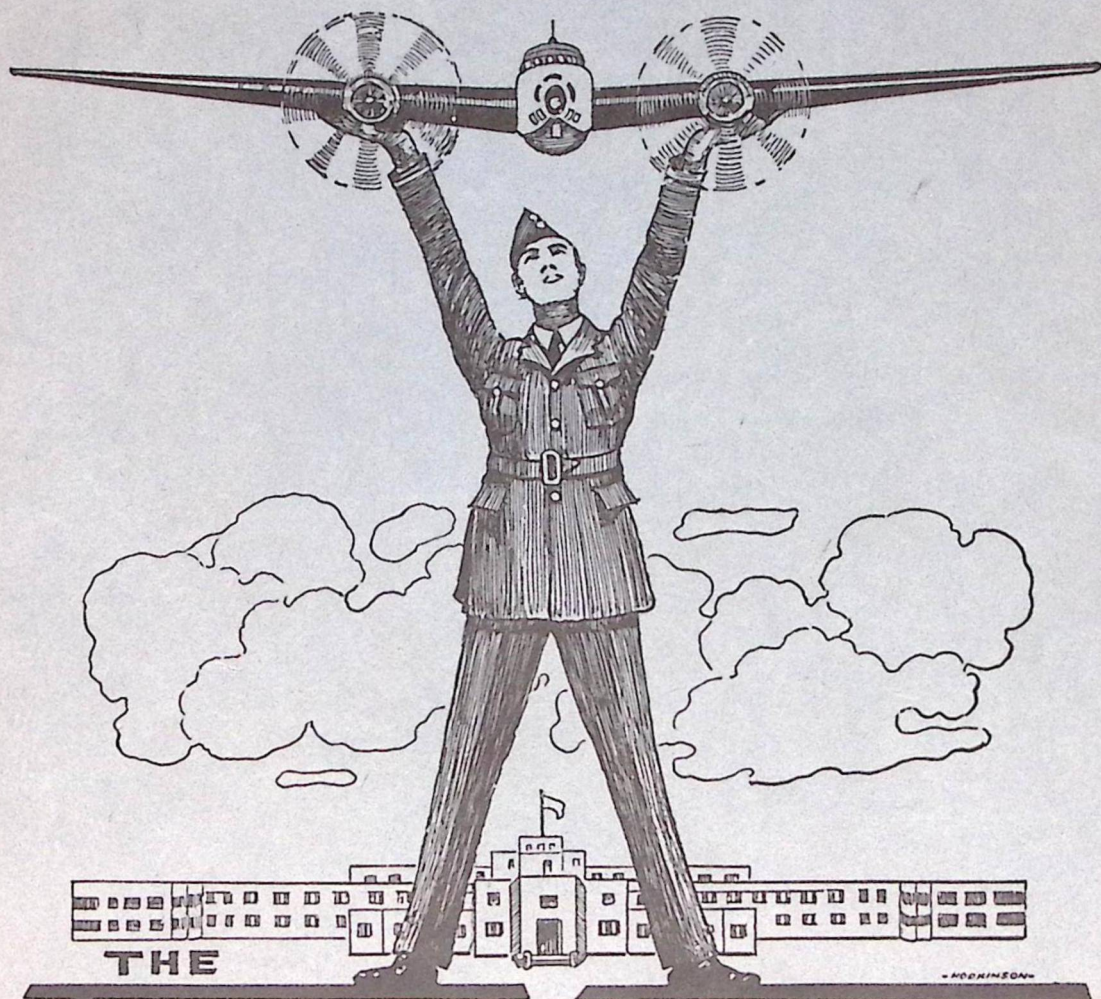


THE *Aircraftman*

VOL. 3 - NO. 1

AUGUST 1942



THE

TECHNICAL TRAINING

ST. THOMAS

SCHOOL

ONTARIO

STATION COMMITTEES

* * *

Officers' Mess

Sqn. Ldr. C. S. Wilson (P.M.C.)
F.O. T. H. O'Rourke (Secretary)

Sergeants' Mess

Wg. Comdr. N. McLeod (Officer in Charge)
W.O.1 J. O. Clarke (Chairman)
Flt. Sgt. Clements (Secretary-Treasurer)

Corporals' Mess

Cpl. Campbell (Chairman)
Cpl. Weaver (President)
Cpl. Sawyer (Secretary-Treasurer)

Airmen's Mess

Sqn. Ldr. C. N. McLoughlin (President)
F.O. W. H. Pooler (Secretary)

Sports

Flt. Lt. G. H. Ross (President)
F.O. J. M. Harris (Treasurer)
S. M. McLennan, Y.M.C.A. (Secretary)

Recreation Hall Committee

Flt. Lt. W. E. Cayley (President)

P. S. I.

Wg. Comdr. N. McLeod (President)

Awards

Wg. Comdr. N. McLeod (President)
Sid McLennan, Y.M.C.A. (Secretary)

Welfare

Flt. Lt. J. G. Sparling (President)
R. C. Good, Y.M.C.A. (Secretary)

Fire

Wg. Comdr. N. McLeod (President)
F.O. R. K. Armstrong (Secretary)
Mr. McLachlan (Station Engineer)

War Savings

Wg. Comdr. J. H. Keens, A.F.C.
Sqn. Ldr. A. G. Vince (Secretary)

Entertainment

Flt. Lt. V. C. Smeaton (President)
Sid McLennan, Y.M.C.A. (Secretary)

Education

Sqn. Ldr. A. A. Peebles (President)
Sgt. Alguire (Secretary)

Band

F.O. T. H. O'Rourke (Secretary)

Library

Flt. Lt. J. G. Sparling (President)

Canteen

Sqn. Ldr. W. G. Cooke (President)
Flt. Lt. W. E. Tuer (Secretary)

Use This Page — Familiarize Yourself With Your Committees

We Invite All

R.C.A.F. MEN

To Visit Our Store

Where you will find the largest and most complete stock west of Toronto.

FOUNTAIN PENS—We are authorized dealers for both Parker and Waterman Fountain Pens and Pencils, and carry the largest stock in the city.

STATIONERY—R.C.A.F.-Crested Pads and Envelopes; air mail and standard weights.

BOOKS—We carry the largest stock of Books in Western Ontario. If it is a Book—we have it.

MAGAZINES and NEWSPAPERS—All the latest Canadian, American and English publications.

LEATHER GOODS—A complete line of Billfolds, Money Belts, Shaving Kit Bags, Key Cases and Leather Loose Leaf Note Books.

CARDS—We carry the largest stock of exclusive Cards in the city. Everyday, Birthday and Cards for all occasions.

R.C.A.F. TEXTS

The **AEROPLANE MAINTENANCE** and **OPERATION** Series

- | | | |
|-------------------------------------|--------------------------------|--|
| (1) Carburetors (Part 1) | (9) Engines (Part 2) | (18) Carburetors (Part 2) |
| (2) Instruments (Part 1) | (10) Hydraulic Equipment | (19) Aeroplane Auxiliary Equipment |
| (3) Landing Legs, Wheels and Brakes | (11) Airframes (Part 2) | (20) Airscrews (Part 2) |
| (4) Airscrews (Part 1) | (12) Starters and Generators | (21) Aero Engine Practice |
| (5) Engines (Part 1) | (13) Engines (Part 3) | (22) Air Navigation (Part 1—Principles) |
| (6) Airframes (Part 1) | (14) Airframes (Part 3) | (23) Air Navigation (Part 2—Instruments) |
| (7) Magnetos | (15) Instruments (Part 2) | |
| (8) The Link Trainer | (16) Fuel and Oil Systems | |
| | (17) Aeroplane Radio Equipment | |

Wendell Holmes Bookshop

St. Thomas' Largest Booksellers and R. C. A. F. Supply House

PHONE 2440

4 DOORS WEST OF POST OFFICE



Thousands
Daily
Enjoy -



The BEST Milk Chocolate Made



DOWLER'S

- LIMITED -

Headquarters for
Air Force Officers'
Uniforms

Tailored-To-Measure from High-
grade Regulation Materials, with
Fit, Quality, and Workmanship
Guaranteed!

•
See Our Officers' Raincoats with Detachable Linings

We Appreciate
YOUR PATRONAGE

And are Constantly En-
deavouring to Give You
GOOD WORKMANSHIP
and BETTER SERVICE

You Can Help by Giv-
ing Us Your Laundry on
Thursday or Friday.



JARMAIN'S
FOREST CITY

LAUNDERERS
DRY CLEANERS

Two Stores - Wings 1 and 2

*A Pleasant
Place to Shop*

GOULD'S

*Elgin's
Biggest Dept. Store*

Make This Store
Your Headquarters

•
J. H. GOULD, Limited
ST. THOMAS

THE AIRCRAFTMAN

A Magazine of the R. C. A. F. Technical Training School
Published Monthly at St. Thomas

VOL. 3 - AUGUST 1942 - NO. 1



EDITORIAL STAFF

Managing Editor - S. M. McLennan (Senior Supervisor for Y.M.C.A. Services)
Editor No. 1 Wing - G. W. Burrell (Associate Supervisor for Y.M.C.A. Services)
Editor No. 2 Wing - R. C. Good (Associate Supervisor for Y.M.C.A. Services)
Technical Editor - Sqn. Ldr. A. A. Peebles
Fiction - Sgt. Godfrey, C.

REPORTERS

No. 1 Wing: Sq. 1 - Sgt. McFarland
Sq. 2 - A.C.2 Pike, H. A.
Sq. 3 - Cpl. Longbottom
Headquarters - L.A.C. Pool, J. W.

No. 2 Wing: Sq. 1 - Cpl. Davies, A.
Sq. 2 - A.C.2 Scott, D. H.
Sq. 3 - Cpl. Jorgenson, G. E.
E. & A.T.S. - W.O.2 King, H. G.

TABLE OF CONTENTS

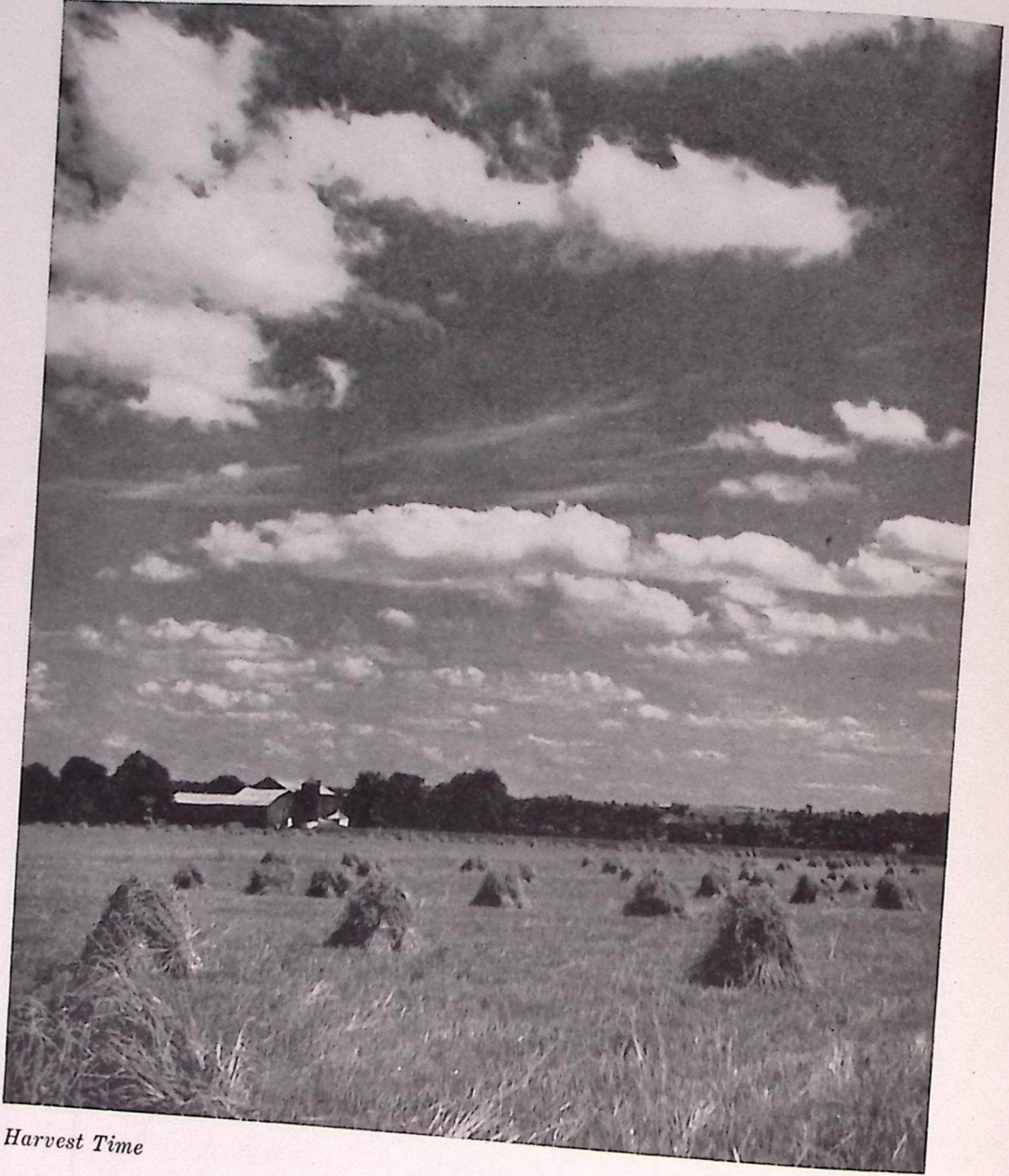
- | | |
|-------------------------|-----------------------------|
| I. EDITORIAL | IV. AMONG THE SQUADRONS |
| II. SPORTS | V. RESEARCH AND DEVELOPMENT |
| III. STATION ACTIVITIES | VI. TECHNICAL TOPICS |

Subscription Rate is \$1.00 a Year - 50c for Six Months - 25c for Three Months
Mail Subscriptions to Flt. Lt. J. G. Sparling

Example is one of the most potent of
instructors though it teaches
without a tongue.



The Picture of The Month



Harvest Time

Flt. Lt. P. S. A. Morton

« « EDITORIALS » »

Policy

The editor tries in these columns to create thought and encourage interest in our Station paper. Obviously he does not expect complete agreement with the editorials. He does, however, sometimes feel a bit depressed over the general lethargy apparent on the Station. Thus he was pleased when a reader took sufficient interest to write a letter in reply to an editorial which appeared last month. The reply appears in this issue and as you will note challenges the theory expressed in the July editorial.

The editor welcomes letters and criticisms. These enable him to determine policy and meet the requirements of the personnel on the Station. We are anxious to make this *your* paper, but to do so it is necessary to hear your voice.

We draw your attention to the article last month and also to this month's. They express a thought which has been discussed recently in the daily press. Let's have your ideas on the subject.

We are all busy and so are grateful to one who has taken the time and effort to submit the following note. It is timely and thought provoking:

* * *

RIGHT IS MIGHT

In the July issue of THE AIRCRAFTMAN there was an editorial which needs considerable fumigation. The title was "Right Is Not Might". This is a pernicious philosophy to spread abroad in days when people are too busy to do much critical thinking. Right is might, and right is always might, and what is more, right is dynamite. The Nazis have proved it. They have blown up half the world, and are trying hard to blow up the other half, and they will succeed unless they blow up our self-complacency first. It is hoped that the latter will happen before the former. Their belief in the righteousness of their cause is all the dynamite they require to do what the democracies considered to be impossible. Right is always might.

Right is a relative term. There is the "apparent right" and the "actual right". The Nazis believe in what looks good to them; that is, the apparent right. This is the only impetus

they require to organize the whole of their life and country to that end. The United Nations state they are right and the Nazis are wrong, but there is a difference between saying you are right and believing you are right. One is just a statement, and without convictions it carries no power. Conviction and belief are things of the heart and go deep into the will, and issue forth in the action which conquers. The all too common smug statements that we are right and therefore we will win do not stir us to organize for victory at all. On the contrary, they are merely a refuge for people who are too selfish to make any sacrifice, and too feeble mentally to see how it can be done by any other force than a miracle of God or the magic of Aladdin. It depends which one you favour as the most potent.

To be sure, in all likelihood it will be working violence which will win the war, and it is agreed that it will be won by action and not by words, but to say that righteous indignation is secondary to concentrated fighting and working is a fallacy. This is the crux of the whole matter: Righteous indignation, which means that passion is aroused and hearts are burning with conviction, is the very dynamite which explodes any half-hearted effort in war industry, and in the field of battles, and clears the way for efficient prosecution of the war. An abundance of such feeling is required. Platitudes rarely bolster courage, but principles and deep conviction always fire determination.

When we believe in the righteousness of our cause, and really value our way of life, no price will be too costly for us, and no effort will be too great. The comfort of recent years has produced sluggish thinking concerning values. Many of this era have lost the faculty and the desire to think deeply. It is too uncomfortable, and so it is not done—hence our position is seldom clear and vivid.

The people of the free nations will have victory in their hands when first they have the righteousness of their cause seething in their hearts. It is then, and only then, that good work, good flying and good fighting will win. That "right is might" has been proved down the ages in the experiences of man. It is a thing of the spirit and the will. It is to be believed in, rather than just believed. Right is still might, and it is always dynamite.

Welfed

The remarks of Welfed during the last two numbers of THE AIRCRAFTMAN are bearing fruit.

One has only to look at the general improved appearance of the airmen and airwomen—their bright eyes—alert action and general bloom of health on their faces to see this.

Very real interest in foods and feeding is now apparent.

With the advance of summer, a larger variety of fresh vegetables is available, fresh apples will be on the menu again before very long; radishes, fresh onions, lettuce, celery all help to balance our diets and supply the necessary elements for nutrition.

Added to all these we are now having music with our meals.

The great difference between eating and dining lies largely in getting cleaned up, change of clothing—pleasant conversation and music with our meals.

Music of the proper variety is a definite aid to the digestion, it relieves fatigue and is altogether pleasant.

As time goes on a library of music can be built up to stimulate the idea.

A cranky old diner on one occasion asked the head waiter if the orchestra could play anything. When told they could, he said: "Well tell them to go and play checkers until I have finished my dinner."

Now at our time of life we are not cranky and will enjoy the music and the food served with it.

The dietitians are devoting all their time and energy to the preparation and serving of a balanced diet—a very marked improvement is looked for. Cooks are working hard to attain their best—the net result can only be a healthy, vigorous Air Force and a determination to win this war quickly.

* * *

"Aircraftman's" Birthday

With this issue of THE AIRCRAFTMAN we complete two years as a member of the R.C.A.F. Station publications.

Those members of the Station who were here at the outset will remember some of the trials and tribulations of our paper. Each one of us has his own particular problems and those of a paper are as many and varied as in other fields. We know that our problems and difficulties have been worth while, for a magazine adds to the life and interest of any Station.

The editor would like to express his sincerest thanks for the untiring efforts of those who made this effort possible.

May the time till Victory and Peace be short. Let us in the meantime continue to make this publication worthy of the station for which it speaks. Your interest and contributions have been most generous and we beg of you to continue until we can all work together in the publication of a final Peace and Victory issue.

* * *

Do You Smoke?

During the past month you will have noticed small boxes placed in various spots around the Station. For the most part they are placed close to a cash register. The purpose of the boxes is plainly marked upon them: "Smokes for R.C.A.F. Personnel Overseas". The first month's collection for the whole Station netted \$4.22—not very much. Some day we all may be overseas and glad of a smoke. On pay day just think of this and maybe those odd coppers will find their way into one of the boxes. Need we say more?

* * *

Fiction

Two months ago your Station paper inaugurated a new department—Fiction. It was felt that there were a good many yarn spinners on the Station and contributions are invited. Sgt. Godfrey, who has had considerable experience in short story and play writing, has been named as editor of the department. Articles may be sent to your Station Y.M.C.A. Office or handed to Sgt. Godfrey. First attempts at writing are encouraged and any possible help will be willingly given to embryonic writers or authors.

* * *

ST. THOMAS ACTIVE SERVICE CLUB

(A tribute from St. Thomas Times-Journal)

Up some stairs, above the Strand,
Above the roar of the city street,
You're met with a smile and warm hand,
And here at last a friend you'll meet.

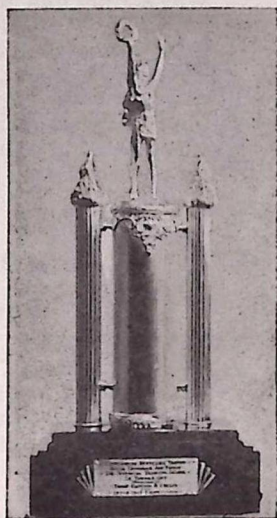
I've walked the street for many a night
And looked in windows of every store,
And never thought to climb the flight
Of stairs, and bring relief from bore.

So to you ladies I wish to say:
"I thank you deeply and sincere
For the time that I did stay
Within these walls, where there is cheer."

—W. H. M. S. of the R. C. A. F.

« « SPORTS » »

COMMANDING OFFICER'S TROPHY



Completing the final step in the breaking of the sports doldrums into which 2 Wing lapsed last winter, 2 Squadron of 2 Wing finished June's Trophy race and took the silver emblem in fine style. Thus the efforts of the Wing O.C. and the Squadron O.C. and the men of 2 Wing have completely snowed under any claims 1 Wing may have had to summer sports supremacy. Surprisingly enough, the Trophy went to a team which was successful in only one department, *viz.*, softball. 1 Squadron of 1 Wing went through the tennis schedule without a defeat and 1 Squadron of 2 Wing took the bronze badges in both lacrosse and football. Headquarters trailed the entire field in their worst showing since Flt. Sgt. Jerry Park left the Station. That the winners of the Trophy were successful in only one field shows that the spirit necessary to win is not particular or outstanding ability in any field but just average ability in them all. It takes a real bunch of men to keep coming out regularly and plugging along, even though defeat is a foregone conclusion. So here's to a squad of champs—2 Squadron of 2 Wing. At the time of writing 2 Squadron of 1 Wing is leading the race for the July Trophy. Just whether any squadron from 1 Wing is good enough to

hold 2 Wing is a matter of opinion. We expect a real scrap. We'll tell you about it next month.

* * *

LACROSSE

On Saturday, July 11th, a team from T.T.S. sallied forth to St. Catharines to engage the Dominion Champions. Excitement ran high in that sport-conscious town and the prophets were looking forward to a real game. And a real game it was. The score does not tell the real tale. It was 21-12 in favour of the champs and shows them still as a real team, but it also let the spectators know that T.T.S. has a fighting squad. Moody, Cattermole, Coates, Morphet and Hartney made things interesting for the other goalie, while McKim starred in our net, pulling off some sensational saves. Baker, Ludbrook and Love turned in a beautiful game on the second line, while Stout, Pool, Giffen and Bowles were equally efficient. The entire game was played without a penalty. Most of the team hails from the West and play on teams from 2 Wing. The local radio interviewed some of the boys from the R.C.A.F. and asked if we thought of entering a team in the Mann Cup finals, which just goes to show what St. Catharines thinks of our team. If that time ever comes, we hope that the team will acquit itself as well as our boys did last month.

* * *

SOFTBALL

The Army invaded T.T.S. Nine Amazons from the London Detachment C.W.A.A.C challenged the supremacy of our own W.D. on Thursday, July 8th, to a game of softball. The Army was beaten back from T.T.S. The score was 19-9 in favour of the Blue-Clad Bambinos. The game showed that on this Station there are plenty of good ball players, even if they are of the female persuasion. Byron, Delwo and Heavenor, with Young, held down the infield spots, while Wood, Simpson and DeWolfe snagged them in the daisies. Batteries, Hugh catching with Beck and Armitt pitching, were tops. Ching and Fleming began as subs but entered the game later. Our aggregation



THE AIRCRAFTMAN

showed plenty of muscle power, with Simpson making two circuit clouts and Hugh and Young coming through with additional four-baggers. Considering the fact that the girls had only two practices prior to the tussle, the brand of ball played was distinctly good, with Hugh putting up a real exhibition behind the plate and Simpson nonchalantly pulling off some great catches in left field.

The advent of the W.D. in competitive sport was attended by a large cheering section complete with cheer leader . . . a pleasant novelty around here. It is to be hoped that girls understand that the rather gruff male chorusing merely masked our pride over another team of fighters and winners.



TENNIS

In a challenge match between the Officers and Sergeants of the Station the former overwhelmingly proved the better. Near pro skill was shown by Sqn. Ldr. Sinclair and Rosenthal, while W.O.2 King and W.O. Elliott, with Flt. Sgts. Gold and Dugan, tried their best to stem the tide of defeat. The final score probably accounts for the increased activity on the courts in front of the Sergeants' Mess.

* * *

STATION LACROSSE TEAM WHICH PLAYED DOMINION CHAMPIONS AT ST. CATHARINES, JULY 11th



Left to Right: Front Row — Coats, P/O Holroyde, F/L Boyes, Baker.
Middle Row — Moody, McKim, Burrell, Y.M.C.A., Stout, Hartney.
Back Row — Love, Ludbrook, Cattermolé, Barradel, Bowles.

STATION ACTIVITIES



HONOUR MEDALISTS FOR THE MONTH OF JULY

Entry			
28	Instr. Rep.	R149980	- A.C.2 Phillips, G. E.
101	A.E.M.	R151837	- A.C.2 McNeil, W. H.
101	A.F.M.	R150716	- A.C.2 Horn, W. C.
96	A.F.M. (MR)	R146224	- A.C.1 Kittson, R. E.
29	Instr. Rep.	R153909	- A.C.2 Scrutton, A. E.
30	Instr. Rep.	R153852	- A.C.2 Zener, H. M.
22	Elect.	R139681	- A.C.2 Back, R. J.
102	A.E.M.	R126197	- A.C.2 McIntosh, E. J.
102	A.F.M.	R150695	- A.C.2 Moser, D. L.
97	R.F.M. (MR)	R151554	- A.C.1 Hymers, M. E.
103	A.E.M.	R151950	- A.C.2 Drewitt, C. J.
103	A.F.M.	R151979	- A.C.2 Turcotte, J. G. L.
31	Instr. Rep.	R88306	- A.C.2 Hicks, C. L.
Course No. 4			
	Equip. Assist.	W300336	- A.W.2 Ellerton, J.
Course No. 6			
	Hosp. Assist.	W303348	- A.W.2 Lewis, E. A.
Course No. 5			
	Hosp. Assist.	W302925	- A.W.2 Simpson, I. A.
Course No. 2			
	Clerk Account.	W303061	- A.W.2 Breen, D. E.
Entry			
104	A.E.M.	R160504	- A.C.2 Darlington, K.
104	A.F.M.	R157712	- A.C.2 Kowal, J. I.
99	A.F.M. (MR)	R149995	- A.C.1 McKechnie, D. C.
23	Elect.	R143794	- A.C.2 MacLeod, A. A.
98	A.F.M. (MR)	R146448	- A.C.1 Manning, C. P. E.
Course No. 5			
	Equip. Assist.	W302564	- A.W.2 Beall, E. M.
Course No. 7			
	Hosp. Assist.	W304049	- A.W.2 Escott, K. R.

TENNIS

1 Squadron, 1 Wing

A.C.2 Silk, W. K.	R136439
A.C.2 Campbell, C. A.	R142230

A.C.2 Johnson, R. K.	R132717
A.C.2 Fineberg, L. A.	R144797
A.C.2 Decarie, J. G. L.	R132898
A.C.2 Nall, J.	R127915
A.C.2 Spencer, A. L.	R151586

SOFTBALL

2 Squadron, 2 Wing

A.C.2 Logan, R. J.	R157713
A.C.2 Bunk, L.	R156731
A.C.2 Racine, K. C. L.	R154382
Corp. Kyles, W. J.	R70973
A.C.2 Irwin, G. R.	R158880
A.C.2 Back, A. J.	R158013
A.C.2 Richardson, S. J.	R158903
A.C.2 Coleman, J. M.	R157208
Corp. Stewart, G. R.	R89519
Corp. Henry, W. A.	R63654

LACROSSE

1 Squadron, 2 Wing

A.C.2 Barradell, P. R.	R157728
A.C.2 Stewart, S. M.	R158563
A.C.2 Botham, W. F.	R156607
A.C.1 Dolphin, G. M.	R146048
A.C.1 Dorais, L. L.	R151535
A.C.2 Labourin, C. W. L.	R158562
A.C.1 Love, J. W.	R151968
A.C.1 Moody, G. G.	R151538
A.C.2 Leclair, B. B.	R158502
A.C.2 Wood, W. J.	R151716

SOCCER

1 Squadron, 2 Wing

A.C.2 Stitt, W. F.	R157807
A.C.2 Robertshaw, T. A.	R157804
A.C.2 Sinclair, J. G.	R157838
A.C.2 Love, J. W.	R151968
A.C.2 Barrie, J.	R151855
A.C.2 Orr, J. D.	R165572
A.C.2 Litt, H. D.	R158505
A.C.2 Morris, R. M.	R151978
A.C.2 Colman, A.	R144535
A.C.2 Pemberton, A. L.	R151567
A.C.2 Forrest, C. S.	R138232
A.C.2 Schultheis, F. J.	R162742

* * *

Library Corner

It is regretted that many Airmen come to the Station and are here for a long time before
(Continued on Page Twenty-three)

« T.T.S. Air Women's Section »

WHY?

Why did you, a woman, join the Air Force? This seems to be a question puzzling to many persons, particularly those of the male persuasion. We girls quite likely give many flip-pant replies—and I mean *flippant* because the majority of us can't explain exactly what it was that made us decide to leave comfortable homes, good jobs, cars, and our many little pleasures. Nevertheless, here we are and enjoying it too.

Perhaps the nearest solution to that "something" is the fact that we love our homes. Right away I hear you say: "Then why leave them?"

A woman always has the intuition to protect those things which are dear to her and right now it is the peace of our homes that is in danger. We have seen many countries fall in a short time. Is there any one of us who wouldn't go the limit to prevent such a disaster befalling us? Who is it that suffers every time one of our men, maybe a sailor, a soldier or airman, is reported "dead or missing"—a woman somewhere. Who suffers when homes are burned and bombed, and little children left maimed—usually a mother or sister. Who in the villages or towns suffers when mad hordes of the enemy overtake these places? You know the answer. Surely when a woman sees these things, is it any wonder she will do all things possible to avoid such suffering to her own mother or sister and so help to keep the home fires burning until the men return from more dangerous duties.

So while we walk around in smart uniforms, wearing a smile and appear to be of little consequence, let me say the W.D's have more serious thoughts underneath and are here to work and share our responsibility until this horrible business of war is cleared up. Then we can return, with peace to our homes, in the knowledge that we have done our bit.

* * *

The W.D's Credo

We believe in God, our country and our King.

We believe that we are fortunate to have the privilege to wear the King's uniform, and participate in the attaining of ultimate victory over the rampant evils of today.

We believe that we have a job of work to do and that we can do it well.

We believe that we lack neither the morale nor physical courage to meet and successfully overcome the difficulties that are in store for us.

We believe that so long as we put forth our best effort we shall not fail.

—A.W.2 LAUER, A. M.

* * *

Basic Training

I was strolling in the park one day
When I heard a handsome airman say,
"Now wouldn't she look cute
In a nice Air Force Blue suit?"
So I joined the W.D's right away.

I had a nice long trip on the train,
And landed up at Rockcliffe in the rain;
Our rooms they had no doors,
No carpets on the floors,
And we wished for window-blinds in vain.

We had four weeks of basic there,
And learned how to like short hair;
Then we were sent to T.T.S.,
Where we thought we'd get some rest,
But more was coming that we had to bear.

There are lectures that we have galore,
And every day they give us more;
We walk miles and miles to eat,
Then we scramble for a seat
That will let the airmen see us through
the door.

If you are a very lucky one,
Who can study and still have your fun,
Then the blue room is just right
To get a date for any night
With someone's rather lonely son.

* * *

Glamour

You should see my room mate,
Specially every night
When she takes off her glamour.
Oh, my goodness, what a sight!
It's lucky every morning
That she misses breakfast so
When she steps out on parade
Her glamour's all aglow.

THE AIRCRAFTMAN

The Equipment Assistant's Lament

In the cemetery a tombstone plain to see
Stands tall "erect" to the W.D.
"Here lie the bones of those who tried
And having failed, lie still, inside."

Their lectures, I guess, were the cause of their
dying,
And here they enlisted, to "Keep the flag
flying".

But those noble creatures, who had no success,
We'll honour and bury in full battle dress.

Forty lectures a day were all they were given;
Do you see any reason why they still should be
livin'?

One out of three has a grey head to show,
So girls, while you're living make the best of
this blow.

The moral of this story is never to worry
Or you'll be in your grave in a H—— of a
hurry.

—By MILDRED CRESSWELL.

* * *

Procedures

Procedures by the score we're learning day
by day,

(If I knew I might see Billy I'd manage them
some way).

E26, E56, E42 and 3,

And all are used for something is just what
gets me.

(A dance tonight, I wish that I might see
You darling, waiting, just to dance with me.)

Oh what's the use, I just can't learn

Where the A.I.U. comes in.

(Oh, Sweetheart, each day I yearn

To see your eyes and dear determined chin).

Next comes Repayment and then Prepayment.

Oh dear, what will I do?

Finals coming up next week

(And I just think of you).

But it won't do—I can't disgrace

The beloved W.D.

Some day, maybe, we'll find our place

When we again are free.

To live our private lives again

As peace-loving citizens.

But until then it seems I must

Learn each procedure step by step

Of how to demand, issue and receipt,

And how shortages are met.

So just for now I'll say so long,

And study patiently,

And hope to pass the finals,

Not less than a G.D.

—By A.W.2 KAYE LAURSEN,
St. John, N.B.

Thoughts of a Recruit

To learn my lessons I tried and tried;
When I failed my exam I cried and cried,
For they expected of me, when I left, to rate
High honours and be at honour's gate.

The numbers and vouchers are all a muddle.
It makes me feel like a stone in a puddle.
I hope the sun will shine strong and bright
And all my efforts turn out just right.

But I must go on and do my best,
And do my part as have the rest;
The uniform blue I'm proud to wear
For it tells the world we're of the air.

—A.W.2 COUPER, O. M.

* * *

A CREED

*A little more living and a little less creed;
A little more giving and a little less greed;
A little more laugh and a little less frown;
A little more helping a man when he's down;
A little more we, a little less I;
A little more laugh and a little less cry;
A few more flowers strewn upon this pathway
of life
Instead of our graves at the end of the strife.*

* * *

"D" Flight

Have you seen "D" Flight?

The smartest on parade.

The Flight that's always in the right

And no one looks dismayed.

Have you seen "D" Flight?

With buttons shone and shoes a gleam?

It turns out for inspection

The smartest to be seen.

Have you seen "D" Flight?

When lining up for lunch

They *never* run, or push, or shove,

And in silence always munch.

Have you seen "D" Flight?

On tip-toes to their class,

They are the model students—

Surely all are doomed to pass.

Have you seen "D" Flight?

You have? Well, I'll be darn,

'Cause now I know I've told the truth

And not just spun a yarn.

* * *

Extractions and Distractions

From "D" Flight, Clerk Accountants

We've come from all over Canada. Our
first "Flight" on joining the W.D. was to No. 7

"M" Depot, Rockcliffe, where we spent one very full and happy month learning the fundamentals of Air Force life—or should we say "what every young woman should know and not do".

With cheery good-byes, we spread our wings and arrived at T.T.S. With glowing reports in our hearts of this "super duper" Station we arrived. We are here and not disillusioned. It's a grand spot, with luxurious quarters and set in a beautiful countryside. However, we stop there for our predecessors have sung the glories of T.T.S., and with what they have said we agree most heartily.

Time just flies—with swimming, dancing, ball games and—should we tell you—moonlight strolls without T.T.S. A.C.2s. But, "Carry on there and settle down." "Who said that?" Oh yes, our very efficient Cpl. McGregor, and so to the parade we march to be followed by lectures. Never a dull moment. These lectures *could* be dull but not with Flight Leduc as instructor. An orchid to our genial Flight Leduc. He can be both amusing and confusing but, sister, does he put over this stuff called "Equipment Accounting"!

Well, it is all so much fun—the old life, old customs are practically forgotten. Soon, once more we'll be taking off again to what landings we know not—but, come what may, we'll keep our spirits up and our chins (both of them) in the same place, and in our own way try to help the boys to "keep 'em flying".

Tidbits — Take Heed, Girls!

A.W.2 Watts wonders if she's a human guinea pig. She mourns the loss of five molars.

Cpl. Axford: "A.W.2 Hunnisset, did you study last night?"

A.W.2 Hunnisset: "No, Corporal, I had to do my week's washing."

Capt. A.W.2 Delwo (to her ball team at 6.30 a.m.): "I want you all in there fighting hard tonight." (Flash: W.D. played C.W.A. A.C. from London. Score 19-9 in favour of W.D.)

A.W.2 Doran: "Gee, I'm so disgusted. Everything happens to me. I have to see S.O. Collier *again*."

W.O.2 King: "A.W.2 Jones-Williams, 'both of you' read lecture seven."

What will a 48 do to the Clerk Accountants when a 24 had such drastic results?

Overheard: It must be awfully funny to eat where the food is in a mess and the beds are the bunk.

Reported Missing

He first left home for he knew not where,
To start his adventures in the trackless air.
He had to accomplish so many things
Before the day he received his wings,
And started upon his adventurous career,
And said good-bye to those over here
And sailed across the raging foam
Before he landed so far from home.
That night when the stars were high above,
On his flight he thought of those he loved.
He never faltered at the peril at hand
When he was over the enemy's land,
For he knew so well that the job must be done,
If ever this war would be over and won.
But at dawn when the planes came in from on
high

His plane was not among those in the sky.
—A.W.2 HARRISON, F. M.

* * *

On the Job!

I'm but a cog in life's vast wheel
That daily makes the same old trip,
Yet what a joy it is to feel
That but for me the wheel might slip!
'Tis something, after all, to jog
Along, and be a first-class cog!

* * *

Taken from one of the papers of a Western unit:

My love has flew,
He did me dirt,
I did not know,
Him was a flirt.
To they in love,
Let I forbid,
Lest they be do-ed,
As I was did.

* * *

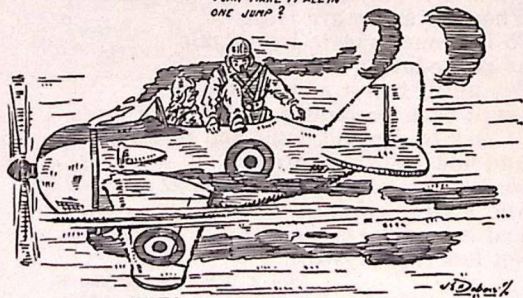
A man wandered into a tennis game the other day and sat down on the bench.

"Whose game," he asked.

A shy young thing sitting next to him looked up shyly and hopefully. "I am," she replied.

* * *

SIR, DO YOU THINK
I CAN MAKE IT ALL IN
ONE JUMP?



AMONG THE SQUADRONS

1 SQUADRON, 1 WING

Sgt. McFarland, B. B.

Once again we are on top for the C.O.'s trophy. Let's stay there this time and win the darn old thing. It is about time that it spent some time in our Orderly Room. We thank A.C.2 Silk for his time and energy spent in getting the Tennis Team up to scratch. In case you didn't know, they won the Tennis Medals for the month of June, and it looks as though they are going to do the same thing this month.

How about some of the Gang coming out and giving the various teams a little moral support. It helps a lot and then the players know that their efforts are not in vain. If you don't know where the fields are just ask and we will be glad to tell you, not only where, but how to get there. Come on, you new Entries, we always need new men on the different teams, and you are always welcome.

We wish Godspeed and good luck to P.O. Stirling. Hope you like Trenton, Sir. Always sorry to see a good man leave.

THINGS WE WOULD LIKE TO KNOW

Where all Sgt. Holland's "Smokes" go?
When Sgt. McFarland is going to get laryngitis?
What's the attraction at Pt. Stanley for Cpl. Neice these days?
How many half-days Cpl. Nezgor gets a week?
Where is Cpl. Pudwell at 0800 hrs. each morning?
Why Sgt. Holland sleeps in when he has an S.O.P.?
How long will it be before Cpl. Crangel is in the Hospital with Sunday Duty "Mania"?
The inside dope on Cpl. Breault's Tennis "Racket"?
Is the white flag still flying over the Log Cabin at Port.
Has Cpl. Crangle's long association with dogs anything to do with his success at "Wolfing"?

A LITTLE FROM E30

The States may forget Pearl Harbour,
How those Japanese acted so dirty,
But T.T.S. at St. Thomas
Will never forget E30.

We could be smart if we wanted
And all be brilliant in class,
But why should we go to the trouble
When all we need is a pass.

We are a wash out entry
And you all know what that means.
We used to be pilots and R.M.'s,
But just didn't use our beans.

With Giles and Davey our Romeos
And their wolfing it every night,

We have Grandpa Vern McCausland
And his ever burning pipe.

There's Armstrong with his war views
And Dalys with his C.W.A.A.F.-ing,
While Harry Steele with his Ottawa big talk
Always keeps us laughing.

Bennett with his comments
In class, is quite a scream,
And McDonald with his energy
Should play on a Sqdn. team.

There is Nall from Alabama,
Our All-American star;
With Cooney and Gow on the Lacrosse team
We're not the worst by far.

When it comes to big-time gambling
To Davyduck none can compare,
While Slim, that dear old fellow,
Is still losing more of his hair.

And when it comes to studying
Orv Coxon's on the bit,
Or going out with nurses,
Well, its Price that makes a hit.

There's Staples with his questions,
And Riley with his weight.
But when it comes to scroungin'
Glanvill's never late.

Harrison's our pupil Cpl.,
Even at that he's not bad.
And for being out of step in line
Art Murphy is just the lad.

Panter, Peppin, Perry are our
World renown three P's.
I'll bet you couldn't find anywhere
Three nicer chaps than these.

If it comes to being on charge
Our Smith's the man for this.
For clearing his throat in classroom
Never an hour does Dingman miss.

Dan McCormack and Walt Bodmar
Are really two nice guys.
Lambertus after the night before
Is mighty hard to rise.

If you should need a lawyer
White's the man to see,
Along with J. H. Kirkwood
He has an S. O. P.

At last we come to McElrea,
A name to bear in mind;
I left his name to near the last
Because it's hard to rhyme.

And now to clear the mystery up
While my mind is still quite firm,



1.—No. 2 S., 1 W.

2.—No. 1 S., 1 W.

3.—No. 3 S., 1 W.

4.—Headquarters

5.—No. 2 S., 2 W.

7.—No. 3 S., 2 W.

6.—No. 1 S., 2 W.

9.—W.D.'s

8.—E. & A.T.S.

WORK SAVE LEND

TOTAL TO DATE
\$44,245

I'll let you in on a secret now,
I'm known as George the W.O.R.M.

I guess you see, dear Airmen,
We're not too bad a bunch,
So hurry up and get in line,
Before you're late for lunch.

Because there are three thousand
Trying to get through that door,
And if you try some scroungin'
The Cpl. will get you once more.

—G. W. BRENNEN,
1 Squadron, 1 Wing, E30.

Any similarity to persons "living" or in suspended
state is not the author's fault.

AIRMAN'S LAMENT

I was a young Airman
Carefree and gay
With every intention
Of staying that way,
When all of a sudden
Just out of the blue
I found myself staring
Dear Marny at you.

When I first saw you
You were at a dance
I spoke to you, Marny,
Just on a chance.
As we glided together
Around the dance floor
I thought nothing of it
I had danced oft before.

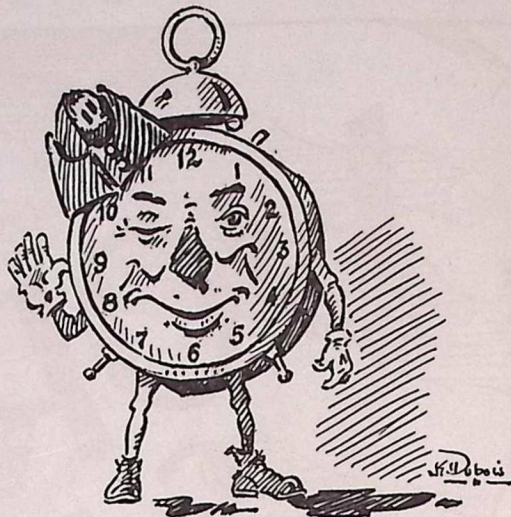
But there was something about you
That struck me as new;
Of course, I found later
That something was you.
Though I took you quite casually
Don't blame me for this;
Your presence to me, Dear,
Meant moments of bliss.

Things went quite smoothly
"Till that awful day
When fate intervened
And sent me away;
I wrote you quite often
As I promised I would
And came in to see you
Whenever I could.

Now something has happened,
What 'tis I'm not sure,
I'm certain, Dear Marny,
There must be a clue.
But, since the time
I started this verse
The set-up has changed
From bad to still worse.

We're now all through,
Dear Marny and I.
I leave you to Earny,
God bless him, that guy.
Again I'm a young Airman,
Carefree and gay
With every intention
Of staying that way.

—G. W. BRENNEN.



THE BLOKE THAT WAKES
THE BUGLER UP.

* * *

3 SQUADRON, 1 WING

SQUADRON CHATTER

By A. W. J. Carroll

For quite some time now we have endeavoured to have a reporter from each Entry turn in some material for the Aircraftman, but we have not had much success. Now, lads, we are not all born writers, but I am sure that we could each put down on paper any amount of interesting news concerning our Squadron; this would be turned in to the editor who would rewrite it for us if necessary. This personal chatter would help to make our column worth reading. So, fellows, let's get together next month and turn out a real column.

The former senior N.C.O. in this Squadron has been posted to Belleville. Good luck, Flt. Sgt. Maguire; you did a good job here.

We are all anxious to view the new Station Crest, congrats to Flt. Lt. Boyes, the originator of the winning design.

The famous 103 Entry has been posted off the Station to all parts of the Dominion. We who will follow them in due time send our best wishes tagged to each and every one.

THE LIGHTER SIDE OF THINGS

Two drunks were playing with a flashlight, switching it on and off. Finally one of them threw the beam of light up toward the ceiling and said: "I'll bet you can't climb up that beam?" The other shook his head and replied: "No, siree, you can't get me to try that. I know you. Just when I get to the top you'll turn it off."

THE AIRCRAFTMAN

The Squadron's clerk, A.C. Milot, who wedded a London lass back a few weeks, has been posted to Shelburne, N.S. We regret seeing you go, Roger, but I am sure you will enjoy a change after doing a two-year tour of duty here. The best of luck to you and the missus.

First Airman: "Stop acting like a fool."
Second Airman: "I'm not acting."

The closest resemblance we have to a London fog—is, (A trainee washroom in the fitters shop during the smoke period.)

An applicant being tested at a recruiting centre for A.E.M. was asked what he did in civil life to qualify him for A.E.M. Enlistment replied: "I tightened on Nut No. 453 at General Motors for two years."

Blue Monday comes around,
In class the boys do sleep,
Instructors become unbound,
And then our eyes uncreep.
Sometimes we hear a groan,
Another makes a moan,
If we could only keep awake,
Then the education we could take.

ORCHIDS!

Congratulations to the drill team and the corporal for winning the C.O.'s competition last month. We are looking for a repeat this month, lads, so let's get out there and really put on a show for the crowd.

Our thanks for the little "Information Booklet" recently published. It's a neat job and a mighty interesting bit of work.

THIS AND THAT

My mother had gone out of town, leaving my father home with us three children. The first night away from home she couldn't sleep worrying about us. Finally at midnight she telegraphed. At 0130 hrs. of an icy January morning dad went shivering to the door to take in the message: "Are the children alright?" Savagely he wired mother, "Yes. Why?" She had just fallen asleep when dad's wire reached her at 0300 hrs. She rushed back a reply. Teeth chattering, dad tore open the message at 0430 hrs. It read: "Because."

In time of war the first casualty is truth.

The mayor of an American city made an electrically transcribed speech, played the record back to himself to hear how he sounded, and fell asleep before the finish.

ONE HUNDRED YEARS FROM NOW

At evening when the sun goes down,
And the birds no longer sing,
I like to sit and think of what
The future's apt to bring.

The limousines that crowd our streets,
On pedestals will raise,
Exhibited as relics of
The horse and buggy days.

Then trucks will be a rarity,
And rather out of date,
For we'll be using rocket ships
To transport all our freight.

Post offices will fade away,
Replaced by teletype,
Which ticks out stock quotations
And all that sort of tripe.

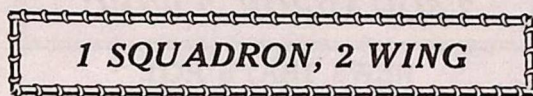
Radios will disappear,
Replaced by television,
And when we get the daily news
We'll look as well as listen.

Railroads will be obsolete,
By aeroplanes we'll go,
And from an altitude enjoy
The scenery far below.

And linked in closer sympathy,
In custom, time and space,
The world will then appear to be
A better dwelling place.

And thus we bring to a close for another month this Squadron column. We hope that we will have more interesting and Squadron news for you next month, but don't forget lads, let this Arm-chair pilot have your material for next issue. Just before we leave we send greeting from all the lads in the Squadron and from the Squadron Commander to our pals in the hospital; cheer up, fellows, we hope to see you back with us real soon. Cheerio.

* * *



RIGHT OFF THE LID BY THE HAIRCUT KID

O.R. DOINGS

Flt. Sgt. Morrison: "I'm the busiest Man in Canada."
Cpl. Shelton: "Pack my lunch, wife, I am on Sub-sistence."
Cpl. Rogers: The natural "Joe Boy."
Cpl. Jay: "Where is Port Stanley?"
L.A.C. Gibson: What? "More Farm Leave."
L.A.C. Churchill: "When do I get leave to get back to Detroit?"

The Squadron as a whole has been somewhat changed in the past month. One of the outstanding changes we notice here is the fact that L.A.C. Gibson has moved his desk from the north end of the Orderly Room to the west side. He claims this gives him more free wheeling on the typewriter, or something.

We say good-bye to Sgt. Brown and L.A.C. Chamberland this month who we will miss around the Squadron. Best of luck, men, in your new postings. This leaves us with a small staff, but right up on the bit. Just you ask Flt. Sgt. Morrison, he really knows when he has good stuff. Eh, Flight.

L.A.C. Gibson sure has been quite busy with Farm leaves of late. Even he tried to get it, but he says there aren't enough fishing creeks up his way so he has decided to give up the notion. We sure hope that the Trainees will dig right in and really get that crop in. If there is any extra work around that Flt. Sgt. Morrison could do, we feel sure that he would help out on the Farm, as he claims he did plenty of it in his time. Right, Flight?

No. 1 Squadron is proud of the six Airmen, namely: Moody, Love, Cattermole, Ludbrook and the McKim

brothers, who played on the Station Lacrosse team against the St. Kitts Athletics. This sure was a great game by all reports from the attending fans. We understand Flt. Lt. Boyes, who really takes a great interest in the sports of the Squadron, was at the game. L.A.C. Sullivan, who is the coach of the team, made some of the players feel very much at home in Thorold.

We say "So Long" to the 103 Entry, who are leaving this week, and one Airman who professes to be a poet by nature (or something) has handed in the following masterpiece, which we are very glad to enter in our News this month.

ENTRY 103 ON LEAVING

The 103rd is leaving today,
Goodbye T.T.S. we're on our way
To places unknown to us as yet,
But T.T.S. we'll never forget.

We know that we were roudy and rough,
But you can't deny that we knew our stuff.
To keep them flying we're leaving now,
And do our best, we will, and how!

—A.C.1 LANGNER, A.

* * *

2 SQUADRON, 2 WING

NEWS THAT'S HOT DISHED OUT BY SCOTT

By L.A.C. Scott, D.

From our senior N.C.O., Flt. Sgt. May: "Congratulations to the whole of No. 2 Squadron, No. 2 Wing, on their excellent showing in Sports Competition last month. The Commanding Officer's Trophy certainly looks swell in the office and our being the proud possessors of the coveted trophy created quite a stir. Keep up the good work, we would like to see both trophies in the Squadron next month and we CAN do it. Fellows, get out and get your team well up on the scoring line. Play a good game—and a clean one. You'll get our whole support."

DOIN'S AT 2 AND 2

This past month this Squadron lost one of its most valued men in the person of Corporal R. W. Brown . . . the whole Squadron is sorry to see you go, "Brownie". . . Cpl. Brown was prominent in Squadron sports and under his guidance this Squadron copped the Tennis Medals a month ago . . . "Brownie" goes to Manning Depot in Toronto . . . We wonder what the great attraction or attractions seem to draw all the P.T.I. down to the Port . . . Another old-timer from 2 and 2 was posted this month . . . he is L.A.C. Bill Tolmie, one of the "old originals" who went to Pennfield Ridge, New Brunswick . . . During the past month this Squadron said goodbye to the 101st and 104th entries, and welcomed the 113th and 116th . . . We would like to know why a certain P.T.I. Cpl. goes swimming at the Port at 3 o'clock in the morning.

RIGHT OFF THE COB

Flt. Sgt. May: "Have you ever been up before the judge, Corporal?"

Cpl. Kyles: "I don't know, what time does the judge get up?"

And Corporal Moriarity calls his girl friend "Tomato" because nobody is able to love him like "Tomato Can."

Cpl. Gosney: "Well, men are all from the same mould, but some are mouldier than others."

Cpl. Kyles and Cpl. Gosney planning a "little party" at Grand Bend.

Cpl. Kyles: "Well we better have one keg of beer."

Cpl. Gosney: "But L.A.C. Scott's coming along."

Cpl. Kyles: "Oh, then, make it three kegs."

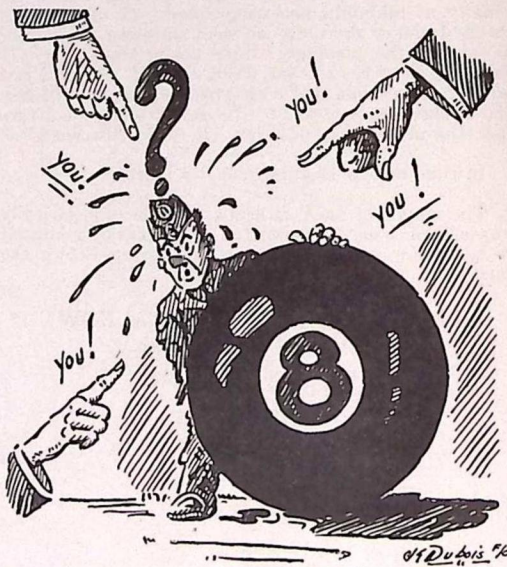
Then there was the tale of the International Bridge Party, at which the following were present: Mrs. Musso- lini, Mrs. Roosevelt, Mrs. Lindbergh and Mrs. Wally Simpson. As the game progressed, Mrs. Musso said, Simpson. As the game progressed, Mrs. Musso said, Simpson. As the game progressed, Mrs. Musso said, Simpson. "Well, girls, all I've got is a Deuce"; said Mrs. Simpson, "Well, I had an Ace"; and then chirped up Mrs. Roosevelt, "Let's have a New Deal."

We would like to remind all airmen of this Squadron that this is your column and we want contributions from you. In the past months you have disappointed us, so let's have a flood of material for next month, fellows.

AD LIBS

Just what happened one week-end at Grand Bend we would like to know . . . Perhaps "W. J." could tell us . . . which reminds us of the story of a certain St. Thomas mother, who had an exceptionally bad young boy: she threatened him in every way if he wouldn't be good, but nothing could scare the rascal. Finally one day, in desperation, she said: "If you aren't a good boy you'll grow up to be a Technical N.C.O. at T.T.S. . . and from that day to this the child has been a perfect young man . . . Why is it the orderly room boys have it all over the techs. when it comes to getting good looking women . . . which just about winds things up for this month.

* * *



JUST "JOE"

3 SQUADRON, 2 WING

By Cpl Jorgenson, G.

SPORTS

It has been some time now since we have held the Commanding Officer's trophy in No. 3 Squadron, but nevertheless the standard of athletes has been kept very high and our present roster of sports representatives shows a competitive group equal to the task of coming out on top.

The Lacrosse team, manned by such crack players as "Goalie" Randolph, Baker and Coates, have a no loss record so far this month and show no signs of letting up.

Coach Tamaro has whipped up a first-class baseball team, using as his battery Henning and Lee. The team have had no losses to date, a fine record to support Cpl. Tamaro's claim that his team are tops on the station.

In tennis A.C. Halstead has taken the major brunt and he is doing an excellent job holding his own.

The soccer team is now in the hands of Cpl. Roseberg, who is doing a great job of whipping them into shape. He plays the odd game himself and slings a mean toe. Incidentally, Cpl. Roseberg's big nemesis is knowing the difference between off hours and duty hours.

LO, THE POOR MAN!

Man is of few days and full of trouble. He laboureth all the days of his youth to pay for a gasoline chariot, and when at last the task is finished, lo, the thing is junk and he needeth another.

He planteth grain in the earth and tilleth it diligently, he and his servants and asses, and when the harvest is gathered into the barns he oweth the landlord eight dollars and forty cents more than the crop is worth.

He borroweth money from the lenders to buy pork and syrup and gasoline and the interest eateth up all that he hath.

He begets sons and educateth them to smoke cigarettes and wear white collars, and lo, they have soft hands and neither labour in the fields nor anywhere under the sun.

The children of his loins are ornary and one of them becometh a lawyer and another sticketh up a filling station and maketh whoopee with the substance thereof.

The wife of his bosom necketh with a stranger and when he rebukes her, lo, she shooteth him in the finale.

He goeth forth in the morning on the road that leadeth to the city and a jitney smiteth him so that his ribs project through his epidermis.

He drinketh a drink of whoopee juice to forget his sorrows and it burneth the lining from his liver.

All the days of his life he findeth no parking place and is tormented by traffic cops from his going forth until he cometh back.

An enemy stealeth his car; physicians remove his inner parts and his teeth and his bank-roll, his daughters showeth their legs to strangers; his arteries hardeneth in the evening and his heart bursteth trying to keep pace.

Sorrow and bills followeth him all his days in life and when he is gathered to his fathers the neighbours

sayeth, "How much did he leave?"

Lo! he hath left it all and his widow rejoiceth in a new coupe and maketh eyes at a young sheik that slicketh his hair and playeth a nifty game of bridge.

Woe is man! From the day of his birth to the time when earth knoweth him no more he laboureth for bread and catcheth the devil.

Dust he was in the beginning and his name is MUD.

Congratulations are in order for Cpls. James and Fatum who recently joined the world's greatest institution—marriage.

Best of luck in your new venture, boys, and may it end with your golden anniversary.

Since the P.T.I.'s have moved in on the discs a show down has come as to who actually does the least. The result has been a sudden burst of inactivity around the squadrons.

No. 1 Squadron has a very cagey method of spotting 2 Wing top notch athletes and then inducing them to go advance metal. That's O.K., we can go along with a gag.

The most obvious counter-move by No. 2 Squadron is the selection of referees. They seem to be digging up from their own squadron.

LET'S GO BACK TO CANADA

Alberta has its oil fields
And fields of golden wheat,
But B.C. with its timbers
And its fishing; can't be beat.

Saskatchewan it has nothing
But a plot of dusty ground,
And from now on in the argument
They shouldn't make a sound.

Manitoba has Lake Winnipeg,
But B.C. has lakes the same,
So any boast that they may make
Will sure sound pretty lame.

Ontario has Niagara Falls,
And a thousand tiny isles,
But B.C. has its waterways
That stretch for endless miles.

So you can have your prairie,
You can keep your Eastern skies,
Just give me the balmy sunshine
Where the wide Pacific lies.

Where the breezes blow so softly,
Where the shores are golden sand,
Where the sunsets are the reddest,
B.C., the White Man's Land.

Where the timbers grow so stately
And the lakes are filled with trout,
And the people from the East come in,
It's hard to keep them out.

So you lads from the dust bowl way,
And to the East of there,
There's nothing you can fuss about,
Or with B.C. compare.

There are a few unhappy fellows
In Entry one-o-nine,

Who would like to hear the bugle
On Pacific standard time.

Yes, East is East and West is West,
And ne'er the twain shall meet;
Just keep the East out of the West,
And B.C. can't be beat.

* * *

HEADQTRS. SQUADRON

By L.A.C. Pool, J. W.

SPORTS

Headquarters soccer team is making a determined bid this month to finish on top of the heap. We are minus many of the stars of last month's team, who have been replaced by Livingston, Harvey, Alp, Tapper, of the cooks, and with Elliott, Hodge, Hrycaiko, Sowdon, Binge, Drummond, Lee and Pool of last month's team still on the job, a strong fighting team is representing Headquarters.

Our lacrosse team promises to have a few surprises in store for the other representatives. New faces will appear in the line-up and there should be plenty of action from Headquarters at the box.

Our tennis and softball teams both got off to a bad start. It is hoped that they will get back into their winning ways before long.

A familiar face to all the Station, particularly to Headquarters Squadron, is missing. In other words our Station Adjutant Flt. Lt. Marshall has left our midst. All Headquarters Squadron join in wishing Flt. Lt. Marshall success in his new endeavours wherever they may be.

Cpl. Bedford brought the boys a few pieces of his wedding cake. Forms for obtaining same may be had at the Orderly Room.

The Pay & Accounts Originals are gradually dwindling and the number is being increased this month when Flt. Sgt. Don Grant leaves us for I.T.S. and Air-Crew. Don was very popular around camp and with him go the best of luck from us all.

The burning questions around the Pay & Accounts these days are: "When are the ladies coming in? Where will we be posted? How far away? and shall I take my leave now? Who will be the key men left on the Station?"

Congratulations are extended to L.A.C. Broadley of the I. & R. Section. Joe was married on June 20.

* * *

MEDICAL SECTION

The staff rejoices to see signs of improved health on the Station; Ward 400 closed to business.

Who's next? Dan Cupid has been shooting with accuracy at the Meds. Steenson, Gillies and Vinet have fallen victim to his deadly aim.

Speaking of increases in families, the Archer and Weir families are both larger by one bouncing boy. Well done, Mel and Don. Congratulations.

The U.S.A. seems to hold some additional attraction for our boys these days, with Detroit and Buffalo seemingly holding special appeal. Sheffman spent several days of his furlough along the east coast of the U.S.A.

Most of the provinces will have seen our boys before the summer has gone. Here is the score to date: McQuaid, P.E.I.; Neil, N.S.; Lafromboise, Quebec; Gould, Steenson, et. al., Ontario; Miller, Northern Ontario; McEachran, Manitoba and Saskatchewan. Of course, we cannot miss Uxbridge—Greig spent most of the summer there.

Appendectomies seemingly have left no ill-effects on Gallant and Greig. Time will tell on Flt. Sgt. Walker's knee, who is now on sick leave.

Newcomers on our staff include Squadron Leader Meakins, Section Officer Newson, Nursing Sisters Brown and Giroux, Sgt. Corbett, Cpl. Kennedy and A.W.'s Darlay, Keys, Lewis and Williams of the Women's Division.

We regret to lose the following from the staff: Squadron Leader Sinclair and Flt. Lt. MacArthur to the "Y" Depot; Matron Oakes now overseas; Nursing Sisters Chisolm, LaRose and LeMay in Canada; Cpl. Bow, L.A.C. Greig, L.A.C. LaGarde and L.A.C. Chamberlain are reported overseas; Sgt. West, Cpl. McLeod, L.A.C. Stacey, L.A.C. Sweet and L.A.C. Beauregard to various stations in Canada.

SCOOPS

The Uxbridge flash "came through" again, this time winning the honeymoon race. Who was the girl?

THINGS WE MISS AROUND THE T.T.S.

OSCAR—has moved the location of his home; his antics speeded many a dull hour.

A few more like L.A.C. Gibbs of the accounts, who thinks it's a wasted evening if he doesn't get in at least a game each of lacrosse, soccer and tennis or softball.

L.A.C. Davis on the lacrosse team.

The man who keeps his duty roster for cleaning bays up-to-date.

A good game of hardball.

GUESSING CONTEST

This was written the morning of July 9th. To-night we see the Station Softball team play Aylmer R.C.A.F., while our Women's Division play the Army Girls from London. A grand prize of six months' furlough to begin one year after the war ends will be given to the one who can guess which game will attract the largest audience and by how many. Our guess is—men's game—18 players and subs, plus umpires and those over 60. Girls' game—balance of the Station.

The urgencies of the Service keep whittling away and Headquarters Squadron looks just a shadow of its usual robust strength. During the past month we have lost by posting more of our members and they are now scattered to far pastures. We hope they all find their new surroundings satisfactory. On their departure we asked them to keep in touch with us, so we hope that in future issues we will be able to present their impressions of their new homes. These recent postings have further depleted our stock of athletes and unless our sports section gets a transfusion from the new Security Guard we are in bad shape. We will still be in there fighting and the other Squadrons will still find Headquarters Squadron worthy opponents.

THE AIRCRAFTMAN

Cpl. Bedford of Headquarters Squadron Orderly Room has "gone and did it". Yup, it's Mr. and Mrs. now. Good luck, Corporal. No doubt you remustered to Discip. just in time to show the Mrs. who's boss; we know who will keep the pass record in the Bedford Household. With your past experience of keeping pass records you should have no difficulty with the Bean Jar, either.

Headquarters personnel all join in wishing our new arrivals WELCOME. The Security Guard—a fine looking bunch of W.A.G.'s. Come in and get acquainted, boys—it's Headquarters Squadron Orderly Room and we welcome you to all our activities.

BAND AND ORCHESTRA

By F.O. T. H. O'Rourke

A trip to Sarnia to participate in a Musical Tattoo. The boys really put on a show that was something. Their critics were the toughest to be found (other bands), and they came through with flying colours. Highlights of the Trip.

A.C.1 Bolt—the cause of our stopping at the country store—we suspect the storekeeper is a relative of his or maybe he told the truth. At any rate the boys helped to pay the income tax for this year (it was payday), but did they pay the nickles on the bottles. How about it, Sorensen?

Guests at luncheon by the Kiwanis Club, during which they held their meeting. Now we know what they do at these luncheons.

The obliging Quartermaster-Sergeant who saw to it that the boys found out where the Canteen was.

The American Girls' Band with three drum major-ettes, Sgt. Arrowsmith was very interested in how they did it, or was it the girls?

Bandsman Weames trying to play his own instrument and a Sousahorn at the same time.

Another lunch for the boys at the K. of P. Club.

Flt. Sgt. Green making a hit with the ladies.

The final scene of the Tattoo, massed bands, flags and 3,000 faces.

A fast trip home.

Nice town, nice people, nice trip. W.O.1 Foran is now convinced that the aisle seats in a bus are not up to his specification, but how that man admires nature under the moonlight.

It's back to school for the band personnel, no playing hookey and examinations after each lecture.

Classes are under the auspices of the Canadian Legion Education Services and should prove beneficial to all.

Our disciplinarian, Sgt. Arrowsmith, says he enjoys every moment of them.

* * *

THIS APPLIES TO AIRMEN!

"Men are taller in the morning than at night."
"And also shorter at the end of the month."

THE M. T. DRIVER'S LIFE

One and all you will hear them say,
The M. T. Section sits around all day.
They even say we're just the scum,
A man with us is just a bum.

Now please listen to our side.
When you go to town who gives the ride?
Who brings your kitbags and your clothes,
To swim parades and wait at shows?

Who hauls the rations for the cook?
All our thanks are dirty looks.
But if a favor must be done,
The M. T. Section will be the one.

The air crew think they are just it,
If we haul no gas, they have a fit.
Who hauls away your damaged planes
And other things that give us pains?

In ambulance and tender, we shiver through the night.

You other guys think that's all right.
In sun or rain we haul your mail,
On the smallest job we dare not fail.

Now, boys, come on, give us a break,
You know we'd rather give than take.
Don't ever tramp us to the ground,—
The M.T.'s good to have around.

* * *

FOR A BLUE MONDAY

A traveller selling wool called at a Red Cross Room one day and upon a member answering his knock said: "Madam, would you care for any coarse yarns today?" She said: "Come right in! We haven't heard any good ones for a long time."

* * *



"Bet you're the most cautious man in the parachute division, Simpkins"

A SURGICAL RESUME

Perhaps the lay reader of "The Aircraftman" will be as surprised and pleased as those of us on the surgical staff were when we reviewed the amount of surgery done at the Station Hospital during the past year. It should afford all personnel a sense of satisfaction to know that if any surgical attention is required it can be dealt with promptly and that no question of delay or of transportation enters into the picture.

The printed chart accompanying this article is the whole truth insofar as it goes—but there are a great many procedures done in the Medical Inspection Room and on the hospital wards which are not recorded here.

You may rest assured that you can approach us with any problem and will not be pounced upon and carried off to the operating room. We, like yourselves, feel that a day in the hospital is lost time to yourself, the Air Force, and the war effort. An empty bed is much to be preferred to a ward teeming with operative cases when more conservative treatment would serve as well.

It might be well to write a few notes on some of the conditions shown on the chart so that you will appreciate them more fully.

Appendicitis or inflammation of the appendix was the commonest acute surgical condition with which we had to deal. This is as one would expect. Also a great many cases of chronic appendicitis, largely due to an abnormal position or kinking of that organ, were encountered. Operations were done following approval from A.F.H.2. An acute appendix requires immediate surgery which may be a life-saving measure. One cannot attend too promptly to a persisting severe stomach ache. If allowed to go untreated these may result in perforation of the appendix with infection of the whole abdominal cavity. In the latter case the time spent in hospital is much longer, particularly if some other complication follows. This last is almost unheard of in a case without rupture of the appendix.

Hernia which is much more commonly known as rupture, occurs usually as the inguinal variety in the region of the groin. This is often noticed as a lump in this area (following severe strain) accompanied by pain. This condition can be very disabling if allowed to continue without attention. The tendency to rupture may be present long prior to enlistment and the aggravation by service life make it evident. The only form of treatment of value is surgical repair. This is much more certain of success soon after the rupture is noticed.

Orthopaedic Surgery or surgery of the bones and joints, has to be performed quite frequently and involves all stages from a simple fracture

of the finger to necessary surgery of the long bones. We have dealt with many of these, the most common being comparatively easy to treat and our patients were ambulatory or confined to hospital for only a short time. Among those occurring most frequently were breaks of the fingers and ankles. Many other varieties were met with—skull, nasal, maxilla, jaw, ribs, pelvis and spine. There were some other more involved fractures of the upper arm bone and bones of the leg and thigh. Treatment has consisted mostly of setting in a plaster cast. In the fractures of the lower leg and ankle a metal caliper has been incorporated and the patient soon returns to his classes.

There has been some reconstructive work done such as plating the thigh bone—wiring the bone of the upper arm after surgery of involved nerves. Reparative joint surgery has been done in several instances, such as for recurrent dislocation of the shoulder and torn ligaments of the knee joint. These operations are done as far as possible without entering the joint at all so that the result is much better than usual with intra-articular surgery. Use of the limb can be restored much more quickly and efficiently. These repairs are accomplished by transplanting tendons or by removing tissue and using it in another location.

One of the usual joint operations is for the removal of fractured cartilages within the knee joint. This is required more frequently than one would suppose and it is advisable following injury of the knee where locking occurs.

Eye, Ear, Nose and Throat. In this department any service can be given. The most frequent operation, of course, is that for removal of the tonsils. This has been done in treatment for local tonsillar disease and as well as in the diseases, such as rheumatism, where the tonsil infection may be the source of trouble.

Anaesthesia is one of the most important departments in the hospital and one which requires expert attention. We have used all the varieties of anaesthesia such as gas, ether, local intravenous and spinal, alone or as a combination. Complications have been few and not serious.

One of the factors which has given us cause for satisfaction is the almost entire lack of infection in operative wounds following surgical interference. This can be a bugbear in any surgical hospital. Our success has been due in great part to the extreme care taken by the operating room staff and the surgical team members. Our incidence of post-operative infection has been so low as to be unique in hospitals of this size.

THE AIRCRAFTMAN

OPERATION	1941								1942					TOTAL
	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April	May		
Appendectomy	5	9	9	12	6	6	8	5	10	9	13	11	103	
Herniotomy	0	1	3	2	2	3	1	1	1	1	4	7	26	
Hæmorrhoidectomy	2	7	2	0	0	1	1	3	1	2	3	1	23	
Thoracotomy	0	0	0	0	0	0	1	1	0	1	0	0	3	
Excision - Meniscus	0	1	0	0	0	1	1	2	0	0	3	1	9	
Mastoidectomy	0	0	0	0	0	0	0	0	0	0	2	0	2	
Thyroidectomy	0	0	0	0	0	0	0	0	0	0	1	0	1	
Knee Joint Repair	0	0	0	0	0	0	0	0	0	0	0	1	1	
Amputation	1	0	0	1	0	0	1	0	0	0	0	1	4	
Tumor - Bone	0	1	0	0	0	0	0	0	0	0	0	0	1	
Tonsillectomy	21	22	0	0	0	24	14	6	9	6	29	28	159	
Circumcision	3	5	1	2	0	1	2	3	0	2	2	1	22	
Excision of Cysts	5	3	3	6	1	0	4	1	1	2	1	3	30	
Ingrown Toe Nail	8	8	4	5	3	2	6	6	1	1	7	3	54	
Abscess - Drainage	1	0	1	4	1	0	1	3	2	9	4	1	27	
Foreign Bodies - Excision	1	0	2	0	1	0	0	1	0	0	1	0	6	
Rannula	0	1	0	0	0	0	0	0	1	0	0	0	2	
Pilonidal Cysts	0	0	0	0	0	1	1	1	0	1	0	0	4	
Lacerations - Sutures	4	0	1	1	1	0	2	0	4	1	1	0	15	
Warts, etc.	2	5	2	0	3	1	4	6	5	4	4	5	41	
Joints Aspiration	0	0	1	0	1	3	3	1	0	3	2	1	15	
Varicose Veins - Injection	0	2	4	4	2	1	0	1	1	3	8	5	31	
Plastic Surgery	0	0	1	0	0	0	0	0	0	0	1	1	3	
Ganglion	0	0	0	0	0	0	1	0	1	0	1	1	4	
Insertion of Wire (Fractures)	0	0	0	3	2	0	0	1	0	0	1	0	7	
Excision of Sinus	3	0	0	0	0	0	0	0	0	0	0	0	3	
Cystoscopic Examination	1	1	3	3	0	0	2	0	0	2	0	2	14	
Sigmoidoscopic Examination	1	1	0	2	1	1	0	1	2	0	1	2	12	
Manipulation and Reduction	1	0	0	1	0	0	0	1	1	1	6	3	14	
Plaster Casts	10	0	6	9	6	6	9	3	1	2	8	5	65	
Open Reductions	0	0	0	0	0	1	1	0	0	0	0	2	4	
Urethral Dilatation	0	0	0	0	0	0	0	0	2	0	1	1	4	
Monthly Total	69	67	43	55	30	52	63	47	43	50	104	86	697	

ANAESTHESIA	1941								1942					TOTAL
	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April	May		
Intravenous	3	0	0	0	0	0	1	5	8	11	8	4	40	
Local	37	32	17	18	13	34	45	26	23	17	54	41	357	
General	10	15	2	3	0	4	0	2	1	0	2	3	42	
Spinal	11	20	15	19	7	13	17	12	10	18	24	27	193	
Monthly Total	61	67	34	40	20	51	63	45	42	46	88	75	632	

THE SHUTTER BUGS

By Gordon Burrell, Y.M.C.A.

The Effect of Light on Photographic Emulsion and the Developing and Fixing of Films and Papers

It would be difficult to overemphasize the importance of getting the film or plates correctly exposed. If this correct exposure is obtained when taking the picture the subsequent processes necessary to get a finished print are comparatively simple. The factors which control correct exposure are:

1. The strength of the light.
2. The sensitiveness to light or the speed of the film or plate.
3. The aperture or opening of the lens.
4. The speed of the shutter or timing device.
5. The character and distance from the camera of the subject.

The most difficult of the above factors with which to deal is the first. The second, third and fourth are mathematical calculations and the fifth is easily determined. There are a large number of film emulsions available and each has its own purpose. Space does not permit us to go into detail about all of them, but we shall mention one or two. When these emulsions are on glass they are called plates. When a cellulose base for the emulsion is used it is called a film. As film is more commonly used by amateurs than plates, we shall for the balance of this article use the term "film" when discussing photographic emulsions.

Before we examine the different kinds of films and their sensitivity to light we shall study the construction of light. If we were to take a prism and allow the rays of the sun to pass through it we would find that light is made up of a number of colors, namely, violet, indigo, blue, green, yellow, orange and red, to name them in their proper order.

Some films are more sensitive to different colors of the spectrum than others, while other films are entirely color blind. The most common films in use by the amateur are the orthochromatic ones, which are more sensitive to the yellow and blue side of the spectrum. This type of film is not very sensitive to red and will therefore reproduce red and orange colors as white and grey respectively on the negative or black and grey on the positive. This would appear, then, that orthochromatic ("verichrome" Kodak trade-name) would not be very suitable for faithfully reproducing colored objects such as beds of flowers, etc. A film which is sensitive to all the colors of the spectrum is called pauchromatic (must be developed in total darkness). This film may be

developed under dim red light. This film will give a fairly accurate rendering of the "tone" values of colors and would therefore be most suitable for photographing flowers and other colored objects. Infra red film is very seldom used by amateurs. This film is especially valuable in "cutting hare" and for pseudo moonlight effects, but unless handled by an expert results are sometimes disappointing.

Photographic papers (light sensitive) are affected by light in much the same manner as films. The papers which are most sensitive to light are called fast papers and by the same token the ones not so sensitive are called slow. The slower papers are used to build up contrast when using flat or thin negatives and the faster papers are best suited for negatives with extreme contrast.

Films and papers, after exposure, are immersed in a developing solution which blackens the portions which have been exposed to light, in a long range of tones varying from white through a range of grey tones to black. After development the film or print should be rinsed in an acetic acid a short stop or water and then transferred to the fixing bath. This fixing bath is made of a solution of sodium thiosulphate and is usually mixed with a gelatin hardening solution. The fixing bath removes the unexposed silver salt from negative and print. If the emulsions are not properly fixed discoloration will result. After fixing, films and prints should be washed for at least fifteen minutes. If any reader would like more detailed information on processing films and plates call at your Station Y.M.C.A. Office and we shall be glad to talk it over.

* * *

PLAIN PRIVATE

He didn't get any commission;

He didn't win any cross;

He was part of the war's attrition—

He was one of the total loss.

The words of his fate came hissing

From the Pit of War each day:

"Killed or wounded, or missing,

Plan private." What more to say?

He was just one coin of the many

Where battles are bought and sold;

His stamp was the stamp of the penny,

But his metal was genuine gold.

He was spent with a million others,

And he bought what we spent him for;

He died for his friends and brothers,

And by God! he won the war.

—AUTHOR UNKNOWN.

TECHNICAL TOPICS

AVIATION FUELS

(Continued from last month)

* * *

Most commercial transport planes use the 87 and 90 octane grades; the military services use 92 and 100 octane number (except for some 65 octane number fuel used for training planes), and the 73 and 80 octane number grades are used by the private flier in small planes. 87 octane and better constitute at least 80% of the total volume.

We have seen above that the power that can be obtained from a given size engine is limited by the tendency of fuel to knock. Some figures are of interest relating the possible power that can be developed by engines of the same size but supercharged to different amounts corresponding to the octane number of the fuel used. These figures are not entirely independent of the particular engine employed, but they may serve to illustrate the importance of fuel quality in the development of high-powered engines. For example, if we consider an engine of approximately 1,130 cubic inches displacement which will develop 500 horsepower at 2,500 R.P.M. with 73 octane number fuel, we find that with 80 octane fuel we can increase the amount of supercharge until the engine develops 560 horsepower. Table II gives similar results for fuels of increasing octane number.

TABLE II

73 octane number	500	horsepower
80	" "	560	" "
87	" "	645	" "
90	" "	685	" "
95	" "	725	" "
100	" "	900	" "

While fuels of 100 octane number are the highest actually in use today, experimental fuels much higher in antiknock value are known. Thus, with iso-octane + 4 cc. per gallon of tetraethyllead our engine could develop 1,350 horsepower, and this by no means represents the possible upper limit.

Means of expressing fuel knock resistance when this is more than 100 octane number have not yet been standardized and reference to a fuel as of 110 octane number does not at present define its knock resistance.

Study of pure compounds (other than heptane and octane) has shown that they vary

widely in knock resistance, some being much lower than heptane and some much higher than octane. The best straight-run aviation gasoline has an octane number of 74 and to obtain higher values other materials are blended with it. These materials may be fuels themselves such as benzol, alcohols, and octane (a commercial grade of the material used for expressing knock values) or antiknocks which are not fuels but which suppress knock such as tetraethyllead (Ethyl Fluid — hereafter lead). Gasolines cracked by usual methods are in general unsatisfactory for aviation fuels, but processes have been recently developed which appear to give satisfactory fuels, and these have begun to appear in commercial and military use.

In this country, fuels of 80 to 90 octane number are generally made from 74 octane number gasoline and varying additions of lead. Fuels of over 90 octane number are generally made from 74 octane gasoline, octane, and lead.

Fuels made with wood or grain alcohol or other water-soluble blending agents are used to a limited extent for racing and special purposes. Alcohol blends are poor in respect to heat content and separate into a gasoline layer and an alcohol layer if they come in contact with small amounts of water.

Low Volatility Fuels

Many gasolines will give off inflammable and explosive vapors at 100° F. and all do so at 150° F. The lowest temperature at which such vapors are given off is defined as the flash point. Kerosene and other burning oils usually have a minimum flash point of 105° F. Most fuels for use in high-speed compression ignition engines have flash points of about 140° F. minimum.

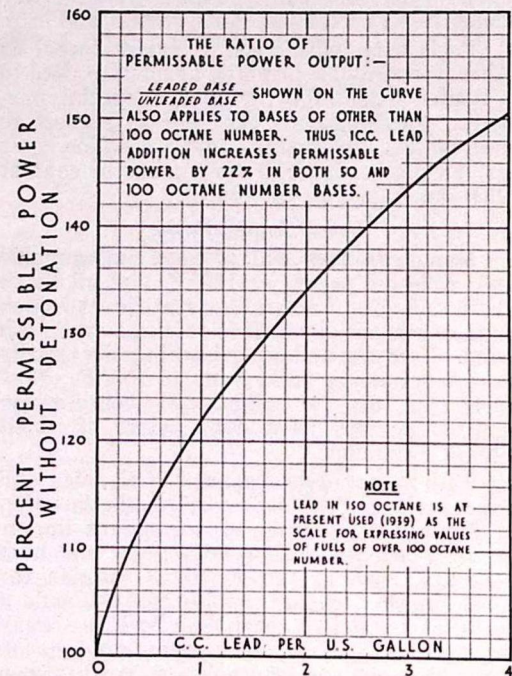
With the rapid development of aircraft, and the very large fuel loads carried, the question of fire hazard becomes of paramount importance. Fuels with a low flash point and high volatility, such as the gasolines suitable for spark-ignition engines, readily ignite should a fuel tank burst in a crash or a fuel line break in flight. The use of compression-ignition (Diesel) engines to reduce fire hazard has been much discussed, and many laymen believe this to be an immediate answer to the fire hazard problem involved with gasoline. A number of engine and aircraft authorities believe, how-

ever, that at present the spark ignition engine operating on fuel with a flash point of 105° F. minimum is of more immediate promise than the compression-ignition engine.

Fuels of 105° F. minimum flash point for use in spark ignition aircraft engines have been named "safety fuels". To this term there is vigorous objection in several quarters, and "low volatility fuel" is a favoured alternative. Low volatility fuels were, until recently, only of about 40 octane number. Recent work has shown that satisfactory fuels of 70 to 99 octane number without lead can be produced and some of these respond powerfully to the addition of lead. There is not a great deal known about low volatility fuels at present, but the following are the most pertinent facts:

- (a) Practically no material of suitable octane number occurs naturally in the crude oil. Thus, for quantity production, re-arrangement of the molecules found in the crude is essential.

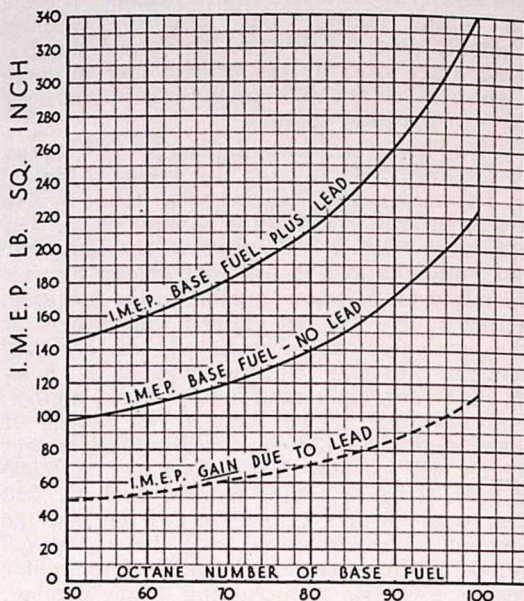
FIG. I
EFFECT OF ADDITION OF LEAD TO 100 OCTANE NUMBER BASE FUEL (150 OCTANE)



- (b) Present opinion indicates that the most satisfactory distillation range in respect to: hazards from vapor, engine operation, manufacturing yield, and cost is:

Flash.....	105° F. min.
Initial boiling point.....	320° F. (about)
90% distilled.....	375° F. max.
End point.....	400° F. max.

FIG. II
EFFECT OF ADDITION OF 4CC LEAD PER U.S. GALLON TO BASE FUELS OF 50 TO 100 OCTANE NUMBER IN A SUPERCHARGED C.F.R. ENGINE.



Experimental work with low volatility fuel has shown that it is possible to obtain the same power (specific) and fuel consumption (BTU per horsepower hour) as with a gasoline of the same octane number. A great deal of work will be necessary, however, to develop engines which will give as satisfactory flight operation as is now obtained with gasoline.

* * *

Conclusion

The accompanying graphs illustrate the effects on fuels of the addition of tetraethyl-lead. Figure 1 shows its effect when added to a base fuel of 100 octane number (iso-octane). The curve shows the permissible increase in power of an engine, without detonation, which can be achieved by increasing the ratio of compression, or increasing the supercharger boost, or both. Thus if, under any given conditions of supercharging and compression ratio, an engine gives 500 horsepower with the 100

octane fuel, when unleaded, without detonation, the addition of 1 cubic centimeter of lead per gallon to the fuel would enable the power of the engine to be increased by 22 per cent, *i.e.*, to 610 horsepower, without detonation, by increasing the compression ratio, increasing the boost, or both. Similarly the addition of 4 cubic centimeters of lead per gallon to the fuel would enable the engine to give over 50 per cent additional power without detonation.

Figure 2 illustrates the effect on Indicated Mean Effective Pressure, and hence on power

output, of the addition of 4 cubic centimeters per gallon to fuels of octane numbers from 50 to 100. It will be noted from these curves that the higher the octane number of the base fuel the more pronounced becomes the effect of the lead.

* * *

(NOTE: Acknowledgements are made to the Aeronautical Research Staff of the Ethyl Gasoline Corporation for the facts and data embodied in the foregoing article.)

* * *

SOLDIER'S UNPRECEDENTED FLIGHT An Epic of American Ingenuity

Out of Java and Melbourne comes a story of American ingenuity and heroism which can make every American feel justly proud. Master Sgt. Harry M. Hayes of San Antonio, Texas, saved the lives of eighteen American, British and Dutch officers, women and children, when, without previous piloting experience, he flew a dilapidated and battered plane which had been repaired under his personal supervision from Java to Australia, 1,300 miles over ocean waves and seashore and desert sands.

Sgt. Hayes had been left in Java, due to an oversight at the time when the American forces were evacuated. Also, several American women and children were there because they had been too late to catch a plane. The Japanese were only ten miles away. An American volunteer flier of the Chinese Air Force, whose wife was also with him, appeared on the scene and inquired if there was any way of getting out of Java. Hayes and the volunteer flier went over to the airport and there they found four American planes, but they were all wrecked. There were three flying fortresses and a B-18.

Sgt. Hayes was not a pilot, though he had served for sixteen years in the United States Army Air Corps, and the volunteer flier was unfamiliar with the various controls and gadgets of the flying fortresses. Hayes went to work on the B-18. In two days he had made considerable progress in getting it overhauled when Japanese fliers came over and undid his work, demolishing the B-18. If he and the rest were to get out of Java, nothing remained but to see what could be done with one of the flying fortresses. He rounded up a crew of sixty Hollanders and divided them into three shifts of twenty each.

In three days two engines had been rebuilt. However, this did not complete the job by any means. The wings had to be repaired. The plane lacked flaps and there was no way of

getting these. The tail had been blasted by the Japanese and required considerable work and skill to put it in condition again. In order to make the plane as light as possible so as to be able to carry the maximum human load, he discarded radio sets, parachutes and rubber boats.

When the time for the take-off arrived, each one who was going to venture on this one chance of escape left to them was fully aware that Hayes was not a pilot within the accepted definition of that term, but they did know, because they had seen with their own eyes, that Hayes was a man of daring plus extraordinary mechanical skill and experience, and they all felt justified in taking the chance. That he made good and landed his passengers safely is now a matter of history. How he was able to bring down his plane without flaps and still not damage the plane or injure anyone in it is a puzzle to experienced flying men.

—The Canadian Airman.

* * *

LIBRARY - Continued from Page 7

they become acquainted with the Library. When they do they find to their surprise that it is well stocked and has a range of books all the way from Zane Grey Westerns to Chaucer and Shakespeare. For those who wish to study, the technical section offers valuable and helpful hints in its selected volumes.

For the avid readers, we submit the following suggestions to be included in their "must be read" lists:

- THE MOON IS DOWN - *John Steinbeck*
- KING'S ROW - *Henry Bellman*
- MEET MR. FORTUNE - *H. C. Bailey*
- ARISE FROM SLEEP - *Elizabeth Delahanty*
- DRAGON SEED - *Pearl Buck*

Here is a thought we would like to leave with those who are late in returning books: Your best insurance for getting the book you wish is to bring back the book you have, on time. You cannot expect others to co-operate if you do not yourself.

Compliments of

J. N. LINDSAY

Law Office

CAPITOL THEATRE BLDG., ST. THOMAS

Notary Public, Available Evenings by Appointment

TELEPHONE 2408-W

DEVELOPING and PRINTING

6 or 8 Exposure Rolls 127, 120, 620 sizes 42c Professional Work 116, 616 sizes 50c

Prints Guaranteed to stand up for 25 years without fading.

JOHNSON'S I.D.A. DRUG STORE

KODAK, AGFA, SELO FILMS

Opposite Capitol Theatre Open Every Evening

Smallwares, Smokers' Supplies

Suppliers to Officers' and Sergeants'
Messes and Airmen's Canteen

A. M. SMITH & CO., Limited

176-178 York St.

London, Canada

Drink . . .

PEPSI-COLA

Refreshing . . .

Satisfying . . .

WOODLOND BEVERAGES

CAPITOL 

Coming Attractions!

**AUGUST
15-17-18**

Rosiland Russell
in Fred MacMurray
"Take a Letter Darling"

**AUGUST
19-20-21**

Norma Shearer - Robt. Taylor
in
"Her Cardboard Lover"

**AUGUST
22-24**

Tyrone Power - Joan Fontaine
in
"THIS ABOVE ALL"

25-26

**AUGUST
27-28**

Kay Kyser - Ellen Drew
in
"MY FAVORITE SPY"



PHOTOGRAPHS
of
DISTINCTION

Naturally, the folks back home want a good photo of you in uniform over sixty years experience of the Scott Studios is your assurance of the best. Our photos are finished in our own plant by a staff of expert color artists and finishers, enabling us to give you PROMPT SERVICE. See our samples and get our prices before you order. Photos taken at our studios will be correctly packed for shipment, without charge.

SPECIAL REDUCED RATES to R. C. A. F.

OUR AVIATION BACKGROUNDS
are an Exclusive Process and are made
Only by Us.

Scott Studios

585 Talbot Street

NEAR L. & P. S. DEPOT - UPSTAIRS



GREETINGS

To The Men of the R. C. A. F.

from

The Bakers of
Wonder Bread and Hostess Cake

WONDER BAKERIES, LTD.

Operating

NEAL BAKING CO.

at

LONDON - SARNIA - ST. THOMAS - WINDSOR



We Welcome Visitors to Our Plant

PHONE 653

ST. THOMAS



Vair & Balkwill

For
Smooth-Frozen
Ice Cream



As Supplied To The Canteen

For Service and Satisfaction!

Call 946

CITY DAIRY

ST. THOMAS

●

*Doubly-Protected Pure Pasteurized
Dairy Products*

Western Dairy, Limited

PASTEURIZED
MILK and CREAM
and
DELICIOUS
CHOCOLATE DRINK



15 St. Catharine St. Phone 384

OFFICIALS LIST RESTRICTIONS FOR LETTERS



Despite repeated warnings from Headquarters and by various Station authorities, despite all the propaganda releases by the official publicity departments, information prejudicial to the safety of Air Force personnel sometimes leaks out.

In enemy hands this information inadvertently disclosed in most cases, seriously endangers the lives of members of the armed services crossing to the scene of battle; and in other cases delays and disrupts plans of the Allied forces. Much of the information leaks out in ill-advised letters and telephone conversations, officials state.

Personnel proceeding to embarkation points have been advised of restrictions on correspondence. Photographs at sea or at port are forbidden, while any reference in letters to port or date of embarkation, route of travel, name of ships, size of convoy, enemy attacks or losses sustained, naval escorts, nature of cargoes, number of personnel or the port or date of embarkation is prohibited.

Telephone conversation should be watched accordingly, and no information of any nature should be imparted to undisclosed questioners. In any case, official information can be issued only by those in authority. Penalty for breaches of these regulations, authorities state, is destruction of correspondence by censors, and may result in charges being laid for disobeying an order, a court-martial offence.

—“WINGS,” YORKTON, SASK.

