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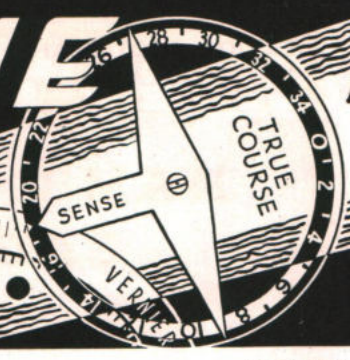
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# THE BEAM



NO. 1 WIRELESS SCHOOL  
R.C.A.F.

VOL. 1, NUMBER 7.

MONTREAL, QUE.

AUGUST, 1942

## CHIEF OF THE AIR STAFF



**AIR MARSHAL  
L. S. BREADNER, D.S.C.**

(The importance of the wireless men in the Air Force is ably set forth in the following special message which the Chief of the Air Staff has sent to *The Beam*. The mention of jig-saw puzzles refers to an article which appeared on Page One of the May issue of *The Beam*.—The Editor.)

"In a recent issue of *The Beam* there was a reference to jig-saw puzzles. That, in a way, represents to me the huge job we have in the British Commonwealth Air Training Plan.

We take thousands of men, put them in uniform, and then set about trying to fit each one of them into his proper place in the picture that, in the ultimate, will show us victorious over the Dictator nations in this great world-wide conflict.

Due, no doubt, to the glorious traditions built by Canadian airmen in the last war, the general public is prone to think primarily of the pilot when hearing the dramatic stories of this war in the air on many battlefronts. However, we in the service know—and, in time, the public generally will come to realize—that every man in the R.C.A.F. is important, and not the least of these is the Wireless man whether on the ground or in the air.

The mere fact that you can reach across time and space through the mere tap of your finger on a key should fire your imagination with the great part you have to play in the smooth functioning of every aircrew, every aircraft and every air station. On your dexterity to transmit and receive messages accurately the fate of your crews and their very mission depends so often. And you only achieve that dexterity through constant practice and application to your work and training. Keep it up!"

(Signed) L. S. BREADNER,  
Air Marshal  
Chief of the Air Staff

## NO. 1 WIRELESS SCHOOL TESTS ITS COMMUNICATION SYSTEMS UNDER WAR CONDITIONS

No single plan of endeavour in the annals of No. 1 Wireless School proved more conclusively the necessity for a thorough knowledge of the subjects taught at the school, of teamwork, and of the use of plain ordinary common sense, than did the field manoeuvres held here July 8th. The scheme of defense and offense was worked out by F/O H. T. Gauthier, who has a reputation of being a "stickler" for detail. About 500 men took part.

The "weapons" used by both the offense and the defense were transmitters, receivers, Aldis lamp, flags, and field telephone systems. The "ammunition" for these "weapons" was the speedy dispatch of signals from one station to another for detailing raiding or intercepting parties as the case might be.

To get the idea of the games, one must picture No. 1 Wireless School subject to siege by an attacking force consisting of a field headquarters unit directing two mobile units. From each unit raiding parties of eight men or more were dispatched into the defense area to capture an outpost. These outposts formed a ring of defense about the school and the movements of each party, according to the rules of the game, necessarily had to be directed from headquarters. This rule being applicable to both sides, it is obvious that the side having the better teamwork and knowledge of communication had the winning advantage.

The officers, N.C.O.'s and men of the offense and defense were selected first thing in the morning and were taken to their assigned posts by motor transport. By ten o'clock the first contact of the intricate communication system between outposts and headquarters had been established and the "battle" was on.

Playing an important part in the defensive operation were aircraft from our Flying Squadron operating from St. Hubert's Air Field. The pilots, acting on reconnaissance duty, had, by early afternoon, spotted nearly all of the offensive positions and had reported their positions to the defense headquarters. At headquarters in the school each report was recorded in the proper manner and the location of the "enemy" indicated on the map of the sham battle field. All orders and replies were handled through proper communication channels, and by 1500 hours, through a clever bit of strategy, the headquarters of the attacking force had been captured. With the directing body for the offense no longer able to issue authoritative commands, manoeuvres ceased.

The eventual downfall and capture of the officers commanding the offensive was the result of ingenuity on the part of some enterpris-

(Continued on page 18, col. 2)

## GOLD, SILVER, AND BRONZE MEDALLISTS

At the Graduation Parade held here on Friday, July 17th, announcement was made of the winners of the three chief prizes of the Wireless School: the gold, silver, and bronze medals.

All the winners were acclaimed as first class students whose marks averaged in all cases over eighty per cent, and in many cases over ninety per cent on a series of hard examinations after a strenuous course.

The winners were for the WEMS: first place and gold medal, R146002 AC1 Luke, W. H. of WEM 18; second place and silver medal, R149683 AC1 Rutherford, D. of WEM 19; and third place and bronze medal, R147668 AC1 Miller, V.R. of WEM 19.

The winners were for the WAGS: first place and gold medal, AUS-412186 LAC Rice, J. R. of WAG 34; second place and silver medal, R90381 LAC Knowles, G. W. of WAG 34; and third place and bronze medal, R107836 LAC Ploshynsky, W. of WAG 36.

Luke, Rice and Knowles were not present, having graduated with a previous class though they had to compete with both their entry and this graduating entry. Their medals have been forwarded to them at their present stations.

After this presentation of medals by G/C Wait, Senior Administrative Officer at No. 3 Training Command, the entire parade "marched past".

The Graduating Squadron was commanded by F/L R. O. Norman and the individual flights by F/L E. Storr, F/L T. C. Brown and F/O E. A. Davies.

The *Beam* congratulates the winners.

## SALUTE AMERICAN OFFICERS

According to a recent order we are reminded of our duty to salute our senior officers of the United States Armed Forces either when they are in Canada or when we are in the United States. To self respecting and proud members of the R.C.A.F. this is as much an honoured privilege as a strict duty.

*The Beam* reproduces in this issue a table of comparative ranks between the R.C.A.F. on one hand and the United States Navy and Army on the other hand. Consider the table carefully and let us show every observer, casual or otherwise, that the members of the R.C.A.F. are "on the beam" when it comes to smart, disciplined conduct on the streets.

## Cathode Ray Demonstration Panel

No. 1 Wireless School has rung the bell of technical progress again! It seems to be getting a habit, but this time we must record the production, under S/L K. R. Patrick, Chief Instructor, of a book of lecture notes for instructors covering the complete use of the big cathode ray demonstration panel in its application to the training of WEMS.

The book has over one hundred pages and contains one hundred and thirteen separate photographs illustrating cathode ray effects produced by the various electrical and radio phenomena. Altogether the book comprises a radio engineer's literary and photographic diagnosis of almost every conceivable fault to be found in service or commercial equipment.

## AUTHOR AND CHIEF INSTRUCTOR



S/L K. R. PATRICK

In speaking to the editor, S/L Patrick said, "These notes are intended to be used for the improvement of training not only in this school but wherever the cathode ray tube is used by service personnel and the notes are available. The work here printed is in many important features original contributions to our radio knowledge and is not to be found elsewhere in any publication. I should like, when time permits, to submit for publication summaries of some of the sections of this book."

A preliminary examination of the pages of the book as it went to the bindery produced the expectancy that our instructors will earnestly study its many illustrations and thus equip themselves to make a more dynamic use of the oscilloscope.





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## EDITORIAL

# THE AMATEUR TURNS PROFESSIONAL

The relative ease with which a democracy slips into the high gear of a technical war is a tribute to the preparedness of thousands of amateurs who, in defense of their country, became professionals on the declaration of hostilities.

The skilled photographic reconnaissance of aerial war is based on the hours of arduous but interesting study on the part of thousands of peacetime camera "fans", hours that were costly in hard-earned and meagre funds, and hours that were productive of techniques now resulting, among a hundred and one things, in reliable records of effects of bombing expeditions.

Nowhere else, however, have the amateurs taken such complete and undisputed charge of a professional field as they have in the field of wireless telegraphy. There, in the comparatively new field of a new type of communication, where even peacetime professionals are spare-time amateurs, the radio amateurs have proved themselves of inestimable value. In a field that requires years of study they have brought the fruits of their labour forward in the time of their country's need and have been justly recognized for their merit.

Fully ninety per cent. of our most competent instructors in the wireless schools of the B.C.A.T.P. are former amateurs and at least fifty per cent. of the Commanding Officers of these same wireless schools are also amateurs.

In this unusual field, wireless is at once both the vocation and avocation of the radio amateurs. They study for the sheer love of the subject, and annual leave merely furnishes them with time for experiments that cannot be crowded into the busy hours of war work.

These amateurs know difficulties. "It cannot be done!" is to them a challenge and not a categorical pronouncement. Technical difficulties merely whet the radio amateur's desire to achieve. They who have performed miracles are skeptical of the possibility of the impossible! When government peacetime professionals pronounced wavelengths below two hundred metres as useless for communication purposes, and when a short-sighted, great, democratic government, years ago, desiring to discourage the activity of the amateurs assigned them just such wavelengths the amateurs pioneered the entire field of

(continued on page three, col. 1)

## STATION PROTESTANT CHAPLAIN



### FLIGHT LIEUTENANT G. MacGREGOR GRANT

Flight Lieutenant Grant is proud to be a Nova Scotian with the scent of the salty Atlantic breakers in his nostrils. All things material, he believes, are good or bad as they approximate the normal for Nova Scotia, just as he believes all things spiritual are good or bad as they bear similarity or dissimilarity to the Christian standard of the New Testament.

Halifax is his native town and, as would be expected, Dalhousie University, his native college. There he received his Master of Arts degree. After three years at Pine Hill Divinity Hall, Halifax, F/Lt. Grant spent a year in post-graduate study at Edinburgh University. Later, he was the United Church minister at St. Paul's Church, Brandon; Sherbourne Church, Toronto; and Rosedale Church, Toronto. He enlisted as an R.C.A.F. chaplain in December 1940.

Outside the Service activities which he has extended by his tireless efforts far beyond that which is officially required of him, F/L Grant's interest is centered in his summer cottage on the Atlantic coast where the opportunities of sailing and deep sea fishing are plentiful. There he has seen some of the stately sailing vessels of the world pass with their white wings spread and their bows cleaving a path through the mighty ocean on their way, as a hundred years ago, to the wealth of the spices of the East. Now, however, the sombre traffic of War broods over the bosom of the Atlantic.

No man is more loved by his fellow men on this station than is F/L Grant whose interest in all airmen extends to everything that concerns them: their spiritual welfare, their health, their entertainment, their worries and ambitions, their hopes, and their multitude of private interests that to most others seem trivial but to F/L Grant assume the magnitude they have in their possessor's mind.

F/L Grant has done excellent work on *The Beam*, being represented each month by an interesting and penetrating review of a worthwhile book. He has also materially assisted in the advertising section.

To F/L Grant, *The Beam* joins the inarticulate mass of our airmen in expressing our deep felt gratitude for his services to all of us.

#### It Happened at the Union Station

Time: A Sunday night, approximately 2300 hours. Enter, a Corporal from the Royal York Hotel tunnel. He is carrying a suitcase, with him is a feminine companion; as he enters the station, a Red Cap approaches.

Red Cap: "Carry your bag, sir?"  
 Cpl.: "Certainly not— she's not that drunk, she can walk as well as I can."

—The Mountain Viewpoint.

## A Book You Should Read

Reviewed by  
**F/L G. M. GRANT**

### "THE UNKNOWN COUNTRY"

By **BRUCE HUTCHISON**

Publishers: Longmans, Green & Co.,  
 215 Victoria St., Toronto. Price  
 \$4.00.

Here is a book which should be read by every Canadian. Its 373 pages contain a condensed summary of Canada's history, politics and economic problems, furnishing information without which no one can discuss intelligently, contemporary issues. There is nothing ponderous about it, however. The author's witty comments and shrewd observations make it very readable. Don't take it to bed with you or you will find yourself wide awake long after midnight.

After the manner of H. V. Morton, Mr. Hutchison gives personal reminiscences of trips which he made through each Canadian province. He draws vivid pictures of the diverse scenery of our lovely land. As on a movie screen we see the white sails of Nova Scotian schooners, seaward-bound; the quaint little hamlets of Quebec nestling along the banks of Canada's mighty river; yellow fields of Saskatchewan wheat, rippling in the wind; the flowering gardens and stately trees of Vancouver.

Our local peccadilloes are laid bare in such sentences as these: "The French-Canadian calls himself generally a Liberal in politics. He is the chief surviving Tory of the world." "That part of Toronto which comes of Loyalist stock often remains more British than Britain, more loyal than the King." "Even when British Columbia was richer than any province it maintained the grievance that British Columbia had been unfairly treated in Confederation; was indeed a kind of Cinderella, sitting beside the ashes in the marble fireplace of the new Hotel Vancouver."

Local inhabitants may WINCE at these rapier thrusts, but all will rejoice in this delicious comment on the Senate: "The genial old gentlemen live one, undisturbed, meeting for a few weeks in the year, mumbling and grumbling at the government and drawing an annual indemnity of \$4,000 for less work than any other citizens of Canada."

Mr. Hutchison has treated one city with less than justice, Saint John. He talks about "the settled melancholy of the place". This is absurd and the citizens of the Fundy port may well be irritated at this snap judgment of a transient tourist. The author devotes 78 pages to Quebec recounting many stirring incidents from that province's storied past. Why limit Saint John to 4 pages, replete with hard knocks? Why was no reference made to the "Marco Polo", a Saint John clipper ship which set a speed record never surpassed between England and Australia? In 1878 the Maritime Provinces had a vast fleet of 7,000 vessels. Yet Mr. Hutchison dismisses in one short sentence this fascinating era which is unrivalled in Canadian history for sheer romance.

Each chapter in "The Unknown Country" is prefaced by an essay of high literary quality, of which the one entitled "Canadian Spring" may be taken as a typical example. It begins "Spring rides into Canada on the warm Japanese Current". There, in a series of imaginative paragraphs, the author follows the triumphant march of the Spring

(Continued on page 5, col. 4)

(continued from page two)

short-wave, high-frequency communication, the basis of our present B.C.A.T.P. wireless work. Now that same government has as its communication head of the Office of Civilian Defense, the elected president of the amateur radio organization which, incidentally, is the only amateur organization in the world possessing an official representative at regularly held, international, government conferences.

It may be interesting to glimpse for a moment some of those things which have gripped the hearts of such a large number of people. For example, consider the following account: "On a winter night in a lonely Alaskan outpost a radio amateur was conversing via short-wave with a lighthouse keeper in New Zealand. The amateur in Alaska was Clyde De Vinna, a crack motion picture photographer, then engaged in the filming of *Eskimo*. With work at a standstill for the winter De Vinna had set up his radio equipment in a deserted shack which he had made airtight and had heated with a gasoline stove.

There he spent his time, keeping schedules as regularly as conditions would permit with amateurs in California and Hawaii, and with McLaughlin, the New Zealander. On this night Clyde's signals were coming through clear and strong to the lighthouse thousands of miles away. McLaughlin was hearing about how warm and snug the shack was in the Arctic night when suddenly the signals became confused and tangled. Then they began to lag and finally stopped altogether.

The New Zealander sensed that his friend was in trouble. He called a Hawaiian amateur through whom he and Clyde sometimes relayed calls. The call was answered and soon the Hawaiian was sending McLaughlin's urgent message to an amateur in Nome. From there a telegram went to the police at Teller, the town nearest De Vinna's shack. Within twenty minutes of the time De Vinna's signals had failed the Teller police were rushing a doctor to the shack. When they battered down the tightly sealed door they found De Vinna slumped over his key. Had they arrived twenty, perhaps ten, minutes later Clyde De Vinna would have been dead of carbon-monoxide poisoning. Amateur radio had saved a life."

The writer of this article himself heard a faint and weak call on his radio in Vancouver one winter a few years ago. He sent an immediate answer and was asked to "stand by" by the signal just before it faded out. Finally the signal was heard again; it was from a mining engineer at Germanson Creek in northern British Columbia. Information was requested as to the condition of the mother of the wife of one of the other engineers. The mother was supposed seriously ill in a hospital and the daughter was about to start by tractor on a two to seven days' difficult trip over a snow-covered group of mountains as the first lap on her way home. Regular daily information was furnished on the gradual recovery of the mother and thus the writer performed a small service which brought to him thanks from one whose name is known and respected throughout the breadth of Canada and particularly in the high council chambers of our own R.C.A.F.

In 1936 the eastern United States experienced a disastrous flood. Walter Stiles for his work in assisting to bring relief to the stricken area was awarded the William S. Paley Trophy which is given by the president of the Columbia Broadcasting Company to "that individual who, through amateur radio, in the opinion of a distinguished board of judges, has contributed most usefully to the American people, either in research, technical development, or operating achievement." Walter Stiles, in addition received the following letter:

"Dear Mr. Stiles:

I have learned of the splendid services you performed as an amateur radio operator during the flood emergency . . . and desire to congratulate you upon the fine work which you have accomplished. What you were able to do in aid of the flood sufferers emphasizes how important the continued development of amateur radio activity is to the best interest of the nation.

(Signed) FRANKLIN D. ROOSEVELT."

Now that war is on, these professionals work willingly in the cause of freedom; and when Peace returns once again to a troubled world these amateurs will be toiling far into the night to extend the boundaries of human knowledge and bring into existence a scientific millenium.

—The Editor-in-Chief.

## OFFICER COMMANDING NO. 1 SQUADRON



### FLYING OFFICER J. BARR

Flying Officer J. Barr, O.C. of Squadron No. 1 has not seen lengthy service in the Air Force, but he is much more mature in military service, for he was a lieutenant for four years in the 80th Brigade, Royal Artillery (T), Glasgow, Scotland. Then at the outbreak of this war, in September 1939, he went to McGill C.O.T.C. to take a refresher course, but as only organization was then under progress, he remained as an instructor and stayed to serve in that capacity until June, 1940, when he transferred to the 6th Hussars of Montreal. To take up war service as a full time job he left that unit as a Captain to join the R.C.A.F. last June.

F/O Barr was born at Lark Hall, Scotland and attended Glasgow Academy. On completion of his schooling he served with the Donaldson Steamship Line for some years. When the stock market was in a flourishing condition he decided to take up brokerage, and the day after he started, the boom crashed. After a year of headache operations he came to Canada and cashed in on his sporting accomplishments, being engaged by the Montreal Badminton and Squash Club to instruct in these sports. This was in 1931, and a year later he became associated with the Johnson & Johnson Co. Ltd., Surgical Supplies, as manager of the Hospital Sales Dept. Later he was promoted to Assistant Secretary-Treasurer of the Company, which position he held when he enlisted as an Air Force administration officer.

His home is in Montreal and he has two young children, a son and a daughter. In the Old Country he played English rugby and is also a golf and tennis enthusiast.

## PROMOTIONS

### APPOINTED TO THE RANK OF FLIGHT LIEUTENANT

Flying Officer A. W. Robinson.

### APPOINTED TO THE RANK OF PILOT OFFICER

Sgt. Joseph Antoine Aerele Pilon.

### APPOINTED TO THE RANK OF FLYING OFFICER

Warrant Officer H. W. Northcote.

### APPOINTED TO THE RANK OF FLIGHT SERGEANT

Sgt. J. A. Studer; Sgt. H. S. Ellis; Sgt. K. L. Spark; Sgt. J. E. Madden; Sgt. A. B. Long.

### APPOINTED TO THE RANK OF SERGEANT

Sgt. Britt, E. J.; Sgt. Wheaton, R. H.; Cpl. Paquin, C. E.; Cpl. Erickson, E. A.

### APPOINTED TO THE RANK OF CORPORAL

LAC Cassin, T. J.; LAC Lacourse, J. A. M.; LAC Mawhinney, C. M.; LAC Tierney, J. A.; LAC Newman, G. T.; LAC Adams, J. H.

## LONG DISTANCE MAY BE IN A JAM

Seems as if most of the fellows in uniform spend their spare time clustered around a telephone calling friends and families by long distance.

That's fine! Only the government, the military authorities, and the war industries are also relying on long distance to keep the war effort under control.

There would be enough circuits for everyone if all didn't try to call at the same time. There is a series of big rushes—between 10 a.m. and 12 noon, between two and four in the afternoon, and between seven and eight in the evening.

As a result, many calls made at these times are delayed. That is, the operator takes down the details, but says she will have to call back because all the circuits are in use.

Callers can help the war effort, and get quicker service themselves by calling before 9.30 a.m., just after lunch, just before supper, or after nine o'clock at night. Call at these times, and avoid the rush.

## OBITER DICTA

It is gratifying to find that the relatively uninformed views of the editor of one of Montreal's leading newspapers on the subject of taxation for officers has resulted in the launching of an avalanche of support for the officers themselves. An editor who imagines that present day warfare is conducted in terms of the Charge of the Light Brigade, that bayonets are the main offensive weapons, and that those who are ordered to remain in Canada to instruct in what is avowedly a technical war are not doing war work—such an editor, I say, condemns himself with his own lack of understanding.

The Editor of *The Beam* has had some questions put to him on the subject of "Q", what is it? what is its importance? and many like questions. In consequence, the next issue of *The Beam* will carry a short article by him on this subject.

Preliminary evidences seem to indicate the course leading to Commercial Operators Certificates of Proficiency in Wireless Telegraphy being given currently by F/Lt. T. C. Brown of this school will be one of the most successful extra-curricular activities in the history of No. 1 Wireless School.

## The "Y" Corner



By Johnnie Walker

As you will have all noticed by the time you read this, we are now in our enlarged office so tastefully decorated that we sometimes wonder whether we are dreaming. We wish to thank Group Captain R. M. Smith for his permission to decorate, Flying Officer Barber and his staff for their efforts in providing us with quarters where we can be of more service to the airmen. We also wish to thank Padre Grant for permitting us to use his office during alterations. We sincerely hope that even more airmen will use the facilities which they will find listed at the end of the "Y" corner in this paper. We cannot refrain from putting in a plug for our cleaning staff, by asking all who use our office to treat it as they would their own living room at home.

Getting down to the usual report of our activities since the last issue appeared, we report some top-notch entertainment. The Canadian Legion brought us their Legs-N-Airs concert party and judging from the response of the audience, our boys felt that the party title was well chosen. We hope that we may see them on our stage sometime again.

Early in the month about 200 of our airmen were guests at the Lily Pons, Andre Kostelanetz concert at the Forum. They enjoyed one of the finest musical treats to be heard in Montreal for quite some time. Lily Pons was in very good form and is even more pleasing to hear in person than over the radio or in the movies. She completely captivated her audience and when she turned to sing to the airmen who were sitting behind the platform, the ovation was tremendous. Her husband Andre Kostelanetz was every inch a musician, and it was almost as much pleasure to watch his masterful control of the orchestra as it was to hear the glorious music that they played.

Good things come in bundles, for during the same week that we were thrilled by Lily Pons, we had one of the best stage shows yet to appear at our school. The Y.M.H.A. Minstrels put on the peppiest show we have yet seen. It was so entirely different from the usual run of concert parties that it would not be fair to judge between them. However, it is only fair to say that we have yet to hear more rousing cheers from the audience. The Y.M.H.A. Minstrels seemed to have the knack of going from the sublime to the ridiculous and doing both well.

Considering that we had been so well entertained, it was only fair to reverse the process and send out one of our own concert groups to entertain the men and women producing war materials. This we did when yours truly took a group of our talented airmen to Brownsburg to entertain the employees of the D.I.L. plant there. Our boys were literally "received with open arms"—in fact we had a hard time finding some of them when it was time to come back. Following that explanation we expect a re-awakening of interest in the finer arts because they have their compensations.

### SPORTS

In the last month soccer interest had a decided spurt. Sergeant Houston has managed to get together a pretty fair team and the

only thing lacking is a proper playing field close enough to the school to provide practice. Practice would have helped a great deal to reverse the unfavorable decisions we sustained playing against Uplands, No. 5 Manning Depot, and McGill.

### SWIMMING

At the Inter-Service meet held recently at the N.D.G. "Y", our swimming team turned in a very good time in winning the relay. The Boys have been practicing regularly and should do well in the special event for service teams at the Canadian Championships held at St. Adele, Quebec.

The members of the teams representing us at St. Adele are: Foote, Mesley, Hooper, Emery, Hayes.

### SOFTBALL

The softball team has been having its ups and downs. Thankfully more ups than downs but perhaps not as many as we would like to have seen. However, they are almost sure of being in the play-offs of the Westmount Park League and expect to do quite well. The team would certainly appreciate a little more support from the men stationed at No. 1 Wireless School. A little cheering goes a long way to help develop a winning team.

### TRACK AND FIELD

A few of our boys availed themselves of the opportunity of receiving more experience by competing in the twilight track meet held at No. 5 Manning Depot. This was more or less in preparation for our own track meet to be held July 25th at Molson Stadium. Fernuik showed some very fine form in jumping and should do well in future. Flying Officer Light and his committee have gone to a great deal of trouble to prepare a top notch field day and we are hoping that times and distances will be worthy of Air Force standards.

### MISCELLANEOUS

A large number of boys have been turning out regularly for boxing practice in preparation for our next boxing show which will be held in the not too distant future. We can heartily recommend this sport to all of you while you have the opportunity of receiving instruction from Bert Light, one of the outstanding coaches in Canada.

### BOXING SHOW

One of the most interesting sports events to take place since our last report was the boxing show organized by Flying Officer Light.

With four fighters from Trenton and others from No. 5 Manning Depot, No. 13 S.F.T.S. in addition to our own boys, we were treated to a whirlwind evening of fist-cuffs.

It was more than difficult to pick the highlights. However, Corbett of Trenton and Courtois of No. 1 Wireless School really mixed it up and brought rousing cheers from the crowd. Of the seventeen fights, only two were won by knockouts and one by technical knockout, the rest being decisions. As in most boxing shows the spectators did not always agree with the judges and many of them exercised their lungs vociferously.

Group Captain R. M. Smith our Commanding Officer was referee in chief, Flying Officer Bert Light was general manager and Johnnie Walker was master of ceremonies. The results were as follows:

120 pounds—Burns, Trenton defeated Raybould, No. 1 W.S., decision.

125 pounds—Deskin, No. 5 M.D. defeated Saucier, No. 1 W.S., decision.

126 pounds—Clark, No. 1 W.S. defeated Kennedy, No. 5 M.D., decision.

126 pounds—Wolff, No. 1 W.S. defeated Mitchell, No. 1 W.S., decision.

126 pounds—Vezina, No. 13 S.F.T.S. defeated Debenga, No. 5 M.D., decision.

130 pounds—Corbett, Trenton, defeated Courtois, No. 1 W.S., decision.

140 pounds—Collins, No. 1 W.S. defeated McMahon, No. 1 W.S., decision.

135 pounds—Giroux, No. 1 W.S. defeated Cpl. Stinson, No. 1 W.S., decision.

145 pounds—Solkeld, No. 5 M.D. defeated Gallagher, No. 1 W.S., decision.

150 pounds—Wills, No. 1 W.S. defeated Mesley, No. 1 W.S., decision.

155 pounds—Tupper, No. 1 W.S. defeated Graham, decision.

155 pounds—Deschamps, No. 13 S.F.T.S. defeated Ouimet, decision.

160 pounds—Key, No. 1 W.S. defeated Demers, No. 1 W.S., decision.

160 pounds—Rosa, No. 1 W.S. defeated Field, Trenton, decision.

165 pounds—Crumblehulme, No. 1 W.S. defeated Butler, No. 1 W.S. decision.

170 pounds—Field, Trenton defeated McCracken, No. 1 W.S., knockout.

175 pounds—McPeak, Trenton defeated Brown, No. 1 W.S., T.K.O.

### MOVIE SCHEDULE FOR THE MONTH OF AUGUST

Monday, August 3rd—"FOLLOW THE FLEET" with Fred Astaire, Ginger Rogers, and Randolph Scott.

Monday, August 10th—"SKY GIANT" with Richard Dix, Chester Morris, Joan Fontaine, and Harry Carey.

### Y.M.C.A. SERVICES

1. MONTREAL: Maps and Directory of the city on hand at all times. C.P.R., C.N.R. and T.C.A. timetables available.

2. RED TRIANGLE CLUB, PHILIPS SQUARE: Cafeteria, dances, reading rooms and all privileges open to men in the service at all times.

3. TELEGRAMS: You may send C.P.R., C.N.R. telegrams from the "Y" office. This is a good way to make sure that your messages reach their destination quickly.

BANKING: Let us get your money into the bank. It is safer there.

MONEY ORDERS: Johnnie Walker will be glad to help you at all times. Get them as near to Pay Day as possible.

STAMPS AND WRITING MATERIAL: Don't put off writing that letter home. Paper and envelopes are free. You can buy stamps at all times in the "Y" office. We will register or insure your mail on request. The Mail Box is located outside the East Door.

WRAPPING PAPER AND CORD: All you have to do is "ASK" and ye shall receive.

LIBRARY: You will find a wide selection of books in the library, Room 225.

READING ROOM: For Airmen only. The one quiet spot in the building. Comfortable furniture, good lighting, no noise. Observe the rules posted by the door and help keep it in tip-top shape. Airmen clubs will use this room, but only until 2000 hours. Room 112 Shh!

RECREATION HALL ACTIVITIES: Every Monday night a sing-song and movies. Two top-notch stage shows each month. Bingo every week with Ping Pong and loafers at all times.

ROOMS AND APARTMENTS: Ask Eddie, he will hand you the list.

SPORTS: The sports program on the station is underway. It depends on you whether your flight and squadron will come out on top or be the "booby" prize bunch of the station. There are sufficient activities for each airmen to enter. Get behind your flight. Your ten points will help boost the total. Sign up now for at least one sport.

### TOC H CLUB NOTES

The Toc H Club have been having some very successful meetings during the summer. Instead of the usual discussions the meetings of late have taken the form of outings. The airmen attending have found them more than enjoyable.

Player's Mild Plain End  
cigarettes have "wet-  
proof" paper (process  
pat'd, 1941) which does  
not stick to the lips.

Player's  
Please

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visit the . . .

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CANADIEN Inc.**

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**CATACOMBS  
OF ROME**  
Paintings — Frescoes

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CIRCUS**

All service men in uniform 25c.

### A VISIT

**YOU WILL NEVER FORGET**

● The Musee Historique Canadien is a Wax Works Museum of historical art.

Situated one block east of Saint Joseph's Shrine, this museum, of rare artistic value, contains scenes depicting, with life-size wax figures, phases of the life of the early Christians in the Catacombs of Rome; early events of the History of Canada, and other portraits.

The features of all historic figures offer a striking resemblance, the races are well typified in the figuration, and the costumes are strictly authentic of their time.

No description, oral or written, can express the sensation of realism which startles the visitor. Only a personal visit may convince one of the marvellous Wax Works exhibited in the Musee Historique Canadien.

This Wax Museum is recognized by all official tourist bureaus as a major attraction of this City and is worth making it a "must" on your sightseeing tour of Montreal.

# THE VOICE OF EXPERIENCE HAS ADVICE FOR THE WAGS

The big problem in any educational program is where to draw the line between theory and application, and the time element is one deciding factor for the demarcation. The other is to determine how far brevity may be practised without sacrificing clarity.

The actual experience of one who has been through the mill can be the only basis for reaching a conclusion in connection with the training program for an institution of the No. 1 Wireless School type. P/O J. A. A. Pilon is the officer on this station with that experience and that is why he is a most valued asset to the educational staff. With five months in Britain, eight, in Egypt and four more, in Britain as a First Wireless Operator (WAG) on a multitude of trips, he is well qualified to give expert advice to trainees.

P/O Pilon realizes that the ideal is to have a thorough theoretical knowledge of practice and this is what a program of studies aims to accomplish but seldom succeeds. In many circumstances it would be as superfluous to gain this ideal as it would be for a stenographer to know all about the science of leverage in a typewriter.

In the air force, courses have had to be subject to a time slash, but there are limits to this as the authorities have found out. When minimum efficiency necessary to carry out a job becomes the maximum attainment at an educational institution, actual operation suffers. An example of this is in the matter of learning code. Because a man, who, in a supreme personal effort manages to stand the nervous strain and pass a 20-word-a-minute test, it does not mean that with ease he can go out and operate at that speed efficiently. For this reason much of learning at a school is overlearning in order to reach a practical standard of efficiency necessary for actual work.

Regarding theory of radio in general, P/O Pilon advises operators to "soak in" as much as possible. Arguments may be advanced as to the uselessness of much theory in practice, but he found that from a psychological point of view he was a better operator when he knew what was going on. It bolstered his confidence in himself and it is not uncommon for WAG operators really to get down to work and study after they have been on actual operations. He gives as an example navigation, map reading, and weather reports. A WAG has to work with the navigator. He wants to know how to find out where he is too, because he has to contact stations in the districts. He does not want always to depend on the navigator for all the information. He wants to know how to decode weather reports for it will often make a great deal of difference if he has to take a bearing or call a landing field during a storm. Just where that storm is, is important to him for radio equipment is tricky to handle in bad weather.

WAG trainees are admonished to learn as much as they can in general while here, but are advised to concentrate on the important points mentioned. Also, P/O Pilon will gladly assist in any difficult problems that may arise in the minds of trainees regarding operations and what is expected of the operators.

P/O Pilon is a native of Ottawa, a graduate of Ottawa University and was in a C.N.R. purchasing department before the war. He was wounded during an operational flight but undertook later flight in spite of the injury he received. He returned to Canada in June and was granted a commission soon after his arrival.



PILOT OFFICER J. A. A. PILON

According to P/O Pilon much of the work here is basic and must be thoroughly learned and understood if various pieces of equipment are going to be handled efficiently. Take the matter of back tuning. That is one of the major manipulations that must be mastered. There are no calibration charts on service and often there is no light to see the adjustments even if charts were available. Emphatically a man should practise back tuning until he can do it automatically.

Code cannot be known too well. There are problems of reception to be met that cannot be synthesized in a radio laboratory so the code mechanics should not even be considered as a problem at the beginning of actual operations. Syko is used mostly and messages are seldom long. The X- and Q- signals are used extensively.

The most important emphasis on R/T is correct pronunciation and diction. There are enough things that can go wrong with the modulation of a man's voice over the air without it being garbled at its source through carelessness. Time would be well spent in much practice.

Signals organization should be mastered. The main principle of regional control can be learned thoroughly here, and it must be completely understood so there will be no delay in picking up the specific information necessary for flights in actual operation. This training is received immediately the WAG gets overseas.

The WAG has very little maintenance work to do. Spare tubes, fuses and accumulators are carried on the aircraft for replacement in flight, but as soon as the plane has landed, the WEM takes over. The WAG makes the daily inspection, and if everything does not test properly, the WEM is informed.

## DO IT NOW

If you've got a job to do,  
If it's one you wish were thru,  
Do it now!  
When you know the job's your own,  
Don't hem and haw and groan,  
Do it now!  
Don't put off a bit of work,  
Do it now!  
It doesn't pay to shirk,  
Do it now!  
If you want to fill a place,  
And be useful to the race,  
Just get up and take a brace,—  
Do it now!  
Don't linger by the way,  
Do it now!  
We'll all lose, if you delay,  
Do it now!  
If the other fellows wait,  
Or postpone until it's late,  
YOU hit up a faster gait, and—  
DO IT NOW!

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Salutes the Men of the  
R.C.A.F. with a grand array  
of accessories and supplies.

**KIT BAGS**—Heavy weight canvas with leather strap fasteners and leather trim, 2.75 to 6.95.

**LEATHER MONEY BELT**—Two slide fastener pouches for money, tickets, papers, etc. Blue with airforce crest, each 1.95.

**LEATHER UTILITY KIT**—Complete with comb, nail file and metal mirror, each .50 to 1.00.

**LEATHERETTE TOILET KIT** with razor, shaving cream, tooth paste, tooth brush, comb and file 2.25 to 3.95.

**LARGE SIZE HAVERSACKS** in Airforce blue, medium weight canvas, draw string closing, each 1.75.

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OF MONTREAL

## FAMOUS ATHLETE BECOMES OFFICER IN R.C.A.F.

Of interest to many officers and airmen here is the recent announcement by Air Minister Power of the appointment of Lionel Conacher, one-time hockey and football star and now chairman of the Ontario Athletic Commission, as director of recreation and entertainment for the Royal Canadian Air Force.

The 42-year-old "Big Train", who is member of the Ontario Legislature for Toronto-Bracondale, will have the honorary rank of Squadron Leader.

The announcement, issued through R.C.A.F. headquarters, said the Air Force was planning increased recreational and entertainment facilities for student airmen in the schools of the British Commonwealth Air Training Plan and the fighting airmen of the R.C.A.F. operational units in Canada.

Appointment of Squadron Leader Conacher was to implement this decision as he is regarded as one of the greatest all-round athletes Canada ever produced.

He starred in football, lacrosse, hockey, baseball, boxing and wrestling with Toronto amateur teams. Perhaps more than anything else, he was noted for his outstanding play on the half-line with Toronto Argonauts.

After many years of amateur sport he turned professional with Pittsburgh in the National Hockey League and went on the professional wrestling circuit for a time.

In his new role, Squadron Leader Conacher, will survey existing recreational and entertainment facilities at R.C.A.F. stations and schools. His purpose will be to plan continuous and sustained activity for the hours airmen are able to spare from their principal job of intensive technical training.

Squadron Leader Conacher is married and the father of three children.

## SUPPORT YOUR OWN CANTEEN

Monthly gross sales in our canteens have been decreasing in recent months, which has meant of course that there has been considerably less money to spend on extra messing, sports equipment, and entertainment for the airman personnel.

This falling off in sales has been caused in part by the fact that there are fewer trainees on the station now than there were during the past winter. Another factor, however, is the growing tendency of airmen to make purchases in stores downtown and in the local commercial districts.

Of course everyone has the privilege of spending his pay where and how he wishes, but it seems rather foolish for airmen to buy articles outside which they could purchase in their own canteen for less money.

If everyone would plan his purchases so that he could buy these articles in our canteen it would greatly increase the monthly gross turnover of our canteens, thereby increasing canteen profits so that there would be more money available for extra messing and airmen's benefits.

Support your own canteen—you not only buy for less, but you secure an additional advantage through the spending of the canteen profits for your benefit.

## BOOK REVIEW

(Continued from page 2)  
through each province, from the first white lily thrust up in a spinster's garden at Victoria, to the bleating of new lambs in a field in Nova Scotia. Such passages as these awaken in the reader a new love for his homeland and a new faith in Canada's destiny. Canadians will be grateful to Mr. Hutchison for revealing to them a country of unsuspected assets and potentialities.

**WORKS AND BUILDINGS OFFICER**



**FLYING OFFICER W. H. BARBER**

From a nucleus of S/L F. Marani, a stenographer, a corporal, and himself (then a civilian), F/O W. H. Barber, Works and Buildings Officer, has seen his branch of the service grow until now there are over 200 on the staff of No. 3 Training Command under W/C R. Sneath, Chief Works Officer, not including civilian workers. Little is heard of personalities concerning this part of the war effort, and little publicity is given to their achievements, but they are nevertheless manifest throughout Canada where, in such a short time, construction men have done amazingly well in providing stations for the Commonwealth Air Training Scheme.

F/O Barber has been long enough engaged in work of this kind to appreciate the effort and planning required to accomplish such building feats, and there is no small credit coming to him for the part he has played in this activity locally.

He has been employed on this station since the time when the school was turned over to the R.C.A.F., so he had a full time job cut out for him with all the alterations that were necessary. He was engaged in this capacity as a civilian until January of this year when he was granted a commission. Now he has the responsibility of all new building projects, alterations and maintenance, not only in this building but on all R.C.A.F. property in Montreal. Besides, this, he has gone to many other centres on temporary duty for construction work.

F/O Barber was born in Montreal and after graduating from high school started to work in his father's contracting firm. At night, he studied constructional engineering and so his "theory" and "application" were well co-ordinated, resulting in the development of an expert.

At the outbreak of the war he was engaged with the army engineers in erecting internment camps and barracks and shortly after became associated with the Air Force.

In 1917 E/O Barber joined the 73rd battery, Kingston, and after training for six months, was recalled to carry out special duties with the Imperial Munitions Board in Canada, and was engaged in the manufacture of high explosives.

He is also no mean hand in branches of chemical engineering, and is proficient in the process of lead burning. In this respect he and his brother have provided equipment for laboratory research work for universities throughout Canada, used for the production of hydrogen peroxide and insulin.

F/O Barber was an active hockey player 25 years ago but had to give it up as a result of an injured knee. As a diversion he and his brother later took up the breeding of pure bred English warrior fox terriers. A daughter and son attend Montreal High School and another son is in public school.

**WHAT ARE WE FIGHTING FOR?**

By F/L G. E. MULLIGAN (R.C. CHAPLAIN)

As the months and years of war drag along it is not only useful but quite essential to the Morale of the Nations to recall the issues at stake in this conflict. Foggy thinking is responsible not only for low spirits among the rank and file but might well lead to disaster in the higher ups.

We are fighting for our Way of Life: that manner of living in which every man is free to live, to enjoy his liberty, and to pursue happiness.

We are fighting against those evil forces that thrive on tyranny, whether that tyranny be of blood or wealth; the tyranny that stifles all real liberty, equality and fraternity.

We entered this war to keep our word, to avenge our treaty partners and indeed to protect our own existence.

National Socialism along with Fascism and Atheistic Communism are products of egoism, suspicion, jealousy and hatred; against such things every decent man must be opposed and must fight. But we must know our enemies:

This egoism is the more dangerous because it is quite natural to man as the King and Master of all inferior creatures; mineral, vegetable and animal. The vice of pride exaggerates our personal excellence,

(Continued on page 8, col. 2)

**WINNERS OF JULY AIRCRAFT RECOGNITION CONTEST**

The contest which appeared on page twenty of the last issue of *The Beam* was won by R96824 LAC Dore, J. A. of WAG 38-A. Second place was taken by R127487 LAC Morin, H. J. and three airmen tied for third place: R122356 LAC Hutton, A., R122153 MacKinnon, B. J., and R128264 LAC Demers, M. C.

Those who secured honourable mention are, in order of merit except for ties: LAC's Hoaderick, R. W., MacKinnon, L. P., Phillips, C., McInnis, D. W., Robichaud, J. A., Legault, J. E. E., Young, W. A., Picken, C. J., Banks, E. S., Gaunt, G. T., Hill W. F. K., Simpson, H. A., Stoycheff, R. M. Arguin, R. P. Jolicoeur, R., Poirier, J. B., Bergeron, J. R. L., Giroux, J. W., D'Amboise, J. C., Caron, A., Doucet, G. J., Mousseau, S. R., Delisle, P. E., Berthelot, J. A.

**WINNERS**



LEFT: LAC Dore, J. A.; CENTRE: LAC Hutton, A.; RIGHT: LAC MacKinnon, B. J. (LAC Morin, H. J. and LAC DEMERS, M. C., were absent when the picture was taken.)



Rivers, Man., July 17th, 1942.

Editor of *The Beam*, No. 1 Wireless School, Montreal, Que.

Dear Sir:

I am glad to take this opportunity to thank you for the good spirit in which you keep the Boys of the School and also us far from it.

This week I was very pleased to receive a few copies of *The Beam*, which a friend of mine (an old timer at the School), sent me. Believe me, Sir, I read the magazines a couple of times. While reading it, I felt a year younger and remembered the time spent there.

Of course, I am not alone here, the Signals Section is formed up by a group of nice fellows, and all of them except a few ones are from No. 1 Wireless School, and we are proud to have come from there. Here we have a very interesting job, flying two flights a day. It is exciting and we like it a lot.

What I mean to say is that we are at work here in the West and that we have not forgotten the School from which we graduated. I would like you to impress upon the present pupils not to forget their friends who were there before them, and so keep them in touch with their Alma Mater by sending them an occasional copy of the very popular magazine *The Beam*.

As I do not want to take too much of your precious time, I must make this as brief as possible. In short, you can count us in as regular readers of your journal.

Hoping you keep up the good work, we, from the Signals Section of No. 1 Central Navigation School, Rivers, Manitoba, wish you all success in the future.

I am yours truly,

LAC JEAN-PAUL MARTIN, Former WOG 14.

Editor, *The Beam*,

Dear Sir:

There have, in the past few months, been quite a few airmen of this station who have paid visits to New York. Of those who have been so fortunate, most of them have included the American Theatre Wing Stage Door Canteen among that city's more special attractions. The writer was, about six weeks ago, among those privileged.

One sees service men of both countries, visiting this "Canteen" time and time again, even at times in preference to any of the other forms of entertainment New York has to offer. In one month's issue of *The Beam* there is an article which gives a pretty good picture of the set-up there. However, I would like to offer a correction

with reference to the location of The Stage Door Canteen. It is situated on 44th street, off Broadway, instead of 49th street, as stated in the above-mentioned article.

The American Theatre Wing War Service, which operates this meeting place, has quite an interesting background, having for two years been an adjunct of The British War Relief Society. The American Theatre Wing up until Pearl Harbor, sent thousands of hand-made garments to British men, women and children, as well as funds for rest homes, ambulances, medical supplies, canteens, etc. Actually though it had its beginning during the last war.

During the three evenings that I spent there, we were entertained by such well-known orchestras as Barry Wood and his Hit Parade Orchestra, Buddy Clark and his Orchestra, Art Mooney and Band; by the Ben Yost Quartet, "My Gal Sal" Quartet, Arthur Murray Dancers, and many others at the head of the entertainment profession. During the intervals between stage floor-shows, the orchestra in attendance for that evening supplied part of the incentive for the boys in service to utilize the dance floor—stars of stage, screen and radio supplied the rest.

All in all, over eleven hundred of the stars in the field of entertainment, and the legitimate stage in particular, have registered with the Theatre Wing to serve as hostesses, dancing partners, and to help in many other ways in making their uniformed guests feel at home.

Yes boys, I would consider that it would be well worthwhile to take a trip to New York, if for no other reason than to visit the most famous of Service Men's Canteens.

LAC HANLAN, D.P.

REPLY:

I have heard a great deal about this particular place of entertainment in New York and all reports indicate it to be favoured with the presence of pleasing celebrities. No doubt it is much used and it should be considered as a MUST visit by airmen from No. 1 Wireless School since such airmen will be anything but "flush" in an American currency sense.

THE EDITOR.

Togo, Sask.

Editor, *The Beam*, Montreal, Quebec.

Dear Sir:

I have received several issues of *The Beam* and have read your editorials on "Principles of Learning" and I think that they are good. It occurred to me that I would let you know as I presume that editors, like most other people, are glad to know that their work is appreciated.

You can lead a horse to water, but you cannot make him drink! This is enough, but what if the horse can't drink. I have frequently met instances of this kind and in fact have been in the same position myself, when it seemed as if I were up against a stone wall, and for one reason or another just could not comprehend the work to be done. In my case it was—in part, at least, on account of a poor foundation, lack of good schooling in my early days, but in others,—well, they just did not seem to be able to learn, although trying hard enough and in many ways being smart enough and very good business men, fairly quick to size a situation up correctly. Wishing you the best of good fortune, I remain,

Yours truly,

(Signed) J. H. Abercrombie.

(Continued on page 20, col. 3)

**Airmen's Mess Motto**

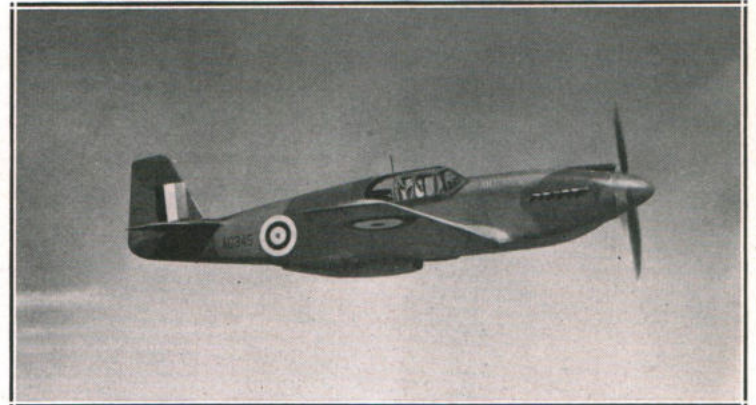
A fly in the soup is better than no meat at all.

—The Sixardee, Trenton, Ont.

**MORE STENOGRAPHERS AND CLERKS**



LEFT TO RIGHT (Front Row): MAY McCANDLISH (Stores), LUCILLE BARBEAU (Central Registry), MRS. WILSON (Stores), MRS. MACKIE (Station Medical Office). (Back Row): IRIS CLOHOSY (Technical), FRANCES ROSS (Technical), MARJORIE POPE (Technical).



**SENSATIONALLY FAST**—Dressed in the camouflage paint of the British Royal Air Force, one of North American Aviation's new "Mustang" single-seat fighters is put through a routine test flight before delivery to England. Although data on speed and armament are a military secret, it can be said that the ship is an all-metal, low-wing monoplane of monocoque construction, with retractable landing gear. It is powered by one Allison 12 cylinder, 1,150 h.p. engine. Gross weight is 1,724 lbs., height 11 feet 8 inches, length 32 feet 2 inches, and wing span approximately 37 feet. Long assembly lines are already assuring regular shipments of Mustangs to the British from North American's modern Inglewood, California, factory. The U.S. Army Air Corps version of the Mustang has been designated the P-51 pursuit.

*The Catty Corner*  
Our Female Staff

**CENTRAL REGISTRY NOTES:**

Why did Sergeant Packard order two of every snapshot taken during his historic performance with the Vinins, Scott, Stonebridge quartet? Is it true that talent scouts from M.G.M. are sniffing the air, and laying in a supply of disinfectant?

Gladys Scott's avid interest in the band activities has suddenly abated. Could it be the graduation of WEM 18?

Clare, "the coke kid", consumed seven the other day. Perhaps it has stunted her growth.

The exploits of Frances' G.D. uncle are getting on the nerves of a certain sergeant. It is almost as bad as her brother in Newfoundland and Gladys' brother overseas.

Why does Miss Barbeau want to put in a claim for matches? Perhaps she is planning a weinie roast.

There is a decided absence of lady visitors to C.R. since our glamour sergeant Roy Ellis left for Stanley.

The gleam in AC1 Valiquette's eye is not a sty.

Why has Judy a regular date with the palmist?

**WHAT ALL THE GIRLS WOULD LIKE TO KNOW:**

What is the matter with the girls at the Wireless School, that makes Sergeant Lusignan rush to the Royal Victoria Hospital every evening to take a certain Nurse out?

Who is the dark haired lassie that Sgt. Geraghty has a crush on, and who is the red haired siren that all the boys rush for?

Why does Ivy always like to be Duty "Joe". Can it be that the name brings fond memories?

Where does Dorothy Ruby get all the "charm" and "sunshine" that radiates the Technical Orderly Room?

We wonder what caused the sudden desire for a change of hair-do's amongst the girls of the Technical Section?

What certain "girls" wish they could chisel in on Pearl McLeod's new "heart-beat". Better keep an eye on us, Pearl!

Who is the lucky guy that Norma remains so true to? Come on, Norma, don't be so reticent about your heart-throb.

Is Nessie's heart still in St. Johns, or has she really had a change of heart? To be continued!

We wonder if that far away look in Lucy's eye really reaches Fingal.

I wonder if Pearl will still retain that certain glow, after a certain Sergeant has been posted.

We hear via the grapevine route that Rae and Mae are taking driving lessons at noon hour from a certain popular Sergeant. Rae will have to pay more attention to her driving though or else we will all be visiting the hospital.

What certain member of the Canteen Section is carrying the biggest and brightest torch for Nessie?

Now that the Summer Holidays are with us, "Vacations" is the one topic under mad discussion. For some it's a thing of the past and for others it's something to dream about and look forward to with deep longing. Ivy Barwell, Julia Lindsay, Betty Bealy and Lucy De Clercq have come back looking very refreshed. We also wish to welcome back:

Mrs. Savard after her flying trip to Detroit; her current phrase now is, "My dear, if you get the opportunity—fly!"

Gwen Halliday and Pearl Garmaise very tanned and—Oh! those freckles Pearl.

Bunny Wallwin looking very healthy—my, what it is to have a husband who can cook!

**THINGS WE HAVE MISSED LATELY:**

Myrtle Boyce crocheting squares for that afghan. Keep it up Myrt! You'll soon have a rug.

Norah beaming in the Accounts Section. Which is missed most that personality or food?

Mrs. Wilson doing a swell job in Publications and Judy Babineau, who we thought was a permanent fixture in C.R. Best of luck to both of you.

(Continued on page 15, col. 1)

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## P.T. AND DRILL OFFICER



## FLYING OFFICER

## A. E. (BERT) LIGHT

Flying Officer Light was born on Friday, the 13th, in London, England. He came to Canada at the early age of nine and got his education in Ottawa. After several years he came to live in Montreal and at the age of 20 he started his own business in the engraving profession. His early interest was in wrestling and he did not take seriously to boxing until 1918. That year he joined the M.A.A.A. and was successful in winning the lightweight and welterweight titles. In his six years of active competition with that club he participated in over 50 bouts and won the E. W. Beatty Trophy and the Alex. Nelson Trophy. His other interests in athletics were in paddling and basketball. He was a member of several boating clubs. In 1925 he became boxing coach of the Y.M.C.A. and under his guidance many of his pupils won Provincial and Dominion championships. That same year he was appointed physical director and boxing instructor at McGill University a post he held until 1940 when he enlisted in the R.C.A.F.

He was also Warrant Officer for the McGill C.O.T.C. as well as Physical Director. In 1940 he joined the R.C.A.F. and was posted to Trenton on an administrative course. He was Administrative Officer at Malton, Ont. and then acted in the capacity of Adjutant at London and Oshawa. After some time he changed his classification to P.T. and Drill and was in charge of P.T. and all sports as well as Drill at No. 1 I.T.S. in Toronto until coming to our school about two months ago.

RULES FOR AIRCRAFT  
RECOGNITION CONTEST

- Contest is open to all trainees of No. 1 Wireless School.
- The three contestants with largest number of correct answers will have their pictures published in *The Beam*. Honourable mention will be made of the most nearly perfect of the remaining contestants.
- Neatness may be a deciding factor in case of ties.
- Judges will be The Editor-in-Chief, F/L R. O. Norman, Associate Editor, Sgt. J. A. Long, and the Armament Officer F/O G. H. F. 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, on the eleventh of the month of issue.
- 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 relative to last month's contest.

## WHAT ARE WE FIGHTING FOR

(Continued from page 6)

tramps on the right of all and sundry who oppose us; you and I must fight this in ourselves the more we realize what fools it has made in the enemy camp.

The selfish man is suspicious; instinctively he knows that others will resent and oppose his selfishness and so he is in continual turmoil and enjoys the friendship of very few. He is ever a prey to jealousy, ever sad at the imagined good fortune of others, utterly forgetful of human solidarity that should make us enjoy the good fortune of others just as we experience pleasure at the success and welfare of our own kith and kin.

We are fighting finally against hatred; of all vices it is perhaps the most destructive and the most powerful. It is the culmination of egotism, suspicion and jealousy and causes the most intense enmity. Hatred is powerful and causes the most intense enmity. Hatred is powerful and durable, like some diabolically clever metal forged in the fires of hell itself, whence it indeed originated.

Individually then and as Nations we fight to avenge the murder, rape, and ruin caused by systems that spring from Hatred, Jealousy, Suspicion and selfish egoism.

But more than this we are positively fighting for human happiness based on individual dignity, human decency, the ability to conquer and overcome obstacles — economic no less than material.

You and I, unless we are blind imbeciles, are fighting the battle that men and women and boys and girls may be ever freed from that slavery where gold replaces God. We are fighting that the forgotten man and woman may be able to use their right to work for an honest return; that they may be able to look into the future without fear, in the secure possession of whatever good things of this world are necessary either for their own welfare or the welfare of those dear to them.

You and I know, if we are honest, are paying the premium, by our war effort, in no matter what sphere, we are paying the premium on an international insurance policy against future evil.

The terms of that policy are based on human dignity; man and woman as such, of no matter what blood or station in life.

The risk we are taking is a high one: human happiness.

The endowment is certain because the reserves of human goodness are of such quality as to out-value the evil thing. Those reserves are protected by God Himself. Failure in this struggle is impossible; its happy and speedy outcome depends on our personal efforts.

## St. Peter and the Guard

A guard knocked at the pearly gates,

His face was scarred and old;  
He stood before the man of fate  
To gain admission to the fold.

"What have you done?" St. Peter said.

"To gain admission here?"  
"I've been a guard, sir," he said,  
"For many and many a year."

The pearly gates swung open wide,  
As St. Peter touched the bell.

"Come in," he said, "and choose your harp;

You've had *your* taste of hell."  
—The Chinook, Lethbridge B & G

EXCERPTS FROM OUR  
EXCHANGES

Following are some more interesting excerpts from air force publications in Canada. In the last issue of the WAG SIGNAL, No. 2 Wireless School, Calgary, the editorial was "A Message by Air Marshal Bishop". It was excellent—but we read it before. Yes sir, it was in a recent issue of *The Beam*, a special message to this publication direct from Air Marshal Bishop himself. Now we want *The Beam* to be an inspiration to all stations, but why not a little recognition, SIGNAL editors?

## SALUTING

Saluting is supposed to date from the days of armour, the salute representing the motions of a knight raising the vizor of his helmet with the open hand to the front, showing that, though raised, it contained no missile. The practice of giving "eyes right" originated from the olden days when it was the privilege of men at arms to look their superiors in the face, while others must pass with downcast eyes. The salute, therefore, is no sign of subservience; it is a recognition of comradeship and mutual trust between men at arms. It is, at the same time, an acknowledgment of discipline, and a visible indication of the common obedience that all ranks give to the Crown and its service. Saluting is thus another indication of the esprit de corps and discipline of a unit. The present form of saluting would seem to date from 1762. A Regimental Order issued to the Royal Scots in that year says: "As nothing disfigures the hats or dirties the lace more than taking off the hats, the men for the future are only to raise the back of the hand to them with a brisk motion when passing an Officer."

—The Airman, No. 2 S.F.T.S.  
Uplands, Ont.

## PHOTOGRAPH SERVICE

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*The Beam* Illustrating Section, under F/L Lanskaik, is equipped to supply copies of all photographs or snaps that are taken by *The Beam* photographers.

There will be displayed in a prominent place, probably in the "Y" office, a large board on which will appear snaps or photographs, copies of which may be secured to add to your collection at a very nominal charge per print. Airmen wishing copies are asked to sign a sheet giving the necessary information and to pay, in advance as guarantee, the full charge for the prints ordered. The list will be taken down at regular, stated intervals and the pictures so ordered will be available for delivery at a definite time later. Likely the list will come down weekly or fortnightly and the pictures thereon ordered will be available two days later. Any picture may be secured in any or all of three different sizes.

No pictures will be taken on order, that is, "LAC John Doe" will not be allowed to have his picture specially taken. In other words, we are not entering the portrait business, we are merely offering to supply prints of pictures that we have already taken or that we may decide in the future to take. Only prints of pictures appearing in *The Beam* or on the proposed display board will be available.

## DARK STUFF

The glow of a lighted match can be clearly seen at 900 yards. A good sniper can knock off a cigarette smoker at 300 yards in the dark, so be careful during smoke-periods, fellows, if the Japs come.

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**SENIOR SIGNALS OFFICER**



**FLIGHT LIEUTENANT  
R. A. TREPANIER**

A military man since his formal education was completed, F/L R. A. Trepanier has risen from the ranks. Few in the force have had as much experience in signals as he has had. Born at Ottawa, Ont., he lived there until he finished at Ottawa University with Senior matriculation. Then he joined the Royal Canadian Corps of Signals as a private and remained with that permanent force unit for two years, stationed at various Canadian points. During that time he obtained his commercial radio operator's license.

Switching his activities to civil pursuits, he became engaged in mining in Northern Quebec for two and a half years, and then in 1934 he joined the R.C.A.F. Going to Camp Borden, he took the first WEM course at the wireless school, and after graduating he was kept on the staff as an instructor. He was occupied in that capacity until 1938 when he was transferred to Dartmouth, N.S., to No. 5 Bombing and Reconnaissance Squadron on operational work. It was while he was there in April, 1940, that he was granted a commission. As a signals officer he was posted to Gander Bay, Newfoundland in 1941, and came to this station in February of this year to be attached to the air operations section of the Flying Squadron.

When S/L Patrick recently left on annual leave, F/L Trepanier as senior signals officer was appointed to act in his stead.

F/L Trepanier has been an enthusiast at almost all forms of sport, with emphasis on rugby, hockey, lacrosse and softball. He was a player in the Ontario Champion Softball team of 1938.

**BOMBS**

Continuing with our account of the treatment we should give to bombs that are dropped by enemy aircraft or planted by enemy agents, if such bombs should be discovered and found to be subject to treatment, *The Beam* is pleased to print the following, taken, as was the July instalment, from a lecture by the Ontario Fire Marshal.

It will be recalled that the reader was warned of the danger of imagining a bomb to be a dud merely because it failed to explode shortly after being dropped or planted. The delay timing devices are sometimes very ingenious. There are three main timing mechanisms:

- (a) a fuse which starts to burn on impact.
- (b) a clockwork mechanism.
- (c) a chemical timer for very lengthy delayed action.

The chemical timer is usually a corrosive acid contained first in a glass vial which shatters on impact, allowing the acid to eat its way through a metal container to the detonator.

Some aerial bombs may combine a timer and also a tilting and trigger mechanism.

**INCENDIARY BOMBS**

The most effective incendiary aerial bomb is the electron bomb, or as it is generally incorrectly called, the thermite bomb. It is a thick walled tube usually nine inches long and two inches in diameter weighing slightly over two pounds. It is made of any alloy of magnesium with a small proportion of aluminum. At one end is a tail to steady the bomb in flight.

Igniting on impact, a priming composition of thermite burns from forty to fifty seconds at a temperature of about 4,500 degrees, Fahrenheit, its great heat serving to melt and ignite the magnesium which in itself is not readily flammable. The molten magnesium, once ignited, burns for ten to fifteen minutes at a temperature of about 2,400 degrees Fahrenheit.

Immediately after impact, in the forty or fifty seconds before the outer case starts to burn, the bomb can be scooped up and thrown outside with comparative safety.

**FIGHTING THE FIRE**

A stream of water from a suitable hand pump will effectively deal with the fire caused by a small incendiary bomb, if tackled within the first few minutes. Care should be taken to direct the water at the base of the flame. The pump should be capable of delivering not less than 1½ gallons of water per minute, and to throw a distance of at least 30 feet. Reliance should not be placed on a line of hose attached to a domestic tap as the water supply may fail. About five to six gallons of water are generally needed to extinguish a fire in a moderate sized room.

**WATER SPRAY ACCELERATES BURNING**

Where regular fire apparatus is available a nozzle giving a fine spray or fog should be used, but the water should be applied sparingly to avoid the hazard of an explosion from an excess of free hydrogen.

In the bombing of London, a new type of incendiary bomb of about six pounds was used. Some two minutes after impact it explodes mildly and scatters burning magnesium for a radius of about twenty to thirty feet. The only difference in handling it is to wait until the explosion has had time to occur, and then use the same water spray and jet pump with a greater quantity of water.

The average soda acid extinguisher is of the 2½ gallon type and this would in most cases be insufficient to deal both with the bomb and the resultant fire. Care should be taken in using chemical extinguishers. For example, Carbon tetrachloride coming in contact with burning magnesium might generate phosgene gas, a most dangerous, deadly gas.

**FIRE MORE IMPORTANT THAN BOMBS**

It cannot be too strongly emphasized that the fire started by an incendiary bomb is far more important than the bomb and every precaution should be taken to be prepared to combat FIRE!

**REMEMBER THESE RULES**

Your first duty is to save life and property. If the bomb cannot be easily removed,

1. Clear the area of all occupants.
2. Clear area of flammable materials and shut off all gas, electric, steam and compressed air lines.
3. If in a building, open wide all doors and windows to allow the blast to disperse more easily.
4. Surround the bomb with sandbags or felt matrices to deflect the blast in the direction where it will do the least harm.
5. Have all available fire-fighting and medical equipment ready for use.

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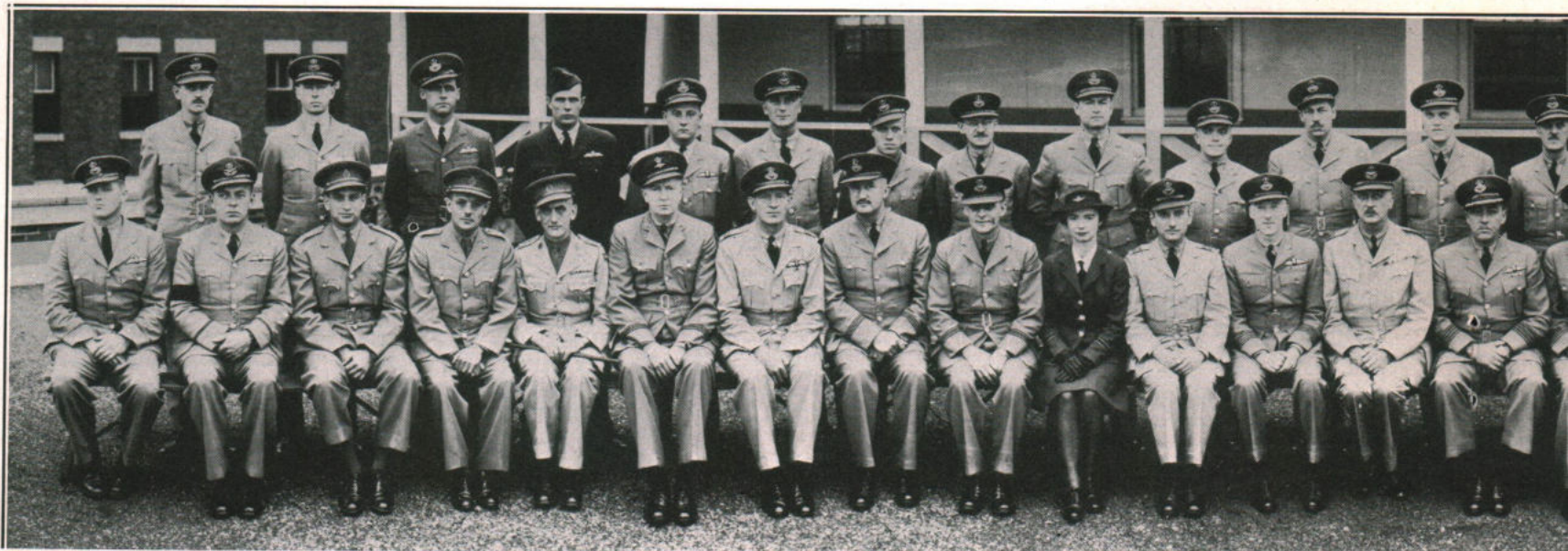
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Storr, F/L K. P. Richardson, F/L G. E. Mulligan, F/L C. B. Ripstein, F/L A. Vezina, F/L H. L. J. Aubin, F/L P. S. Shepherd, F/L T. M. Staveley, F/L R. B. Lanskaill.  
REAR ROW: Left to Right: P/O B. R. Anderson, F/O A. E. Davies, P/O K. B. O'Connor, P/O B. A. Gerke, P/O H. T. C. Taylor, F/O A. E. Light, P/O G. E. Martel, P/O J. D. Moyer, F/O G. H. R. Irving, F/O




















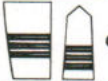










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*Where Coolness and Courage are needed  
you'll find the R.C.A.F.,  
Whose Pilots and Gunners, Hitler says,  
get in his hair;  
And will soon make the old villain confess  
he has lost forever, command of the Air.  
(a very close friend)*

## COMPARATIVE RANKS

UNITED STATES NAVY	ROYAL CANADIAN AIR FORCE	UNITED STATES ARMY
 ADMIRAL	 MARSHAL OF THE AIR	 GENERAL <small>Four Silver Stars</small>
 VICE ADMIRAL	 AIR MARSHAL	 LIEUTENANT GENERAL <small>Three Silver Stars</small>
 REAR ADMIRAL	 AIR VICE-MARSHAL	 MAJOR GENERAL <small>Two Silver Stars</small>
 COMMODORE	 AIR COMMODORE	 BRIGADIER GENERAL <small>One Silver Star</small>
 CAPTAIN	 GROUP CAPTAIN	 COLONEL <small>Silver Spread Eagle</small>
 COMMANDER	 WING COMMANDER	 LIEUTENANT COLONEL <small>Silver Oak Leaf</small>
 LIEUTENANT COMMANDER	 SQUADRON LEADER	 MAJOR <small>Gold Oak Leaf</small>
 LIEUTENANT	 FLIGHT-LIEUTENANT	 CAPTAIN <small>Two Silver Bars</small>
 LIEUTENANT <small>Junior Grade</small>	 FLYING OFFICER	 1 <sup>st</sup> LIEUTENANT <small>One Silver Bar</small>
 ENSIGN	 PILOT OFFICER	 2 <sup>nd</sup> LIEUTENANT <small>Gold Bar</small>

WIRELESS SCHOOL, R.C.A.F., MONTREAL



W. H. Barber, F/O M. T. Simon, F/L N. M. Brown, F/O R. E. Dansereau, F/O W. G. O'Sullivan, F/L J. R. T. Lefebvre, F/O E. J. Gauthier, F/O J. Barlow, F/O M. Davis, F/L A. W. Robinson, F/O J. Barr, F/O I. R. Ecclestone, F/O L. H. Faubert, F/L G. A. Hutchison, P/O W. L. Clemo, P/O J. D. Grubb, F/O A. Zive.

Officers of the Station who were absent when the above picture was taken are: S/L Arbick, F/L L. Champoux, F/L March, F/L Trepanier, F/L Rochman, F/O I. Gillean, F/O Northcote, P/O Naldrett, P/O Pilon, Lieut. Mussells, Capt. Southwod, Lieut. Amyot.

Photograph by Federal Photos.

**TO THE MEN IN BATTLEDRESS**

The Airmen's tribute to the Army, written by Squadron Leader G. L. Creed, R.C.A.F. Ottawa

For you, our pals in battle-dress,  
It's time to take a bow;  
We'll tell the world, in this man's war,  
You've done a job—and how!  
It hasn't been an easy job:  
As we who've watched you,  
know—  
Nor have you shared our luck as yet  
Your stuff in full to show.  
You've had to work like Hell and wait  
For two long years and more,  
Nor has publicity's acclaim  
Held much for you in store;  
But when your time comes, as it must,  
By all the gods of war,  
The Hun will find out to his cost  
What you've been waiting for!

On you, our pals in battle-dress,  
We airmen must depend—  
For what it takes us to begin,  
It's up to you to end!  
Your tanks and your artillery,  
Your armoured cars and guns,  
Will clear the earth, as we the sky,  
Of Hitler and his Huns.  
And every bomb we drop is just  
A warning in advance,  
That he who's lost his shirt to us,  
To you will lose his pants!  
While we who bear the torch aloft  
May play the opening role,  
The cause of freedom in your hands  
Will reach its final goal.

To all our pals in battle-dress  
From us in Air Force blue,  
Here's luck and best of hunting  
To the last man jack of you!  
The way things look to us right now,  
It won't be very long  
Before, in person, you'll collect  
For comrades of Hong-Kong!  
For every khaki-clad Canuck  
Who made the sacrifice,  
The prince of darkness and his friends  
Will pay a bitter price—  
And Bogus and a busted seer  
Will finally confess  
"I might have licked the world, but for  
These men in battle-dress."  
—Squadron Leader G. L. Creed,  
R.C.A.F.

**INSTRUCTORS TAKE COMMERCIAL OPERATORS COURSE**

Flight Lieutenant R. O. Norman, Station Educational Officer of No. 1 Wireless School has organized a class of instructors to complete the work leading to a Commercial Operators' Certificate of Proficiency in Wireless Telegraphy.

Under the plan for improving the general background of knowledge of instructors and for providing an easy transition period from service to post-war civilian employment, F/L Norman has started a voluntary class covering code work, technical instruction, explanation of diagrams of commercial traffic handling procedure, and allied topics leading to the Department of Transport's examination.

Thirty-eight N.C.O.'s and airmen, almost all of them senior instructors, turned out for the first instructional period and displayed a keen interest in the initial account of the auto-alarm system on ship installations.

F/L Brown, officer in charge of Radio Labs, has been chosen to deliver the bulk of the lectures of the course and to be in immediate charge of the class. He is particularly well qualified to perform this work since it is the exact work he has been employed in doing for over ten years in civilian life. The class is fortunate in having him available. Both F/L Norman and F/L Brown have been "through the mill" themselves and have successfully passed both Second and First Class Commercial Operators examinations.

Across the trade-wind's pleasant waves  
'Twas God's mighty strength led him onward here—  
Gave him the key to a great new world;  
And slammed the door on the last dark year  
Of a weary, wounded, war-torn age,  
Where nought but the gods of war could rage.

Our hearts are as stout as his we pray;  
As ageless as time is God's great strength;  
So we, like him, shall lead the way  
To a great new world in the years, at length,  
Where man will be free and live and love—  
With the strength and will of God above.

ERNIE KEASEY (WEM 17)

*Group Photography*

Copies of all group pictures taken at No. 1 Wireless School may be obtained from

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## EDUCATIONAL OFFICER



**FLYING OFFICER  
A. E. DAVIES**

Flying Officer A. E. Davies wanted to be air navigator in this war so he joined the R.C.A.F. in September of 1940. He was sent to Trenton where he was given an administrative officer's course. Then he came to No. 1 Wireless School as a radio teacher. The authorities decided to put the right man in the right place to contribute a maximum to the war effort, so here he is, and his background and training fit him well for his present position as an educational officer.

He was born at Moose Jaw, Sask., and after completing high school there attended the University of Saskatchewan at Saskatoon from which he was graduated as a Bachelor of Science in physics. In his sophomore year he won a scholarship which entitled him to free tuition for the following term. He then attended normal school and taught for two years before going to the University of Manitoba where he obtained his Bachelor of Education degree. Before joining the Air Force he was teaching in the Moose Jaw Tech. school.

Besides instructing in radio, he has taught Law and Administration to WAG's at this school. His main hobby has been radio, having built many sets of his own.

In sports F/O Davies majored in university rugby teams, and like all westerners, had his fling at hockey. He is married and his home is in Montreal. In Saskatoon he belonged to a reserve unit, C.O.T.C.

### AROUND THE SERGEANTS' MESS

Congratulations to Flying Officer Northcote on his recent appointment and to Keith Spark on his promotion to Flight Sergeant.

Highlights of the Mess Meeting on July 14th were: Sgt. Simpson's garbled complaints about meals and Dick Cairn's offer to resign from the Mess committee in the former's favor. Ray (Senator) Boucher's heartrending speech on Democracy and the necessity for adherence to democratic principles, nearly brought tears to everyone's eyes. Warrant Officer Teehan's declaration that after the war he was going to become either a C.N.R. or C.P.R. official.

Congratulations to Sergeants Barrett, Lee, Baron, Bull and Reid on their recent marriages. The mess seems to have become infected with matrimonial bugs of late.

A lot of healthy grouching about the Sergeants Mess Meeting being held at 2000 hours on a pay night. But where could you have had a more enjoyable and amusing evening's entertainment for nothing?

## ON THE BEAM JOHNNY



Flying Officer Gauthier for originating and organizing the manoeuvres which everyone enjoyed so much last month and which we hope will be continued as a monthly feature of our recreational programme.

ACI Boys who played the organ at all Protestant Church Services for many months here, and who has now been posted to Guelph as an instructor.

Sergeant Hutchison for his work on the new propellor-clock which graces the Sergeants' Mess.

Sergeants Mitchell and Bieber, who, after doing their stuff on operational flights overseas, were sent back here for the WOG course and, just to prove they are still right on the beam, lead their entry with the highest marks at a recent graduation.

The lads who are taking a special course here in order to get their Second Class Commercial Wireless Operators' tickets.

Everyone, officers, N.C.O.'s, and trainees who entered into the spirit of last month's manoeuvres and did a pretty good job at that. And to Corporal "Rommell" Jones who "captured" the "Offensive's" headquarters including its officer in charge.

The nameless hero who carried a storage battery from the top of the University Tower to the ground at the risk of his neck.

The entire personnel of No. 1 Wireless School for the very smart Commanding Officers and Graduation Parades we have been having. They really are well worth taking part in or watching, particularly watching.

F/L T. C. Brown and F/L R. O. Norman for getting a real course under way for those who look forward to wireless work after the war.

S/L Patrick whose interest in his subject is so great that he really has taken "a busman's holiday".

F/L Storr whose splendid work in conducting a mathematics course for instructors will undoubtedly react to the improvement of instruction generally.

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INTERESTING TRAINEES OF NO. 1 WIRELESS SCHOOL



LEFT TO RIGHT: G. O. PETERSON WEM 23; J. L. MacDONALD, WOG 27B; D. W. DAVIDSON, WOG 27C; K. M. GRANT, WEM 22; F. W. HOOPER, WOG 26B; JAMES W. H. LEE, WEM 22; C. R. RICHARDS, WOG 27C; MAX R. NEWMAN, WEM 22; KENNETH M. HAGAR, WEM, 22. (M. W. OXMAN, WOG 27B and R.A. GORDON-STABLES, WOG 26B, NOT PRESENT FOR PHOTO.)

WHO ARE THESE TRAINEES ?

**KENNETH M. HAGAR: WEM 22:**  
Was born near Welland, Ont., and graduated from Vocational School in 1938. After working for some time on his father's farm, he worked for Atlas Steels, Ltd. Later he completed a radio course in Chicago and worked for Canadian Westinghouse at Hamilton as an electrical mechanic until he joined the R.C.A.F. and came to No. 1 Wireless.

**JAMES W. H. LEE: WEM 22:**  
Was born in Southampton, England and spent his youth in Manitoba. Was a fisherman on Lake Manitoba, but radio was his hobby, so he joined the R.C.A.F. as a WEM. Lee is quite an all-round athlete, having starred at high school in baseball, swimming and boxing but says he is too busy studying to bother with sports now.

**K. M. GRANT: WEM 22:**  
A native son of Virden, Man., where he graduated from Collegiate in 1939. After "jerking" sodas in Winnipeg he decided to teach school, but the Air Force lured him from this calling in 1941. He attended a DPYT school in Winnipeg and is now on the WEM course here at No. 1 Wireless.

**MAX R. NEWMAN: WEM 22:**  
Is a Nova Scotian from North Sidney where he graduated from high school. He then attended a DPYT school where he became very interested in radio and on joining the Air Force found that they needed WEM's more than pilots, so he is here learning to be a radio expert.

**G. D. PETERSON: WEM 23:**  
Was born in Calgary but educated in Vancouver after which he attended San Francisco University. "Doug" has been in the Air Force over two years having served as a phone operator at No. 4 B & G School. He is married and has an 8-year-old son. His hobby is wood-working.

**J. L. MacDONALD: WOG 27-B:**  
Born and educated in Sackville, N.B. and came into the Service directly from High School. Is an all-round athlete and was outstanding in rugby but has not let sports distract his attention from the WOG course here.

**M. W. OXMAN: WOG 27-B:**  
Native son of Scott, Sask., where he attended grade and high schools until joining the R.C.A.F. in May of this year. Oxman is a curler of note but spends most of his spare time here studying on his course.

**F. W. HOOPER: WOG 26-B:**  
Hails from Toronto where he was a high school student until going to the Galt Aircraft School. Is a keen student but has quite a reputation as a swimmer, having won the Canadian Junior title in 1932 and 1933. Freddy swam for No. 1 Wireless School team at recent Dominion Championships at St. Adele.

**R. A. GORDON-STABLES: WOG 26-B:**  
Is a New Zealander lad from New Plymouth, N.Z., where after leaving school he became an expert wood worker. He is a crack cricket player but hasn't had much chance to play here. Is married and has a son. "Dick" was stationed at Winnipeg before coming here. He has a brother in the N.Z. Airforce and another brother in the Army.

**D. W. DAVIDSON: WOG 27-C:**  
Is from Bangor, Sask., where he had several varied jobs as a trader, farming instructor, lumberman and interpreter in foreign languages. Was an amateur radio fan and gravitated into the Wireless end of the R.C.A.F. and is now on the WOG course here.

**C. R. RICHARDS: WOG 27-C:**  
Born in Valour, Sask., where after graduating from high school he taught school in a country school-house. Was an amateur radio fan and a sports enthusiast and is an ardent student of radio and wireless here.

**ARMY**  
The calm routine of a young lady was interrupted by army when, as she approached a bridge, she was stopped by a sentry.  
"Madam," he said earnestly, "you can't drive across this bridge. It has just been demolished."  
Leaving her dumfounded, for the bridge was in no way impaired, he walked off.  
As she debated the possibility that the sentry was insane, another soldier approached.  
"Young man," she enquired, "Can you tell me any reason why I can't cross this bridge?"  
"Lady," he replied soberly, "I can't tell you anything. I've been dead for eight hours."

**BLACK HORSE OF COURSE!**  
CANADA'S FINEST ALE

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WHERE CHICKEN IS KING  
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GIVE US YOUR ORDER IT WILL SWIFTLY ARRIVE CALL US AT PL. 2755  
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# PERSONALITIES

## AT NO. 1 WIRELESS SCHOOL

### WARRANT OFFICER 2 J. J. A. ST. LAURENT

Was born and educated in Quebec City and at one time was an expert arc and acetyline welder. For five years prior to joining the R.C.A.F. he was a member of the 5th Signalling Corps at Quebec. As soon as war broke out he joined the Air Force as a disciplinarian and has served at many stations including Trenton, No. 1 Manning Depot, Toronto, Camp Borden, St. Hubert and No. 11 E.F.T.S. at Cap de Madeleine. He came to No. 1 Wireless School just recently and is Wing Sergeant Major. WO2 St. Laurent was a winner of the St. Thomas drill trophy and is an all round athlete.



### SGT. N. G. DICKSON

Is N.C.O. i/c of visual section and was born in Strathroy, Ont. After attending Collegiate he worked for A and P and Independent Grocery until he joined the R.C.A.F. in January, 1940. Was in first WOG class here and after graduating was made an instructor. Norman was a Sergeant in the Middlesex and Huron Reserve Regiment Signals section and took the Radio College of Canada and National Radio Institute courses. The "Mighty Atom" is going to be married in September and everyone at No. 1 Wireless wishes him all the luck in the world.



### SERGEANT M. M. SALMOND

Was born in Estevan, Sask., and after graduating from high school became a messenger boy for the C.N.R., working himself up to telegraphist, and operated at various points in the service. Later he became an accountant for the Regina branch of the Canadian Farm Loan Board. He joined the R.C.A.F. shortly after the outbreak of war and spent eight months at Vancouver and Patricia Bay, B.C. with the 13th Operational Training Squadron. Later he was transferred to a Reconnaissance Squadron at Aliford Bay, B.C. from which station he came to No. 1 Wireless School to take the WOG course, being retained here as a Morse instructor. His wife and three year old son are here in Montreal.



### SERGEANT J. W. NICHOLAS

Hails from Gleichen, Alta., where he attended grade and high school. He worked on his father's farm until war broke out at which time he went to Calgary to take the Dominion Youth Training course. Joining the R.C.A.F. in June 1940 he came to No. 1 Wireless for the WOG course in July 1940 and graduated with Class 6C in January of 1941. Since that time he has been an instructor in Outstations.



### SERGEANT G. E. GUTSELL

Hails from Toronto, where he received his education. Was a salesman in Toronto prior to joining the R.C.A.F. in January 1941 as an Equipment Assistant. Was stationed at No. 1 Manning Depot and then to St. Thomas where he remustered to Disciplinarian. He won the St. Thomas Drill Trophy during his stay there and is a popular "discip" here, being proficient in many sports as well as a good drill instructor.



### SERGEANT J. U. R. PAQUETTE

Is a native of Waterloo, Que., but was educated at Three Rivers where he later worked for the International Paper Co. In 1934 he joined the active militia but transferred to the R.C.A.F. at the outbreak of war. Has been a Disciplinarian at St. Thomas, Trenton, Mountain View, Toronto and No. 1 Wireless. Played on R.C.A.F. championship hockey team at St. Thomas and is an all round athlete.



### SERGEANT D. E. BROWN

Was born and educated in Calgary attending the Calgary Institute of Technology where he specialized in Art. Following the Dominion Youth Training course he joined the R.C.A.F. in June 1940. Completing his WOG course in January 1941 he instructed in Outstations for a few months and is now NCO in charge of maintenance for the Communication Section.



### SERGEANT F. M. KIGHTLEY

Was the first gunnery instructor of No. 1 Wireless, having come here in May 1941 from Jarvis. "Merv" was born in Toronto and completed his education at Humber Side Collegiate. Prior to joining the R.C.A.F. in September 1940 he ran his own service station in Toronto. He attended the armourer's course and instructors course at Trenton, and is now N.C.O. in charge of Aircraft Recognition in our bustling armament section.



### SERGEANT J. HOUSTON

Was born in Scotland and came to Canada when he was fourteen. At the ripe age of sixteen he joined the Black Watch Regiment and served overseas throughout the last war. Returning to Canada he worked for the Toronto Daily Star until he joined the R.C.A.F. in November 1940 as a bandsman. Came to No. 1 Wireless School in December 1941 and is now N.C.O. in charge of our splendid fifty piece trumpet band.



**BEST OF LUCK**  
to all at

**No. 1**  
**Wireless School**

With the  
Compliments of

**Dominion Oilcloth &  
Linoleum Co. Limited**

**Montreal**



**CATTY CORNER**

(Continued from page 7)

The Girls taking off their faces for the noon day siesta. Have things become too warm, girls?

Our Stenos knitting for the Red Cross. Bernice Shapiro has certainly been doing her bit but she can't be expected to do it all alone. Remember, the Red Cross still needs things, despite warm weather or holidays.

**NEW CATS FOR THE CATTY CORNER:**

Anita Tilling is offering plenty of competition in C.R., eh girls? "Babs" Hutt is brightening up the Equipment Section.

**IDLE CHATTER:**

The Technical Section had a swell time at a farewell party given for Gordie Craig on his remuster to Aircrew. He was presented with a lighter and the Best of Luck. The girls seem to have been bitten by the fortune telling bug. Is it desperation or a guilty conscience? Anne Ross has been going around with a hunted look these days — terrified you'll meet that foreigner, Anne? Julia Lindsay is very anxious to know who that certain someone is that she is going to meet on her holidays. Note to Myrt and Lucille — Don't forget your trousseaux, girls. Spring will soon be here. How's the golfing, Stella?

**WING WHISPERS**

For whom does that cute little trick in the W.O.R. wear an isinglas heart-shaped pendant made from a piece of airplane?

What N.C.O.'s in a certain Orderly Room hold futile discussions on how long it will take for a hen and a half to lay an egg and a half, and so on, ad nauseam?

The Wing is duly proud of its representative in one of the recent amateur shows — Good going Sgt. Taylor.

Here is a piece of information that we feel we have withheld long enough. Now it can be told. This happened last year, when we still had house phones, which, as a rule, worked like well-regulated instruments. Well, one bright day, to our utter consternation, lo and behold, the house phones failed to function. Electricians ran up and down and sideways trying to shoot the trouble, but no soap. The darned thing just wouldn't work. Nothing seemed to work, the blessed phone just refused to be coaxed, and electricians were getting exasperated, muttering under their breaths, and getting red in the face. Came the dawn. Some bright lads down the hall needed an aerial for their brand new radio, but lacked the necessary wire, until one of the boys noticed a wire running along the wall of the barrack room. What could be simpler than snip off say about, 4 feet and leave the rest where it was, no one would ever notice, and it wouldn't do any harm, and they would have music. (Not to mention the fact that it put the whole phone system on the blink). Bright boys these trainees.

It was during the noon hour lull that a few disciplinarians, N.C.O.'s were busy chewing the rag in the W.O.R. Do you remember? Cpl. Britt was boasting of his prowess on the parade ground, and of how he had drilled his men, who by now were so well trained they were just about the pride of the Air Force. One of his pals made a remark to the effect that, Oh, yes, Cpl. Britt, was certainly a great leader of men. "Yes" came a voice from around the corner, "and a follower of women".

Oh! to have Frank's appetite! His eternal cry from morning till night is "I'm Hungry; get me something to eat".

Congratulations Joe. Those Crowns look really swell above the stripes.

Poor Bob! His promotion only takes him up as far as the Sergeant's Mess door and stops there. He gets all of the smells without any of the responsibility.

What is Russ Wheaton's interest on the First Floor? Could it be someone in the Mess and Canteen Office, Eh Russ?

Why does Lucy always rush to answer the telephone? Could it be that she's expecting a call from the "Big Moment" (he's in the Navy, boys), or is it because she has nothing else to do?

We wonder if a certain N.C.O.'s job consists of more than reminiscing about the night before with the little Chick a Dee Dee. Perhaps there's more to it than meets the eye, though, eh Hank?

Why do the little devils of WAGs always manage to get themselves into trouble, Cpl. Matthews wants to know. Never mind, Jack, the war can't last forever.

For whom does a certain N.C.O., who recently got himself a brand new third hook, get all "spiffed up" for these days? We wonder if it's because of that important step he is going to take in June. Are congratulations in order W.H.?

Who is the Flight Sergeant that's been visiting Lucy in the Wing, recently? And doesn't he mind the Aussie's prop she wears on her jumper. (Some girl, eh boys? A sailor, an Aussie, and now, a Flight Sergeant).

Lost, strayed or stolen: One AC2 from No. 1 Squadron. Missing since 19-1-42. Will somebody please find this little black sheep and bring him back home, so Lucy-lu can have a completed "All Accounted For" Absentee Report?

Is Bob having girl-trouble again? He seems to have lost some of his Saskatoon cheerfulness. Or maybe it's because "there ain't no promotion this side of the ocean". Cheer up, Bobbikins, every dark cloud has a silver lining (so they say).

When will Frank realize that the night before isn't worth the morning after?

What certain red-head makes the Wing Orderly Room her hide-out? And what's the big attraction there?

Who was the handsome Sergeant-Wireless Air Gunner who came to the School recently and had all the girls dashing around looking for Margie?

**DO YOU KNOW?**

Some think and some have thought thrust upon them. What officer in charge of a flight, while on ceremonial parade, suddenly had the embarrassing thought that possibly the Germans were using carrier pigeons in their fifth column bombing activities?—and why did he think so?



**"THE FLYING ACE"**

**Black Calf Oxfords**

A shoe that promises a happy landing, every time you step out. Built to regulations with five eyelets. Shaped to please a critical eye and built to give great comfort to the foot. Supple black calf and leather lined throughout.

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# PERSONALITIES

## CORPORAL ROLAND CARON

Is a native of Montreal and after graduating from a two-year normal school course he taught in a local French high school, studying radio on the side. As he did not know English up to this time he used radio texts as his primers and joined a local commercial firm where his responsibility required the use of much oral English, giving him needed practice. He now instructs his classes in perfect English. Despite considerable illness Caron was an honour graduate with WEM II and has since obtained his A grouping.



## SERGEANT J. E. COUILLARD

Is a native son of Ottawa where he had his education and then worked for the General Motors Corporation. He joined the R.C.A.F. in April 1940 as a disciplinarian and took his course at Trenton. After having had experience on various Quebec Stations, came to No. 1 Wireless in December 1941 and for a time was Drum Major of our school band. He is now N.C.O. in charge of No. 1 Squadron and is rated as one of the smartest and most efficient "discs" on the station.



## SERGEANT E. J. BRITT

Was born in Hull and educated in Ottawa. Stepping out into the business world he built up his own auto refinishing business, later joining General Motors. He was a shipping clerk for the Ottawa Paint Company at time of joining the R.C.A.F. in June 1941. As a Discip he has had experience at Trenton, Saint Hubert and now is at No. 1 Wireless School.



## CORPORAL A. CUMMING

Hailing from the Scottish Lothians Cpl. Cumming might well be called the Wireless School Secretary since at present he represents in that capacity the Airmen's Mess, Sports, Entertainment and Salvage Committees as well as being an active Member of the Canteen Committee. Seeing 'Albert' (as he is called by the reckless few in the Admin.) dashing away from his multiple duties and heading for the parade ground to catch the last P.T. class is now a familiar sight and reflects his natural enthusiasm for outdoor sports.



While modestly claiming to be an indifferent player in most sports few, if any, are aware that the soft spoken Scot is an accomplished horseman who has won honours at International Horse Shows riding against the best European and American Jumping Teams.

Being one of those people who must needs give expression to their "musical souls" (as he terms it) the finding of a painless medium is an acute problem which the Admin. has almost despaired of solving. Some day a solution will be found

—they hope—but meanwhile, stimulated by a seemingly inexhaustible store of melodies and airs; protected by a ready wit against the unflattering criticism from his long suffering colleagues, Albert's fluid falsetto will continue to flow in the Admin. Office, we fear.

## SGT. H. TEASDALE

The bustling hamlet of Wolseley, Sask., a flag stop on the C.P.R. will claim everlasting fame as the birthplace of Harry Teasdale. After finishing his education at Wolseley High School he "worked" on his father's farm for a year and a half prior to joining the R.C.A.F. in January 1940. After finishing the WOG course with the first entry in July 1940, "Harry" became an instructor in Outstations where he has specialized in WAG instruction. Harry's one ambition is to be a fighter pilot.



## SGT. M. O. S. HILL

Though born in Winnipeg, "Mel" moved to Ottawa at a very young age and attended private school there. While attending Collegiate worked for the Ottawa Citizen as a night reporter. (I'll get him for *The Beam*. The Editor). Became interested in radio and secured an amateur license, later taking up radio servicing, for an Ottawa firm, after which he went into business for himself. He joined the Air Force in January, 1940 and came here with the first WEM class on completion of which he was kept here as an instructor.



## ERRATA

Two of our N.C.O.'s last month had difficulty explaining the alteration of their personal appearance as revealed in their photographs printed in *The Beam*. The truth of the matter is that the two "write-ups" had the wrong pictures assigned to them. We are reprinting them this month with greater hopes of matching pictures and descriptions. Sorry for the mistake, Sergeants!

We regret, further, that on page seven of our last issue we erroneously used the name LECLERC instead of DECLERQ under Miss DECLERQ's picture. We are sorry if our misreading of "D" and failure to note "Q" has caused any inconvenience to Miss DECLERQ.

The error is particularly obnoxious to the Editor since the neglect by a radio technician to consider the presence of "de Q" (excuse the Italian accent) is tantamount to admitting scant knowledge of his field of specialization.

## EXTRA COPIES OF *The Beam*

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

## BARRACK WARDEN



## MR. J. C. O'REILLY

"You are the barrack warden, Mr. O'Reilly. Now just what are your duties?" asked the interviewer.

Mr. O'Reilly looked, then laughed. Maybe somebody else has asked him that too. Well, to convince the writer that he had more to do than just be popular with the ladies and a good fellow in the sergeant's mess, he went to his desk and brought out a foolscap size booklet of instructions—15 closely typed pages. In short, the Department of

National Defence for Air, to which he is responsible, requires that he be an assistant to the senior equipment officer, so he has supervision of all equipment in the building with the exception of that which is technical.

Wiry and tough was Mr. O'Reilly when he weighed 116 lbs. at age 16, and was a champion boxer of the British Army and Navy, licking all comers. That was during the Great War when he was with the 79th Field Battery as a machine-gunner under the now General McNaughton.

He was born in Prince Edward Island and was educated at St. Patrick's school, Charlottetown. Then he went to war and on his return went to McGill University for four years, taking commerce. Next he worked for the Imperial Tobacco Co. for 15 years as maintenance costs and travelling accountant. Prior to coming to the school he was employed by the provincial and federal governments in the taxation department.

Mr. O'Reilly's home is in Montreal. Two sons are working for the Noorduyn Aviation Co. on Harvard planes. They are qualified naval cadets waiting a call to service. Two daughters are attending Cote des Neiges Academy.

His application for aircrew has gone in and he has been assured that when he has caused to disappear from his person about 65 lbs. avoirdupois, it will be considered.

"Happy Landings"

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# Telephone Operators in Key Position Have Big Responsibility



"A telephone operator's mystery is how, after a few minutes of complete peace, all the lights on the switchboard flash on at once."

When you have 48 local lines, and eight outside trunk lines, and a public address system to look after, as on this station, you have a position that has to be worked-up to gradually, if a nervous collapse is to be avoided.

"No. 1 Wireless School" crisply and courteously announces the operator for the —teenth time that day.

"I want to speak to Joe Jones, please." (Intuition from much experience detects the type immediately).

"Is it an emergency call, or special circumstances?"

"No. I just want to speak to Joe."

"Then please dial AT—"

So the operator has got rid of that call to the pay booth — she hopes. But Marie is impatient, so she calls the operator again.

"You told me to dial a number to get Joe but there is no answer."

"I am sorry, Madam, but you will just have to call again and wait for an answer."

So Marie tries again. This time there is response.

Now the complications start.

Marie is bona fide, and really wants to speak to Joe. In that case she should have told Joe that she was going to call at such and such a time so he would be near the booth. Otherwise she should have had his room number so he would be able to be located easily, —

OR Marie wants to talk to a Joe on the station and the first man to answer is hers if she can land him. So the hours roll by,—

OR the airman who answers does not want to be bothered looking for bona fide Joe and says that he is in class or is overseas. So poor Marie is disappointed,—

OR the answering airman thinks Marie is not serious about her Joe and wants to be the lucky man himself. "Won't I do, honey?" "You don't want him, surely," and so on. So Marie is disappointed again, as well as annoyed, and very often for this reason does not get her real Joe at all.

The problem of the pay telephone can only be solved by personal co-operation of those using that system. "Date" calls should only be made after school hours or during break periods.

### EMERGENCY CALLS

But what happens when there is an emergency call through sickness or death; or a relative is in the city to see an airman? If he can be located on the phone by the operator, such is done. If he is in class he may not be disturbed unless the message is urgent. It is the job of the busy operator to make such decisions and find the man. The same is with long distance calls. She decides whether he should be called immediately or the call delayed until after class hours.

The general rule is that there are to be no personal calls through the switchboard by airmen.

### SWITCHBOARD AND FIRE

There are actually many in the school who do not know where the switchboard is. This can be understood to some extent with respect to trainees who use the side entrance, but there is a general rule to remember about all public

buildings—the switchboard is always near the front entrance. The reason is that the operator is, in case of a fire, something like the captain of a ship—the last to leave.

The operator has very important functions to play in the matter of fire. In case of an outbreak, he or she is to be notified immediately so that all lines may be cleared as well as the C.O.'s and other officers phoned, and the location of the fire announced over the P.A. system so the fire-fighters will know where to go to do their job. Then she sticks to her post ready to call outside for extra fire-fighting equipment, if ordered to do so; to handle other calls in connection with the fire.

The first woman civil servant on the station, Miss Violet Aspell, whose home is in Montreal, is the senior operator. On the station for two years, and with 15 years' experience dealing with the public, she knows the ropes well and there is no problem now in connection with her job that she cannot handle effectively. Previously she was employed at the switchboards of the St. Lawrence Corporation Paper Manufacturing Company and the T. Eaton Company.

She confesses she was not always unperturbed by circumstances. You should hear her tell about the first fire drill after she was taken on the staff.

Here just a short time, she had not received the station orders regarding her duties as to fire alarms. From general experience all she knew was that she had to clear the lines when the alarm was sounded. Well, the siren shrieked, but she did not know what it was for, so kept at her work until an officer rushed to the board to tell her that it was "fire". If he said "drill" she did not hear him, so she thought there was a bona-fide conflagration under way. She ripped out the plugs, the blood drained from her face and she waited for the worst.

Then she was told to make an announcement over the P.A. She picked up the old telephone that was then in service. It vibrated violently in her hand as she pressed the button before she spoke. Conscious coherency failed and all she could mumble was a weak "fire! fire!" that indicated severe nervous tension.

That call was to assemble the fire-fighters. But Mr. O'Reilly, the barrack warden, and the fighters misunderstood the tone of voice and thought the telephone exchange room was on fire and that Miss Aspell was gasping out a last plea for rescue.

You know Mr. O'Reilly. Well, armed with an extinguisher he made a dash for the second floor from the basement, the fire fighters at his heels. He found Miss Aspell bravely sticking to her post in spite of the danger that surrounded her—in her mind. Mr. O'Reilly wilted with relief when he learned the reason for her voice tremors, and got over the shock himself in a few days.

Miss Pauline Provencher is the other day operator and has been on the staff for nearly a year. She is also from Montreal and before starting to juggle the plugs here was employed by the Bell Telephone Co., Long Distance branch. She must have obtained excellent training for she can certainly handle calls with a bilingual nimbleness to be envied.

Her first fire drill experience was not nearly as devastating as Miss Aspell's. She knew all the rules but you know how it always is the

(Continued on page 20, col. 2)

# KEEP FIT!

THROUGH SUMMER SPORTS

While studying at No. 1 Wireless you should keep yourself fit.

The best way to do this in summer is by outdoor sports such as tennis, swimming, golf and other seasonal sports.

RAYMOND HARDWARE carries a complete stock of all sports equipment for all forms of summer sport.



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EDOUARD CREVIER, President



Sergeant Monette and AC1 Thompson of W.E.M. 16B.

## TO THE MEN IN AIR FORCE BLUE

To you, our pals in air force blue,  
As you patrol the skies,  
We thank the Lord for men like you  
Who are our guiding eyes.  
With vision such as no men knew  
On this old earth before,  
God grant you'll always keep it too—  
We'll need it evermore  
To guide us in that future when  
The truth is all unfurled,  
And opened are the eyes of men  
In a new conglomerate world—  
A world eternally grateful to  
The riders of the wind,  
Who cleared the air of that foul dust  
That menaced all mankind.

Here's to you, lads in the air force  
blue,

That mortals, heavenly host  
Whose will to win will clear the way  
And stay the tyrant's boast—  
Will clear the way to better things  
Than we have known before,  
And when you've finished with your  
wings

Come down and hold the floor,  
For who will be more fitted then  
Than those who cleared the skies,  
To run the world, but those young  
men,

Who squashed the "Nazi" flies?  
We'll watch and see you send them  
down—

Down—down into the earth;  
For they have made the Great One  
frown

On their blasphemous mirth.

God bless you, men in air force blue,  
As in those fighting planes  
You search the skies to find a clue  
And solve a few more stains.  
And when from out those bombers  
great

You drop them off—by heck,  
Here's hoping that you get a break  
On the other "chicken's neck".  
You do the job up there, boys,  
We'll do it down below—  
We'll shew the raving-mad big noise  
Just how to strike the blow  
For freedom—for "God and our  
right"

And he will surely rue  
The day he boasted of his might.  
"Go to it"—air force blue!

—P. Kitchin

Eastview, Ont.

## THE PICKLED FEW

The horse and mule live 30 years,  
And nothing know of wines and  
beers;

The goat and sheep at 20 die,  
And never taste of Scotch and Rye;  
The cow drinks water by the ton,  
And at 18 is mostly done;

The dog at 15 cashes in,  
Without the aid of rum and gin.  
The cat in milk and water soaks,  
And then in 12 short years he  
croaks.

The modest, sober, bone dry hen,  
Lays eggs for noggs, then dies at 10.  
All animals are strictly dry;  
The sinless live and swiftly die;  
But sinful, ginful, rumsoaked men,  
Survive for three score years and  
ten,

And some of us, the mighty few,  
Stay pickled 'til we're ninety-two.

## BEHAVIOUR ON DRAFTS

One of the technical instructors of No. 1 Wireless School just returned from acting as escort for a draft of WOG's and WEM's as far as Vancouver, B.C., reported the following on his return:

"It is a pleasure to travel with and be responsible for a group of young men such as I just took to the West Coast. At no time did any member of the draft conduct himself other than as a gentleman. Compared with drafts of men from other services, our airmen were superior in every respect at all times. Even the attachment of a car of very attractive R.C.A.F. (Women's Division) graduates to our train didn't put the boys off their behaviour—in fact they improved in good behaviour if anything.

Don't get the impression these lads were sissies. Inside of half an hour every airwoman was being taken to lunch or was being entertained by an airman—the sailors and soldiers didn't have a chance".

This commendation of our graduates from an NCO who had to travel with them and be responsible for them for 3,000 miles of monotonous train travel speaks well for the type of men leaving No. 1 Wireless School as graduates. Keep up the good showing, boys!

## NO. 1 WIRELESS SCHOOL TESTS

(Continued from page 1)

ing defending party. Adhesive tape was placed in the form of a cross on the top of the Officers' automobile and, as it travelled to the concealed location of the nerve centre of offensive operations, its movements were reported. Communication was made to the nearest defense outposts and authority issued giving orders to a raiding party to take the objective.

All outpost stations were concealed to best advantage offered by the particular surrounding of the locale. One outstation had a substantial communication ring that had a commanding view of nearly all approaches. This set-up included outlooks located at the top of St. Joseph's Shrine, and the top of the Ski jump. Both stations had unbroken communication with the ground station hidden in the foliage between the two points and commanded by Sgt. W. H. Stephenson. The Montreal Jewish Hospital and the New Montreal University found favour as lookout posts because of their imposing height.

Five meter and two and one half meter work found its place in the scheme of things and Cpl. W. L. Douglas, who had constructed a portable trans-receiver on the instructions of F/L Norman showed up at the most unexpected places with this equipment. On several occasions the five meter rig was observed out the back window of a street car from which Cpl. Douglas was making his reports to a station located on the roof of the school.

The "fifth columnist" element was apparent in this sham battle as it is in the real thing, for here civilians, mostly children who grouped about every outpost, were only too willing to offer "valuable" information to one side or the other.

The officer responsible for the defense of the school was F/L R. H. Trepanier while F/L R. B. Lanskaill directed the offensive. S/L K. R. Patrick and F/O H. T. Gauthier acted as judges.

The commanding officer of No. 1 Wireless School, Group Captain R. M. Smith, displayed his keen interest in the event and personally inspected the various stations from time to time during the course of the day. Activity at its height was witnessed by the C.O. when he arrived at the headquarters of the attackers in time to see it fall into the hands of the defenders.

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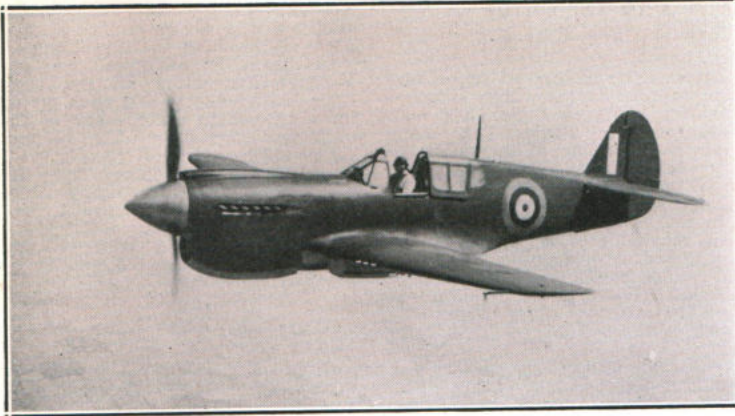
BEST OF LUCK TO

THE BEAM

AND ALL AIRMEN AT

No. 1 WIRELESS SCHOOL

From A FRIEND



The Curtiss Hawk 87-A, known in England and Canada as the Kittyhawk, is the export model of the U.S. Army's P-40E. Powered by an Allison liquid cooled engine of increased horsepower, it is a vastly more powerful fighter than the Tomahawk which has attained an enviable reputation. The Kittyhawk, for some time in quantity production, incorporates a temperature controlled cabin, armor plate, puncture proof gasoline tanks as well as increased fire power.



Canada, using the R.C.A.F. as its medium has assumed responsibility for one of the largest tasks in this war—the Commonwealth Air Training Plan.

The success of this plan depends entirely on the co-ordinated efforts of every man in the R.C.A.F. Of what use are well considered plans, the latest equipment, the skill of personnel, the best of facilities, unless the personnel is one hundred per cent behind the effort and unless this effort is directed for the attainment of the highest objectives?

When you consider that the success of this C.A.T.P. is probably one of the most important potential factors in deciding the outcome of this war, and also that if the outcome of the war should not be favourable what the consequences might be, then you realize what a grave responsibility you assumed when you accepted the King's Service.

The development of individual effort, the co-ordination of this effort into a service as a whole and the control and direction of the latter is only possible through the development and maintenance of two factors, namely "Discipline and Morale."

Discipline supplies the immediate and unhesitating obedience of the individual to the commands of his leaders. A high state of morale is the frame of mind of each individual which causes the individual to put every ounce of effort behind the obedience cheerfully and willingly, to co-operate where necessary to use his initiative in emergency, to discount discomfort and hardship and resist demoralizing influences.

Discipline in armed forces is not the same the world over. Japanese discipline is an ardent faith bound up with their religion. To die for the Emperor is the idea of highest attainment. French discipline is largely administered by N.C.O.'s and depends more on punishment than does our own. British discipline

is based on a high sense of personal honour, intelligence and dogged determination; and although it does not stifle initiative, its aim is team work as opposed to individualism.

There is a fallacy prevalent among certain members of the Air Force, that this being a highly technical service, the disciplinary rule can be more or less pushed into the background, and, still further, that discipline to an educated specialist or tradesman is irksome.

This idea is absolutely wrong. The person believing such a theory is obviously ignorant of service requirements, and first class technical personnel.

If a high degree of technical ability is needed in a service, then a high degree of discipline and morale is required also. The outward signs may not be as obvious in the lab, as on the parade ground. Cheerful and willing effort, co-operation, and initiative are evidence of discipline and morale in the labs and workshops.

Discipline essentially means obedience to orders, which is the first principle and duty of an officer or an airman. The aim and object of discipline, however, is not only to ensure obedience to authority, but also to produce order and establish that cohesion between the individuals composing an Air Force, which is essential to obtain complete success in whatever duty or operation it may be engaged in.

Such cohesion is the foundation of a mutual trust and reliance extending through all ranks from the highest to the lowest. Besides securing a compliance by individuals with the orders they may receive, it gives to an intelligent member desire to carry out the instructions of superior authority, not only in the letter but also in the spirit, and, furthermore imparts a reliable coverage which would otherwise be wanting in large bodies of men.

To those whose discipline is thoroughly good, difficulties become light and easy of execution. To personnel whose discipline is imperfect, either victory or defeat will be equally dangerous, as in either case they will get out of hand, and the unity of the Air Force machine will be impaired.

Respectful obedience is the only sound and true basis upon which sound discipline can rest. It should not have its origin in fear or dread of punishment, but be rendered from the conviction that the orders emanate from a superior, responsible person not only in rank but in knowledge.

Regularity and punctuality are two essentials which should never be allowed to decline. Nobody likes to be kept waiting. Nobody likes to turn out promptly for duty and then find his effort to be punctual wasted through another's fault. This

breeds unreliability which is not conducive to good discipline.

Discipline, always maintained at a steady pressure, is essential to the efficiency of a fighting service. The discipline of officers, warrant officers and non-commissioned officers should set an example to other ranks, and by its impartiality it should promote respect for authority. Drill promotes the spirit of co-operation and pride in a unit and a service, and is an excellent means of attaining good discipline.

Discipline is a spirit which will make the whole Air Force, the whole British fighting force, a living organism.

Without discipline there can be no orderly effort of any kind. Discipline is not peculiar to the armed forces—it is the basis of any society. Railways, steamship lines, and all successful enterprises are models of discipline.

The true basis of discipline is a spirit of willingness, cheerful obedience and regulated enthusiasm. It ensures team work.

Discipline is much more than a system of punishment. Well disciplined officers and airmen will instinctively do the right thing no matter what the circumstances. Individually they are better men, mentally prepared to sacrifice self in the larger cause. Collectively they are a force to be depended upon, superior in action, able to withstand the hardships of war.

### SPORT BEAMS

As this issue goes to press, our swimming team will have competed in the Military Swimming Championships at St. Adele on July 17th and 18th. "Powerhouse" Mesley is our star swimmer and has been outstanding in our last boxing show in June which proved a huge success. Details of our gigantic field day held on the 25th of July will be outlined in the next issue of *The Beam*.

About 500 entry forms for the field day were handled by the sports staff. Flying Officer Light, who at this time needs no introduction, is in charge of sports at this station. He was instructor of boxing at McGill University for a number of years and until coming to this station was in charge of sports at No. 1 I.T.S. at Toronto, and has done much towards organizing sports at that station. He is ably assisted by Sgt. (Bus.) Marcotte and three P.T.I.'s. F/O Light has succeeded in getting the Montreal Athletic Commission, through its chairman, Ald. Frank Hogan, to supply us with much needed boxing equipment such as boxing gloves, punching bags, etc. A wrestling mat will soon be in our boxing ring and wrestling enthusiasts will soon be able to learn the art of Jiu Jitsu. Plans for tournaments and sports such as Table Tennis, Volley Ball, Golf, Horse Shoe Pitching, Archery, Tennis, Cricket, etc., and this station should hum with athletics in a short while. Our Soccer team, captained by Sgt. Houston, is showing promise. The Station Softball team is going "great guns". At this time the date for our second boxing show was decided on for July 30th and this show will take place just a few days after several of our men have competed at the boxing show at Trenton. A Soccer league was formed called the "Independent League" and the following teams will be represented: McGill University, No. 5 Manning Depot, Westmount Police Association, and No. 1 Wireless School. Our school will have a representation at the forthcoming Swimming Meet at Longueuil on August 8th. Our swimmers are Hayes, Mesley, Hooper, Collins, Schleyer, Emery and others. At present No. 4 Squadron is leading in athletics and is enjoying a slight lead over No. 3 Squadron while Nos. 1 and 2 Squadrons are not very far behind. The C.O.'s trophy will be the reward to the leading squadron.

### BACK ISSUES OF THE BEAM AVAILABLE

In addition to the current issue being available at 5c a copy at the Dry Canteen, a limited number of the first six issues of *The Beam* are available at a rate of six for 25c. Any airman may secure a copy of each of the six back issues for 25c or six copies of any one back issue for 25c.

Here's a chance to complete your file of our school magazine with its valuable contents of technical articles and personal news.

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# AIRCRAFT RECOGNITION CONTEST

(Answer to Contest for Month of July)

1. **Spitfire 1.**  
Single Seater Fighter.  
Span 36' 10". Length 29' 11".
2. **ROC 1.**  
Two Seater Fighter (F.A.A.).  
Span 46'. Length 35' 7".
3. **Manchester 1.**  
Long Range Heavy Bomber.  
Span 90' 1". Length 69' 4 1/2".
4. **Defiant.**  
Two Seater Fighter.  
Span 39' 4". Length 35' 4".
5. **Messerschmitt 110.**  
Twin Engine Two Seater Fighter.  
Span 53'. Length 40'.
6. **Boston.**  
Medium Bomber.  
Span 61' 4". Length 47'.
7. **Mohawk.**  
Single Seater Fighter.  
Span 37' 3". Length 26' 10".
8. **Dornier 17.**  
Long range Medium Bomber.  
Span 59'. Length 55' 4".
9. **Fiat G50.**  
Single Seater Fighter.  
Span 35'. Length 25'.
10. **Breda 65.**  
Ground Attack Fighter.  
Span 39' 6". Length 31' 6".
11. **C.A.N.T.Z. 1007.**  
Long Range Bomber.  
Span 81' 4". Length 60' 4".
12. **Hampden.**  
Long Range Medium Bomber.  
Span 69' 4". Length 53' 7".
13. **Whirlwind.**  
Single Seater Fighter.  
Span 45'. Length 31'.
14. **Beaufort 1.**  
Torpedo Reconnaissance Bomber.  
Span 57' 10". Length 44' 1 1/2".
15. **Wellington 1.**  
Long Range Medium Bomber.  
Span 86' 2". Length 61'.
16. **Heinkel 113.**  
Single Seater Fighter.  
Span 30' 11". Length 26' 7".
17. **Whitley IV & V.**  
Long Range Heavy Bomber.  
Span 84'. Length 70' 6".
18. **Mohawk.**  
Single Seater Fighter.  
Span 37' 3". Length 26' 10".

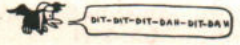
## OFF THE BEAM JOE



Airmen who attempt to leave the station improperly dressed and thus give a name to this station for not turning out smart personnel.

Airmen on duty in the front hall who frequently are to be found in the Visitors Waiting Room.

Those members of the personnel of this station who are giving a big job to the Salvage Committee by leaving articles of value around in odd places, such as bottles in garbage cans and spoons in waste paper baskets. The number of airmen concerned is very small. Let's make it nil.



### TELEPHONE OPERATORS

(Continued from page 17)

first time you carry out a new responsibility. Dutifully she called the C.O. but all she could force past those dry lips was a nervous "si-si-sir." Knowing it was a drill, of course, the C.O. appreciating her predicament, kindly told her to call later with the message when he was sure she would have regained her demeanour. A bomb explosion on the parade ground would not unripple her now!

### DUTIES ARE VARIED

An operator is not just one who "plugs" away all day but must also be a combination of a diplomat, appeaser, courteous reprimander, searcher for missing persons, adviser, and what not-all at once too. Iron nerve and quick wit are requisites. Are you skeptical? Just watch for a few minutes during a busy hour and you will be amazed that one voice can actually find time enough to keep up with the flying fingers and flickering lights.

Any complaint? Of course not—none that they cannot handle effectively and diplomatically. Every man to his job, and that sort of thing, you know. Surely there is manifestation sometimes of impatience on the part of the personnel, but it is usually due to misunderstanding. A little explanation of the operator's problems such as this, or circumstances at the moment, often is enough to satisfy those who are tempted not to distinguish between inefficiency and human limitations. So the next time you lift the receiver and you do not get an answer immediately, rest assured that the operator is not snoozing, but more than likely is trying to give some information in a public call, is endeavouring to connect someone else on the local line, or there are half a dozen more lights to be answered at the same time. As soon as you hear a click you know that your plug is in and will be answered as soon as possible. Remember one voice has to do it all—and does it well.

Besides handling the switchboard they are also handling the public address system which work, of course, is closely connected with the exchange. Never is the P.A. used for personal reasons, and the operators determine whether or not messages are personal. If a man cannot be located by telephone or direct communication, only then is he P.A.'d.

There are two night operators and one assistant:

L.A.C. P.H. Mayall is a veteran at the game and has been here since the school opened.

L.A.C. A. T. Pearce, from Montreal, joined in 1940 and is the latest addition to the staff, having previously been at the local training command and at St. Hubert.

L.A.C. Sam Agnew intends soon to leave his plugging occupation and become a disciplinarian, and is now waiting for his course. He hails from Hamilton, Ont., and has served in the air force for a year, having been stationed at St. Hubert and Prince Edward Island before coming here four months ago.

The one day a week when you should all make arrangements to appear "spic-and-span" is the day of the Commanding Officer's parade.

Fellows, you're slipping! And in a big way! If the order of the day is for blues, wear blues; if for summer attire, well, for gosh sakes, wear the proper attire. Make your plans ahead of time—a long way ahead—and do not say, "My uniform is at the cleaners, sir!" Do you expect the N.C.O. to accept that kind of an excuse from an airman who is supposed to be able to plan things way ahead for himself? No! certainly you don't; so don't make the excuse.

### LETTERS TO THE EDITOR

(Continued from page 6)

Dear Sir:—

Yesterday, I had the very good fortune in reading your first issue of the No. 1 Wireless School's own magazine—*The Beam*. This came about because one of the pupils of your school mailed a copy to a chum of mine over here and it was handed on.

In my opinion this is by far the best magazine ever published by any of the schools under the B.C.A. T.P., and having taken my own Wireless course there, passing out with the sixteenth entry, I was very much interested in all it had to say.

The main reason for my writing this is to find out if it is at all possible to have each monthly copy mailed to me over here in this country. News from home, and especially the Wireless School, are always welcome. The five months I was there, I was lucky enough to meet some of, if not the best instructors I have been under since starting my training period.

Corporal Long of outstations, Corporal Walker of the Radio Theory, and the many other instructors who drilled into me the morse code, procedure and armament, will never be forgotten. I know they have a hard and monotonous job to teach us all we know and all I can say is that they have done a wonderful piece of work.

As for the magazine itself, well everything from the Commanding Officer's messages to the jokes on each page, are just "top-notch" in my estimation. Reading of how the instructors of A.O.S. are getting along at St. Hubert, how well the WAG, WOG and WEM graduates are doing, the "Chatty Corner" and last, but not least, the Aircraft

Recognition are very interesting and it makes an ex-pupil feel that he is still part of that great school.

In closing let me thank you, sir, and the instructors for imparting their knowledge to me, thus giving me a chance to become one of the important members of a bomber crew, and I can honestly say a WAG is an important member, who are doing their bit in bringing peace and democracy once more to this earth.

Thanking you in advance, and hoping this will not put you to too much trouble.

I remain,

A graduate from No. 1 Wireless School,

(Signed) Sgt. Goat, L.T. R56435.

Attached R.A.F., Somewhere in England,

R.C.A.F. Overseas.

I'd rather see a lesson,  
Than hear one any day,  
I'd rather you would walk with me,  
Than merely show the way.

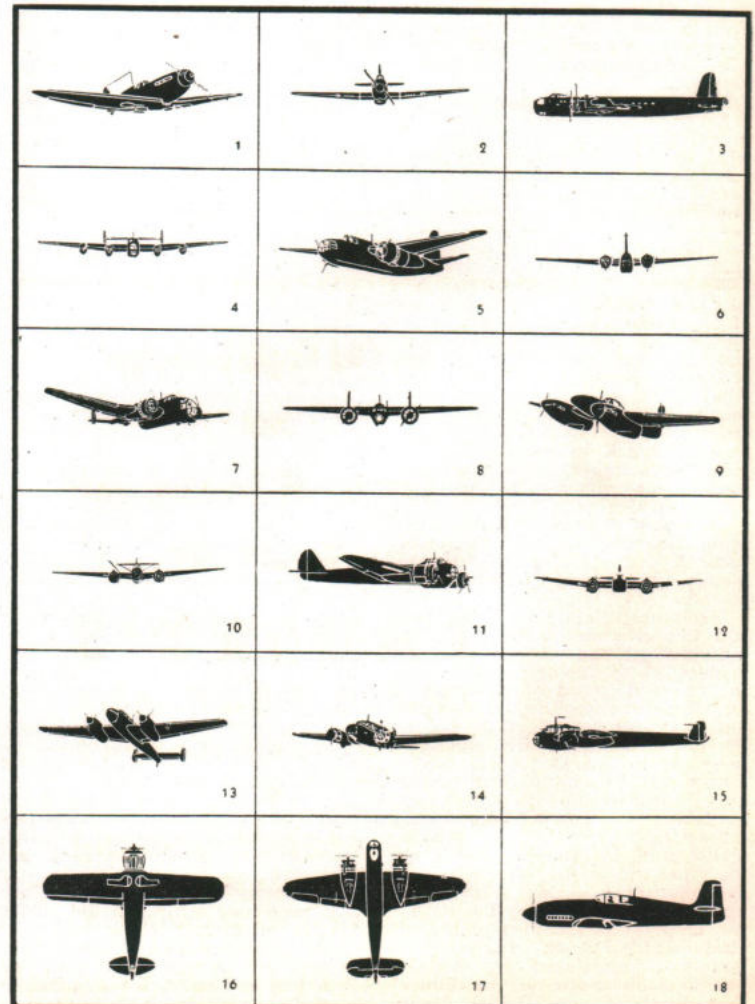
The eye's a better teacher  
And more willing than the ear,  
And counsel is confusing,  
But example always clear.

The best of all the teachers,  
Are those who live their creeds,  
For to see good put into action,  
Is what everybody needs.

I can soon learn to do it,  
If you'll let me see it done,  
I can watch your hands in action,  
But your tongue too fast may run.

And the counsel you are giving,  
May be very fine and true,  
But I'd rather see my lesson,  
By observing what you do."

## AIRCRAFT RECOGNITION CONTEST



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