

THE WEATHER:
Still Cold But You
Can't Feel It!

Reconnaissance

OFFICIAL ORGAN OF NO. 4 SERVICE FLYING TRAINING SCHOOL, SASKATOON

BEFORE YOU TURN,
Look.....
And Live!

VOL. 1, NO. 2.

SASKATOON, SASKATCHEWAN

MARCH 6, 1941

Air Force Holds Own With Army

Several Knockouts Thrill Big Crowd in Tuesday Bouts in Drill Hall

Air Force boxers rendered a good account of themselves Tuesday night when they met representatives of the local army units in a number of bouts fought in the drill hall ring. Each service turned in a quota of victories and defeats, but despite the fact that many of the station's best fighters were absent through illness or other causes, No. 4 S.F.T.S. ably demonstrated that it has the stuff that goes to make superiority.

There were 10 bouts in all, some of them fought between Air Force personnel and one of them between two army fighters, but the majority were straight encounters between the army and the Air Force. Corporal Mickey McGuire, who is in charge of training the local boys, put a good team into the ring but promises that future cards will be even more eventful.

The Air Force got off to a good start in the first bout when Ian McPherson, who works in the orderly room at I.T.S., outpointed Adolph Lepinski, army. With more training and a strict adherence to training, discipline, McPherson should soon be meeting the best that Mickey McGuire can find for him to fight.

In the second bout the army won, with Benny Cross, 160, from Prince Albert, taking the match on points from Jimmy Maire, 160, from Victoria, B.C.

SCORES TECHNICAL K.O.

Leon Caverley, one of the more promising of the local Air Force products, made short work of Sid Pear, army scrapper, by scoring a technical knockout in the second round after chasing Pear all around the ring several times and putting him on the floor over and over again.

The army came back strong in the next bout, however, when L. Primeau, army lightweight from Prince Albert, took the match on points from Stan Watkins of Winnipeg, R.C.A.F. representative.

The following bout was one of the highlights of the evening, when Al Schmok, 180-pound Winnipeg boy in the Air Force, took a round and a half of merciless pummeling from Jimmy Smith, another Winnipeg scrapper now serving on the station, and refusing to quit the fight until after his seconds had thrown in the towel for him and almost forcibly dragged him from the ring. It was a great exhibition of spunk and gameness.

UNLAND SCORES K.O.

Oliver Unland, 170-pound Air Force fighter from Ponoka, gave the fans one of the big thrills of the evening by knocking out Nick Zeller, 174-pound army scrapper, in the third round. Unland showed that he has a punch and a good sense of ringcraft, and the station

Control Tower Is the Eyes and Ears of the Station



Few of those engaged in flying operations at No. 4 S.F.T.S. realize just how important a part is played by the personnel employed high up in the Control Tower. It is their business to check all aircraft traffic in and out of the field, to keep tabs on all cross-country navigation trips, to wash-out flying when the weather threatens, and perform countless

other tasks essential to the safe operation of our Station. In the picture above you see Flight Sergeant Cable wielding the Aldis signalling lamp, while at the telephone is W.O. 2 Roy Plant, just finishing compiling the latest weather information. Picture by the Photographic Section, R.C.A.F.

hopes to see more of him in the drill hall ring.

Another bout filled with rapid action was that between Jimmy Wilson of Vancouver, both now serving in the Air Force at No. 4 S.F.T.S. Wilson had the advantage of experience and strength and was able to outpoint Perry, but unfortunately the spectators got the impression that several of his body blows were low and as a result the decision of judges and referee was met with disfavor. Perry definitely put up a good scarp and with further training will do credit to anybody's stable of fighters.

COMEDY BOUT

The next bout, between Doug Roberts, Air Force lightweight, and Jimmy Warren of the army, was one of the humorous highlights of the evening. Warren, who was completely outclassed and over-matched, divided his time in the ring between ducking and running and hunting for his teeth, and his good natured attitude won the amused admiration of the crowd. Roberts would probably show up well against a more evenly matched fighter.

In another all-Air Force scrap, Tony LeBrash from Bruno, showed some good form and an aggressive spirit in outpointing Roy Manue from Vancouver. The conclusion fight brought together two army boxers, Al Wendland, lightweight from Wartime, Sask., and Howard Vernon from Nipawin, with Wendland taking the bout on a decision.

Senior N.C.O.'s Celebrate Increases in Personnel

Most Arrivals Are Baby Boys, But Photographic Section Produces a Cunningham Daughter

Not content with donning the King's uniform and joining the finest Air Force in the world several of our senior N.C.O.'s have recently been doing more than their bit for their country and have already added materially to the stakes for which they are fighting. Four of them, in short, have in the past few weeks become proud fathers.

There is WO2 Roy Plant, for instance, who labors in the dizzy

heights of the Control Tower. He has been dizzy than ever the last few days, and flashing his Aldis lamp with a new and keener vigor to celebrate the birth of a baby boy.

Flight Sergeant L. T. Cox, of Maintenance Section, has been recently blessed with a baby boy, a high-powered single engine model with water cooling and uncontrollable pitch.

Over in Workshops things haven't been quite the same since Flight Sergeant Bert Sagar came whooping in with the news that Mrs. Sagar had presented him with—yes, a baby boy. Flight Sagar is now more than ever a firm believer in work and production.

They are all boys, so far, but in the Photographic Section last week they were celebrating the appearance of a baby girl. Trust those Bohemian, arty photographers to go in for girls. The proud father is none other than Sergt. A. K. Cunningham.

Congratulations, all! If you hear of any more babies around the Station, please report to "Reconnaissance" at once and let the rest of the personnel share the good news.

Late News!

At a late hour today Flight Lieutenant Jack Herriott issued through his press relations bureau a statement declining to deny or confirm the current rumor that he is shortly to be posted to Singapore or Bali. Usually reliable sources insisted, however, that F.L. Herriott has confided to intimate friends that he is expecting an early posting to a warmer climate that will permit him to remove at least one of his three suits of woollen "longies."

Grads Beat Station By Small Edge

Penalties Rob Air Force Basketball Team of Victory Chance

The station basketball team offered convincing proof of its ability to go places last Sunday night by meeting the Saskatoon Grads, leaders in the Senior City League, in a Recreation Hall game and coming out of an exciting see-saw engagement only one point down on the losing end. The Grads won the game by a score of 27-26.

The Station team did not lose for lack of skill or endeavor. Fouls earned the Air Force boys a large number of penalties, and two of our players, P.O. Young and L.A.C. Gordon were put out of the game. Pilot Officer Young, it seemed, argued too much with Referee Shillington.

YOUNG GETS EIGHT

It was a good game to watch, by far the best seen on the Station to date, with the score swinging from one side to the other throughout the match. Top scorers for the Station team were: Young with 8 points, Gordon 7, Ellison 4, LeComte 4, Cable 2, and Ozment 1. The other players on the Air Force team were Johnstone, Sydor, McIntosh and Thompson.

The Grads showed Strumm as their leading scorer, with 8 points, followed by Balmer with 7, Winter-ton with 4, Clendenning 4, Adelman 2, and Henry and Cherry with one each.

Plug Mugs Come Back

"The orderly room works hardest of all."

Oh yeah, says we in the room down the hall;
Our work consists of pushing plugs. And do we get any thanks from you mugs?

We're at your service 24 hours a day
We're willing to do whatever you say (to a certain extent)
We try to be the best of pals
To all youse guys and especially your gals.

The night shift is the best by far
When the girls phone in from way down thar
Countless are the numbers we hold
So if you want any don't ask for them because you won't get them anyway.

I guess by now you know who we are
We who have come from plenty afar
Just to push some plugs for you mugs
Yep, you guessed it, we're the
TELEPHONE OPERATORS.

"Reconnaissance"

Official Organ of No. 4 Flying Service Training School

Published by Kind Permission of the Commanding Officer.

THURSDAY, MARCH 6, 1941

In the Front Lines!

When the first Wings Parade was held on this Station early in the winter the Commanding Officer made some remarks that are well worth remembering. The Station was young then, many of the buildings were but half-finished, and although the weather was already well down to the zero stage furnaces were not yet installed and barracks and offices alike were heated poorly with smoky, choking wood stoves.

There were many other similar inconveniences and difficulties, some pertaining to the technical operation of the station and others involving the comfort of personnel. But somehow these hardships assumed a new color when at the Wings Parade the Commanding Officer pointed out that perhaps we were fortunate that we could experience such things, since they might help to instill in us a better understanding of what real "front line service" ought to be.

Sometimes it is difficult to realize, here in Saskatoon so far from the action and peril and excitement of the combat, that there actually is a war in progress, and that every officer and man on this Station is playing as vital a part in its conduct as the Spitfire pilot or the crews of Britain's minesweepers. Perhaps sometimes we are tempted to forget that hardship and self-sacrifice are as necessary to victory as the guns and the planes, to forget that for every long hour we may work at No. 4 S.F.T.S. there are men and women overseas who are working two, three or four hard hours.

So when the days seem long and the work seems drab and thankless, let us remind ourselves anew that this is War, and that Saskatoon too is in the front lines, and that only by Work, Work and harder Work shall we be able to share honestly in the great Victory that will be ours.

Keep to the Right!

One of the civilian flying regulations enforced in Canada and elsewhere throughout the civilized world requires that in conditions of poor visibility when aircraft are following a railroad line, highway, river or coastline the pilot shall keep a reasonably safe distance to the RIGHT of the line being followed. The object of this rule is obviously to eliminate the hazard of collision.

Pilots should bear this regulation in mind on those days when owing to weather conditions instruction is restricted to precautionary landings and low flying, with the flying very often being done at the Vanscoy reserve field. We have known of several occasions when, with a ceiling of one hundred feet or so, aircraft following the railroad line between Saskatoon and Vanscoy have come unpleasantly close to each other.

The odds against collision in the air may be great but nevertheless no thinking pilot would willingly neglect any single factor making for safety. The rule of "Keep to the Right" is one such factor, and we feel sure that every pilot of No. 4 will see that it is rigidly adhered to.

Long-Range Aircraft Now Britain's Greatest Need

An English victory is now assured if America's "all-out" aid to Britain, as promised by President Roosevelt, is forthcoming as expected. The morale of the British people will never be broken by the bombing of cities. The quality of American aircraft now being delivered or in preparation for the Royal Air Force will play a major role in the future conduct of the war.

California recently by Henry C. Ogden, manager of the British Reassembly Division of the Lockheed Aircraft Corporation, on a visit to the Lockheed factory in Burbank. Ogden is chief of a large crew of Lockheed mechanics and other service experts who are reassembling all Lockheed Hudson bombers, Douglas and Curtiss aircraft now being delivered in England. "The bombing raids have effected no more than 10 per cent reduction

in production of British aircraft," Ogden explained. "Even the intense raid on Coventry did not materially interrupt production, because the Germans did not follow it up.

"Neither have the German bombings affected the delivery of American planes, which are now flying across the Atlantic in a steadily increasing stream. The submarines have affected deliveries by convoy to a serious extent and the British are badly in need of destroyers to protect those convoys.

"Deliveries by air are getting through 100 per cent, as it is practically impossible for the German air force to pick out these squadrons or individual planes heading for the English coast. That is just like trying to spot a small school of fish in the sea. While the planes are not armed when they leave the American continent, their civilian pilots have no fears of being intercepted because, if by some miraculous chance a German air force might pick them up, the American planes are fast enough to escape from any long-range German planes that might be sent out over the sea in search of them."

"What type of American aircraft do the British need most?" Ogden was asked.

"Planes capable of operating from a long range base," he replied. "The war changes rapidly and the greatest liability either side can have is an air force which must have its base so close to its operations that as those operations change in nature and in locality it is necessary to move up the bases nearer the action. Long-range planes are the answer to that, and Britain needs just as many of this type of craft as possible."

In the Slipstream

—By Yehudi

We would like to know who the corporal is who spends a lot of time pounding a typewriter in the accounts at night . . . is it work or a pleasure corporal? I wonder.

The telephone operators who are on duty at nights certainly have it pretty soft . . . especially when they get certain phone calls from certain girls downtown . . . we wonder which of the hard working gentlemen of the telephones made the mistake of thinking somebody's wife was one of these certain girls.

We understand that the manager of the hotel just inside the gate on the station has quite a waiting list for guests and is contemplating building a new wing complete with a radio in each room, spring mattresses and iron sunshades on the windows.

It seems to me that the two airmen working (?) in the Post Office must be memory wizards or something . . . especially when that fellow with the ever present Pepsi-pent smile looks at you with tears in his eyes and nods his head. "Nope no mail for you today—NEXT" . . . and all this without even looking at the mail and the thing that gets me is . . . he is always right.

You know boys we certainly don't give the cooks the credit they deserve . . . just answer these few questions: who works hardest on the station . . . who has the longest hours . . . who has to take the most guff . . . is it the cooks . . . these questions can be answered with one word and as I am completely neutral you can answer it yourselves . . . is it YES or is it NO? . . . when you have the correct answer to this problem cut off the top of your grocer and mail it in to your nearest corporal . . . and who knows you may win an Avro Anson.

Motor Transport Waxes Poetical!

Just a little introduction, quite brief it will be, But it will help to show the Orderly Room the tasks of the M.T.

In "Reconnaissance" of last week, the orderly room took the bow, We didn't mind it, we can take it and how.

Our phone is wore out with hollers and bark, No matter what time, daylight or dark.

But it is always answered with a courteous "M.T." Yes, Sir, this is Transport, what may it be?"

Our N.C.O. in charge sure has his grief; His corporals are behind him, but they too can beef.

We transport your rations, garbage, and pay, Low ceilings don't stop us, we drive every day.

Our tasks are many, too numerous to name; We keep the wheels turning, but we don't get the fame.

Floors to polish, errands to run, roads to plow open and crack-ups to pile; Below zero or above eighty, you just see us smile.

When work piles up on us, so to 48's, adieu; So orderly room, why holler, you still have a few.

So orderly room, please, no offends, we just thought we'd point out To make an interesting scrap, there's more than one in the bout.

So let's pull together and do our daily deeds, For who knows the day when we will all be pushing weeds?

Claim Speed 620 m.p.h. In Airacobra Dive

Andrew C. McDonough, a lieutenant in the U.S. navy and first officer of Eastern Airlines, attained a speed of 620 m.p.h. in a routine test dive of a Bell Airacobra pursuit plane. This tops the previous "record" of 575 m.p.h. set by H. Lloyd Child, chief test pilot of the Curtiss-Wright Corp. The dive was carried out before British and U.S. officials.

Boys!
don't forget . . .
The Best Food Is Served at the
Elite..
Dine and Dance at Our Blue Room

The Canadian Bank of Commerce SASKATOON

Offering a Complete Banking Service
T. O. SEWELL, Assistant Manager
J. W. McMARTIN, Manager

Hudson's Bay Company



AIR FORCE UNIFORMS

Suits and great coats, ready-made or made-to-measure. Also regulation raincoats, shirts, ties, socks, forage caps, badges and wings.

At the 'Bay' Main Floor

Al Thompson and Others Transferred to Dauphin

Six Flying Instructors Leave Station; Accounts and Navigation Officer Are Also Missed

Since the date of our last issue several of our better-known officers have departed from No. 4 S.F.T.S. on transfer to other stations. By the time this appears in print still others may have left, but of them more anon.

The departure of Flight Lieutenant A. E. "Al" Thompson leaves a bit of a vacuum everywhere, in the flights, around the mess, and at the Saturday night brawls at The Bessborough. A Saskatoon boy who "made good" in the R.A.F. overseas, his local contacts were a real boon to the strangers among us, and his coming to No. 4 made us feel more at home in Saskatoon than ever before.

NOISY SEND-OFF

"Al" got a good send-off when he left Saskatoon for Winnipeg by automobile to take over his new duties with the Communications Flight there. Two Harvards overtook him on the highway about

75 miles out of the city, but reports that they touched wheels on the roof of his car are slightly exaggerated.

Also among the departed is Flt. Lt. Bob Christie, navigation officer in G.I.S., who has been posted to Dauphin. Others posted along with him to the new station at Dauphin are F.O. Dick Bolduc, F.O. Joe Reed, F.O. Malcolm Grant, F.O. Gordon Beale, and F.O. Norman Edgar, all flying instructors. Flying Officer Jack Broadhead, accounts officer, has been posted on temporary duty to Yorkton.

MOSSBANK NEXT?

Dauphin is ideally situated in the summer resort country of Manitoba and the boys are sure to enjoy it when the warm weather rolls around. Flying Officer Jim Wright warns us, however, that there are also vacancies at Mossbank, so we had better cut out landing with our wheels up. . . .

Consolidated Bomber Is First Big American Help

At last the Royal Air Force have little in common except their four motors — Wright Cyclone R-1820-G 205A radials of 1,200 h.p., each for takeoff in the Boeing and Pratt and Whitney Twin Wasp S1C3-G radials of similar power in the Consolidated.

The Consolidated B-24 is a high-wing cantilever monoplane with tricycle undercarriage and twin fins and rudders. It has a wing span of 110 ft. and a loaded weight of 40,000 lb. The maximum speed is around 330 m.p.h. at 7,500 ft., the maximum range slightly more than 3,000 miles (without bombs) and the maximum bomb load about four tons (8,800 lb.) for a comparatively short range. British power-operated gun turrets in nose and tail are likely to be installed in America.

The Consolidated bomber has the same wing of very high aspect ratio and "Davies" aerofoil section, as the Consolidated Model 31 flying-boat renowned for its efficiency. The aspect ratio of about 11.4 in so thin a wing is a fine engineering achievement. Big Fowler flaps which fit flush when retracted reduce the stalling speed.

Obviously this airplane is a different prospect from the old Boeing B-17 designed some six years earlier. Nevertheless, most of the daily newspapers seem to have managed to confuse the two and label the B-24 a "Flying Fortress."

The term "Flying Fortress" is not only misleading, but has been patented by the Boeing Company for their bombers, just as the term "Stratoliner" has been copyrighted by them for their transport.

American bomb sights, too, have come in for much "ballyhoo" in the press. The explanation is not that American bomb sights are so superior, but that the publicity agents employed by the U.S. Aircraft Industry are streets ahead of those in any other country—nor do they leave any superlatives unused in proclaiming their products.

The Consolidated four-motor bomber is the best military airplane ever built in America. It is in an altogether different class from the much-boasted Boeing B17 "Flying Fortress." The two airplanes

PLEASE PATRONIZE OUR ADVERTISERS!

We all appreciate the goodwill and interest of the Saskatoon business people who through their advertising have made publication of "Reconnaissance" a possibility. You can show your appreciation by making a mental note of the advertisements appearing in this issue, and when next on a shopping tour, or looking for a good meal in town, by directing your patronage to those who have patronized us.

Have You Heard These Trade Test Howlers?

Believe it or not, but these are some of the answers heard at recent sessions of the Trade Test Board on the station:

Question: What do you mean by viscosity?

Answer: Sedition and mutiny among the ranks.

Question: What is the purpose of the airscrew?

Answer: To keep the pilot cool.

Question: What do you mean by wash-in and wash-out?

Answer: I don't know what you mean by wash-in, but wash-out means when you write off the whole damn airplane.

Question: Why do you quench copper tubing in water after heating it?

Answer: That would be a very silly thing to do.

Question: How would you detect a missing spark-plug?

Answer: By feeling around for it.

Question: How would you detect an engine failure?

Answer: Silence.

"Anyway, that's what they told us at St. Thomas."

Sergeants Hold Dance

"Dusty" Rhodes Supports Band With Mouth Organ

One of the outstanding social events of the last month on the station was the dance held by the Sergeants Mess on Saturday, February 22. The affair was an able demonstration that our senior N.C.O.'s are well qualified to create their own entertainment and make a real gala evening out of it.

A large part of the credit for the event goes to the competent committee in charge, comprising W.O.2 W. A. McKerral, Flt. Sgt. L. J. Smith and Flt. Sgt. Bob McConnell. Sgt. R. A. Henderson of the navigation flight sang some excellent solos which were well received, and the gay, hot rhythm supplied by a civilian trio got some stout support from Flt. Sgt. Dusty Rhodes with his mouth organ.

Following the dance an excellent supper was served in the mess dining room. The entire evening was voted a howling success and another dance is to be held the latter part of this month.

Is Recovered From Crash

L.A.C. George Smith Is Anxious To Be Flying Again

L.A.C. George Smith, who was seriously injured in the crash of a Harvard while night flying several weeks ago, was discharged from the station hospital last week and is moseying around the flights again anxious to get in the air.

Smith's crash was his second mishap; on Christmas Eve last, caught in a sudden snowstorm, he was forced to make a night forced landing at Bents and got down in a large field with only minor damage to the aircraft. His pals around the station insist that George must have been born to be hanged.

Poor Condition Blamed For Loss of First Game

Air Force Scored All But Three Points in First Period—L.A.C. Gordon Chalks Up 12 Points

Poor physical condition cost the Air Force basketball team its first game with an outside team on February 23, when it met the Saskatoon Burs in a Recreation Hall match and was defeated by a score of 29 to 27. In the first half of the game the Station boys ran away with the game with a score of 24 points to 15 for the Burs. In the second half the Burs scored 14 more points, while the Air Force, perhaps a little worse for a previous

gruelling Saturday night, could muster only three more points.

Outstanding player for the Air Force was L.A.C. Gordon, a student pilot who was formerly with a Vancouver championship team. Gordon scored no less than 12 points. Close behind came Ellison with six points, while F.O. LeComte and L.A.C. McIntosh each scored two points. The other players on the Air Force team were Herman, Dawson, Ozment, Bierer, Johnstone, Sydor and Cable.

Immediately before the game with the Burs two teams of Saskatoon girls presented a fast, interesting game that had the spectators breathless. The city teams were brought to the Station by Mr. Jack Nesbitt, local sportsman, and his effort on behalf of the sporting activities on the station are greatly appreciated by all of us.

When You Are Downtown Make Your Headquarters at the

Gem Cafe

Dine and Dance in The Blossom Room

In Business Since 1911

AIR FORCE UNIFORMS

For

Officers and Services

TAILORED TO ORDER

FIT GUARANTEED

We Stock "Regulation"

TOPCOATS

SHIRTS

HOSIERY

GLOVES

Smartly Cut by Expert Military Tailors to Exact Government Regulations

Caswells

THE Store For MEN

CAPITOL

Starting Saturday

Zane Grey's
Thrilling Story

WESTERN UNION

IN TECHNICOLOR

Starring

Robert Young
Randolph Scott

Spend Your '48 at the
SENATOR HOTEL
SASKATOON, SASK.

Vapor Trail Not Exhaust

Turning of Airscrews Said to Be Responsible

Streaks of white "vapor" left by high-flying airplanes across the sky are again causing misapprehension. Few people now fall into the error of believing the enemy is smoke writing in derision over British cities, but there have been a crop of references to it as "exhaust condensation."

In fact, these trails have nothing whatever to do with exhaust. They are true clouds formed by the "touching off" of a humid atmosphere at the correct temperature for cloud formation and only needing the area of reduced pressure, covered by the passage of wings and the turning of airscrews, to become visible. Any airplane, British or German, fighter or bomber, can form these trails and they owe nothing to moisture in the exhaust gases.

Similar trails are seen frequently on cold mornings over Saskatoon.

Station Gals In New Togs

Snappy Uniforms Do Credit to Their Designer

February 24 was a red letter day in the life of the girls on our office staff as they were presented in their gorgeous new uniforms something after the style of the Radio City Rockettes. Personally, we would have preferred something more in the style of Billy Rose's Aquabelles but we can't have everything.

The girls were paraded for an inspection by the Commanding Officer and Mr. S. J. Hungerford, president of the Canadian National Railways, who happened to be paying the station an informal courtesy visit at the time. Modesty forbids us mentioning the name of the girl who was blushing so because her lipstick was not on straight.

For the benefit of the uninitiated that broad band on the girls' sleeves does NOT denote the rank of Air Commodore. The uniform is a smart one and does the designer credit.

GET YOUR FLIGHT NEWS IN EARLY!

It is the intention to publish "Reconnaissance" once every fortnight. Flight reporters, or anyone wishing to contribute notes of interest or other material, are urged to get their copy in early. File all copy, pictures, etc., with Mr. Eric Walling, "Y" director, at his office in the Recreation Hall.

"A Good Place to Shop"

Everything for Men—at prices you will like!

The Gillespie Big 22 Ltd.

Photo Section Gets Photographed



"Men at Work" might also be the caption for this picture, which shows the personnel of the Station's photographic section busily enlarging in their dark room. Left to right, they are: L.A.C. D. K. Galloway, L.A.C. R. K. Brayton, L.A.C. E. M. Noice, Sergt. A. K. Cunningham, in charge of the section, and A.C. I G. W. Gimbirt.

Personal Notes From Around The Station

GOES TO WINNIPEG

LAC C. G. Woodley, of "A" Flight, has been transferred to Winnipeg and is reporting to his new station on the 8th. In Winnipeg he will be attached to the Air Repair Depot.

TO MARRY IN WINNIPEG

AC1 John Main, of "B" Flight, is seeking permission to marry. The happy girl is a Winnipeg lassie, and the wedding is slated for June.

ANOTHER ALTAR-BOUND

LAC C. T. Jones, of "H" Flight, is going to be married soon to a popular Saskatoon girl, it is said around the flight. Best of luck, Jonesie!

IT'S SPRING IN KANSAS

We flew a new Cessna the other day. It was 20 below zero and we got a sudden jolt when we noticed the bloody remains of flies and bugs spattered across the windshield. It was fully five minutes before we hit on the answer: it's springtime in Kansas and the aircraft had just been delivered from the factory at Wichita.

THOSE NEW UNIFORMS

Flying Officer Jim Wright is wearing a happy smile these days. Can it have anything to do with those trim new uniforms his office staff is wearing?

BOXER GOES TO CALGARY

Corporal Bernard Thomas, "G" Flight, one of the most popular of our Station personnel, has been transferred to Calgary. Corporal Thomas, who was an amateur boxer of some note on the West Coast and who put on a splendid exhibition in the Drill Hall ring a few weeks ago, was also an excellent NCO and he will be greatly missed around the Station.

METMAN TO MARRY?

It is widely rumored that Mr. Dave Strachan, our optimistic meteorologist, is contemplating a plunge into the married estate. The dour Scottish metman will have nothing to say on the subject, but if it is true it helps to explain why Dave can always see blue skies

and sunshine when the rest of us see only a cold front and a pall of fog and snow.

IS WED ON LEAVE

Flying Officer Clyde Marshall, of "E" Flight, left the Station on leave a week or two ago and has arrived back with a charming bride. F.O. Marshall was married in Ottawa to Miss Claire Lashley of that city, whom he met in Kingston several years ago when he was a cadet at Royal Military College. May they all be pilots and good ones, Clyde, or if they are girls, hostesses on T.C.A.!

SPARKS IS SPARKING

Sergt. R. B. Wallace of the wireless section in G.I.S., is ditting and dotting at an unusual tempo these days, due, it is said, to the imminence of a march up the middle aisle. Who is the bride? We don't know yet, but rumor has it that the next issue of Reconnaissance will carry the wedding story.

CASUALTIES

LAC "Maxie" McGowan, Australian student pilot and pugilist, who suffered severe injuries to his arm when he fell downstairs in a local hostelry the night after he almost tore the wing off an Anson in a 300-mile-an-hour spiral dive. Or just what kind of a dive was that, Maxie, and are you quite sure it wasn't a roll off the top?

Sergt. Ashdown, flying instructor in "H" Flight, who fell off a bicycle on Second Avenue and fractured his arm. Better stick to airplanes, Sergeant. And anyway, whose bicycle was it?

THE PARROT AND THE OWL

It seems that a young bachelor owned a male parrot, whose vocabulary was interesting but absolutely and atrociously foul. One night, having invited a young lady to come up and see his etchings, he decided that something would have to be done about his parrot, so... well, if you want to hear the rest of the story ask F.O. Constabaris. It's his story and we've forgotten it!

PEOPLE ARE MORE FUN THAN ANYBODY!

ATTENTION, COURSE 19!
They were looking at the kangaroo in the Zoo, when an Irishman said: "Beg pardon, sir, but phwat kind of a crayture is that?"

"Oh," said the gentleman, "that is a native of Australia."

"Good hivins," exclaimed Pat, "and to think me sister married one of thim!"

HOW ARE WE DOING?

This business of thinking up jokes Has got us a little bit daunted. The ones you want, we can't print, And the ones we print aren't wanted.

—Or are they?

MUST HAVE BEEN LOW!

Maybe you never heard the story of the student pilot who was being court-martialed for wilful and deliberate low flying. It seems that his roof-dusting efforts were centred in the vicinity of a fox farm, and the farmer, whose vixen had devoured their whelps as is their custom when annoyed by aircraft, was the chief complainant and witness at the court-martial.

"And now will you please tell the court," asked the squadron leader of the farmer, "if you noticed the number of the offending aircraft?" "Wal, sir," said the farmer, "I can't say as what I saw any numbers, but I do remember seeing down near the tail of the contraption a sign saying 'LIFT HERE.'"

OPTIMISM

Optimism is one of the principal ingredients of success and victory, but statements like these still leave us cold:

Meteorologist Strachan: "Oh, sure,

the weather will clear up around noon."

Maintenance section: "Your plane's just about ready, sir; we'll slip a couple of wings on her and put in a starter and check the hydraulics and have her over sometime this afternoon."

THE GHOST STICK

Ask F.O. Dews about the student he took on the Biggar-North Battleford navigation test last week. It seems that when the student came out from under the hood at Battleford the machine began to make numerous dives, stall turns and what have you over various sections of the town.

"Your folks live here?" asked F.O. Dews after ten minutes of this sort of cavorting around.

"No, Sir."

"Well, let's scram home, then," and the student headed for Saskatoon. Home on the ground, Mr. Dews, still puzzled, asked the student what was the idea of the dives over North Battleford.

"Me, sir?" said the L.A.C. "I thought you were flying the plane!"

COMPLIMENTS OF



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