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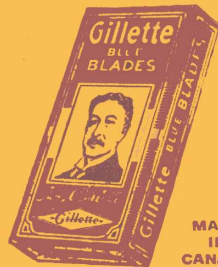
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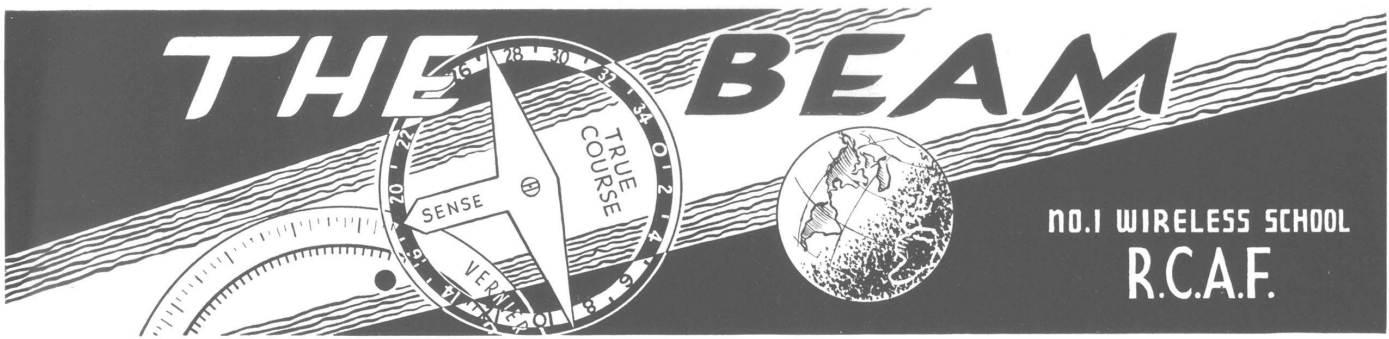
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# THE BEAM



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

VOL. 1, NUMBER 9.

MONTREAL, QUE.

OCTOBER, 1942

## COMMANDING OFFICER WELCOMES W.D.'S

As Commanding Officer of No. 1 Wireless School, I extend a welcome to the officers, N.C.O.'s and airwomen of the R.C.A.F. (W.D.) I wish these airwomen every success in their work at this school, I pledge them my support and count it a privilege to have some hand in training them for the work they are destined to do in the cause of freedom. I hope that they may soon develop pride in the consciousness that they are receiving training in wireless telegraphy and that they are receiving that training at No. 1 Wireless School. I honestly believe that they will, by their faithful attention to studies and drill in radio labs and code rooms, merit our admiration for their achievements just as Canadian women have always merited our admiration for their qualities of womanhood.

As the W.D.'s progress more and more along their course, there will undoubtedly be keen but friendly rivalry inspired between them and airmen doing work of a similar nature. From this spirit of rivalry will spring some of the best wireless operators, both airmen and airwomen produced anywhere in the world.

As Commanding Officer I extend a welcome, not only to those W.D.'s on wireless course, but also to those who have come for office work etc. I am proud to have them with us and have them form part of us.

In welcoming the W.D.'s we could, if necessary remind ourselves of some added responsibilities.

If our course in this war is just and praiseworthy, those taking part in it are deserving of our gratitude and highest honour. If, as it has happened, the women of this country volunteer to take a uniformed and active part in waging this struggle, they are deserving of both the courtesy that chivalrous behaviour in any civilized country produces, and the special protective comradeship that is the mark of joint and proud membership in a great organization. As formerly we resented any derogatory remarks about an officer, N.C.O. or airmen of the R.C.A.F., so now we will resent the slightest hint of any such unjustified remarks about members of our R.C.A.F. (Women's Division) whether they be made in all seriousness or in a mistaken interpretation of light humour. The Air Force is a junior service, but a proud one. All of us, while giving unstinted admiration to sailors and soldiers, feel, nevertheless, that the best of the services is the Air Force and the best of the fighting men is the airman. We "stick up" for ourselves, and we stick together.

And now that we have the W.D.'s with us, we can extend these remarks to include them. We respect and admire the women of Canada,



R. M. SMITH, Group Captain,  
Commanding Officer  
No. 1 Wireless School, R.C.A.F.



Front Row (Left to Right)—S/O D. I. Ruston, Cpl. Kains, M. I., Sgt. Hague, M. W., AW1 Laporte, M. L., AW2 Clinton, A. B., AW1 Roy, M. B., AW2 O'Malley, M., Cpl. Derome, M. E. E., A/S/O McMillan, M. J. Second Row (Left to Right)—AW1 LeClair, L. M., LAW Beesley, A. E., AW1 Leitch, M. R., AW1 Harrower, M. E., AW2 Watkins, J., AW2 Asher, M. N., LAW Kassten, M. Third Row (Left to Right)—AW1 Taraska, F. A., AW2 Lewis, M., AW2 Taylor, A. L., AW1 Adam, E., LAW Telford, E. E., AW2 Townsend, M. M., LAW Bate, D. M. Rear Row (Left to Right)—AW1 Dekker, A., AW1 Brush, O. P. E., AW1 Paling, F. H. M., LAW Freestone, J. F., AW2 Graham, M. H., AW1 Harding, V. M., Others in the Class are: (Absent when picture taken)—LAW Bussereau, P. H., AW1 Durocher, A. M., AW1 Fyfe, T. M., AW1 Ling, E. S., AW1 Strouger, S. E. M., AW1 Tratt, A. R., LAW Schwindt, R. M.

those in civilian life and those in the other services, but it follows that we should feel our W.D.'s are the best of the best. As far as is consistent with the demands of discipline and training, the officers, N.C.O.'s and airmen of this School will undoubtedly treat each W.D. with every mark of respect he would accord any lady among his civilian circle of friends and will expect that such treatment of them will come from all who have anything to do with them.

I have had opportunities to observe the reception accorded to our W.D.'s and I may say here that the personnel of this station are in no need of reminders as to how to conduct themselves. My remarks are made more for the information of readers off this station than for the guidance of anyone here, and are intended to indicate what our attitude is, and not what we would have it ordered to be.

We, here, are proud to belong to the R.C.A.F. and are determined to do all in our power to increase the respect and admiration that the public should have for every one of our members, airmen and airwomen. We are determined, here in Canada, to be worthy of the honour and the gratitude that the peoples of the civilized world expressed when they echoed our Prime Minister's words in respect to airmen and airwomen in Britain,—"Never was so much owed by so many to so few!"

R. M. SMITH, Group Captain,  
Commanding Officer  
No. 1 Wireless School, R.C.A.F.



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**GROUP CAPTAIN R. M. SMITH**  
 Commanding Officer  
**NO. 1 WIRELESS SCHOOL R.C.A.F.**  
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**EDITORIAL**  
**THEORY PRACTICE**

"I'd rather see a lesson  
 Than hear one any day,  
 I'd rather you 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's always clear.

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

I soon can 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 lessons,  
 By observing what you do"

(Quoted)

If it were as easy to live righteously as to preach righteousness, our churches would be led by angels and hypocrisy would be banished from the religious world. If it were as easy to perform a task as to tell another how to do one, all our lessons would be in *deeds* and not a one in words.

The imitative instinct in mankind is responsible for the acquiring, by each individual, of most of his useful habits early in life. That imitative instinct remains a dominant force in adult life where in the realm of sport, music, and art it is the principal means of acquiring skill. In these fields, it is relied upon almost solely and formal instruction, as such, has only a small part to play. Even under such circumstances as are not designed

(continued on page three, col. 1)

**THE GRENNIANS DID IT**

The R.A.F., according to the Royal Air Force Journal and Tee Em, has had a pretty bad time with Gremlins whose peculiar sense of humor and mischievous behaviour have caused many accidents and near accidents to aircraft. For instance, from reports, Gremlins have been known to sit on a pilot's shoulder and make a noise like a faulty engine, or to rush suddenly to the bow of the aircraft when it is flying very low over water and thus make the ship dive almost into the ocean. They have whispered to bewildered pilots doing instrument flying through "soupy weather," "You fathead, you're flying upside down!" and when the ship is returning from a bombing trip, they often wait till it is close to the airport and then slide down the radio beam ahead of the aircraft and roll up the runways.

The Spandule, a natural-born, high altitude Gremlin (as reports go) never goes under 10,000 feet. He is generally sitting on some cloud waiting for a plane to come up; and when it does, he starts his devilish tricks. He turns off the carburettor heat; he puts ice on the wings; he holds on to the ailerons; and he tells the pilot his parachute wasn't packed properly and won't work. This is all very upsetting—very upsetting, indeed.

The female Gremlin, known as a Finella, is particularly dangerous. Air Gunners, and, in particular, rear gunners, have been known to invite Finellas in their turrets if for nothing more than warmth. But whenever, say, a huge enemy bomber hoves in sight and could be easily shot down, the Finella gets scared and excited and flings her arms around the air gunner's neck and spoils his aim. One air gunner fought with a Finella who so squeezed his neck, that his Adam's Apple was up in his mouth. When he finally got free, he swallowed several times and noticed his pulse was getting back to normal, but he said that the enemy bomber was gone, and so, too, was the D.F.M. he was always dreaming about.

Finellas like pilots and only tickle them. A pilot at a well known S.F.T.S. was recently tickled by a Finella (so the story is) and he "ground-looped." If Gremlins had been in his plane they would have set the gasoline on fire and burned him up. Finellas like pilots hot, but not burned.

The baby Gremlins, called Widgets, like to drink up most of the gasoline when there's hardly enough to get the aircraft back to its base, or to spin the gyrocompass when the ruddy thing should stay still. Often a whole group of Widgets will get inside the pilot's helmet and start singing a monotonous chorus entitled "diddah," and thus confuse the pilot and make him think he's "on the beam" when he's really "dahditting" toward some ruddy Jerry ambush.

It's the behaviour of these Widgets that makes the Editor of *The Beam* think our Canadian Grennians are cousins of the R.A.F. Gremlins. A noted Ferry Command pilot and outstanding Gremlinologist is convinced that the Grennians, who were first noticed at No. 1 Wireless School when we had our recent field manoeuvres, are undoubtedly related to the R.A.F. Gremlin species. From the evidence available, this pilot, who absolutely refuses to ferry a bomber to England if it is known to be carrying Widgets, believes that the Canadian Grennians are very similar to Widgets, though possibly smaller in stature and evidently more technically-minded.

(Continued on page 10, col. 2)

**A Book You Should Read**

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

**"MARY CELESTE"**

By **CHARLES E. FAY**

Publishers: Peabody Museum, Salem, Mass. Price, \$2.50.

For 70 years the strange story of the "Mary Celeste" has held more fascination for lovers of the sea than any similar tale of marine disaster. This famous Nova Scotia built brig, which in 1872 set sail from New York bound for Genoa, was found 27 days later, abandoned at sea off the Azores.

The vessel was discovered under shortened sail and in perfect condition. She carried six months provisions and plenty of drinking water. Yet the long-boat was missing and the whole ship's company, including the captain's wife and child, had vanished. No further word of them was ever received.



**FLIGHT LIEUTENANT G. MacGREGOR GRANT**

Between that day and this a great number of books have been written, setting forth various theories to explain the unsolved mystery. Most of these have been pure flights of fancy, usually contradicting the known facts. Numerous writers advanced the view that a mutiny had taken place, and that having murdered the officers, the crew abandoned the ship, fearing the long arm of British justice. Others ventured the opinion that the crew became alarmed when the ship sprang a leak, and took to the lifeboat believing that she would soon founder. One imaginative soul, scorning such matter-of-fact explanations, asserted that a gigantic cuttle fish, sweeping the decks with its horrifying tentacles, had devoured the unhappy victims one by one.

At last an American author has brought forth a sober and documented account of the famous tragedy. In "Mary Celeste" (a photographic copy of insurance records shows that the name Marie is incorrect) Mr. Charles Fay reproduces the evidence given in the Admiralty Court at Gibraltar where salvage proceedings were held, immediately after the mystery ship was brought into port. According to the facts which are cited, the mutiny theory becomes preposterous. Captain Briggs, far from being another William Bligh, was mild-mannered and considerate, while the crew, frequently represented as a gang of cut-throats, was an exceptionally good one.

Mr. Fay proves to the reader's satisfaction that the "Mary Celeste" was abandoned between 8 a.m. and noon on November 25th. It was

(Continued on page 7, col. 3)

(continued from page two)

primarily for instructional purposes, the imitative instinct continues to function to the good or harm of the least dominant human being. These circumstances we have grown to call environment, whether the circumstances are of a geographical, social, or educational nature.

A person who lives in a hot, sultry country where food is plentiful, shelter unnecessary, and clothing a mere burden, develops into an unprogressive being with no incentive to plan, save, or learn. A person who lives in a temperate climate where food, shelter and clothing are plentiful or little required for one portion of the year, but much needed for another portion, develops into a being characterized by foresight and the ability to plan and save and learn.

Those whose social life is totally of a "slum" type, grow generally to adult life as social "problems"; while those whose social life is primarily approved, develop, on the whole, into approved types of human beings.

This is so true that we have erroneously attributed much of the effects of environment to heredity.

Educationally, the same factors are dominant and the imitative instinct produces more skilful trainees than does the endeavour to follow oral directions. The instructor of flying gives no more oral instruction than is necessary to provide the student pilot with an appreciation of what he is about to witness in performance. "Do as I do" and not "Do as I say" is the best instruction psychologically.

The morse instructor gets trainees to follow examples, to send in unison, etc. and to pursue many such activities as will furnish a full utilizing of the imitative instinct.

One of the aims, therefore, that we should strive for as instructors is to lead rather than merely to direct. This is more difficult for the instructor, since he must demonstrate his own ability to profit from his own instruction; but it gives the instruction an air of sincerity that otherwise it would disastrously lack. The confidence a trainee has in his instructor in any field reaches high proportions if the trainee realizes from example that the instructor himself can actually do what he is endeavouring to teach the trainee to do. Conversely, the trainee has no suitable example to follow and often doubts the value of trying to do a job if he is surrounded only by those who talk profoundly of doing a job and, never do one!

*I soon can 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.*

—The Editor-in-Chief.

**MORE ON PANORAMIC RECEPTION**

The panoramic radio spectroscope (see page ten of the May, 1942, issue of *The Beam*—The Editor) has come into radio news again. This time a complete installation is being currently advertised by the Halli-crafts Co. of Chicago, Ill. The sale to the general public is at present restricted, but when short wave equipment is again available for civilian use, this company will have ready for the market a very neat and efficient looking panoramic radio spectroscope and its attendant excellent receiver.

It looks as though panoramic reception is here to stay!

**Immortal Poe**

Inscription found neatly printed on the wall of a cell in the "digger" recently occupied for one night by an intelligent but slightly "tight" airman: "Quoth the Raven. . ."

**THE COMPLETE FLYING COURSE**

Some time ago the writer happened to be "chewing the fat" with an officer who was packing up to leave this station. He noticed the officer putting away a book very carefully and noticed that it dealt with flying, so he asked a few questions, since he was interested in flying.

"This book," the officer, a Flight Lieutenant with ribbons won for flying feats said, "is a book that contains the simplest, and most logical treatment of flying from a beginner's point of view that I have ever seen. I've lent it to many people and they have all said that its diagrams, illustrating every common flying manoeuvre, have cleared up many difficult points for them."

Naturally the writer borrowed the book but he had to return it too soon. So he ordered one for himself from Leaven Bros., Barker Airport, Toronto. It cost him three dollars but he thinks it's worth it. The book is "The Complete Flying Course—A Handbook for Instructors and Pupils," by N. Roy Harbin, D.F.C.

**LETTERS TO THE EDITOR**



Dear Sir:

In paragraph four of an article on D/F on page 16 of the September issue of *The Beam* there is the following statement: "It will also produce a minimum signal if both the loop and the vertical antennas are connected provided the loop connections are being quickly reversed by an electronic switch."

Is this statement strictly true, sir? I have had some discussion on the point with those who are familiar with our new automatic radio compass and they feel that the statement is wrong?

**REPLY**

Yes, the statement is perfectly true. A minimum signal will then be received. It must be borne in mind, however, that this minimum signal is not to be thought of as a zero signal. In the case of a loop alone, the minimum and zero signals coincide and are equal, but when a vertical antenna is coupled with a loop and properly phased to it, a wave approaching at right angles to the loop will not produce a zero signal. As a matter of fact a cardioid pattern is the polar diagram produced, and it has its minimum and zero signal together and 90 degrees from that of the loop alone. If now the loop connections are quickly reversed, the pattern is reversed. If now, as was explained in the article referred to, a zero center reading meter has its connections switched in synchronism with the electronic switching of the loop connections, the meter will read zero because two signals—one from each cardioid—are being received in turn but at a rate too high for the needle to follow; it therefore, reads zero, which is the "minimum" originally referred to.

No special references to secret or confidential portions of the R.C.A.F. equipment can be made in this magazine; therefore the article in the September issue was on the Automatic Radio Compass in general and not to the R.C.A.F. type which may have, and probably has (I'm not saying), many refinements.

THE EDITOR.

The Editor, *The Beam*

Dear Sir:

Are airmen permitted to date airwomen?

AN AIRMAN.

**REPLY**

I do not recall any orders forbidding an airman to do so. The order recently promulgated about any members of the R.C.A.F. being forbidden to walk arm in arm with another, or to offer his arm to, or take the arm of, any lady except such as are infirm would naturally have to be observed.

THE EDITOR.

**HIGH SCORING TRAINEES WIN MEDALS**

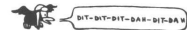
At one of the recent graduation exercises held at No. 1 Wireless School, Gold, Silver and Bronze Medals were awarded to members of WEM and WAG classes.

The winners in the WEM entries were: first place and Gold Medal, R149289 AC2 Veitch, J. T. of WEM 20; second place and Silver Medal, R158702 AC2 Knapp, W. H. of WEM 21; and third place and Bronze Medal, R157275 AC2 Rolley, F. J. of WEM 21.

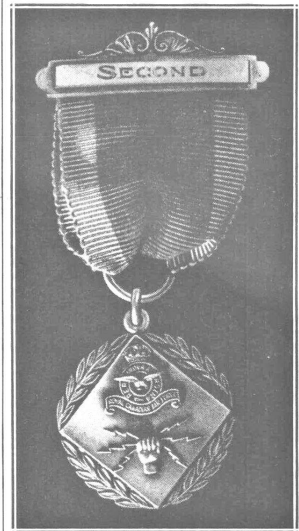
Among the WAGS first place and Gold Medal went to R96738 LAC Robichaud, J. A. C.; second place and Silver Medal to R125681 LAC Caron, A., and third place and Bronze Medal, to R122695 LAC Honderick, R. W.

The Beam congratulates these lucky but studious trainees on their very fine showing in some very hard examinations.

All winners of medals at graduation ceremonies at No. 1 Wireless School are warned that no authority exists for medal winners to wear the medals. In fact, it is definitely against the service regulations to wear the ribbons of any medals except such as are awarded by the King, the Governor-General in Council, or the constituted governing body of one of our allies.



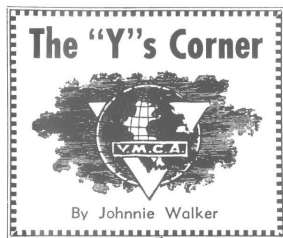
**WIN THIS MEDAL**



The medal pictured above is a highly prized award. A Gold medal is given for first place in the graduating class of a hundred trainees or more; a silver medal for second place; and a Bronze medal for third place.

Each medal is handsomely engraved with the appropriate and particular information relative to the winner and the award. Each medal is accompanied by an engraved certificate setting forth the details of the award in more particular.

The winning of a medal is a mark of supreme achievement in the wireless class and every trainee on course should strive to raise the standard of operating by aiming to be a winner.



This issue of *The Beam* will go into circulation just about the time we are bidding farewell to summer. We feel that it has been a very successful season indeed. Thanks to the addition of Flying Officer 'Bert' Light and his four P.T.I.'s to the School staff, the sports program made great gains. With the 'Y' staff co-operating by handling the softball league, and assisting in any way possible, it still gave us time to expand activities and plan for a big winter program.

**A WELCOME TO THE WOMEN'S DIVISION**

It is our extreme pleasure to welcome the vanguard of feminine trainees to No. 1 Wireless School. We are sure that their presence will prove beneficial. The Women's Division has already proven its efficiency in all duties to which they have been allocated. In drill competitions held on other stations, the ladies have literally walked away with top honours. We males always "smarten up" in the presence of feminine company. This should mean that No. 1 Wireless School, already noted for its smartness, should hit a new high in discipline and deportment.

The ladies are studying to take over certain duties, permitting the men to fill more important jobs in the various phases of modern warfare. Let us all accord them a hearty welcome. If we hear any grouching, let's analyse the grouches. If there happens to be any founda-

tion for them, a little co-operation will soon see these differences cleared away.

**SPECIAL CLUBS AND DISCUSSION GROUPS**

In a very short time the Music Appreciation Group will be getting under way again. Once a week the music lovers assemble to play the music and study the biographies of famous Musicians and Composers. There is no limit to the number of members. If you are interested let us know about it.

The Toc H club, formed over a year ago, has made steady progress. While not an exceedingly large group, the attendance has been regular and the program interesting. This is just the outfit for fellows who enjoy debates, discussions, planned entertainments, and all round good fellowship. It gives an opportunity for fellows to pick up the threads of civilian activities, and keep in touch with every day events. Again we cordially invite new members to come and enjoy themselves. Meetings are held every two weeks.

It is our hope that anyone, male or female, wishing to get some other hobby or activity underway, will let us know. You will be helping us do our job by letting us help you. C'mon in and tell us about it.

If there are any tenors, baritones or basses in the house, we would like to get to know them. Besides building up talent for our Amateur Show to be held soon, we are looking for men to sing in a local Church Choir. Speaking of the Amateur evening, we are looking for any and all talent available. With the ladies now on hand, we should have a well balanced show. In the past our shows have received great comments, we shall see to it that this one maintains the same standard of quality.

To the new comers who have not yet taken advantage of the places set aside for their comfort, we recommend the following:—Our comfortable reading room situated opposite the Recreation Hall on the second floor . . . the Hospitality

House situated close by the school at 4840 Roslyn Avenue. There are always pretty girls on hand to cater to your needs, with refreshments for the inner man . . . the Red Triangle Club downtown on Phillips Square, just opposite Henry Morgans store. Entertainment, Games and reasonable refreshments, with lots of nice hostesses to serve you . . . the Air Force house on Sherbrooke Street opposite the Ritz-Carlton Hotel, another good spot.

Elsewhere in this issue you will find listed the items we offer for your assistance. Also we have listed the Movies coming during October.

**SPORTS**

The station softball team finally bowed out of the Westmount Park playdowns dropping two out of three games decision to the Dodgers. Our boys played great softball and it was only the superb pitching of Jimmy Dyke that swung the decision in their favour.

The ability of our players is well attested to by the fact that no less than seven of our players were chosen to play on the No. 3 Training Command All-Star team. These boys were Rowbotham, Ireland, Price, Fernuik, Allen, Gardiner and Hobbs. In the Quebec play-downs, the No. 3 Training Command All-Stars went great guns winning several games. They finally dropped by the wayside after three great games against the Ahuntsic nine. Again it was superb pitching that overcame our lads. Just how good this pitching was can be guessed when we say that our losing pitcher was George Scully of No. 3 Training Command who has just about everything on the ball.

The season is just about finished now for all but exhibition matches. Everyone has agreed that it was a successful year. Already several of our players have graduated from the school and we wish them the best as they go on to take their place on operational duties.

**SOCCER**

The Station soccer team has been going great guns sparked by such

men as Robertson, Osmon, Stevens, Houston and Pilgrim. These boys have been at the top of the heap all the way. A strengthened Manning Pool team inflicted the first defeat suffered by our lads and No. 12 Equipment Depot almost pulled a surprise but finally came out on the short end of a 2-1 score when Ossie Osmon drove home the deciding counter after a torrid struggle. The games go on fair weather or foul till the end of September and it is hoped that all you soccer enthusiasts will be out for the wind-up of the season to help send our team on to victory.

Yours truly had the extreme satisfaction of seeing our team defeat No. 5 Manning Depot by a 1 to 0 score. The game was a real struggle all the way through. Jack Stephens finally drove home the winning counter after both sides had made several close attempts. Seguss narrowly missed scoring when he headed the ball over the top of the net. Both goalies played beautifully, with King pulling our team out of many a tight spot. All our players deserve a great hand for their efforts. This game gave them the championship of the league.

**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, Phillips 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.

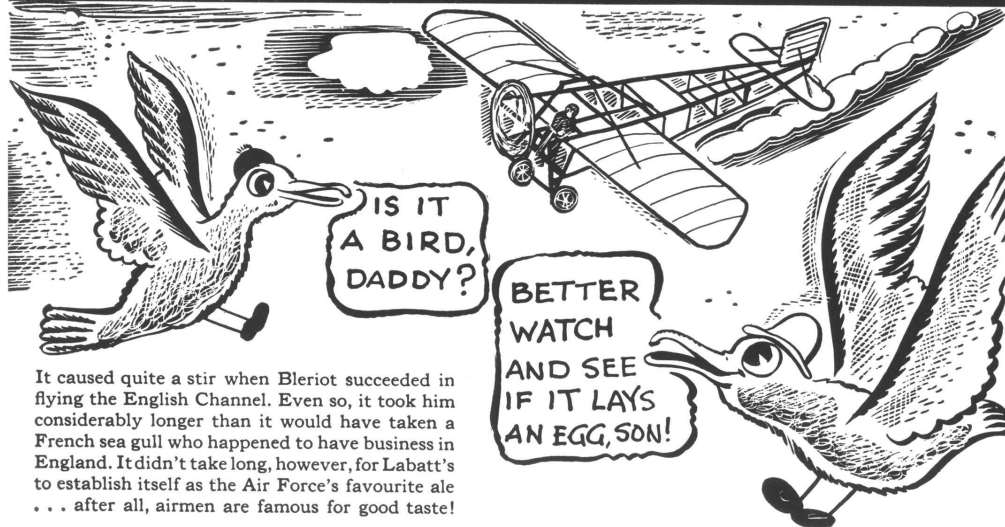
4. **Banking:** Let us get your money into the bank. It is safer there.

5. **Money Orders:** Johnnie Walker will be glad to help you at all times. Get them as near to pay day as possible.

6. **Stamps and Writing Material:** Don't put off writing that letter home. Paper and envelopes are free.

(Continued on page 15, col. 1)

**THE UNOFFICIAL STORY OF FLYING—No. 2 "Sea Gulls Escort Channel Flyer"**



It caused quite a stir when Bleriot succeeded in flying the English Channel. Even so, it took him considerably longer than it would have taken a French sea gull who happened to have business in England. It didn't take long, however, for Labatt's to establish itself as the Air Force's favourite ale . . . after all, airmen are famous for good taste!

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## SOMETHING NEW HAS BEEN ADDED

During the past few weeks our WAG students have been carrying out Visual (Aldis Lamp) exercises with the Navy School at St. Hyacinthe. Very satisfactory results have been obtained and our Section wishes to express our appreciation for the wonderful co-operation given to us by the Navy Boys. A large measure of credit goes to Flight Lieutenant R. H. Trepanier, Flight Sergeant Mawson of our Section and Lieutenant Murdoch of the St. Hyacinthe Navy School for organizing and developing this new venture.



Some small difficulties encountered on the initial flights were soon ironed out and a pretty smooth working schedule has developed. Four WAG students, accompanied by an instructor, circle the Navy ground for about an hour in a Norseman aircraft and SYKO messages are passed each way. The students alternate at reading and logging and also take their turn at the GPI which is used in contact with the Navy and our own ground station. Our Pilots deserve mention for the job they do in holding the ship in a continual left bank for such a long time, at the same time manoeuvring continuously to enable the students to keep each other's lamp in view. Several of the Seamen and Officers have visited our Section, where they have been shown around and taken up for Visual instruction and practice with their own station at St. Hyacinthe.

It is this sort of co-operation between the various services that builds up good feeling and undoubtedly will hasten Victory for us.



## OBITER DICTA

The attention of instructors is directed to the excellent course in radio fundamentals appearing in QST, monthly organ of the American Radio Relay League, commencing with the June, 1942 issue. The course will be of particular interest to Theory Lecturers. References are made throughout to the A.R.R.L. Handbook copies of which are in the Technical Reference Library.

The burden of producing *The Beam* has become quite evidently too much for the mere two or three persons upon whom the major work of this issue has developed. The responsibility for securing representation in future issues will, therefore, rest with the departments and sections desiring such representation and not be the sole concern of the editorial staff. In fact the editorial staff will, by and large, edit, and the aforementioned departments and sections will be left to produce news of persons and events, etc. and to take the initiative in arranging with the editor for pictures and illustrations. So get busy and select your reporters and have them see the editor as soon as possible.

## INSPECTOR-GENERAL PAYS ANNUAL VISIT

During August, Air Vice Marshall Croil, Inspector General for the Royal Canadian Air Force in Canada, made his annual inspection of No. 1 Wireless School.

Arriving promptly, the I.G., as he is fondly known from Coast to Coast, took the General Salute and then immediately proceeded to inspect each and every individual man in the Wing.

Air Vice Marshall Croil has probably inspected several hundred thousand airmen during the past few years and is an expert at spotting faults of all kinds. Though he does not appear to be making a close scrutiny of each man, the Inspector General misses nothing—absolutely nothing—in his rounds. His job on the parade ground, it would appear, is not so much to criticise the failings of the airmen, he leaves that to the Officers and N.C.O.'s, but he does look for equipment which is not up to standard. In short, he has the interests and well-being of every airman at heart, and if, in his expert opinion, the men of the R.C.A.F. are not being kept up to scratch and properly outfitted, he wants to know why.

Following the inspection and parade, the Inspector General made a thorough inspection of every section of the school, and it is this part of the annual visit that reveals the Inspector General as an officer who knows more than any other officer of the intimate workings of every unit in Canada.

### POSTED



Nursing Sister A. S. Labreque

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## I SPY

By H.E.B.

(Occasionally, as is the habit of great minds, two people are found to think alike. It so happens that the following little story taken from the Royal Air Force Journal gives expression to ideas we feel should be more generally shared. It is therefore, reprinted without superfluous comments on its applicability to local conditions.—The Editor).

There was a period, both in literature and in the cinema, when things were always what they seemed. Black was black, and white was white. The hero was upright and clean-limbed, the heroine innocent and demure, and the crippled sister consumptive, saintly and self-sacrificing.

The villain, above all, was unmistakable. He had a drooping moustache, a salacious eye, and a cunning look.

Nowadays, things have changed. The villain of the film or novel of today is more often a suave and well-dressed charmer with an ingratiating smile. If it is a murder story and if he is the murderer, then he will probably recite Kipling and dandle babies on his knee, just to throw us off the scent.

The public, in other words, have become more sophisticated in their requirements. They are no longer put off with the obvious. This makes it all the more remarkable that in the matter of fifth columnists and enemy agents, they seem to have lost none of their gullibility.

Why is it that they expect a spy to be suitably camouflaged in their entertainment, but always expect him to look just what he is in real life?

Look at P/O Waffle over there, in the corner of the private bar! He is giving that affable stranger the whole story of his squadron's activities, over a pint of beer, for which the A.S. has paid.

"Dash it," he would say, if you remonstrated with him. "Dash it, my dear chap, I mean to say! The fellow is wearing a Guards Tie—and besides, he's just stood me a glass of beer."

But pause to consider for a moment what you would wear if you were a Nazi agent, out to get information from the members of your squadron in the local pub. Clearly, you wouldn't put on a false

moustache and whiskers, and mutter "Ach Himmel!" whenever you got an evasive answer.

On the contrary, you would see to it that everything about you invited confidence. The old school tie, an A.R.P. badge in the button-hole, last war ribbons on the waist-coat, and a bluff and hearty manner. Plenty of talk about a son in the Navy and another in the R.A.F. A casual reference to "high-up friends in the War Office." Possibly even a show of reluctance when anything "hush-hush" is being discussed. "Don't tell me if you feel you can't trust me. After all we can't be too careful."

The inevitable answer to a remark like that is protestation of faith in the speaker's integrity.

One of the major causes of careless talk these days is this high-minded but fatal faith in our fellow man: faith not only in his integrity but also in his discretion. One of our private conceits is that we are "pretty good judges of character" and that we are not easily fooled. Ask any confidence trickster what he thinks of a man who talks like this, and he will tell you he's easy money. The fellow he can't swindle is the one who's a mug—but knows it.

Even a uniform is not an infallible guarantee. The man sitting in the corner seat of the carriage, with marmalade all over his hat and stripes all the way up his sleeve, may have borrowed the rig-out for the occasion. This is not to suggest that Air Marshals should be viewed with suspicion and looked upon as possible fakes. In the early days of the war, quite a few people were walking about in uniforms to which they were not entitled. But this has largely been stopped. The gentleman in the corner seat is probably genuine, in which case it would be wisest not to molest him. But even if he is an Air Marshal, there is really no reason why you should unburden your soul to him. He will be minding his own business and expecting others to do the same. The fewer people who know a secret, the better it will be kept.

Keeping your mouth shut should become a habit, no matter who you are with. So next time a gorgeous blonde gazes at you with her innocent blue eyes and murmurs, "Tell me, darling, where you go and all you do in that great, big aeroplane of yours," just change the subject, remembering that in love, as in war, actions speak louder than words.

“Q”

Have you tried *The Beam's Quiz*? Here is question No. 1, hot from the chief radio imagineer.

If you had a “Q” would you (a) put it in a radio (b) crochet a border for it (c) answer right back (d) put chalk on its tip (e) multiply it by R and get the Unknown X, or (f) walk right out on the stage and start your speech.

“There’s no use putting it in a radio,” says Sergeant Dropdatube, “because the Grennians will pull it right out again; so start the spiel, I’m sleepy anyway.” And that’s what we shall do.

The “Q” is important to a radio. All good radio sets have high “Q” just as all no-good radio sets are full of Grennians or Widgets.

Q is a ratio, and as such expands and contracts in response to changes in the numerator and denominator. Q is the ratio of the reactance of a tuned circuit to the resistance of the circuit, therefore, (e), above, is the right answer. Since, in a resonant circuit the reactances of the coil and of the condenser are equal, and since the only appreciable resistance to be encountered is in the coil section, the “Q” of a resonant circuit is the ratio of inductive reactance to the resistance, or of X subscript to R. The higher the reactance and the lower the resistance, the higher the “Q.” (At this point, Sergeant Dropdatube was heard to yawn, “We called my chum “High Q Jones” because he had lots of reactance and practically no resistance.)

At this point, too, the question will come to some bright mind, “What’s “Q” got to do with radio, that is, what has it to do practically?”



Well the answer may be given directly in words or left to be implied from examples furnished. Suppose we choose the latter to start with. Let us imagine that you have a transmitter of M.O., I.P.A., and P.A., with the P.A. being worked as a class C amplifier. Suppose, further, that the P.A. is working at 4000 K.C. and suppose still further that your transmitter is interfering with stations working on 8000 K.C. and 12000 K.C. What is the trouble?

The trouble is that the P.A. has too low Q in the plate circuit.

“How come?” you say. Well, it’s this way. Your P.A. is producing harmonics and evidently the antenna is radiating them pretty well. A Faraday screen would do quite a bit to suppress the harmonics, but likely the trouble can be corrected right in the P.A. tank circuit itself and, anyway, the aforementioned Sergeant doesn’t know what a Faraday screen is.

Now it is true that as long as the inductive reactance equals the capacitive reactance, the circuit is in resonance. Any mathematician will tell you that this allows for almost an infinitely large inductance or coil so long as the other component has almost an infinitely large capacitive reactance; in other words, so long as the condenser is extremely small. But, since the class C amplifier works only on the positive peaks of the grid drive, there is only a short part of the cycle during which the plate condenser receives a charge. Now it must receive and store a sufficiently large charge to

(Continued next col.)

PROMOTIONS

*The Beam* extends its congratulations to the undernoted on the occasion of their promotions to higher rank. It is gratifying to note that so many of those who are responsible for training the men that are winning the praise of the world are themselves receiving some measure of tangib’le thanks.

APPOINTED TO THE RANK OF FLIGHT LIEUTENANT

Flying Officer W. G. O’Sullivan

APPOINTED TO THE RANK OF WARRANT OFFICER CLASS II

Flight Sergeant M. M. Kincannon

APPOINTED TO THE RANK OF FLIGHT SERGEANT

Sgt. J. E. Marcotte, Sgt. K. B. Cleaver

APPOINTED TO THE RANK OF SERGEANT

Cpl. M. L’Heureux, Cpl. A. Dugal

APPOINTED TO THE RANK OF CORPORAL

LAC J. L. H. Frechette, LAC P. J. X. A. Payer, LAC A. J. Deschutten, LAC J. A. L. Sevigne, LAC W. H. Cripps, LAC J. M. Brown, LAC F. H. Beaudreau, LAC W. McHarris, LAC J. Lepine, LAC H. P. Morris, LAC J. Gareau, LAC P. L. Knight, LAC S. Twardy, LAC R. P. Moodie, LAC R. M. Calder, LAC J. Graham, LAC P. H. Mayall, LAC J. T. R. Filion, LAC N. Segal, LAC N. Nulman and LAC W. S. Paxton.

supply the oscillatory circuit with current for a sufficient time to produce a sinusoidal oscillatory current. This is what Sgt. Dropdatube recalls is the flywheel effect, and this entails a high capacity. Any deviation from a sinusoidal oscillatory current is an oscillatory current that contains harmonics. It follows, therefore, that the tank circuit must have this fairly high value of capacity.

But a low C is not the only way in which harmonics may be produced.

The rate at which the current dies down in amplitude in a circuit depends on the resistance of the circuit and is called the decrement; and if the decrement is high, the current will die down quickly, a large deviation from sinusoidal oscillatory current will be produced, and thus the objectionable harmonics will result. The greater the resistance, the greater the decrement, and (since resistance is the “R” in our original formula) the lower the Q.

So our original problem of reducing harmonic radiation resolves itself into a problem of having a fairly high Q in the final tank circuit. This high Q is obtained by having high C and low R. The low R may be the ordinary resistance of the circuit or any apparent resistance such as the loading. It is possible to have a high C but a fairly low Q because the antenna is too tightly coupled and thus is offering a load which, in effect, is an increased R. Therefore, to reduce the antenna coupling will increase the Q by reducing the effective R and reducing the decrement of the tank circuit. This will, in turn, make the oscillatory currents more nearly sinusoidal and reduce the harmonic content. In the multivibrator where the resistance is great, the decrement is great, the harmonic content is great, the Q is sh..sh..the sergeant’s asleep.



CLOTHING PARADE PROCEDURE

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

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

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

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

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

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

(Continued on page 14, col. 1)

EDUCATIONAL ADVANCEMENT

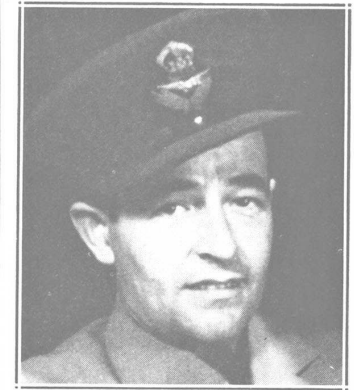
Opportunity to take correspondence courses and secure high school credit exists for every airman of this station. See F/O Gillean and he will advise you as to the procedure to follow. The Canadian Legion War Services offer the following introductory courses free:

1. Elementary, Reading, Writing and Spelling.
  2. Elementary Arithmetic.
  3. Introductory English.
  4. Conversation Anglaise.
  5. Introductory French.
  6. Francais Degre Elementaire.
  7. Introductory General Science.
  8. Introductory Mathematics.
- The following courses of high school standard are also offered free:

1. English A, B, and C.
2. Social Studies, A, B, and C.
3. Mathematics, A, B, and C.
4. General Science A.
5. French A, B, and C.
6. Latin A, B, and C.
7. Physic C.
8. Chemistry C.
9. Biology C.
10. Music.
11. Business Arithmetic.
12. Bookkeeping A and B.
13. Shortand (Pitman) A and B.
14. Mechanical Drawing.
15. Automotive Engineering.
16. Diesel Engineering.
17. Practical Electricity.
18. Principles of Radio.
19. Sheet Metal Work.
20. Pilotage and Navigation.
21. Elementary Navigation.
22. Advanced Navigation.
23. Practical Trigonometry.
24. Elementary Marine Engineering.

In addition to these courses, courses of university standards are offered by some universities by the correspondence method for a very small fee. Information relative to securing university credits and degrees may also be obtained from the Unit Educational Officer, F/O Gillean.

POSTED



F/L R. H. TREPANIEN

F/L Trepanier, senior signals officer of No. 1 Wireless School has been posted in advance of the others attached to his squadron. His posting amounts almost to a promotion. *The Beam* wishes him luck in his new work.

He Can't

Hitler was interviewing his troops and stopped to talk to one private. “How are things with you?” he asked.

“Oh, I can’t complain, sir,” answered the soldier.

“I’ll say you can’t,” agreed the Fuehrer.

Thoughtful Porter

An airwoman was on her way home for leave and between trains in Montreal dashed off a postcard to her sister. “I hope I catch this train,” she concluded hurriedly, and handed the card to a porter, asking him to post it.

When her sister got the message, it bore a neat, pencilled postscript: “She caught it. Respectfully yours, Porter.”

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# PERSONALITIES

## AT NO. 1 WIRELESS SCHOOL

### WO1 W. A. T. TEEHAN

If you have any difficulty with your CAP 90 drill manual, just get in touch with WO1 Teehan and he will give you expert advice and assistance. He should be able to do for he wrote it. It is the first drill manual the RCAF has ever had, for previously the R.A.F. one was used. He was born in Ottawa, Ont., and attended school at Sudbury, St. Mary's and St. Joseph's Separate School, at Ottawa University. For a time he worked as office boy for the Dominion Department of the Interior and during the depression was occupied as a car salesman, book-keeper, stenographer, court reporter, collector and taught shorthand. Then he worked for the Dominion in the Trade and Commerce branch during the taking of the 1931 census, following which he worked for a gold mining company in the Red Lake district. In 1938 he enlisted in the R.C.A.F. at Ottawa as a clerk and spent the next five weeks at Camp Borden. He was then sent to No. 4 Flying Boat Squadron at Jericho Beach, Vancouver. He was with the Western Air Command Headquarters when it was situated in a Squadron Hangar at Vancouver. In March 1940 he was sent to Air Force Headquarters, Ottawa and was with the Directorate of Personnel until he came here in March of this year. It was while he was in Ottawa that he wrote CAP 90. He married a Vancouver girl who is now visiting in Vancouver with their infant daughter, Jean Frances.



### R160620 GOURDEAU, N.E.

(WEM 22)

Was born in Vancouver, Sask., in 1924 and he received most of his education in Holden, Alta., where he completed Grade X. He then went to D.P.Y.T.S. in Calgary, Alta. and joined the R.C.A.F. in March 1942. He played



juvenile hockey at Holden in the Canadian Amateur Hockey Association and was in the semi-finals for the Northern Alberta playdowns. He is also keenly interested in baseball and softball. His arrival at No. 1 Wireless School was the fulfillment of his plans and he is now taking the WEM course.

### R140200 SHAW, DONALD, A.

(WEM 22)

Was born in Gilbert Plains, Manitoba in 1920. He has lived in Manitoba, British Columbia and his home is now in Royalties, Alberta, in the centre of the Turner Valley oil fields. Was farming previous to enlistment and used to tinker with radio as a hobby, which influenced his decision to take the D.P.Y.T. course in Calgary, Alta. He spent all last winter at No. 1 Manning Depot as a result of sickness and is now busy making up for lost time on the WEM course. He likes to play softball and baseball.



### R162087 BASARABA, H.H.

(WEM 22)

Was born in the village of Pine River, Manitoba in 1918. He attended local school until Grade XI then he took up his Grade XII at Wesley College, Winnipeg, Man. He was farming and handling eggs for a couple of years then he took an agricultural course at the University of Manitoba. Was farming before he joined the R.C.A.F. as a WEM. He is very interested in sports, especially softball, and is one of the members of the Station Softball Team. Besides taking up the course, he is working hard as a Class Senior for WEM 22 and tries hard to bring his class up to be first in the school.



(Continued on page 10, col. 4)

### A BOOK YOU SHOULD READ

(Continued from page 2)

done in great haste, oilskins, boots and clothing were left behind. The crew left even their pipes, a sure indication of their speedy departure. The cause of the abandonment, says the author, is to be found in the character of the cargo.

The ship carried 1,700 barrels of alcohol. Due to stormy weather, as recorded by the ship's log, the hatches had remained closed and the hold had not been ventilated. On the morning of November 25th, to correct this situation, Captain Briggs ordered the fore hatch removed. The uprush of fumes was so strong as to alarm the crew and if it was accompanied by a rumbling noise it would have been sufficient to convince all hands that the ship was about to blow up.

The lifeboat, Mr. Fay suggests, was immediately launched, occupied and secured to the vessel by a long tow line, so that a return could be made if the anticipated explosion did not take place. In the stormy weather which prevailed that day (this is confirmed by official weather records in the Azores) contact with the ship was broken by a severed tow line. Then the boat with its doomed company was blown out into the broad reaches of the gale swept Atlantic.

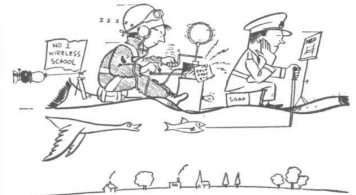
The reviewer has read at least a dozen accounts of the Mary Celeste mystery. This is by all odds the most satisfactory and it is warmly recommended to those who have a taste for literature of the sea.

(Since the beginning of publication of *The Beam* F/L Grant has regularly contributed, each month, a most interesting book review. These book reviews have covered quite a number of subjects but have succeeded in leaving in the minds of all readers the impression that F/L Grant has been caught by romance of the sea.

If our recently-posted Protestant Chaplain had not been a minister of the Gospel, he would have made, possibly, another Joseph Conrad.

This is the last review that we have been promised. It was mailed from No. 8 S.F.T.S., Moncton, N.B., where F/L Grant is now serving. *The Beam* will be more than pleased to print any similar book reviews that F/L Grant may find time and inclination to produce and mail to us in the future.

On behalf of the station personnel, *The Beam* thanks F/L Grant and wishes him the best of good fortune. —The Editor)



*The Magic Carpet*

October is here and the Flying Squadron is going into a decline. Some time ago, after one or two false starts they took away six of our Moths. Word came through that they were going and so we washed their faces and cleaned even behind the ears and a week or so later sang, "Farewell Forever." The Daily Routine Rumour is now something to the effect that the squadron is being transferred to Aklavik en masse except for a skeleton staff of two or three hundred who will stay behind to look after the W.M.'s "air experience" hops.

And to make the picture complete, the canteen has closed. Blackie and Bart, the Silix twins, don't do business at the old stand any more

(Continued on page 12, 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.

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### WHAT HARMONIC ?

WEMS may occasionally be hard pressed to determine what harmonic is being tuned in on a receiver or monitoring device. When a calibrated low frequency oscillator such as a frequency meter is used to calibrate an unknown receiver dial—a rare need in the R.C.A.F. it is true —, it may be necessary to have a ready means of determining which of a great number of possible harmonics the receiver is actually tuned to.

The procedure is quite simple. Say, for instance, that calibrated oscillator is set at 500 K.C. and a signal is heard at an unknown spot on the receiver dial. It is obvious that the receiver is tuned to 500 K.C. or one of its harmonics; but which one? All right, tune the calibrated oscillator slightly up in frequency. The signal will disappear. Continue tuning higher in frequency until the signal reappears in the receiver with practically equal strength. Now read the calibrated oscillator. For sake of illustration, it now reads 520 K.C. It is obvious that the receiver is tuned to a frequency that is a multiple of 520 K.C. Subtract the smaller from the larger and 20 is obtained. Divide the larger by this 20 and 26 is the result. The answer then is that you have your receiver tuned to the 26th harmonic of the original frequency, i.e., the 26th harmonic of 500 K.C., which is 13,000 K.C. This is also the 25th harmonic of 520 K.C.

Though the above is, as was said, rarely a practical problem in a service with receivers already accurately calibrated, it nevertheless is about the only case involving the determination of an unknown setting that is likely to give any trouble to an experienced WEM.

### OHM'S LAW IN RHYME

(By EILEEN V. CORRIDAN)

(Quoted from June, 1942 QST)

The law that Mr. Ohm discovered  
You'll find right here completely covered.

To learn how much a circuit's got  
Of currents, volts, resistance, watt.  
Just take the two of these you know  
And figure out the others, so:

What's what in watts you soon will  
spy

By multiplying E by I.  
Or, knowing I and R, you'll see  
I squared times R the watts will be.

So, since with watts we've come  
thus far,

We'll try again with E and R.  
Divide by R the square of E;  
The quotient is the watts there be.

Now, E with ease we want to get,  
So don't give up that Ohm's law  
yet.

Its I times R, and plain to see  
The product of the two is E.

But now take care—look out—go  
slow—

Suppose it's watts and R you know!  
First, R times watts—then you must  
take  
Their products' square root, E to  
make.

What now? Well, given watts and I  
You'll find that E without a sigh.  
Division is the key to it;  
I into watts—it ought to fit.

Now, up pops I—where did it go?  
Divide the E by R—you'll know!  
With watts and R upon the table  
Divide by R if you are able.

But—this will surely make you  
cry—

The square root of the quotient's I.  
If after this your mind is sound,  
There's one more way that I is  
found.

## ON THE BEAM JOHNNY



The kitchen staff that makes such an excellent job of meal serving three times daily.

The civilian barrack warden, chief electrician, and chief carpenter whose good work is reflected in the condition and efficiency of the building equipment.

Sgt. Long who has added another achievement to his record by furnishing much of the work of forming a Rifle Club and getting it going.

F/L Aubin whose excellent messing arrangements have resulted in a maximum of good "extras" at a minimum of extra expense.

Sgt. Cleaver whose work as N.C.O. i/c Service Police has been very good.

LAC Beauchamp of the Precise Office who knows how to do more than his work and is willing at all times.

S/L Arbick and the Flying Squadron whose record of "accidentless" operations is very high.

Sgt. Simpson who has the Post Office working very well.

F/L Richardson and F/O Barber whose planning has resulted in comfortable quarters for our W.D.'s.

M.T. Driver Slater whose consistently excellent driving is among the best in the country.

The airmen of that section of the building famed, for the time at least, for its cleanliness and orderliness.

S/O Ruston, her officers and N.C.O.'s for their splendid work in getting the W.D. entry on its way.

F/L Brown and F/L Norman for their work and interest in the extra Commercial Operators Course which, under F/L Brown's lecturing is progressing favourably.

The Sergeants and others who have been spending Wednesday afternoon on W/T Exercises.

With watts and E within your bean,  
Divide by E and I is seen.  
Oh, boy, the end is now in sight.  
There's only R with which to fight.

With E on hand and also W,  
Find R—the job won't trouble you.  
Divide by watts the square of E  
And that is R, as you will see.

With watts and I beneath your nose  
Just find the R, and then we'll close.  
Divide the watts by the square of I  
And there's Ohm's Law as easy as  
"pie."

### RIFLE CLUB DOINGS

With the kind permission of our Commanding Officer, Group Captain R. M. Smith, No. 1 Wireless School Rifle Club was formed this month with the following on the executive: Group Captain R. M. Smith, President; Wing Commander E. W. Tyrrell-Beck, D.S.O., M.C., Vice-President; Sgt. Jack Long, Secretary, and F/Sgt. R. Fairclough, Treasurer.

Approximately fifty officers and fifty senior N.C.O.'s joined the club so that an active membership is assured.

The first shoot was held on Monday, September 7th with the following scores turned in (scores are for three targets of a possible 100 points each) Sgt. Jack Long 99-100=299; F/O Zive 97-98-95=290; Sgt. Junkin 90-95-100=285; F/L Richardson 96-88-89=273; Sgt. K. Reid 97-75-91=263; F/Sgt. Lusignan 84-87-91=262; Sgt. M. Hill 88-83-78; F/Sgt. Spark 90-88-66=244; Capt. Southwood 87-

65-56=208; Sgt. B. Calladine 96-12-90=198.

At the club shoot on Tuesday, September 8th, the following targets were turned in: \*Sgt. Jack Long 98-98-99=295; F/L Davies 85-95-96=276; S/L Cox 90-90-92=272; F/L Storr 91-85 92=268; F/L Lefebvre 86-85-97=268; S/L Tauer 89-82-93=264; F/L Norman 91-82-87=260; F/L Lanskaill 80-93-86=269; Sgt. Hobbs 77-86-69=232; F/Sgt. Etchells 73-65-85=223; Sgt. McLean 61-67-46=174.

On Friday, September 11th, a five-man team from Communications Section barely nosed out a five-man team from the Radio Lecture Section by a close score of 1,310 to 1,302. Individual scores, out of a possible 300 points were as follows: Communications Section: F/L Lanskaill 276; F/Sgt. Wallace=245; Sgt. Boucher=229; Sgt. Saunders=261; Sgt. Long=299. Radio Lecture Section: F/Lt. Storr=286; Sgt. Reid=283; Sgt. Stephenson=210; Sgt. Hill=262; Sgt. Tucker=261.

(Continued on page 15, col. 2)

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BADGES • METAL AND EMBROIDERY**

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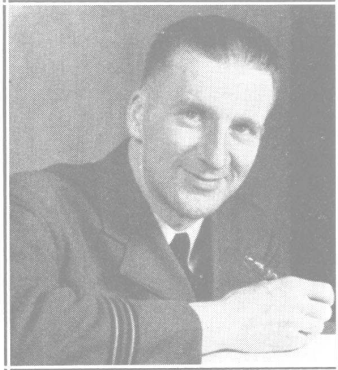
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**COMMUNICATIONS OFFICER**



**FLIGHT LIEUTENANT R. B. LANSKAIL**

F/L R. B. Lanskaill is a radio man from his high-school days and has had wide experience in line as well as wireless maintenance.

Montreal is his native city but he left here in his youth and went to Vancouver. After his completion of high school, he joined the B.C. Telephone Co. and was employed at switchboard maintenance. He also attended the 1923-24 Sprott-Shaw Radio School term in Vancouver. Later he became service manager for the Sparton Radio Co. of Canada branch, which position he held for five years. Then he was employed by the RCA Victor Co. for five years as service manager and was also in charge of commercial specialty apparatus sales for British Columbia.

Leaving the RCA, he was put in charge of the radio branch of the Vancouver D.P.Y.T. school. Then as a civilian he was employed at the No. 8 E.F.T.S. there in the signals and Link Trainer section. He enlisted November 1st, 1940, and came to No. 1 Wireless School to take the signals officers' course, and after graduation was kept on the staff and put in charge of the Communications Section, which post he still holds.

F/L Lanskaill's home is now in Montreal and a son and a daughter are attending local schools.

One of his main hobbies is photography and evidences of a dexterity in this line of work are the portraits and other photographs appearing regularly in *The Beam*.

**TECHNICAL REFERENCE AND FICTION LIBRARY**

The Library Committee, F/L R. O. Norman, president, and F/O A. E. Davies, and Sgt. J. A. Long, members, is anxious that the Technical Reference Library in Room 225 be used more by trainees desiring supplementary material. There is a wide selection of books available.

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

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

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

The Library is open for business on Saturdays and Sundays from 1330 to 1700 hours and on Week nights from 1830 to 2230 hours.

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

1. For non-Technical or Fiction Books:

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

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

**THE GREY SEAL'S CAR**

Sergeant Packard's car is old and grey,  
In fact it has seen many a day,  
But Bob gets quite a thrill, no doubt,  
Riding down Queen Mary hill with the throttle out.  
But once in a while he heaves a sigh,  
As the kids on kiddy cars go whizzing by.



The trademark guarantees your satisfaction

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MILD OR MEDIUM

NAVY CUT CIGARETTES

Plain End or Cork Tip

**MORSE CERTIFICATE**

Number One Wireless School, R.C.A.F.

*This Certificate is awarded to*

*for proficiency as a Morse Operator with a speed of \_\_\_\_\_ words per minute (Letter - figure Code Groups) and \_\_\_\_\_ words per minute (Plain Language), on completion of Wireless Training at No. 1*

*Wireless School, R.C.A.F., Montreal, with Course No. \_\_\_\_\_*

*Wireless \_\_\_\_\_*



Date \_\_\_\_\_

Chief Instructor.

All graduates of No. 1 Wireless School may qualify for the certificate that is reproduced on this page. This certificate indicates that the trainee has achieved the standard of accuracy and speed in the handling of the Morse code according to R.C.A.F. message procedure and according to the particular WAG, WOG, or W.M. standard that is his classification.

These certificates are highly valued by the trainees, many of whom have recorded speeds far in excess of minimum requirements. To secure a certificate a WAG or WOG must be able to handle 22 words per minute and a W.M. 18 words per minute.

The success of No. 1 Wireless School in training airmen in the communications section is due almost entirely to the untiring efforts and intelligent methods of Flight Lieutenant Lanskaill to whom the school is indebted for the intricate but very efficient equipment.

**Examination Curios**

The screen grid is used to stop electrolytic capacity between the plate and grid.

The jumper is put on the HRO when the speaker is off so the screen of the output tube will not be cooked.

AVC is used to control the volume of the signal so that it does not get so loud as to blast the ears off a person.

Diode detection gives linear distortion.

Disadvantage of transformer coupling is that primary has to carry a DC which has all sorts of evil effects.

Purpose of the cathode is to provide a copious flow of electrons.

AVC is used to control incoming signals. The AVC stores up the overload and releases it again when the signal weakens, thus keeping the signal at a constant level.

Two advantages of the diode detector are: 1. It detects. 2. It has excellent rectification.

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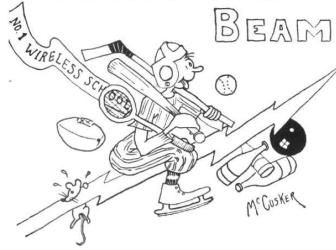
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# RIDING THE SPORTING BEAM



The school Soccer team has at last lost a game. After having once, early in the season, defeated its chief rival, Lachine Manning Pool, our team, in its second game with the same team, suffered its first loss due to overconfidence. The deciding game between the two teams was played at Kings Park on September 21 and our Soccerites came through with a well-deserved win. With that win went the league championship and the Len Peto Trophy, emblematic of the League Championship. The Metropolitan championship will be decided several weeks hence when the redoubtable Carsteel Soccer team accepts our challenge which will settle Soccer supremacy. That game is scheduled to be played at McGill Stadium, the proceeds to go to the Red Cross. An exhibition tilt between our team and an all-star outfit from Rockliffe Air Station will be played here in the near future. Our third boxing show of the season was held in our drill hall September 24th. More about that in our next issue. Sports at our school is on the upswing. Flight teams and individual players can be seen after class hours in the drill shed and on the adjoining sports grounds every evening. Volleyball, Tug of War, Touch Rugby, Ping Pong, and Badminton are the rage now. No. 3 squadron is in line for the Squadron trophy. To date they are leading the other squadrons in points accumulated for P.T. Games, Drill, and Barrack Efficiency. The inter-service swimming meet held recently at the Central Y.M.C.A. had a good representation from No. 1 Wireless School. Our boys fared well. "Bill" Mesley, our star swimmer did himself proud. His time in several of the swimming heats was excelled only by Sgt. Aurel Thomas, regarded as Canada's outstanding swimmer and diver. Others who competed were L.A.C. Foote, D.M. Emery, Blakeman, Taylor, Gawlicki, and Pte. L. Rabinovitch of the Dental Corps attached to our school. Basketball and Volleyball schedules have been drawn up and are awaiting completion of renovations to the drill hall, such as court markings, painting of floors, etc.

ON THE BEAM . . . Cpl. (Lil' Abner) Gardner pursuing Sgt. (Stand Still, Stand Still) McGimpsey up and down the stairways to help him line up teams from No. 2 Squadron for sports against flights from the other squadrons . . . Sgt. Bornstein, who just recently acquired his third hook . . . How do you like the Sergeants' Mess, Harry? . . . Mornings will find him in the P.T.I.'s Office typing away to beat the band . . . showing on paper just who was who on the station in Sports the day before . . . Our P.T.I. Corporal Jock Stephen . . . he scored the lone counter against No. 5 M.D. Soccer team to give us the game and the championship . . . Our Flight Sergeant Marcotte . . . Since he got the crown on his sleeves he swings his arms a little higher so that that brand new crown over his hooks be given the double . . . the (once over) . . . Headquarters Volleyball team who made a name for themselves by taking two straight games recently from the officers. . .

## MESSING OFFICER



**FLIGHT LIEUTENANT H. L. J. AUBIN**

F/L Aubin has been the Messing Officer of this station for a considerable time and has made the matter of meals for the airmen his special concern. The great amount of experience from his civilian employment has been freely drawn upon and made the basis of his successful handling of the catering problem on this station. The hours that are spent in thrifty shopping have been reflected in the contentment of the personnel of this station with their meals. If it's good to eat and can be obtained, the airmen of this station are almost certain to get it.

From this point of view F/L Aubin has had a considerable amount to do with the health and progress of the trainees. "An army moves on its stomach," a famous general said. It might be recorded that the trainees of this station are equally dependent upon the stomach and are, therefore, grateful to F/L Aubin for his enthusiastic carrying out of Messing Officer's duties.

## THE GRENNIANS DID IT

(Continued from page 2)

The name Grennian itself seems to be known only to a relatively few people of the R.C.A.F. Possibly the name is derived from an old Anglo-Saxon word of almost identical spelling, from which root our word "grin" is derived. (Grin, intransitive verb, "to set the teeth together and withdraw the lips; to smile with such distortion of the features as is expressive of derision or stupid admiration").

However that may be, the behaviour of the Grennians, if not their name, is known to almost every WAG, WOG and W.M. in the service. A few examples will illustrate this fact quite well.

A sergeant who was operating an AT3 on a race track recently couldn't get the transmitter to work properly because some Grennians (or maybe a visiting Widget) got inside the C-1 calibrator and changed its frequency 100 KC.

An R.C.A.F. party that set up a wireless station on two different days on a golf course during manoeuvres, fought on those two days—and lost—with Grennians who insisted on maintaining "W/T silence".

A group of sergeants with a TR9 stationed under a tree at a hunt club were annoyed all one afternoon by Grennians in the branches above who kept up an infernal din of "It won't work 'cept in an aeroplane!"

At one sub-control station during the Navy-Army-Air Force manoeuvres. Grennians, working in relays, squeezed a perfectly good antenna and wouldn't let antenna current flow. Late in the day when the regular W.M.'s had given up, an AC2, who is a former amateur

operator, cut the antenna down to a ridiculous 15 feet and the perverse Grennians let go and nearly burned out the antenna meter.

Grennians kept turning up too high the regeneration on the 1082 a WAG from this school was trying to operate at an O.T.U. This caused no end of bother to the WAG but must have greatly amused the Grennians.

Two Grennians pushed an oscilloscope tube off a bench on the fourth floor when the corporal wasn't looking. The same two Grennians switched the high tension and filament leads on an ultra high frequency tube when the same corporal wasn't looking, not the same time. (Is that right or have Grennians got in the typewriter?)

A dozen Grennians speaking in unison to a procedure instructor during W/T exercises chanted. "It's an 'F' message but he sent it only once and you didn't get it, so you HAVE to tell him to repeat it! It's an 'F' message but he sent it only once, so you, etc., etc. . . ."

When, recently, an N.C.O. was adjusting an R/T set, some Grennians (or again, maybe, that visiting Widget) put the N.C.O.'s hand on the positive H.T. wire while some other Grennians shouted some obscene words into the microphone and thus made them heard for hundreds of miles around.

Grennians like to get into ear-phones and make V's sound like 4's and H's like 5's. They make some Morse sound absolutely unreadable, according to the reports from a few WAGS and WOGS. When you are sending, Grennians may pull like H . . . on the tension spring of the key and then, suddenly—let go entirely. This makes sending very difficult and irregular and is particularly annoying at examination time.

From the foregoing it will be seen that the Grennians, closely related to Widgets, are small, perverse beings with an understanding of how radio works and a desire to see that it doesn't. It will be seen that they are the ones who bungle things for us, and that they are the ones who do most unheard of and silly things just to make us appear ridiculous and as though we didn't know what radio really is all about. It's true we haven't really caught any Grennians and examined them yet, but we know they must be there in the sets. "By their fruits, ye shall know them."

Now, we are interested in what Grennians are doing here in No. 1 Wireless School and we ask our readers to send us accounts headed, "The Grennians Did It." If you know of a single Grennian incident, put the facts on paper and pass it in to *The Beam* or leave it in Room 207a for the Editor.

Each month, if circumstances warrant it, we shall print the announcement of the awarding of a trophy, "The Engraved, Imported Widget Trap, Modified For Grennians" (Patron: Sergeant Dropdabute). The award will be made to that Officer, N.C.O., or Airman whose experience shows him to be the most annoyed by Grennians and thus to be most in need of the trap.

This month's award of "The Engraved, Imported Widget Trap, Modified for Grennians" goes to Sergeant . . . who, having been out on W/T exercises twice with a perfectly good G.P.I. installation, both times encountered Grennians who bent the radiated wave so that it never travelled anywhere near the station with which he was anxious to establish communication.

## NICE SALUTATION DEPT.

Overheard in a Montreal store: "Oh, hello," she said to the man in the new uniform, "Were you drafted or did you enlist?"

(Continued from page 7)

## R158680 FORSTER, H.E. (WEM 22)

Was born in Kitchener, Ont., on January 14th, 1922. He was educated at several of its public schools and attended Kitchener-Waterloo Collegiate and Vocational School. He was night shipping clerk for a short time and then he became a cabinet maker—building boats before joining up. He participated in Hunting, Fishing and Archery and his ambition is to be a pilot.



Two airmen on a transport were comparing notes as to their occupations before the war. One had been a porter and the other had been a magician.

The porter said to magician: "What can you do?" "I can make things disappear. I'll show you," replied the magician.

Just then a torpedo hit the ship and sunk her. The two airmen were flung into the water. They scrambled on to a raft. The porter looked around with disgust, and seeing no sign of the ship, he said to the magician: "I suppose you think that's funny."



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# The Catty Corner

Our Female Civilian Staff

Since we were last snooping around, there have been quite a few changes among our stenos. Dot, Nessie, Bunny, Ivy, Pearl, Judy and Mrs. Wilson have left us for bigger and brighter things; Frankie now graces the Technical Orderly Room instead of C.R., and Rita's smiling face may be seen in the Wing Orderly Room instead of the "Admin."

**IT SEEMS THAT:**

Three of our talented airmen have been penning poems to two of our glamorous gals. What talent lurks behind these walls!

Anne, Julie and Norah are going to Quebec one of these sunny weekends, so Anchors Aweigh, girls; and wave 'em "good-bye."

Pauline, our switchboard scamp, is continually waving good-bye to the Navy, and May Galbraith is extraordinarily "buoyant" these days. Could that "floating" feeling be due to the fact that her heart-beat is Montreal-bound, come October.

**CENTRAL REGISTRY SAYS THAT:**

The culmination of the romance between a certain Flight Sergeant in the Pay Office and Miss Bar... was his presentation to her of an ice cream stick a few break periods ago. No torch is being carried higher, or burns brighter.

We would all like to know just why AC1 Fields received seven letters from Toronto on the same day, and from the same person. Wonder if he has ever heard of Valois?

Did Frances Vinins truly appreciate the value of the gift of a bottle which was presented to her by Gladys Scott and Sergeant Packard on the occasion of her swank dinner party, which was attended by many notables of the diplomatic and cultural world. After liqueurs, (Pepsi-Cola lest any take us too seriously) the guests assembled in the drawing room to read the Ouija Board.

**DOPE ON THE DOPES IN THE WING:**

Introducing the Wing Personnel—Sees All, Knows All and Tell a Little Now and Then... The light is ever burning in Room 205. Not the flame of education, but the continued torch for a smoke for Stan Paxton never has any matches... Bill Reid received a letter from a Correspondence School the other day which read as follows: "Unless you pay us soon," wrote the black-mailer, "the gang will be instructed to kidnap your wife." "I have no money," was Bill's reply, "but I'm

interested in your proposition"... The Wing Personnel welcomes with great cheers our neighbors from two doors past the Wing. We all hope that their stay with us will be most pleasant... Betty Bealy is just as much in demand as ever. She won't say who does the demanding, but Paul Chipman knows... Let's hope the Wing will still be held together in one piece. We regret the loss of Cpl. Singerman, posted overseas, and LAC Pearlman posted to Newfoundland.

**EQUIPMENT QUIPS:**

Two new members of the equipment staff—Marjorie Blampied and Loretta O'Dell, are now in the swing of work.

What makes Elsie blush so whenever a certain Corporal appears? The Corporal also gets red in the face at times but we think he should be used to our kidding by now.

What caused "Myrt" to make a "100-yard dash" back to her office one day? They do say she is very enthusiastic about her job.

Could the fact that some of the Ferry Command pilots eat at a certain place have any influence on Frances always eating there?

We wonder when Cpl. Madden is going to take the girls out for those long-promised steaks. Maybe it will turn out to be bacon and eggs, but we don't mind.

We don't mean it Rene, we really think you're swell. You certainly aren't a "Wolf."

## Accountings From the Accounts

By the way, who DID put Roy on the wrong street car and give him an Ottawa car ticket?

Who is the corporal who looked after the boys so well on their little celebration when the trade test results came out? Thanks is also extended to his wife. Thanks "Bermuda."

We hear our Anne is going to Stanley for her holidays. Why, Anne?

Hooray! After various attempts in the early hours of the morning "Doc" at last succeeded in rolling up the white line around the driveway. Or is he just fooling?

There is a rumour around the section that a certain senior Senior N.C.O. counted 1,689,721 tool kits before he went to sleep the other night. Now we know the reason for those bags under his eyes the next day, or could he be going on a trip?

Well our Warren doesn't have to worry about a job after the war, he should continue in the barbering business, eh Norma?

What red-headed corporal in the section sits and talks by the hour to our little hula hula gal? Or so it seems.

Which one of the girls whistles her head off every time the boss's back is turned?

Who is the fellow who walked all over the parade ground in a blanket.

Does Ray really enjoy his tennis so immensely or would there be another attraction?

The news would not be complete without mention of our little "Art" Murphy. "Art" left for I.T.S., Belleville on the 18th July, and, without word from him yet, we are wondering if he really kept to his promise, "No More Wine, Women and Song." All fooling aside "Art," Best of Luck.

The Gang.

## APPRECIATION

"Tell me this, my cheerful lad As you whistle at your bench, Why it is you seem so glad

To employ that heavy wrench? Why so earnestly today

Do you labor at your task?" And he looks as though to say,

That's a foolish thing to to ask. Then he answered with a grin,

And laid aside the wrench; "Just today the boss came in

And he stood beside my bench, And he spoke to me like you.

Then he took up this work of mine, Looked it over, looked it through

And then said, 'It's simply fine?'" You can talk about your pay

And the pleasure of a raise. But I'm telling you today

That a little word o' praise From the man you're working for

Does a fellow lots of good. And it makes him more and more

Want to keep on "sawing wood."

Edgar A. Guest.

## FLYING OFFICER M. J. SIMON



The chief annoyance to F/O M. J. Simon is the thought that although he made application for enlistment in June, 1940, he was not called until December, 1941. In the meantime, he was office manager and accountant for a local trade association, previous to which he had worked for various brokerage firms in Montreal, and with a chartered accountant.

Born at Cincinnati, Ohio, he came back to the land of his father for his education, and was graduated from King's School, Bishop's College at Lennoxville, P.Q., and Westmount High School, Montreal. He completed the 1924 term in Commerce at McGill University.

Under the new system, he spent a month here before taking his administration course at Trenton. He is O.C. of No. 2 Squadron, is married, and his home is in Montreal.

The main winter sport in this city, skiing, has his enthusiastic interest, but lately he has turned to ping pong and it is now his big ambition to beat the Adjutant.

As a metal worker he really goes in for fine stuff and is heavy on the production of signet rings, many of which adorn fingers on this station.



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## KEEN COMPETITIVE SYSTEM MAKES FOR CLEAN BARRACKS AND PHYSICAL WELL-BEING OF STATION PERSONNEL

A distinct upswing in enthusiasm for barrack room cleanliness and a lively interest in sports activities on this station has been in evidence the last few months. F/O "Bert" Light and his staff have used competitive psychology to maximum advantage to get accomplished that which usually requires constant driving.

At "mop-up-time" you now see bunks lining the corridors so the last spect of dirt may be erased from the floors and there is strict self-discipline in each room to keep everything in order. The reason is that there is a keen desire among the trainees and staff to pile up points to win the monthly award, an award recently inaugurated that has proved so effective.

Physical stamina cannot be neglected if the graduates are to leave the station for their posts of duty and give their best in service. To prove that this is really important it should not have to be stressed, but an example will serve to impress the fact on all. An American educational firm has a system for learning code. The company specializes in graduating crack operators and its success in doing so has given it international renown. The first few lessons hardly mention telegraphy and the new student would think that he was taking a Titus-style course in physical culture with special emphasis on exercises for the right arm. Check up for yourself on the best operators you know. They are physically sound, a fact that gives them poise, gives them mastery over their nervous systems which is where the weakling invariably falls down in the matter of receiving; and, because of a reserve of power, sending for hours presents no difficulty. As a general rule, sound physique means a sound nervous system, the lack of which, without doubt, is the big "bugbear" of successful operating.

### Competition for Garden-Dale Trophy

Cleanliness is the basis of health, and guided physical activity, the foundation of bodily development. To reach the highest in attainment in these two respects, keen competition among the squadrons during the last three months is encouraged.

Besides the graphs and charts in the recreation hall indicating the progress of the squadrons, a handsome cup has been presented to the school for monthly competition and is awarded to the squadron winning it. It is presented at the Commanding Officer's first parade every month. The cup was won by No. 3 Squadron with 680 points in July and by No. 1 Squadron with 725 points in August. Group Captain R. M. Smith presented the award last month and it was accepted for the squadron by F/O I. R. Ecclestone.

The inscription on the cup is:

The Garden-Dale Trophy  
Presented to  
No. 1 Wireless School  
R.C.A.F.  
for  
Athletic Competition  
Monthly  
High Point Aggregate  
Presented by  
Garden-Dale Realties  
1942.

Won by:

July —No. 3 Squadron, 680 points.  
August—No. 1 Squadron, 725 points.  
Squadron cases are to be placed in the recreation hall where the cup will be on display each month in the case of the successful squadron.

### How Points Are Allotted

Points are allotted as follows:

Event	1st	2nd	3rd
Drill	40	20	10
Physical Training	40	20	10
Barracks	100	50	20
Badminton	20	10	
Basketball	20	10	
Volleyball	20	10	
Tug-o-war	20	10	
Track	40	20	10
Table Tennis	20	10	
Bowling	40	20	
Swimming	40	20	10
Soccer	20	10	
Hockey	20	10	
Shooting	40	20	10

Marks are awarded each week and totalled at the end of the month. It is expected that there will be a sharp increase in numbers of points now that the system is well organized and working smoothly.

### MAGIC CARPET

(Continued from page 7)

and that means that we have to battle with the 13 S.F. rabble for our Coke and cakes. Then they raffled off the canteen equipment the other day and that writes "finis" to the whole affair. The winner of the colossal Coffee Combine? Flight Lieutenant Sheppard.

Blackwell is a benedict now, having got married during the summer, and more recently Carreau stepped into the matrimonial ring, ably seconded by Messrs. Sevigny and Livingston who didn't know whether they were coming or going.

Our congratulations and best wishes to both.

The sporting scene has faded to a nothing nowadays, though the climax of the Softball season was a gripping seven inning masterpiece that we will prattle to our grandchildren about. Playing brilliant ball the Superb Flying Squadron Tigers ruthlessly crushed the feeble opposition offered by the R.C.M.P. and steamrollered to a grandstand finish behind faultless fielding, airtight pitching and murderous batting. The Mounties were plainly outclassed. The Score? Do you have to know? Well, 11-10.

In a lighter mood and with a dash of science thrown in, we have to report that Terry Algeo's high wing monoplane which took off from St. Hubert Airport on a routine operational flight sometime ago is overdue and must be considered lost. The facts are that, constructed of Balsa and tissue, and with a wingspread of 24 inches, the model, designed and built by Algeo, took off under its own power, circled up two hundred feet, and then, gliding easily gained altitude and headed due north-east. It was seen last, flying well at about a thousand feet over the north shore of the St. Lawrence.

And to close this month's news, you can list under the personal column: Corporal Morin is at Bagotville, LAC Lepine has left us and Corporal Brown has returned from St. Thomas.

We have some very nice strictly fresh corporals on hand which we are offering in odd lots—seven, to be exact. What's offered! What's offered! A nickel? And plugged at that! O.K. Sold!

There was a young man of great skill.

Who decided some Nazis he'd kill.  
When he joined up to fly  
They said "Bye and bye,  
What you need now, my lad, is  
some drill."

—The Take-Off, No. 3 I.T.S.  
Victoriaville, Que.



Norseman Mk. IV, R.C.A.F. Wireless Trainer, similar to Norseman YC 64, which is for general cargo and utility in the U.S.A. Army Air Corps.

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FOUR OF OUR PILOTS



(Upper Left) Pilot Officer E. G. Meade; (Upper Right) Pilot Officer K. B. O'Connor; (Lower Left) Pilot Officer B. A. Gerke; (Lower Right) Pilot Officer J. D. Grubb.

**PILOT OFFICER E. G. MEADE**

Was born on July 27th, 1916, at Boston, Mass., and received his education at the Massachusetts State College, James Milliken University and Boston University.

He is keenly interested in Sports and has played consistent Football, Baseball and Hockey. Before his enlistment, he was a Junior Engineer for the United States War Department. He joined the R.C.A.F. in December 1940 and received his Wings and Commission at Dauphin, Man., on September 25th, 1941, whereupon he was posted to the Wireless School.

**PILOT OFFICER K. B. O'CONNOR**

Was born on October 6th, 1915, at Waipawa, N.Z., and he received his education at St. Patrick's College and Silverstreak College, N.Z. He represented Wellington, N.Z., at football and cricket and was manager of a Departmental Store before entering service in the R.N.Z.A.F. on September 7th, 1941. He received his Wings and his Commission on April 24th, 1942, at Calgary, Alta., and was posted to No. 1 Wireless School May 19th, 1942.

**PILOT OFFICER B. A. GERKE**

Was born at Adelaide, South Australia, on July 9th, 1919, and was educated at Porwood Technical and Adelaide School of Mines. He played cricket against England, interstate football, surfing and motor racing. Before the war he was garage manager and globe trotter. He trained at Temora, N.S.W., and Camp Borden. He received his Wings and Commission on April 24th, 1942, and came to the Wireless School on May 14th, 1942.

**PILOT OFFICER J. D. GRUBB**

Was born September 11th, 1918, in Wellington, N.Z., and was educated at Nelson College and Christchurch Teachers' Training College, N.Z. He played Senior Rugby Football and competed in athletic championships. Before his enlistment, he was a school teacher. He commenced training with the R.N.Z.A.F. on September 7th, 1941, and received his Wings and Commission at Calgary, Alta. He came to No. 1 Wireless School on May 19th of this year.

**Two-Faced**

AC 2 Jones (during row): You ought to carry two gas masks, Harris.

AC 2 Harris: Why?

AC 2 Jones: "Cos you're two faced!"

**Self-Convicted**

A negro was pleading his own case to save the price of a lawyer. He called the chief witness to the stand and said, "Joshua, where was I when we stole those chickens?"

**Should Be a Limit**

Elocution is a good thing. But it doesn't go far enough. It merely teaches a man how to speak . . . not when or how long.

**Just A Crime**

Bernard Shaw is a past master at the ready retort. A young woman sitting next to him at dinner remarked: "What a wonderful thing is youth."

"Yes—and what a crime to waste it on children," G.B.S. remarked, sagely.

**AIRMEN MAY NOW APPLY FOR COMMISSIONS**

A recent reported announcement in Parliament by Hon. C. G. Power, Minister of National Defence for Air, is one of interest to both air crew and ground crew.

Regarding flying personnel, he is reported as having said that "all pilots, observers, navigators and air bombers in the R.C.A.F. who are considered suitable according to Canadian standards will receive commissioned rank."

With reference to ground men, as

stated in an editorial in the Air Force Review, of Toronto, published by the Aeronautical Institute of Canada. "The new agreement also makes it possible for an airman to apply for a commission. Up till now, the initiative had to be taken by his commanding officer who would make the recommendations that he thought advisable. Now airmen may apply and have their applications endorsed by their commanding officer, if they see fit. Even if they are not so endorsed by the commanding officers, they will be forwarded to the R.C.A.F. headquarters and considered by a selection board.

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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)*

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**FLYING OFFICER  
E. J. GAUTHIER**

An unforgettable event in his Air Force service made Flying Officer E. J. Gauthier an R.C.A.F. pioneer, but the circumstance was not of his own choosing. While a WEM instructor at Trenton in 1938, he was chosen to go to Winnipeg to learn the detailed operation of the radio equipment in several Lockheed planes the Air Force had purchased from a commercial firm. Flying back to Trenton, the trip took three days instead of the less than one expected. Snow and fog made visibility impossible at times and the pilots became lost. This is where radio technician and operator F/O Gauthier, then a Sergeant, tuned in and saved the day. The planes had to be brought back to course and forced landings made. For one of the first times in the R.C.A.F., actual navigation was done by communication via wireless, demonstrating concretely the absolute necessity of radio in the service.

F/O Gauthier is a native of Penitanguishene, Ont. He attended high school at Midland and then was employed by the Dept. of Northern Development, an Ontario government branch responsible for survey work and construction, particularly interested in the Trans-Canada Highway at this time. After a year and a half there, he worked on Great Lakes steamers for six months and then joined the R.C.A.F. in February of 1936. He applied for the radio branch and after three months at the Technical Training school at Camp Borden, took one of the first WEM courses at Trenton, and was kept on as an instructor.

When the school was moved to Montreal early in 1940, he became a Flight Sergeant in charge of the radio laboratories and remained here for a year, afterwards going to Winnipeg to assist in the opening of No. 3 Wireless School. In April of this year he was granted a commission and immediately posted back to No. 1 Wireless School.

While at Trenton, he played in the junior O.R.F.U. Belleville rugby team and has been on several hockey teams. He was married while in Winnipeg, and has two brothers in uniform, one Overseas with the 48th Highlanders and the other an instructor in the tank corps at Camp Borden.

As well as carrying on his regular duties as laboratory supervisor, F/O Gauthier has been mostly responsible for drawing up the plans for the wireless manoeuvres, an innovation since his arrival.

**CLOTHING PARADE PROCEDURE**

(Continued from page 6)

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

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



Remember what C.A.P. 90 says on March Discipline—

The foundation of good march discipline is keeping step and maintaining the exact covering and dressing and the prescribed distance and interval from man to man.

A column is to march well in to the side of the road and the "off" side of the road is to be left clear for the passage of traffic. The "side of the road" depends on the custom of the country in which the unit or formation is marching.

The directing flank is to be named in accordance with the rule of the road and, on being halted, men are to fall out to the same side of the road as that on which they were marching.

In order to render it less conspicuous from the air, under unduly dusty conditions or in a tropical country, a column is to be opened out on each side of the road and the centre of the road is to be left clear for the passage of traffic.

Marching orders, i.e., "MARCH AT ATTENTION (ETC.)", are to be passed down a column on the move by means of whistle or hand signals, or by other suitable methods. Hand and whistle signals are to be pre-arranged, prior to moving off, between the column and sub-unit commanders.

The following rules are to be observed by units and formations in Column of Route:—

Men are to march at attention when leaving and approaching the assembly point and when paying compliments.

All sections of three are to be kept dressed, closed up and covered off. No officer or airman is to march outside the column.

An officer or non-commissioned officer is to march at the head, and in rear, of each wing, etc.

A wing is to move off and halt "by squadrons" when the signal is given. The wing, as a whole, is to be warned by signal or whistle one minute before each halt or stop.

Men are to march at attention when the warning signal to halt is given and are to fall out, on being halted, under command of their respective Flight Commander. Men are to form up in Column of Route and stand at ease, under command of their respective Flight Commander, when the warning signal to move off is given. On the command "BY THE LEFT (RIGHT), QUICK—MARCH", they are to come to attention, slope arms and move off.

**One or the Other**

She was obviously annoyed when she returned from her shopping expedition. "John," she said to her husband, a Flight Lieutenant in the R.C.A.F., "I've just found that the woman next door has a coat exactly the same as mine."

John looked up from his banking account, which he had been trying to balance after reading of the taxes that would make his pay look like that of a warrant officer. "Well, my dear," he said, "I suppose you'll want me to buy you a new coat?" "Yes," she replied, "it would be cheaper than having to get posted to Winnipeg, wouldn't it?"

**Sky Pilot's Corner**

By F/L G. E. MULLIGAN

**A SENSE OF RESPONSIBILITY**

One of the most admirable things about the great Churchill is his ability to stick to his ideas. Determination is painted on his features and is the outstanding characteristic of his career. His is a long-range policy, and, convinced of the wisdom of that policy and the fact that what is good and true will eventually prevail, he persists in his ways despite the brutal criticism and the puny efforts of time serving adversaries to ruin him.

In other words this great leader, along with his illustrious collaborator, the President of the United States, has a great sense of responsibility. Experience and ability have carried him up the heights. There his horizons are far broader than ours, from his vantage point he is able to take a long-range view of world events, even the most terrifying. Secure in his convictions he never allows temporary obstacles to deter him from his providential task of waging a tireless campaign against a most cunning enemy.

As we look to the future it is the realization that we have leaders like our own which makes us hopeful of better things.

In the last war humility was hardly the characteristic of either Lloyd George, Clemenceau nor even the great Wilson. This time we have seen the spirit of pride and the silliness of stale political and diplomatic tradition pushed aside not once but regularly as Churchill has gone out in true democratic fashion to seek counsel and bolster morale.

So then we, the lesser fry, have to look also to the future.

This war will end; many think that ending will be startlingly sudden.

We must be prepared for that eventuality.

As we look back to 1918 we recall the let-down that caused so much bitterness. There must be none of that this time. Our Governments are taking the trouble to see that people save and they are being taught to make these sacrifices regularly if not cheerfully.

In the United States, each combatant is heavily insured. This is as it should be for the fabulous wealth of that great commonwealth is well able to under-write the lives of its defenders. No such scheme has yet come into actuality in our own nation. We are left pretty much to ourselves.

There is this that is certain: If we are wise we shall see to it that from our present income, no matter

**PUBLISHER'S NOTE**

The Beam, a monthly magazine is published exclusively by the Officers, N.C.O.'s, and Airmen of No. 1 Wireless School, R.C.A.F., Montreal, Quebec.

No Officer, N.C.O., airman, or civilian is paid a salary or receives a commission in respect to The Beam. All profits from The Beam are either put back into improving the magazine or are placed in the Airmen's Canteen Fund for providing extra little comforts for the airmen. No effort is made to make The Beam a profit-making enterprise. It is a war work. The administering of the Airmen's Canteen Fund is in the hands of the Airmen's Canteen Committee.

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how small, we can and we should look after the future. This business of insuring the future is regarded by some as silly, by others as a racket, by the wise as a real practice of wisdom and prudence.

The bandit followers of Adam Smith's economical heresy of "supply and demand" were responsible for the mess of the depression years. Mammon had become their master and they the servants with John Public as their victims.

New Zealand has taught the way to social security in spite of the dire warnings of "orthodox" money lenders. In that commonwealth of the Empire without paternalism the state is doing its duty towards the citizens in such a way that we have every confidence that from this junior member of the national family we shall learn how to make over our own domestic economy.

But there will be no miracle in this. The virtue of thrift is something that has to be acquired: it is neither infused by Providence nor by Governments.

We have to acquire saving habits. Assignment of pay is perhaps the best way to save.

**WARTIME TELEPHONE TACTICS**



**BE SURE OF THE NUMBER!**

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**FLYING OFFICER  
I. R. ECCLESTONE**



Although mechanical production planning has occupied his attention for many years, F/O I. R. Ecclestone is no less competent in keeping straight No. 1 Squadron of which he is the O.C. and of the Wing, of which he is Adjutant. The mass production line of service personnel at this school is running along smoothly. F/O Ecclestone is the new advertising manager of *The Beam*.

Born at St. Catharines, Ont., he took his public school there and afterwards attended the University of Toronto from which he was graduated with a degree in mechanical engineering in 1925. For a time he was employed by the Durant Motor Car Co. at Leaside, Ont., and then by Studebaker Corp. at South Bend, Ind. For the eight years preceding his enlistment in September of 1941, he was engaged on production planning for the Ford Motor Co. at Windsor, Ont.

After the completion of his administrative course at Trenton, he was posted to No. 9 Repair Depot, St. Johns, P.Q., opening up the station. He was adjutant of No. 11 Technical Detachment in Montreal before coming to the Wireless School in January of this year.

In his youth, F/O Ecclestone was a keen hockeyist and played junior hockey in the Ontario Amateur Hockey Association. He is also very fond of golf but one of his main hobbies has been the construction of model aircraft.

At Windsor he was the president of the Catholic Youth Organization, which specialized in public speaking, sports and other activities leading to good citizenship. He is married and has a home in Windsor.

**THE Y'S CORNER**

(Continued from page 4)  
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 on the second floor opposite the Rec Hall.

**7. Wrapping Paper and cord:** All you have to do is "ASK" and ye shall receive.

**8. Library:** You will find a wide selection of books in the library, Room 225. The hours are: week days, 1830 to 2230 hours; Saturdays and Sundays, 1300 hours to 1700 hours.

**9. Reading Room:** For Airmen only. The one quiet room 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 235 shh!

**10. 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 loafing at all times.

**11. Rooms and Apartments:** Ask Eddie, he will hand you the list.

**12. Sports:** The sports program on the station is underway.

**MOVIE SCHEDULE FOR THE  
MONTH OF OCTOBER**

Monday, September 28th—"Second Chorus" with Fred Astaire, Paulette Goddard, Artie Shaw and Orchestra.

Monday, October 5th—"I Wanted Wings" with Ray Milland, Veronica Lake, William Holden, Wayne Morris.

Monday, October 12th—"Great Victor Herbert" with Walter Connolly, Mary Martin, Allan Jones, Susanna Foster.

Monday, October 19th—"Road To Singapore" with Bing Crosby, Dorothy Lamour, Bob Hope, Judith Barrett.

Monday, October 26th—"Christmas In July"—Dick Powell, Ellen Drew, Raymond Welburn.

**RIFLE CLUB DOINGS**

(Continued from page 8)

On Monday, September 14th, the following scores were turned in: F/Sgt. Daniel 58-78-74=210; F/Sgt. Fairclough 51-67-66=184; F/Sgt. Marcotte 85-79-77=241; Sgt. Lebel-dit-Beaulieu 64-61-76=201; Sgt. Kearns 9-27-47=83; F/Sgt. Miller 82-98-95=275; Sgt. Borman 91-95-95=281; Sgt. Long 99-100-100=299; S/L Tauer 84-71-84=239; Capt. Southwood 87-88-81=256; F/O Ecclestone 65-68-79=212; F/L Norman 96-87-84=267; F/L Brown, T.C. 86-88-81=255; F/L O'Sullivan 82-83-83=245; F/L Hutchison 33-81-82=196; P/O Simon 69-93-80=242; F/L Aubin 68-66-76=210.

On Thursday, September 17th, the following scores were turned in: C. O'Reilly 82-90-58=230; E. Dornbush 68-48-65=181; J. Walker 97-92-80=269; Sgt. Junkin 96-96-97=289; Sgt. Cleaver 91-84-88=263; Sgt. Thompson 95-98-95=288; T. Bushfield 90-94-97=283; J. K. Reid 97-97-96=290; W/O Veitch 94-93-83=270; W. Doyle 72-76-60=208.

Several members have already turned in five targets of 80 or better for their Dominion Marksman Ass'n. Bronze Medals. It is anticipated that before long many members of the club will have won their bronze and silver medals and will be struggling for their ten targets of 98 or better, necessary to win the gold medal.

**ON MEDICAL STAFF**



**FLIGHT LIEUTENANT  
G. A. HUTCHISON**

F/L G. A. Hutchison is a comparatively new man to the service, but he was a "find" for the Air Force, for his ability and enterprise won for him the Hoare Scholarship in 3rd, 4th and 5th year terms in medicine at McGill University.

His home is in Montreal, and after his graduation in medicine in 1940 he interned at the Jeffrey Hale Hospital, Quebec City and the Royal Victoria Hospital, Montreal. He enlisted in February of this year and took his course in aviation medicine at Toronto. He was posted first to the Recruiting Centre in Montreal and later came to No. 1 Wireless School. His chief sporting activity is swimming. Last August he took unto himself a bride.

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# OFF THE BEAM JOE



Airmen who "break" the meal lines to get meals sooner than their proper turn would entitle them.

Personnel who leave the station not fully and properly dressed.

N.C.O.'s who move from their own Squadrons to No. 1 Squadron so as to get off the parade ground earlier in the morning.

Personnel whose fatigue clothes have been allowed to get too much in a state of disrepair or unlaunched condition.

Bandsmen who move about or talk on the parade ground while waiting for the band to "take post."

The guards or sentries who leave the lights outside burning until a long time after they are no longer needed.

### Keep Them

An airman went to the N.C.O. i/c station sick quarters.

"What seems to be the trouble?" asked the N.C.O.

The airman responded by vigorously brushing imaginary things off his arm, explaining:

"See? I have dragons on my sleeve!"

The N.C.O. backing away, screamed: "Well, you don't have to brush them off on me!"

### Different Type

Recruiting Officer: "What was your last job?"

Toronto recruit: "Diamond cutter."

Recruiting Officer: "In the jewelry business, huh?"

Dumb Recruit: "No, I trimmed the lawn at the ball park."

### 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, Assistant Editor, Sgt. A. R. Ramsay, and the Armanent 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 the issue relative to last month's contest.

## AIRCRAFT RECOGNITION CONTEST

(Answer to Contest for Month of September)

- Bristol Beaufort I.**  
Br. Torpedo Bomber Recon. Span 57' 10". Length 44' 1 1/2".
- Macchi 200.**  
Italian Single Seat Fighter. Span 35'. Length 26'.
- Whitley V.**  
Br. Long Range Bomber. Span 84'. Length 72'6".
- Manchester I.**  
Br. Long Range Bomber. Span 90' 1". Length 69' 4".
- Hurricane I.**  
Br. Single Seat Fighter. Span 40'. Length 31' 5".
- Fiat BR 20.**  
Italian Long Range Bomber. Span 70' 8". Length 52' 10".
- He. 111K MK V.**  
Ger. Long Range Bomber. Span 74' 3". Length 56'.
- Stirling I.**  
Br. Long Range Bomber. Span 99'. Length 87' 3".
- Roc. I.**  
Br. F.A.A. Fighter. Span 46'. Length 35' 7".
- Me. 109.**  
German Single Seat Fighter. Span 32' 5". Length 28' 3".
- Falco I.**  
Italian Single Seat Fighter. Span 36' 9". Length 26'.
- Breda 65.**  
Italian Two-Seat Fighter. Span 39' 6". Length 31' 6".
- Skua.**  
Br. F.A.A. Fighter, Dive Bomber. Span 46' 2". Length 35' 7".
- Ju. 87B.**  
German Dive Bomber. Span 45' 3". Length 35' 4".
- He. 111K MK V.**  
German Long Range Bomber. Span 74' 3". Length 56'.
- Avro Anson.**  
Br. Training A/C. Span 56' 6". Length 42' 3".
- Me. 109.**  
German Single Seat Fighter. Span 32' 5". Length 28' 3".
- Defiant I.**  
Br. Night Fighter. Span 39' 4". Length 35' 4".

## SEPTEMBER AIRCRAFT RECOGNITION CONTEST RESULTS

First place goes to both R96842 LAC Gendron, J. O. A., and R56026 Sgt. Baribeault, J. J., who tied with a score of 99% each; second place goes to R138676 LAC Seguss, A.H.; and third place to R144394 Connolly, G. J. A.

Among those securing honorable mention for their answers are the following (names not necessarily in order of merit): Briand, J. R.; Morrisett, L. C.; Parent, F. A.; Deschamps, J. A.; Martel, J. P. A.; Gagne, J. P. G.; Lefebvre, A.; Boivin, C. M. M.; Forget, J. C.; Baril, J. G. A.; Fortin, J. M. A.; Cochrane, R.; Spilsbury, J.; McCarthy, B. J.; Hill, D. L.; Edwards, R.; Millard, L. C.; Bouchard, J. N.; St. Onge, M. R.; Traill, H. E.; Leclerc, J. N. G.; Morin, J. M. Y.; Sicard, J. D. M.; Prudhomme, J. N. R.; Courtois, J. H. R.; Dube, J. P. H.; Cnateauvert, J. C. M.; La Rose, E. J.; Quinlan, W. E.; Paiment, J. J. P.; Davis, H. J.; Kelter, H. F.; McManus, R. A.; Grandmaison, C. I.; Ripley, C. A.; Aitken, G. E.; Ranger, J. J. B.; Gingras, J. M. P. H.; Bourguin, A. L.; Carmichael, R. J.; Perron, J. J. M.; Berthelot, J. A.; Foisy, L.; Cleroux, H. L.; Wilson, N. A.; Beupre, J. A.; Renaud, J. G. M.; Chevalier, R. B. V.; Garnham, R. H.; Allister, E. A.; Belec, J. A.; Campbell, A. C.; Cochrane, R. H.; Connolly, G. J.; Cousineau, J. T.; Eckford, L. D.; Fischer, A. H.; Haley, W. S.; Hamilton, R. J.; Irvine, D. W.; Jarvo, A. A.; Leblanc, J. M.; Leveille, W. O. F.; Lipsett, R. B.; McCracken, G.; McLellan, P. A.; Mader, R. C.; Moir, C. S.; Moir, J. T.; Murphy, D.; O'Bryan, J. M.; Pelland, J. L. R.; Therriault, J. T. H.; Trottier, J. A.; Senderoff, A.; Speicher, G. W.; Speigel, J.; Stromberg, B.; Berthelot, J. A.; Jolicoeur, J. R. E.




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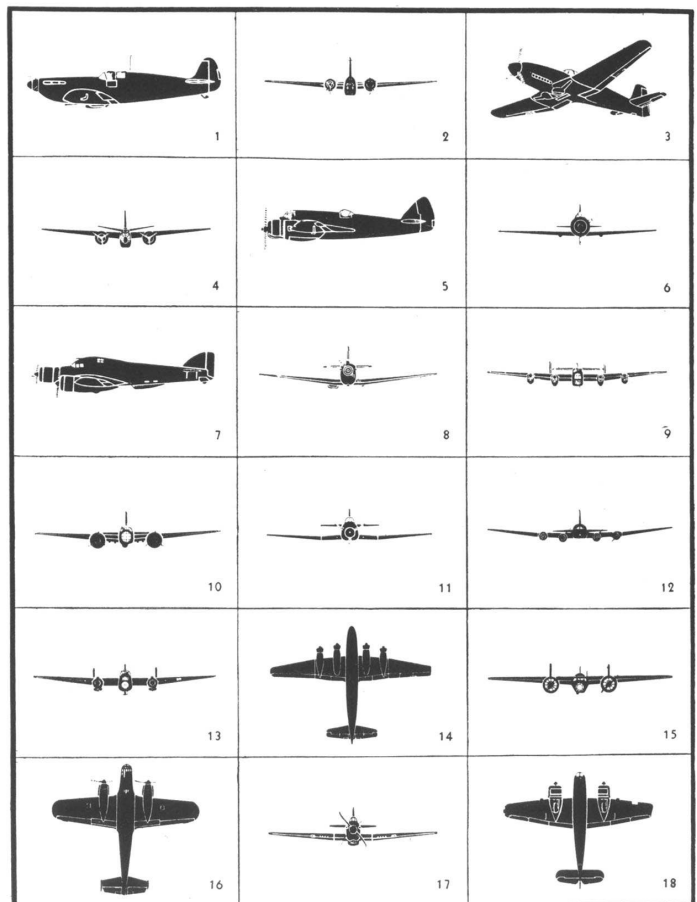
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