proudest ship of his own country's proud navy.

But the scroll of history rolls back, and once again, as at Marathon, the eastern hordes almost swamp the defenders of western civilization.

However, when General MacArthur, our Miltiades, is fully equipped with the amount of heavy armour and the number of trained, skilled technicians that will give sensible confidence to a courageous offensive, we may expect to hear the victorious message borne once again by a Phidippides—this time the modern Mercury, the swift-winged words of wireless telephony.

Between that ancient conflict on the eastern coast of ancient Greece and our modern cauldron of the Far East, only the consuming lust of battling man to destroy, remains common. Then, the spoils of war went to the strong in body; now, to those disciplined and trained in mind and hand. Knowledge and skill have supplanted brawn as a front-line weapon; and the fortunes of the world now hinge more on cool, reasonable performance of skilled tasks than on fitful outbursts of long inhibited passions and racial emotions.

Last month, in these columns, we outlined the basic procedure for the securing of such skill. The procedure is not new, but is implicit in the mellowed English apprentice system which has produced so many of the world's finest craftsmen. Look at the last issue again and put into practice the principles published there.

This month, as we promised, we turn our attention, with the utmost consciousness that the need is great, to the matter of more efficient learning.

Intelligent learning consists, in part, of understanding. Nothing is really known unless it is understood. There can be no quarrel on that point. No WAG, WOG, or WEM of this school can leave here truly well trained who only performs, not knowing the why's and wherefore's, the tasks that, parrot-like, he has learned to do. He must *understand* most of, if not all, the fundamentals of radio communication.

(Continued on page three, col. 1)

A LETTER HOME

One of the most touching human documents to be produced in this maelstrom of destruction called "War" is a simple letter written by a young airman to his mother. The mother's permission was given to the airman's commanding officer permitting him to have the letter published after it was reported the airman was "missing, believed dead."

Maybe you have read the letter before. We believe it contains the calm resolution to do one's duty that is the unspoken, deep-rooted intention of every airman on this station. We, therefore, contribute to the immortalizing of its spirit, by publishing the letter here, in the columns of our magazine, dedicated to the selfsame high resolves as its writer. —The Editor.

Dearest Mother,—Though I feel no premonition at all, events are moving rapidly and I have instructed that this letter be forwarded to you should I fail to return from one of the raids which we shall shortly be called upon to undertake. You must hope on for a month, but at the end of that time you must accept the fact that I have handed my task over to the extremely capable hands of my comrades of the Royal Air Force, as so many splendid fellows have already done. Though it will be difficult for you, you will disappoint me if you do not at least try to accept the facts dispassionately, for I shall have done my duty to the utmost of my ability. No man can do more, and no one calling himself a man could do less.

I have always admired your amazing courage in the face of continual set-backs; in the way you have given me as good an education and background as any one in the country; and always kept up appearances without ever losing faith in the future. My death would not mean that your struggle has been in vain. Far from it. It means that your sacrifice is as great as mine. Those who serve England must expect nothing from her; we debase ourselves if we regard our country as merely a place in which to eat and sleep.

History resounds with illustrious names who have given all, yet their sacrifice has resulted in the British Empire, where there is a measure of peace, justice, and freedom for all, and where a higher standard of civilization has evolved and is still evolving, than anywhere else. But this is not only concerning our own land. Today we are faced with the greatest organized challenge to Christianity and civilization that the world has ever seen, and I count myself lucky and honoured to be the right age and fully trained to throw my full weight into the scale. For this I have to thank you. Yet there is more work for you to do. The home front will still have to stand united for years after the war is won. For all that can be said against it, I still maintain that this war is a very good thing; every individual is having the chance to give and dare all for his principle like the martyrs of old. However long the time may be, one thing can never be altered—I shall have lived and died an Englishman. Nothing else matters one jot nor can anything ever change it.

You must not grieve for me, for if you really believe in religion and all that it entails that would be hypocrisy. I have no fear of death; only a queer elation . . . I would have it no other way. The universe is so vast and so ageless that the life of one man can only be justified by the measure of his sacrifice. We are sent to this world to acquire a personality and a character to take

(Continued on page seven, col. 3)

A Book You Should Read

Reviewed by
F/L G. M. GRANT

BOTANY BAY

By NORDHOFF and HALL

McClelland & Stewart Ltd. Toronto.
Price: \$3.00.

Readers of "Mutiny on the Bounty" will hail with delight another rattling good yarn by the collaborating authors, Nordhoff and Hall. Although fiction, the story is based on historic fact and it gives us a vivid and accurate picture of the first settlement of Australia.

In the year 1787 Hugh Tallant, condemned to spend the rest of his life at Botany Bay, sailed from England on the penal transport "Charlotte." Most of his fellow-convicts were desperate characters but a considerable minority were decent folk who had committed no more serious offense than poaching a rabbit or cutting down a tree for firewood. The "Charlotte" was a small vessel of 335 tons and the unfortunate convicts were packed into the hold like sardines in a tin. Since the only ventilation came through the hatches and these were battened down for days at a time in bad weather, many of the convicts died. Finally, after a voyage of eight months, they saw with profound relief, the bleak shores of Botany Bay.

No British colonists ever met hardships comparable to those which were endured by the pioneer settlers of Australia. The land surrounding Port Jackson was so barren that farming was virtually impossible and livestock brought from England had to be slaughtered for lack of food. Scurvy and various epidemics took a heavy toll of lives. There was constant danger of attack from the savage aborigines. Owing to the scarcity of game, the colonists were almost wholly dependent on the food supplies they had brought with them and they eked out a bare existence on mouldy flour and rancid pork. Had it not been for the courage and resourcefulness of Governor Phillip, the infant colony might not have survived the two dreadful years when no ship came from England to relieve their distress.

The most interesting chapters in "Botany Bay" are those which describe an epic voyage of 2,700 miles, made by eight convicts in an open boat to the Dutch East Indies. Hugh Tallant and seven comrades execute a daring escape. Stealing a chart made by the renowned explorer Captain Cook, they seize a 22 foot lifeboat and sail northward through the same waters that are now infested by prowling Japanese submarines. They pass through numerous hair-raising adventures reminiscent of "Men Against the Sea." One of their number dies and is buried on a lonely island of the Great Barrier Reef. Finally, near Timor, the exhausted and starving fugitives are rescued by a Dutch barque and ultimately they return safely to England.

Woven through the plot of the novel is the love story of Hugh Tallant and Sally Munro, a winsome American girl whose father had been condemned to penal servitude because of anti-British activities in the American Revolutionary War.

Since the war in the Far East has turned the spotlight on Australia, "Botany Bay" will be read with especial interest. The story of the heroic fortitude displayed by Australia's first settlers will strengthen our conviction that their descendants will face an even greater ordeal in the same undaunted spirit.

Not only must he *understand* the radio phenomena, but he must *remember* them. It is so easy for a trainee, under a good instructor, to understand what is being explained. He fails often to see, though, that afterwards the real problem consists of remembering so that the knowledge may later be used.

There are then, at least two main problems: that of understanding, and that of remembering.

To make a trainee understand a subject possessing the tremendous complexities of modern wireless communication and maintenance in the short time available for his training, an instructor must take full advantage of every known characteristic of the human mind at work, and, since educational psychology is still in its swaddling clothes, he must uncover new characteristics as the need arises.

One of the best known characteristics of the mind is the tendency to proceed to the comprehension of an unknown thing from the appreciation of a similar but known thing.

Applied to radio, we make use of this tendency when we say that: electricity is like water under pressure; a condenser is like a rubber sheet stretched across the inside of a water pipe through which water surges back and forth to the limits permitted by the elasticity of the rubber; a rectifier is like the trap on a suction pump, that allows water to flow through it in only one direction; the grid of a triode amplifier functions like the tap at the bottom of a tank of water, the tap being so arranged that a small force only is required to turn it on and off, and the water periodically released is great enough to operate a second tap that requires for operation a far greater force than is needed for the first tap; neutralizing is like applying a force at proper instants, in proper amounts, opposite in direction to a force which is periodically acting on a swing to make it swing back and forth.

These useful parallels, parallel, it is true, only in certain aspects, are almost innumerable, and a good instructor can make the transition from a well-thought-out simile to the class mastery of some difficult and intricate radio principle with much ease, saving of time, and increase of understanding.

Further, the proper application of this characteristic of the mind results in a more efficient development of the subject. Any well constructed radio syllabus will reveal this fact, namely, that there is a "stepping" from the known to the unknown, from the less difficult to the more difficult, from, say, Ohm's Law to the panoramic radio spectroscopy or the measurement of distance by the measurement of phase shift, at the time of reception, between two waves that were synchronized and simultaneously radiated over different paths, one of which is of known distance.

—The Editor.

LIBRARY IN NEW QUARTERS

The Library Committee, F/L R. O. Norman, president, and F/O A. E. Davies, and Cpl. J. A. Long, members, announce that the Technical Reference Library, combined with what was formerly the Y.M.C.A. reading library, is now in room 225, the old Wing Orderly Room.

The Library is open for business on Saturdays and Sundays from 1300 to 1700 hours and on Week nights from 1600 to 2230 hours. It is also open at weekday noon hours from 1230 hours to 1315 hours, this latter for non-technical book loans only.

The rules for the use of the Library are, in part, as follows:

1. For Non-Technical or Fiction Books:
 - (a) Any Air Force member who has been regularly posted to this station may borrow a book for a period of seven days by filling in the proper form with the Librarian on duty and having the book stamped.
 - (b) Not more than one book may be borrowed at a time.
2. For Technical Reference Books:
 - (a) Books may be borrowed for reference work in the Library by applying to Librarian and filling in a loan slip. Such books may *not* be taken from the Library except as herein undernoted.
 - (b) Instructors may borrow a Technical Reference Book for a period of seven days only. (The privilege is not extended to trainees). Instructors must fill in the loan slip but the book itself is not to be stamped.
3. A fine of one cent a day on a book will be assessed against borrowers who retain books beyond the loan period.
4. The Library, room 225 is out of bounds to all airmen and N.C.O.'s, except while on duty there, in conference with the Protestant Padre, or on the business of consulting technical reference books or borrowing books.
5. The Library is not for general reading or letter writing. Newspapers and magazines, except such as may be part of the regular listed library, are prohibited.
6. Loss of or damage to books will be assessed against the person responsible.

All personnel are asked to cooperate to make the Technical Reference Library a means of needed intellectual growth, and the Non-Technical Library a means of profitable, mental relaxation.

The Librarians on duty at all times except noon time, are volunteers from W.E.M. 18 class. They are:

- AC2 Dixon, N. D. i/c
- AC2 McKay, G. D.
- AC2 Milnychuk, J.
- AC2 Eagan, C. J.
- AC2 Trumpour, W. A.

The Librarian on duty at noon is Cpl. Wheaton.

Thanks are due these volunteers for their commendable service.

WET CANTEN

It is reported that one night an airman went into the wet canteen and, with a swagger, approached the bar, and said: "When Jones drinks, everybody drinks."

Of course everybody jumped up and everybody got a beer. Then when the drink was about finished, the airman pulled out his quarter and put it on the counter and said: "And when Jones pays, everybody pays." And out he walked.

"On the Beam"

The following is quoted from a pamphlet entitled "OPERATIONAL EXPERIENCES," compiled by Sgt. Bowers, C.W. (516696) R.A.F.

TEAM WORK

Enthusiasm is contagious and plays a large part in obtaining accurate results. It must be borne in mind that a good crew is not due to the work of an individual. It is achieved by efforts of a team. If one of the members of the team fails, errors will occur causing the loss of life and aircraft.

These notes tell of actual operational experiences which happened through the inefficiency of one of the crew. WAG's should read them carefully, and study the ways and means whereby mistakes can be avoided.

Decide now that YOU will not cause the DEATH of CREW and the loss of AIRCRAFT through your individual lack of ENTHUSIASM or through your PERSONAL NEGLIGENCE.

MORSE SPEED SAVES LIVES AND AIRCRAFT

"While on patrol of the North Sea, the formation of aircraft of which I was in the leading aircraft, was called upon to attack motor torpedo boats and other shipping. This we did, but in the encounter, were seriously damaged.

Petrol tanks were badly holed and one engine partly disabled. On checking petrol gauges, we, to our discomfort, found that we had only enough petrol to enable us just about to reach the nearest aerodrome, and safety. To make matters worse, we had to contend with a half gale which was doing everything but assist us. Fortunately, it turned out to be a side and not a head wind, though even that was bad enough, as it caused us to drift badly.

I contacted the D/F station and asked them to give me magnetic course to steer to reach them, and I realized that I had to do some very fast operating. To enable me to get as many bearings as I could in the shortest possible time so that I would not drift too far between the time of requesting the bearing and receiving. We were working W/T at a speed of 22-25 w.p.m. throughout the whole proceedings, and through efficient operating we arrived back safely.

On landing, we were taxiing the aircraft across to the dispersal point, but we only managed to get about half-way across the drome, when we ran out of petrol completely. We landed with about five minutes to spare. I might have been still fiddling around trying to obtain bearings. The aircraft and crew might have been lost, not through bad luck, but because of inefficient operating and the stupid thought that ability to receive and send Morse sufficiently well to get out of Wireless School made me a good operator. The incident justified the insistence of the School Instructors that we learn to operate a more than the minimum required speed."

SALVAGE WORK ?

During the drive to collect aluminum, the proprietor of a little hardware store on the prairies, filled his window with shining aluminum kitchenware and pasted up a big sign: "Your Country Needs Your Worn-Out Aluminum! Replace It Now, at These Low Prices!" He did quite a brisk business, too.

Challenger

WATERPROOF WATCHES

ARE DEPENDABLE

ON LAND - ON SEA -

IN THE AIR -

FROM 32.50 to 85.00

Values that challenge comparison

SOLD BY Birks JEWELLERS



**AIR-MARSHAL W. A. BISHOP,
V.C., D.S.O., M.C., D.F.C.**
Air-Marshal "Billy" Bishop was the outstanding Ace of the last Great War.

The Catty Corner

Our Female Staff

We are back again this month with bits of news about the stenographers and clerks at No. 1 Wireless School.

Cupid scores again! He certainly has been kept busy these days. Another addition to the matrimonial list is Pat Lay, who will be taking the big important step on March 7. Lots of luck, Pat.

We also hear that Nora is to get married in the fall, eh, Nora?

Incidentally, the girls are showing a fine patriotic spirit towards their country, devoting their dinner hour to knitting for the Red Cross. Nora is knitting a scarf that is almost as long as she is, which is almost five feet ten; that's the spirit, girls.

The girls in the Equipment Section are still getting their smoke period in; they have it down to a system,—but then, everything in the Equipment Section is on a good system!

What's happened to the Amateur Show that the girls were so enthusiastic about. Julia and Nora have a swell act; they should win first prize. Oh, yes, there are two more, Margy and Lucy have taken up tap dancing. How about the rest of you girls? What are you doing?

We are glad to see the girls showed such good results in the Victory Loan Campaign.

Miss Lillian Keats of the Pay and Accounts Section has been very ill for the past month. The girls of the Wireless School Staff wish to take this opportunity of extending their wishes for a speedy recovery. Chin up, Lil, we're looking forward to seeing you again, soon.

NOW FOR A LITTLE INSIDE INFORMATION

It is true that Sergeant Simpson's hands burn every time he brings Judy her personal mail? Oh to be a censor

Is our glamour sergeant still dating the blonde in the Pay Office?

Who is the person in Central Registry Curly Fairclough is so interested in?

Why all the sudden tooth-aches, Gladys?

Norma seems to be in an awful hurry to finish those socks she has been knitting. Why, Norma?

What Aussie has been dating May Galbraith lately?

Why is Margy always singing that song "When my dream-boat comes home"? Could it be that she is waiting for someone in the Navy?

Who is the airman in the "Digger" from whom Pearl has been receiving notes?

We wonder which girl in the Technical Section Cpl. Geraghty is interested in?

DID YOU MISS THIS PARTY?

No doubt you noticed, in one of your visits to Johnnie Walker's "Y" office, a poster on the wall, to the effect that the Westmount "Y" had procured the facilities of the Park Toboggan Club, for an evening of dancing, tobogganing, skating, and skiing. A nominal charge of one dollar was asked.

Now this was certainly a sport-minded airman's dream, a top-notch evening of entertainment at a "swell" club, and plenty of the sports we all enjoy so much.

"A stag," you say? No, not a stag, for most of the club's lovely girl members were in attendance. Of course, you were asked to bring a young lady with you, but you could go alone if you didn't know any Montreal girls.

The point is, the total attendance of airmen to this function did not exceed five! Two of those attending, AC2 Norm. Smith and AC2 Earl Davis, incidentally, entertained the dancers with some of the finest piano renditions it has been our pleasure to hear for some time. Norm played bass and Earl, treble, and between them they made that piano fairly sing.

When the boys finally did leave the piano, it was with reluctance that we went back to dancing to the juke-box. The boys of our school who attended, most certainly enjoyed themselves; and the management of the Park Toboggan Club really went "all out" to give them a very enjoyable evening. Its too bad more of the boys didn't take advantage of the opportunity to have such a nice time.

Perhaps you didn't know about it, or maybe you couldn't make it. Anyway we hear plans are being made for another such evening in the near future, and it won't be necessary to remind you to take advantage of the chance to attend such a party.

Our appreciation goes to the Westmount "Y" and again to "Our Johnnie" for arranging a very good time. Incidentally, invitations similar to those reported accepted this time are being made available very, very frequently at the "Y". Get in touch with Johnnie Walker and get him to put your name on the list for the next party.—Ivan Kington.

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

CHINA AT LAST GETS HELP

One of New York's leading clergymen was invited to address a luncheon meeting of the Ladies' Group of a Brooklyn church, and to discuss specifically China and Chinese philosophy. A bit puzzled because he knew little about China, but anxious to oblige, he spent two weeks in diligent research.

Just before the luncheon he asked the chairman why he had been requested to talk on China, of all things. "Oh," she explained, "we wanted to preserve the spirit of the occasion. It's to be a chow mein luncheon."

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THE GOVERNOR-GENERAL VISITS US

The Earl of Athlone, Governor-General of Canada, paid an official visit to the foremost school of the Commonwealth Training Plan and evinced great interest in all training activities.



Top—His Excellency inspects the guard of honor, accompanied by Squadron Leader J. A. Macdonell.

Right—His Excellency exhibited a keen interest in the technical sections and listened attentively while demonstrations of equipment were made.

Left—His Excellency and Wing Commander R. M. Smith enjoy a joke during the tour of the school.

Lower left—This guard of honor, composed of trainees, was one of the best ever turned out at No. 1 Wireless School.

BAND PLAYS IMPORTANT ROLE IN LIFE OF SCHOOL

The No. 1 Wireless School trumpet and drum band has been in existence for over a year. Warrant Officer "Tiny" Davis (now Flying Officer) and AC/Robinson were instrumental in starting the band in January of 1941. Previous to that, equipment had been purchased but the airmen behind the movement to have a band were posted before they were able to get results.

Sgt. M. H. Hutchinson, who has done much to keep the band together through difficult times, is the only member of the present drum section who was in the band at its inception. LAC Bridgeman is the lone "charter member" of the trumpet section.

At first only trainees were members of the band, but recently there was a change of policy. To offset the difficulty of having periodic postings of graduates disrupt the musical personnel, more band tradesmen are expected to be posted to this station, and thus there will always be a nucleus to keep a functional efficiency regardless of minor fluctuations in membership.

CORPORAL HOUSTAN, EXPERT DRUMMER

Corporal Jas Houston, of Toronto, recently arrived to fill the position of permanent bass or tenor drummer. His flying sticks on parade verify his professional status which is well indicated in his "personal file." In 1934 Corporal Houston won the North American drummers' championship, sponsored by the St. Andrew's Highlanders' Association of Detroit, in competition with 15 of the top-notchers from the continent. This contest included bass and tenor drum performance. He was bass drummer in the R.C.A.F. band at Toronto for a time and later was with the Ottawa Central R.C.A.F. band. It was during the Ottawa band's trip to Boston last October that he gave a solo exhibition in the Boston arena before an audience of 12,000. This month he accompanied the Ottawa band on its New York trip. Also, while at the Capitol last year, he twirled sticks in Jimmy Cagney's new picture, "Captain of the Clouds." Having had such wide experience in various Queen City bands, and an enviable record of success Corporal Houston comes to this school which is proud to have one of his calibre as an example of efficiency to the up-and-coming present members of the band.

Sgt. R. B. Ellis of St. Thomas was a crack side-drummer in the Elgin Regiment Band which won several senior band competitions in the South Ontario events held at Waterloo. He later joined the R.C.A.F. and was posted here.

Two other regular bandsmen are AC1 D. B. Wolfreys and AC2 F. L. Rowe, both of Toronto, and drummers of considerable experience.

In charge of the trumpeters is LAC A. B. Hicks, of Niagara Falls, Ont. For 10 months he was trumpeter instructor at Manning Pool, Toronto, and I.T.S. Toronto. Finally succumbing to the call of air crew, he is here now as a trainee, but he still retains a great interest in his former occupation and is putting his knowledge and experience to good use by guiding the musical destinies of the "tooters" while he is on the station.

WHY A BAND?

Before the band was formed, a gramophone, which you have all heard at rare times when the band has not been able to be on parade, was used to provide the music to give the martial atmosphere so necessary to a successful military parade of any kind.

Unbeatable as the staff WEM's are when it comes to licking a tough problem, they were not, however, asked to devise a means whereby the gramophone could be used with effect on route marches. This has been done, nevertheless, by other military units, using an auto to carry the sound equipment, but of course the limitations are a handicap. So the band was a welcome assistance on parades and route marches.

ACTIVITIES LAST YEAR

Flying Officer "Tiny" Davis was the officer in charge of the band last spring and he laid the foundation for a good combination before he was transferred from the school. His place was taken by Flying Officer J. B. Joyce, who was a military trumpeter in his youth, and it was under his guidance that the band reached a peak of perfection during the summer of 1941. During that time the band took part in various patriotic parades and functions.

Just about the time Flying Officer Joyce was transferred, the majority of the trainees in the band were posted and the new schedule went into effect, necessitating a complete re-organization, the results of which are now being manifested.

Credit goes to F/O Joyce for the arrangement of "No. 1 Wireless School March" which was played for the first time before the Commanding Officer, Wing Commander R. M. Smith, in a special performance before F/O Joyce left.

DUTIES OF BANDSMEN

The bandsmen are on call for parades and duties that the regular trainee misses, but the compensations make up for the extra duties.

Bandsmen must practice in their own time, one hour each Monday and Thursday nights, and, since the curriculum was extended to include an additional hour of instruction each day, this practice hour is early—very early!

Any time the band is called for a parade, all members must be on duty, whether or not it interferes with a 48, a date, or the wife's bridge party.

To compensate for extra hours spent in band work, the members are excused duty flight, have a 48-hour pass once a month, a 36-hour pass at all other week-ends, and for those who are not behind in their wireless work, a late pass is issued for the other nights of the week. They are also excused from P.T.

Any trainee who wishes to join the band may make application to Sgt. Hutchinson at any of the practices.

During the cold weather it is impractical for the band to play outside but it will not be long now before every parade will see the boys in action with performance technique the best yet.

EXTRA COPIES OF The Beam

Extra copies of *The Beam* for mailing to friends and relatives may be secured from the DRY CANTEEN at

5c PER COPY
(To Air Force Personnel)

Buy a few extra copies and send them to the folks at home. . . they will be glad to read about your school.

In Praise Of

Warrant Officer Birchnall on his promotion to Warrant Officer 1st. Class.

Corporal G. T. Newman on his appointment as Secretary of the Airman's canteen committee and for his help in distributing "The Beam" to all airmen on the station.

Our Protestant Padre, F/L Grant for the interesting and informative book review he writes for each issue of "The Beam."

Cpl. Rene Richard on the birth of his daughter last month.

Warrant Officer Birchnall and Flight Sergeant Downs for the excellent guard of honor they trained and turned out for the Governor General's visit on February 10th.

Sgt. Harrison on his recent promotion to Flight Sergeant.

Sgt. Jack Hamilton for the outward poise and control he displayed in continuing his theory lecture while the Governor General and party looked on and listened.

Flight Lieutenant Lanskill for the time he has given in taking so many pictures of various school activities, some of which appear in this issue of "The Beam."

Cpl. Gerrahty and LAC Morgan for their excellent multigraphing job and Cpl. Begin and LAC Craig for their particularly fine diagrams for the new WOG Handbook.

LAC Morgan, who, despite the fact that he was still a honeymooner, worked until after midnight on many occasions sorting and arranging the pages of the WOG Handbook.

Squadron Leader Patrick, who gave us our first, and probably last, view of a Squadron Leader with his coat off, sleeves rolled up, and ink from forehead to elbows, doing his share in actually producing his "brain-child," the WOG Handbook.

Flight Lieutenant Storr who edited every last line of the WOG Handbook.

W.O.1 Birchnall who, as Orderly Officer, did a number of things to "step-up" the staff that as Warrant Officer he saw could be done.

Flying Officer Barber who, as a civilian, filled the position of Works and Buildings Officer here for two years until the granting of a commission last month.

Sergeant May, who, incomprehensibly, before competitors had developed enough courage to entertain hopes, stormed the citadel and carried off as a nuptial prize the chief jewel of the technical stenographic staff.

F/L T. C. Brown whose poem, published anonymously in our last issue, recorded almost divine judgment of an instructor's life.

F/L K. P. Richardson at whose home there arrived by Stork Express a little tax exemption.

Sports

It seems to your Sports Reporter that too little has been said and too little is known about the sports activities of our school, in particular about Hockey and Basketball. It has been proposed that we should inform the boys interested in hockey, just how we stand in the National Defence League and also what the line-up of players is in this month's edition of *The Beam*, and to give a summary of the basketball activities in the next month's paper.

First, our compliments to one of the finest hockey players the School has seen in a long time. To quote the boys of the team, "LAC Jack Roussin was the mainstay of the team." His fine sportsman-like qualities, which are so essential to a good player of any kind, made him a popular boy and a very fine goalie.

Cpl. Bud Reynolds, clerk to Flying Officer Jones, Station Sports Officer, has stepped into Roussin's shoes in goal. We haven't seen Bud play yet but from all indications of his past experience in hockey we haven't a thing to fear, and can expect some fine playing from him.

AC2 Turcotte and Sgt. Richardson make up the Number 1 defence line with AC1 Morgan and AC2 Jampolsky, a newcomer, the Number 2 defence line. Turcotte is an old hand at the game, and has been playing hockey for a number of years, and has always put up a good show. Sgt. Richardson, 180 pounds of solid bone and muscle, makes up the other half of a very good defence.

The main forward line consisting of AC2 Jack Buell, AC2 Mitch Peckett, and Cpl. Dupont of No. 12 Equipment Depot is the fastest forward line in the league, in our opinion. Buell, a former star with the "River Vale" team of New York, is every bit as good now as he was then, and shows every indication of being even better. Peckett a newcomer to our team, formerly played for the "Philadelphia Ramblers" and was heading for the "Rangers" line-up. At the present time, he plays with the Montreal Canadiens in the Senior Group, as well as on our team. Cpl. Dupont, playing Right Wing, makes up the remainder of the forward line. We can't say that he has ever played spectacular hockey, but he is one of the steady, hardworking type, without which, a good hockey team can't get along.

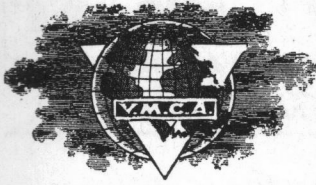
AC2 Jopling, a product of the Peterboro team in the O.H.A. of 1941, Pilot Officer Howie Walker, member of the McGill Alumni, and AC2 Jack Cullen are the supporting second line.

IAC Fraser, LAC Murphy and F/Sgt. Irvine, control the supporting third line. F/Sgt. Irvine incidentally, has played very fine this season. He was formerly of the "Moncton Hawks," Allan Cup Champions, and later with the Detroit "Red Wings." We owe some very fast playing and some very good hockey to F/Sgt. Irvine.

Our R.C.A.F. team is now playing a series of interservice playoffs with the Army and Navy. The first game was played on Friday, the 13th. "Unlucky!" you say? Not a chance, not with our team. The fact is we shut out Army 3-0.

In closing our sports review for this month *The Beam* would like to thank the gentlemen who make our sports possible in this school. Flying Officer Jones and his very able assistants, Sgt. J. E. Marcotte, Cpl. Bud Reynolds, and our hockey coach, Nels Crutchfield. It would take a whole sports column to tell you about our hockey coach, Nels, so we won't attempt to enlighten you in this edition.

The "Y"'s Corner



By Johnnie Walker

The month of February saw many interesting events take place at No. 1 Wireless School. The highlight of the month was the station dance held on February 14th. in the recreation hall. This dance celebrated the second anniversary of the school's opening and St. Valentine's Day. Flight Lieutenant Grant, Sgt. Simpson, and the remainder of the decorating committee are to be congratulated for their splendid efforts. The usually severe recreation hall took on a coat of glowing colours as the lights, pillars and drapes were festooned with Valentine colours. At centre stage, in a place of honour, stood the three-tiered birthday cake with large candles signifying the two successful years that No. 1 Wireless School has written in the pages of history.

Midway through the evening, our commanding officer, Wing Commander R. M. Smith, delivered a short anniversary speech. The cake was then officially cut and later removed to the dining room where everyone had an opportunity of sampling its flavor.

Once again the music of the evening was supplied by that up-and-coming young group of high school lads, "Ferguson's Serenaders." They satisfied the desires of all, filling in admirably when called upon to play difficult selections for the floor show. Acting as M.C. at these dances is an honour your 'Y' secretary looks forward to every month.

CONCERTS AND MOVIES

While not maintaining the high standard of the last few months, the moving pictures have still been very presentable. The pictures scheduled for the month of March while not being of recent vintage, are of good calibre. A list of these will be found below.

The two concerts presented in February were very well received. On February 10th. the T.N.T. review from the Central Y.M.C.A. played before a packed house and presented a very successful show. The Harmony Kids were the highlight of the show with the girls under Betty Usher Jones supporting them in great style.

On February 24th the Hogarth concert party of the Canadian Legion visited the school and pleased a packed house with their varied presentations.

CONCERT SCHEDULE FOR MARCH

Tuesday, March 10th. "The Rotary Concert Party," of Montreal, in their first visit this season.

Tuesday, March 24th. "The Blue Bell Bullets," with an entirely new show.

MOVIE SCHEDULE FOR MARCH

Monday, March 2nd. "Forty Naughty Girls," with James Gleason, Zasu Pitts.

Monday, March 9th. "Riding On Air," Joe E. Brown, Guy Kibbee, Florence Rice.

Monday, March 16th. "Transatlantic Merry-Go-Round," Jack Benny, Nancy Carroll.

Monday March 23rd. "Swingtime," Fred Astaire, Ginger Rogers, Victor Moore.

Monday March 30th. "We're In The Legion Now," Reginald Denny, Esther Ralston.

WIRELESS SCHOOL TEAM WINS TRUE AND FALSE CONTEST

On Sunday evening, February 15th. an "international" team from the Wireless School, composed of Nursing Sister Archambault, Montreal; Sergeant "Scotty" Hyslop, Ontario; LAC Ross, Graham, Australia; LAC "Slim" Groves, New Zealand; Corporal Ernie Morrison, Saskatchewan; and Johnnie Walker of the 'Y' visited Stevenson Hall of the Emmanuel Church, Drummond street, to engage in a "True and False" contest. Their opponents were six ladies of the Canadian Women's Army Corps. The teams were lined up on a platform before a packed hall. Mr. Silverman of Emmanuel Church played the role of Dr. Harry Hagen to perfection, putting the teams through their paces in witty fashion.

The program started off at a brisk rate with Ross Graham falling on his second question when he decided that "a footless stocking without a leg" was called a legging. (Don't sneer, questions assume greater difficulty in front of a large group of people). However, the situation soon took a turn for the better when two members of the opposing team fell quickly before teasing questions. Next to fall from the R.C.A.F. team was "Scotty" Hyslop who now knows how many s's there are in the word "misspelled." The questions by this time had become quite difficult and one by one the numbers decreased till finally Corporal Morrison and Johnnie Walker of the Wireless School team were left to fight it out for individual honours on the winning team. It must be added here that these men were filling in for two airmen that were unavoidably forced to be absent. As things worked out it was all for the best because these two were the last left standing. Corporal Morrison finally emerged the victor, when Walker decided that the former Princess Alexandra was not of Danish descent. For his victory, Ernie was presented with a special shaving kit. The remainder of the team each received a tube of shaving cream. The losing team benefited to the extent of three bars of apple blossom soap apiece.

The evening was a decided success. The charming personality of Suzanne Archambault, the ready wit of Ross Graham and "Slim" Groves and the wisdom of Ernie Morrison made them real hits with the assembly. Here's hoping that there will be more of these events in the near future.

SIDELIGHTS OF BASKETBALL

A perusal of the intermediate basketball league standing shows that the No. 1 Wireless School team is not very far up the ladder of success. Behind the scenes, however, there is a story of excellent basketball, very narrow losses and some heartbreaking incidents. For example, take the game played against the 79th. Field Battery. Playing against an experienced quintet of tall players, the lads of the Wireless team, after being behind for most of the game, evened the score with less than a minute to go. Then something happened that could probably never occur again in a thousand games: with three seconds to go, one of the Airmen stepped back from a jump ball against a tall opponent, giving the opposing team a technical free shot. The final whistle had blown and the floor was cleared of players when the captain of the opposing team stepped to the free shot line to take the penalty shot. The suspense was terrific as he poised for the effort. The chagrin of the lads in blue can be well imagined as they watched the ball slip accurately through the hoop. It was just one of those tough breaks that tests the mettle

of men engaged in competitive sport. The boys bounced right back out of their gloom and showed the stuff they are made of.

In the Central Y.M.C.A. House League, the team has been more fortunate, they came through the latter part of the season without a defeat, to finish up in second place behind the "Evergreens."

In a five-team Spring House League to commence very shortly, the boys expect to go right through in fine style. Notice of all games to be played appear in D.R.O.'s on the "Y" bulletin board. Any airman wishing to support his school team is cordially invited to come along and join in the fun.

BASKETBALL TEAM VISITS VALLEYFIELD

On Sunday, February 22nd, the basketball team journeyed to Valleyfield. There they played a team from the C.I.L. plant. Although coming out on the short end of a 21-33 score, the boys made a fine showing. Roy Moore was the individual star for the airmen, making some superb one handed shots to confound the opposing defence-men. May played his usually fine defensive game and did some remarkable play making. The C.I.L. team included several inter-collegiate stars on their roster and with the exception of one or two players, they towered over the young airmen.

A large crowd was on hand to watch the game and were generous with their applause to both teams. After the game, the team was tendered a banquet at the plant restaurant. The performance of the lads at the dinner table out-shone by far their performance on the basketball floor, with Shapiro and McEachren downing three deserts without batting an eye-lid. It was only the waning daylight that finally dragged them from the table and the group hit the road again around 6:15.

The highway was very icy and the wind had whipped several large drifts across the road. However, Monsieur Marchand of the Motor Transport whisked the bus along in great style and made excellent time both coming and going. It might be noted that when passing the sign post on which was inscribed Lac St. Louis, one of the lads from out west thought it was the burial ground of some Leading Aircraftman. Could it have been L.A.C. Moore?

Those who made the trip were: L.A.C.'s McEachren, Moore, Brisebois, May, Norman, McCready and Pagnan; Corporal's Crawford, Ireland, Shapiro; Larry Moysse and Johnnie Walker of the 'Y' office.

A LETTER HOME

(Continued from page two)

with us that can never be taken from us. Those who just eat and sleep, prosper and procreate, are no better than animals if all their lives they are at peace.

I firmly and absolutely believe that evil things are sent into the world to try us; they are sent deliberately by our Creator to test our metal because He knows what is good for us. The Bible is full of cases where the easy way out has been discarded for moral principles.

I count myself fortunate in that I have seen the whole country and known men of every calling. But with the final test of war I consider my character fully developed. Thus at my early age my earthly mission is already fulfilled and I am prepared to die with just one regret, and one only—that I could not devote myself to making your declining years more happy by being with you; but you will live in peace and freedom and I shall have directly contributed to that, so here again my life will not have been in vain.

Your loving Son,

AIR FORCE AT TATTOO

More than twelve thousand people jammed their way into the Forum on Monday night, February 16th and witnessed probably the finest military tattoo ever produced in Canada. This spectacle, arranged by the Montreal Victory Loan Committee must have been not only a big aid to the sale of Victory Bonds but also an incentive to the thousands of civilian youth who witnessed it to join one of the services represented.

There was not a dull moment during the entire two and half hours of the colorful programme... from the moment the R.C.N.V.R.'s two huge Labradors led the Royal Canadian Navy detachment into the amphitheatre, to the grand finale when the Royal Canadian Air Force Silver Band ushered the flags of the nations off the scenes.

From the point of crowd-appeal, the pageant of flags and the demonstration of the R.C.A.F. Silver Band were the highlights. But the item of the programme which probably aroused the wonder and admiration of the huge audience was the smart drill and flag-raising ceremony enacted by our own No. 1 Wireless School demonstration squadron under the command of S/L J. A. Macdonell with F/Lt. T. C. Brown, F/O F. R. Jones and F/O G. H. Irving in charge of the individual flights.

The large crowd impartially and enthusiastically applauded each unit as it went through characteristic manoeuvres after Brig-Gen. Harold F. Loomis of the U.S. Army took the salute. With him at the saluting base were Brig-Gen. E. deB Panet, D.O.C., M.D. No. 4, Air Commodore Albert deNiverville, A.O.C. No. 3 Training Command, and Commander C. J. Stuart, R.C.N.

The R.C.A.F. Silver Band from Ottawa practically stopped the show with its band drill including such difficult movements as revolving pinwheels, Greek and Christian crosses, a "V", and the initials "R.C.A.F."

The R.C.A.F. flag-raising ceremony was most impressive as all lights were dimmed while the flag was slowly raised, with the R.C.A.F. squadron rigidly at the "present." At that moment every member of the R.C.A.F. in the building must have felt an inward glow of pride in his unit.

Help The Beam

Now that you have seen and read this second 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.

BUY VICTORY BONDS! WHY?

What would you do if the war ended tomorrow and you were immediately discharged from the Royal Canadian Air Force?

There doesn't seem very much likelihood at the present moment of your being faced with this problem and you will probably say to yourself as you read this: "Why worry about that now?"

The point is that you will probably say the same thing next year, and the year after that, and the year after that . . . unless you realize now the importance of preparing for a rainy day, the rainy day when you are discharged from the Service, along with a few hundred thousand other chaps, all of whom, like yourself, will have to re-establish themselves in civil life as best they can.

Of course, if you are one of the fortunate individuals whose parents can afford to help you rehabilitate yourself in business life, or the firm for whom you worked at the time of your enlistment is waiting with open arms to take you back into your old job, then you have nothing to worry about.

But there are hundreds of men on this station who, where they discharged from the service today, would not know where to look for a job, and when you consider that there are probably in the neighborhood of four hundred thousand Canadians in the armed forces who would all be looking for jobs at the same time . . . well, it makes you feel that a little nest egg of a few hundred dollars would be mighty handy to have on the day you step back in to those old civies.

Victory Bonds have definitely been accepted by the wisest investors in this country as the safest and most readily negotiable form of savings. You probably are not vitally interested in the investment-return angle and the patriotic purpose in buying Victory Bonds is superfluous in your case as you are already proving your patriotism by your very presence in the Service, but the instinct for self-preservation inherent in each and every one of us should indicate clearly to you the advantage of having a few hundred dollars salted away.

Victory Bonds in denomination of \$50 or \$100 may be purchased through the Senior Accountant Officer, Squadron Leader Cox, outright for cash, if you have it on hand, or in monthly payments of \$7.21 on the \$50 bond or \$14.34 for seven months on the \$100 bond. These payments will be deducted from your pay for seven consecutive months, commencing with the month of March, at the end of which period your bond will be delivered to you or retained at the Bank of Canada for safekeeping. Transfer or posting will not affect these arrangements, as your pay records travel with you wherever you go.

Start saving for that rainy day, or if you like it better, lads, that glorious day when we have licked the tar out of the Axis and can go back to our homes and friends . . . but let's go back with a few dollars in our pockets so that we can take a look around in finding a job to settle into.

JUST PRAYERS?

Jean Gabin, a leading film actor in France, upon his arrival in New York recently was asked what was the French attitude toward the British.

"We are both pro and anti-British," he said. "Those who are pro-British say each night in their prayers, 'Please, God, let the gallant British win quickly.' Those who are anti-British say each night in their prayers, 'Please, God, let the dirty British win right away.'"



CHIEF OF AIR STAFF
AIR-MARSHAL L. S. BREADNER,
D.S.C.

A BEACON IN THE RADIO SPECTRUM

Most of the radio stations in North America, broadcast stations, army, navy, air force stations, use the National Bureau of Standards station, WWV, at Washington, D.C., as a fixed beacon in the radio spectrum to determine their own frequency. Even the latest frequency measuring equipment of the R.C.A.F. is calibrated directly with this important signal.

All trainees of this station should know something about WWV.

It is on the air at all times of the day and night at 5,000 kilocycles, accurate to one part in ten million. It carries a 440 cycle note modulation, corresponding to A above middle C on the piano. It's 440 cycle modulation ceases on the hour and every five minutes for a one minute interval during which time a C.W. announcement of station identification is made. During this minute the second pulse, lasting for .005 seconds, is clearly heard. The second pulses come at the rate of one a second, accurate to .00001 seconds.

If an H.R.O. is tuned to WWV at 5,000 Kilocycles and the C 1 calibrator is set to 5,000 K.C. and also coupled into the H.R.O., there should be a zero beat. If there is none, the new R.C.A.F. calibrator is not properly adjusted. If there is the zero beat, then every harmonic of the rich multivibrator feature of the calibrator has the same accuracy as to frequency as has WWV.

HAVE YOU HEARD THIS?

A man once owned a very fine horse which was the envy of all his acquaintances, one of whom, a shrewd trader, often asked to buy the animal. The owner always refused, but when the horse died, he had it sent to the trader. Some time later the two men met and the practical joker asked the other how he had liked the gift. The trader replied, "I made \$3,600 off him."

"How did you manage to make that off a dead horse?"

"Oh," said the trader, "I sold raffle tickets."

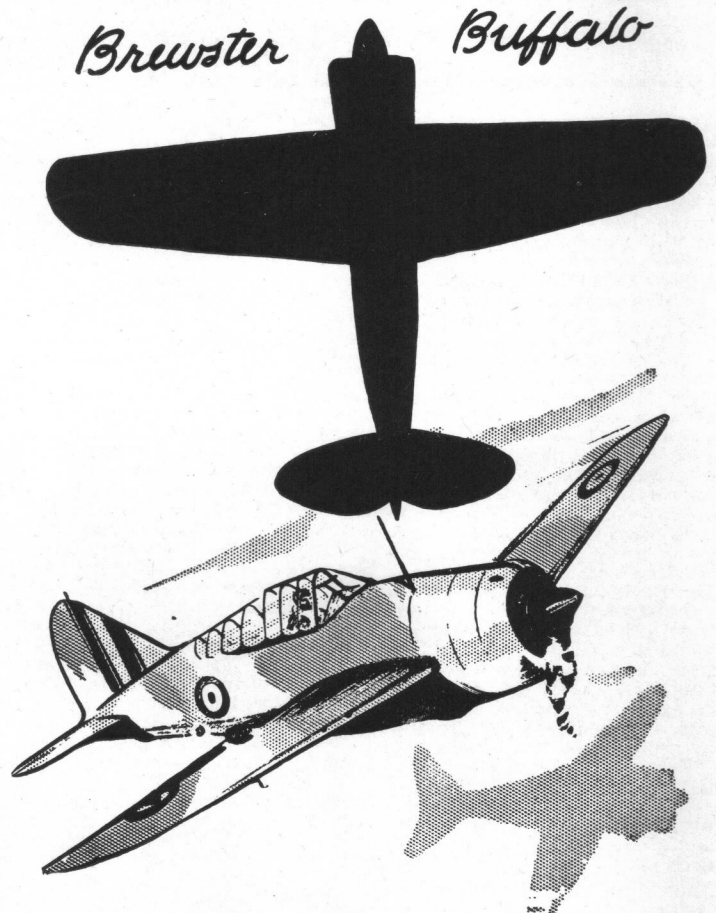
"My dear fellow, didn't anyone object?"

"Oh yes," the trader answered calmly, "But the only one who objected was the man who won the horse, and I gave him back his money."

PLANES of THE R.C.A.F.

and how to spot them

APPROVED BY THE ROYAL CANADIAN AIR FORCE



THIS sturdy-looking aircraft is well named, as the deep fuselage and short, powerful appearance are not at all unlike the buffalo—and this fact makes its recognition from other aircraft quite simple. And like the buffalo, it is long-winded, for, when fitted with extra fuel tanks, for which provision is made, it is capable of 2,500 miles of continuous flying, and for a "fighter" aircraft this is a remarkable radius of action.

It is a powerful airplane with a 1,200-h.p. radial motor which drives it at a top speed of more than 330 m.p.h. Armament comprises six machine-guns, two mounted on top of engine cowling and two in each wing. As can be seen, it is a mid-wing type of monoplane, with a wing span of 35 feet and an overall length of 26 feet. Other details of performance have not been published.

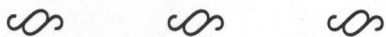
▼ BEST WISHES OF ▼
**THE JOHNSON WIRE WORKS
LIMITED**

WE 1127

MONTREAL

SOUP'S ON AT NO. 1 WIRELESS SCHOOL

Considering the space available and the fact that the general lay-out of the kitchens and mess-halls was not originally intended for cooking and serving meals to so many men in the short space of one hour, the airmen's kitchens and mess-halls, here at No. 1 Wireless School, rank favorably with those of any station in the Commonwealth Air Training Scheme. Installation of the most modern equipment has made it possible to serve meals with speed and efficiency to the satisfaction of all.



Upper right—Making coffee and tea for our airmen keeps this battery of urns going full blast all during meal hours.



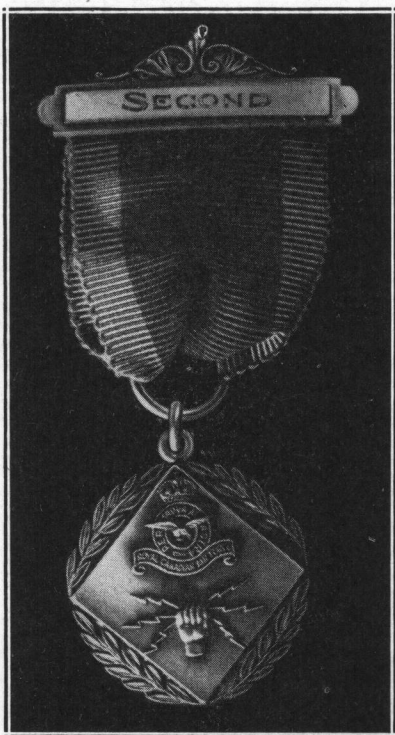
Centre left—Huge modern cooking equipment which makes for choice flavor, cleanliness and speed.

Lower left—The Pastry Department, where the tasty pies, puddings and apple-dumplings are turned out in quantity for hungry airmen.

Centre right—No bottle-neck here. Let the men come as fast as they can, the serving of the meals is kept at a steady pace.

Left—George Young, "King of the Kitchen," personifies the usual impression of a good chef, which he most definitely is.

GRADUATION MEDAL



The Silver Medal presented to graduates securing Second place. The Gold and Bronze Medals, First and Third place, are similar.

IMPLICATIONS

In the first issue of *The Beam* we printed inadvertently an item contributed by one whose writing should certainly, by all the rules of heredity, need no editor's blue pencil. The item was harmless, but the implications were, the Editor has since found out, subject to considerable criticism from many sources.

In defense, we wish to illustrate by the following anecdote, what should be our reaction to implications that have not enough of the truth about them to risk being statements.

A solid, conscientious, old Sea Captain of a freighter, who was a lifelong teetotaler, was much perturbed about the apparent unlimited inclination and capacity of his First Mate to drink whisky. When the First Mate, carrying his distinctive bar-room atmosphere with him for the fourth time in four days, reported on the bridge to relieve the Captain, the Captain went to the ship's log book and angrily added to his entries "2000 hours—relieved by First Mate—The First Mate is drunk today."

Of course, the First Mate protested the damage done to his reputation by having such an entry made, but he had no answer when the Captain replied, "Well, its the truth, isn't it?"

A few days later, it happened that the Captain was relieving the First Mate, and, to see what had been reported during the previous watch, he looked at the ship's log and there noticed the First Mate's last entry: "2000 hours—relieved by the Captain. The Captain is sober today!"

In No. 1 Wireless School, a sergeant was looking for a corporal and asked aid.

"Do you know Corporal Jones?"

"Yep."

"Do you know what number is his room?"

"Yep."

"Do you think he's there now?"

"Nope."

"Well, where can I find him?"

"Here. I'm Corporal Jones."

LETTERS TO THE EDITOR

This month the Editor received a letter from one of the instructors in which the instructor points out the presence, as he imagines, of a feeling among some instructors that they have been "left out in the cold" in the matter of promotion. The writer goes on to say that the feeling has arisen because some trainees who could not pass the WAG or WOG course have remustered and become senior N.C.O.'s. He mentions that he thinks some instructors believe they have not been "rewarded" suitably "for their very fine work." He adds his own opinion which gives a picture of a very clear-minded analysis of the situation.

REPLY:

We do not feel that instructors here have been "left out in the cold" or "trod upon."

It is true that many trainees who failed the WAG or WOG course are now senior N.C.O.'s; but it must be remembered that they were the square pegs we were vainly trying to hammer into round holes. Their inability to learn radio, and their apparent indifference to its appeal, amounting, as it did, almost to sacrilege in our minds, often prevented us from appreciating, or even discerning, the many other very valuable qualities they possessed. Since they have remustered to a trade suited to their abilities, they naturally have been promoted in accordance with their mastery of their new job.

Instructing is one of the hardest jobs in the entire R.C.A.F., and instructing in radio is probably the hardest of the instructing jobs. To merit promotion as our instructor of radio is something.

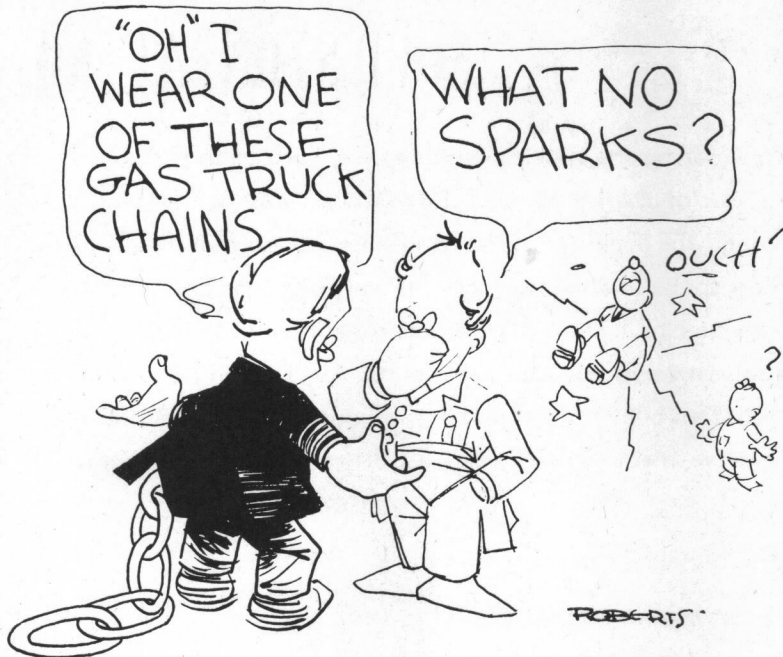
With that in mind, and the fact that we are all in the war for our common, not our personal good, we believe that our real reward for work well done is based more on a consciousness of our importance than upon the rate of our promotion.

—The Editor.



(Continued from page one)

whose editing is evident in the accuracy of fact and diction, to the instructors in the Labs for the data relative to their equipment, to Corporal Begin and LAC Craig for the excellent draftsmanship displayed, to Mrs. May (formerly, Miss Thelma Haggie) and Miss Rae Gall who did most of the splendid typing, to Cpl. Gerrahty and LAC Morgan for the work of multigraphing in two colours, and to those of the trainees who patiently spent long hours putting the individual sheets together to make the complete Handbook ready for the binding.



STATIC IN OFFICERS' MESS

Officers who drag their feet as they walk across the thick, cushioned carpets in the Officers' Mess and adjacent halls are distinctly unpopular with their fellow officers. Perhaps their shambling walk is an intentional attempt to imitate a perambulating Wimshurst machine. In any case, there is no doubt that a tremendous accumulation of static electricity results and, afterwards, the friendly handshake becomes a first cousin to a public electrocution.

Without the benefit of an electrostatic voltmeter or micrometer, one officer estimated that he could, within twenty feet, raise his potential 10,000 volts. Several mess stewards have practically no dielectric losses, and meals served in the low-humidity atmosphere by the hurrying stewards produce some really remarkable discharges at disconcerting moments.

A Technical Officer suggested that those who produce the biggest sparks be required to drag a short length of trailing chain as gasoline supply trucks are required to do. Another Technical Officer hurried into the Mess one afternoon and carelessly touched the pipe where it joins the radiator. He now insists that plumbers will not be able to unscrew the joint since it has been thoroughly "spot-welded"

A.P. 1093 GETS INDEX

The massive 600 page, large size, comprehensive Royal Air Force Signal Manual, Part II is, without a doubt, one of the most complete treatments of the entire field of wireless communication in existence. It is an Official Text used by both the R.A.F. and R.C.A.F., but has had its usefulness locally much curtailed by the fact that no index was available.

F/L R. O. Norman has produced an index which has been issued to instructors at this school. It is a full, 18 page, 2 column, index with all the usual valuable cross-references found in modern text books. It makes instantly available information from this tremendous book on any phase of wireless communication. It is to A.P. 1903 what the alphabetical arrangement of words is to the dictionary, without which the dictionary would be a heterogeneous collection of valuable definitions, no one of which an information seeker could find at will.

No. 1 Wireless School is certainly making valuable voluntary contributions to the war effort in the field of wireless: first, the WAG Handbook; then, the WOG Handbook; and now the Index that opens up a mine of essential information.

Wishing "THE BEAM" Every Success A FRIEND



Our Chief Instructor Took F/O Lyman for a ride!

The Wailing WALL

Why do some of the civilian staff at the steam tables throw the food on the plates all in one heap instead of placing each kind of food separate on the plate?

Why can't we have more help and better service in the dry canteen? Ask Sgt. Kearns—but be prepared to duck.

Why do the girls on the station have their own dining room? Co-educational cafeterias are popular in all modern universities—why not here?

Why don't they have a proper book and a pencil handy for the N.C.O.'s to sign at the front door?

Why does the laundry service put shirts and handkerchiefs through a cement mixture to make holes in them when we just want them washed and ironed?

Why do certain trainees make it so obvious that they are just little boys by running and wrestling in the corridors, yelling like wild Indians, ogling the stenographers and generally failing to act like gentlemen? (Slightly exaggerated, maybe, but—)

Why do some N.C.O.'s wait until they are called for a drill test before learning their drill, and then moan to W/O Anthony because he bawls them out for not knowing their stuff?

Why does a certain little blond corporal never wear his cap? Is he afraid of going bald or did his girl-friend tell him his hair is "simply divine"?

Why must some airmen talk for hours in our phone booths when they know the telephone cannot install more telephones because of circuit loads?

WE'LL LAUGH

After the last war that unhumorous race, the Germans, investigating the causes of morale, attributed much of the British soldier's staying power to his sense of humor, and decided to instill this sense in their own soldiers. Included in their manuals was an order to cultivate it, giving as an illustration one of Bairnsfather's pictures of "Old Bill" sitting in a building with an enormous shell hole in the wall.

A new arrival asks, "What made that hole?"

"Mice," replies Old Bill.

In the German manual a solemn footnote of explanation is added: "It was not mice, it was a shell."

\$60,000,000 LINER DESTROYED BY FIRE!

The Fire Chief Talks

"The luxury liner NORMANDIE, pride of the French Merchant fleet, confiscated by the U.S.A. and given over to conversion into an Aircraft Carrier, was destroyed by FIRE. . . . the fire was due to CARELESSNESS." (The capitals are ours.)

The above newspaper headlines shocked us terribly; but how much more shocked would we be if we read in the paper that our own spotlight trainer building, or the two hangars at St. Hubert, or even the whole camp at 13 S.F.T.S. were wiped out by FIRE?

I don't think for one moment that this is impossible; it is not, for the plain and simple reason that we are at WAR and Herr Schicklgruber (Adolph Hitler) and his bunch of gangsters are ever on the alert to snatch an opportunity to hinder our efforts in every possible way—and FIRE is one of his greatest and most devastating agents. Whether the Fire is started by a NAZI agent or by CARELESSNESS, Her Schicklgruber reaps the benefit; so remember that you are just as much a NAZI agent whenever you fall asleep and let your cigarette burn your mattress as the crop-haired man that collects sabotage money.

Many brave men have been permanently maimed or have died unnecessarily because they did not know how to fight a fire scientifically. Don't be one of these.

The all important few minutes following the discovery of a FIRE usually determine whether the damage will be negligible or tremendous. The same applies just as well in the air as on the ground.

NOT ALL FIRES ARE ALIKE

As you know, many things of every day life assume a new name in the Service. For instance, in civil life if we see a pile of rubbish or wood burning we call it a rubbish or wood fire, but not in the Service.

If we see the same type of fire while in the Service we call it a class "A" fire. For the benefit of those who do not know, there are three classes of fire:

CLASS "A" FIRE—WOOD, RUBBISH, RAGS, PAPER, ETC.,

CLASS "B" FIRE — INFLAMMABLE LIQUIDS, GASOLINE, OILS, GREASES, ETC.,

CLASS "C" FIRE—ELECTRIC-AL.

Since fires are not all alike, Extinguishers are not all alike. In the Service we have six types of extinguishers in use namely:—

METHYL BROMIDE and

CARBON TETRACHLORIDE

Both good on class A.B.C.

FIRES.

SODA and ACID Good on class

A.B. FIRES.

THERMENE (Non Freezing)

Good on class A.B. FIRES.

CARBON DIOXIDE (COL OR

LUX) Good on class A.B.C.

FIRES.

FOAM (FORMITE) Good on

class A.B. FIRES.

WATER Good on class A. FIRES

To make things easier for you chaps on this Station, a system of colour designation has been installed. This system is to help lessen the chance of your using the wrong type of extinguisher. Anybody who can't wait till next month to find out more about FIRES and Fire extinguishers may call at the Fire Room, Room 135 and see Cpl. Lauder or any of his fire-fighters. These boys know their jobs and are doing a fine job of their work.—F/L. K. P. Richardson.

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AIRCRAFT— RECOGNITION CONTEST

Last Month and This Month.

One of the most expensive single items in our last issue of *The Beam* was a full page cut of eighteen aircraft and a special separate Official Entry Form on which was mentioned the fact that ten dollars in prizes would be awarded to the contest winners.

The number of contestants entering the contest was less than two per cent. of the total WAG enrolment of this school. Apart from not justifying the expense of the contest, it shows in the opinion of some armament instructors, a most lamentable disregard for one of the most essential phases of a WAG's training. When the armament Officer was asked to comment, he said, "The results show a—"

However, there is another view possible—a more optimistic view.

Perhaps the contest was *too easy!* One senior armament officer at a Command Headquarters is reported to have said, "The idea is good, but the contest is too easy," and he proceeded to name each plane pictured in silhouette. Perhaps he is right; perhaps almost every WAG said that anyone could get all the answers right—and then did nothing about the contest.

However that may be, the contest is not being run again this month, in its initial form. And should there be a few who did *not* know all the right answers, let us assure him that time spent now in learning all such similar correct answers is worth more than a \$100,000 ten-year endowment policy with a premium of fifty cents a month.

Names of the winners of the first contest are announced elsewhere in this issue.

This month the contest has the following rules:

- Contest is open to only WAG trainees of No. 1 Wireless School.
- The three contestants with largest number of correct answers will have their pictures published in *The Beam*, and honourable mention will be made of the next seventeen contestants.
- Neatness may be a deciding factor in case of ties.
- Judges will be The Editor, F/L R. O. Norman, Associate Editor, Cpl J. A. Long, and the Armament Officer, F/O Irving.
- All entries must be in the Dry Canteen, in a special box prepared there, or in the hands of one of the judges by 1200 hours, Friday, March 13.
- Answers should be made on a sheet of paper, one side only, 8 inches by 10 inches with the number, rank, name, and class of the contestant across the top.
- Answers should be given in detail similar to the answers printed in this issue of last month's contest.

SLOGANS OF THE BLITZED

Sign across a badly blasted Birmingham, England, wine shop window: "We are carrying on with unbroken spirits."

Sign in front of an English coast-town tobacco shop: "Jerry blew in, why not you?"

LETTER FROM AIRMAN IN THE DIGGER

"Please send me one loaf of bread—and enclose a saw and file."

AIRCRAFT RECOGNITION CONTEST

(Answers to Contest of Last Month)

- Breda 88 (Piaggio)**. Multi-Seat Escort Fighter. Span 50' 10". Length 37' 9".
- Spitfire 1. (Merlin)**. Fighter. Span 36' 10". Length 29' 11".
- Blenheim IV Modified (2 Mercury)**. Medium Bomber. Span 56' 4". Length 42' 7".
- Hampden (2 Pegasus)**. Bomber. Span 69' 4". Length 53' 7".
- Wellington 1 (2 Pegasus)**. Bomber. Span 86' 2". Length 61'.
- Stirling 1 (4 Hercules)**. Bomber. Span 99'. Length 87' 3".
- Lysander (Mercury)**. Army Co-operation. Span 50'. Length 30'.
- Messerschmitt 110**. Twin Engine Fighter. Span 52'. Length 40'.
- Hurricane 1 (Merlin)**. Single Seat Fighter. Span 40'. Length 31' 5".
- Junkers Ju. 88 A.1 (Jumo 211)**. Long Range Bomber. Span 59'. Length 46' 6".
- Whirlwind (2 Peregrine)**. Single Seater Fighter. Span 45'. Length 31' 6".
- Messerschmitt 109 (D.B. 601)**. Single Seater Fighter. Span 32' 5". Length 28' 3".

- Macchi 200 (—)**. Single Seater Fighter. Span 35'. Length 26'.
- Henschell 126**. Army Co-operation. Span 47' 7". Length 35' 7".
- Dornier 215n (D.B. 601)**. Bomber Reconnaissance. Span 59'. Length 53' 6".
- Junkers 87B**. Dive Bomber. Span 45' 3". Length 35' 4".
- Grumman Martlet (F4F) (Cyclone or Wasp)**. Single Seater Fighter (Fleet). Span 38'. Length 28' 10".
- Focke Wulf Condor (D.M.W. 132)**. Bomber, Transport, and mine layer. Span 108'. Length 78'.










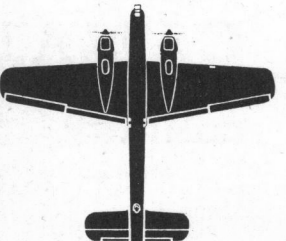

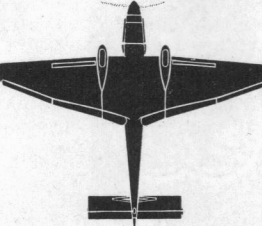
Winners of Aircraft Recognition Contest

The winners of last month's contest are: first prize of \$5.00 to R109733 LAC Bush, W.I. of WAG 26C; second prize of \$3.00 to 10310 LAC Weiglund, R.E. of WAG 32A; and the third prize of \$2.00 to R101949 LAC Beauchamp, G.E. of WAG 26C.

Honourable mention go to the following: R74022 LAC Clarke, D.M. of WAG 32A, AUS412141 LAC Hogan, W.T. of WAG 30C, R97269 LAC Scott, R.G. of WAG 30C, and R95738 AC1 Moodie, R.P. of Headquarters Squadron, who, not being a trainee, was not able to complete for a prize.

Congratulations! Prizes may be claimed on application to the Editor.

AIRCRAFT RECOGNITION CONTEST—For Trainees Only

		
1	2	3
		
4	5	6
		
7	8	9
		
10	11	12

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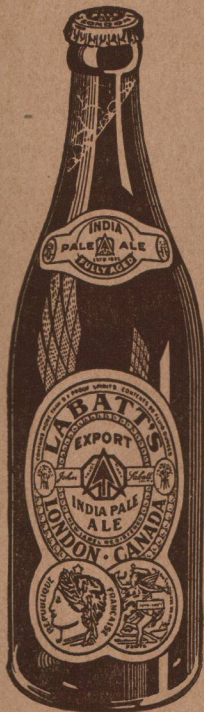
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RALPH INGERSOLL • J. B. PRIESTLEY
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