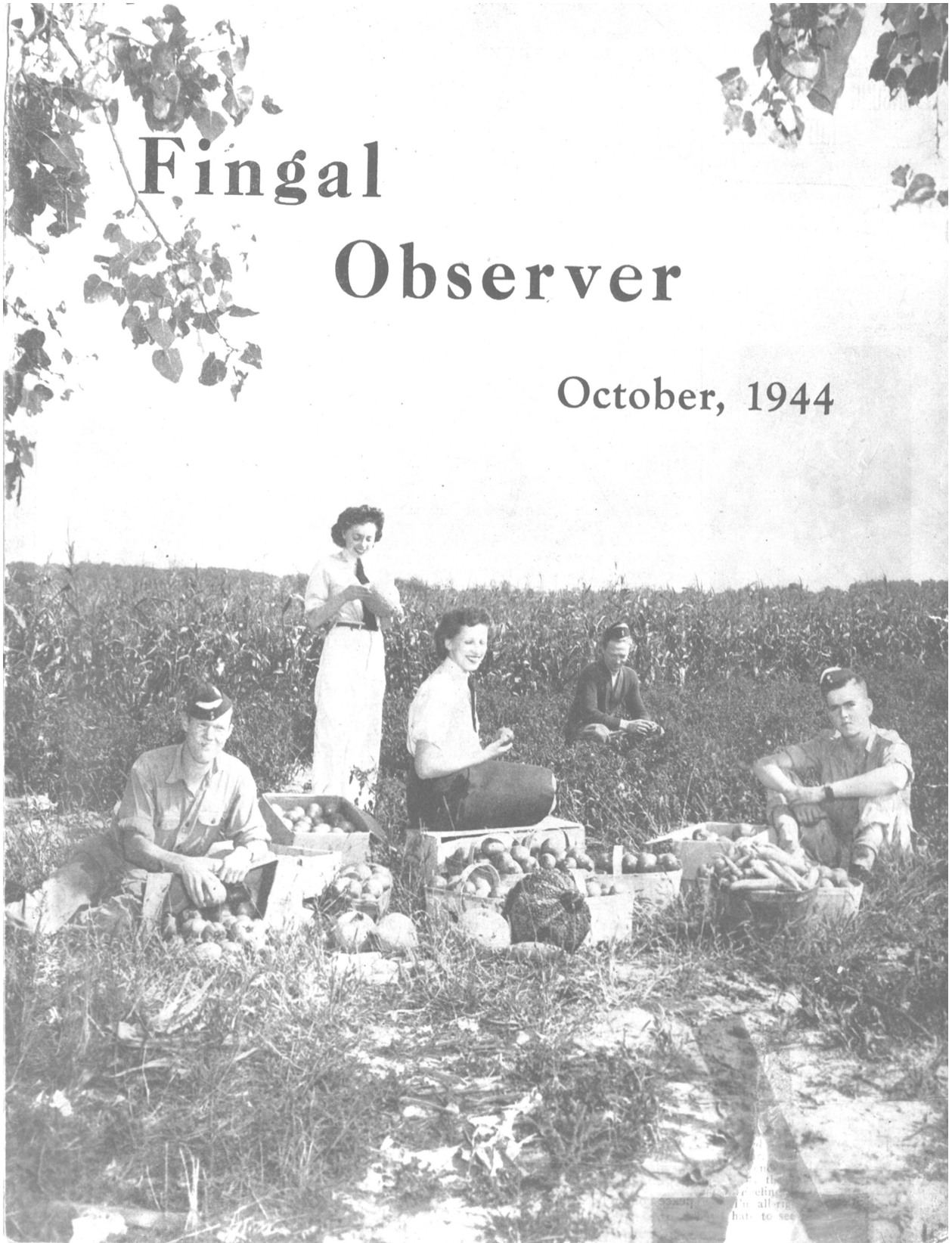


Fingal Observer

October, 1944

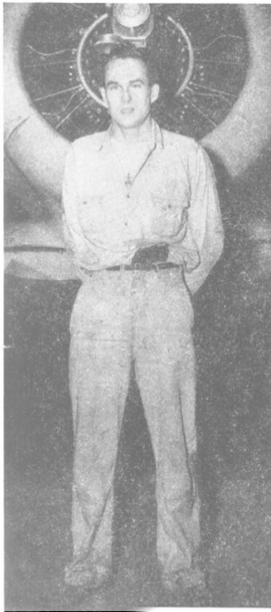


UNSUNG BUT NOT FORGOTTEN

LAC Harry Switzer, Sign
Painter de Luxe, Adds Much
To Station Appearance

(Editor's note—It is to be the policy of the Observer to run an article each month about the good work different airwomen and airmen are doing on the station. Work which usually goes unnoticed in our busy life. If you know of anyone who is doing a hang-up job and deserving of mention, let us know.)

YOU enter the gates of Fingal; you see a sign on the first building you come to which tells you it is the Administration Build-



LAC H. SWITZER

ing. You pass the officers' quarters, the hospital, the dental clinic, the sergeants' mess, the O.R. mess and you come to the recreation hall. On the northwest corner you see a sports board and you seem impelled to stop and read it. If you enter the drill hall you see more evidence of a truly artistic sign painter. Who is responsible for these signs? LAC Harry Switzer is the answer.

Harry, who hails from London, had his training in art and woodwork at the London Technical School. He worked in that centre as a display man and sign painter for nine years. He enlisted in the Air Force in June, 1941, as an air frame mechanic, and like all the others, went to TTS for his training; a posting to Fingal followed. He is now working in No. 6 Hangar as a rigger and crew leader. Besides this, he keeps up his artistic career by keeping us informed of the station's doings through his signs. Much of this work is done in his own time, and we thank Harry Switzer for his interest in our activities.

EDITORIAL

THE BRITISH COMMONWEALTH AND THE UNITED NATIONS

IN a speech at Toronto early this year, Lord Halifax, British ambassador to the United States, stressed the need for active collaboration between the members of the British Commonwealth and urged that some form of framework be devised as a basis for such co-operation.

Under the Statute of Westminster, 1931, the dominions are virtually independent nations save for their allegiance to the common Crown. This position is in tradition with the orderly development and growth of British freedom, and indeed the warm and full-blooded support which the dominions spontaneously accorded to the Mother Country during the dark hours of 1940 is one of the most glorious chapters in our history.

But, if the Statute of Westminster is a source of strength, it can also be fraught with danger. We can pull together in a united effort towards a common goal, or we can also pull against each other and dissipate our energies in internal strife and discord.

THE truth of it is, that post-war Britain will no longer be in a position to assume many of the obligations which formerly she so cheerfully undertook.

This is due chiefly to two main causes:

First of all, she has suffered very greatly during the five long years of war—not only in the physical sense of lives lost and cities devastated, but also economically. No nation, however great, can be powerful militarily unless she has a flourishing national economy, and it is a fact that our own economy in many respects has been subjected to severe strains. She has lost most of our overseas assets which could formerly be utilized to purchase raw materials—these assets were liquidated in the early stages of the war before lend-lease was fully in operation.

She has lost the markets once fed by our great commercial centres since of necessity all forms of civilian industry had to be subordinated to war production. More than that, she now faces the powerful trade rivals in areas in which she formerly predominated—China, the Indies, India, South America—while some of her choicest prerogatives (for example the Merchant Marine) have been invaded.

Indeed, she must face the grave possibility of being a debtor rather than a creditor nation. Secondly, in the changing world, new forces are evolving. The old balance of power has been upset from the newly energetic and expanding nations.

THE position is, then, that Britain can no longer take upon her own shoulders alone the burdens of the rest of the world. That, however, may well be a good thing if it means that the other major world powers are committed to sharing responsibility for international peace and stability.

The tasks of reconstruction will be vast, but by no means insurmountable. It simply means that if we are to play that part at the peace conference and in the post-war activities in general, to which our sacrifice to date undoubtedly entitles us, then we must speak, not as a group of some half dozen or so disunited nations, but as one united and harmonious commonwealth. Proposals have already been advanced by Empire leaders, including Field Marshal Smuts and Australia's John Curtin, for closer liaison between the constituent members of the British Commonwealth. The old ties of blood have undoubtedly been strengthened by the ready co-operation already evidenced in service training centres throughout the Empire and on the fields of battle.

It is to be hoped that some practicable framework can be devised in the near future that will allow the fullest Dominion co-operation but will at the same time sacrifice none of our local liberties. Something of this nature appears essential if we are to be in a position full-bloodedly with our great allies at the peace conference.

THE MOST INTERESTING CHARACTER I HAVE MET

MISS Christy Andress of 81 Gladstone Ave., St. Thomas (phone number 1368) is one of St. Thomas' interesting characters.

She was born way back at the beginning of the century. Her birth was a bit unusual as she was born with a veil. People born with veils are always able to foretell the future.

Even as a small child Christy could foretell the future. Truly she was a genius as at 13 she had acquired her matriculation. In 1918 she graduated from Alma College—a Mistress of English Literature. Another year was spent at Alma, during which she continued with her musical studies—took a commercial course and wrote poems and love stories.

After college came a job in St. Thomas and more time for her hobbies, china painting and tea cup reading. For the past eight years arthritis in her hands has prevented Miss Andress from continuing in her literary work or painting.

Now she devotes a great deal of time to tea cup reading. Just ask Eddie Glover and Alice Morrison how good she is—Christy told them they would both be sick soon—and right after getting back to barracks they both made a quick run for the ablutions. Your love life, your posting, even your leave is an open book to the lady of the leaves. Yes, she can even foretell the future of the entire station—crashes (no more fatal ones for a while)—cancelled 48's and AWOL's are all part of Christy's stock in trade.

For an interesting evening drop around and see Miss Andress—look over her hand-painted china done by a new process she worked out. Meet her mother and her dog Lindy, and then ask her to read your cup.

Ghurkas Want Chutes In 800 Foot Jumps

Burma (CNS) — "What do you think," the British officer said to his Gurkha sergeant, "of the idea of Gurkha soldiers jumping from planes at 800 feet, like British and American troops?"

The Gurkha sergeant shook his head. "Gurkha soldiers won't jump from 800 feet," he said. "Two hundred feet, okay."

"But," the officer argued, "at 800 the parachute has a better chance to open."

The Gurkha smiled and nodded. "Oh," he said, "you mean we get parachutes? That's different."

An snapshot shows my arm around her waist,
I can't recall her name, but
through the years
I'll always marvel that such a
homely face
Seemed so lovely after seven
beers.

God made the world—and rested,
God made man—and rested,
Then God made woman,
Since then, neither God nor man
has rested.



Fingal Observer

No. 4 Bombing and Gunnery School, Friendly Fingal, Ont., October, 1944



What About Your Victory Aims?

NEW PERSONNEL COUNSELLOR AT FINGAL OFFERS POST-WAR ADVICE

Career-Planning Project to Examine Aptitudes of Airmen and Airwomen—Ins and Outs of Rehabilitation Told to Personnel

DURING the past month an entirely new and different section has been opened at this station. The government, with thoughts toward the welfare of RCAF personnel, has brought into being the Department of Personnel Counselling.

F/O Silcox, newly arrived here, is the Personnel Counsellor for Fingal. At the present time his office may be located in the south end of clothing stores.

Mr. Silcox is well qualified to handle any problems which you may have; prior to enlisting in August, 1941, he was a school teacher for a considerable length of time. After enlisting he was posted to No. 1 I.T.S. for link aircrew selection, where he has been continuously prior to being posted to Fingal.

In order to pass along to our readers the object and program of this department, we dropped in to see Mr. Silcox to find out just what the average fellow's chances are after the war. He quite willingly gave us the outline of the program which has been inaugurated.

Object of Personnel Counselling

1. To help equip Air Force personnel with a better-than-average chance of finding a job which is suited to the individual and which offers some prospects of security, satisfaction and advancement.

2. To build morale by appealing to the individual's self-interest, so resulting in constructive activity in off-duty periods.

3. To help restore purpose and to ease tension in the lives of repatriates and convalescents.

The Program

1. To gather information concerning an airman's or an airwoman's personal aptitudes and abilities, interests and inclinations, education, civilian experience, and background, service experience and training.

2. To use the above information and data to assist the individual in choosing a post-war career that will make him or her a contented, helpful citizen of our country.

3. To furnish information on occupations, jobs, etc., and to relate the occupational information to the chosen career.

4. To furnish information regarding probable government aid in realizing the plans of the individual.

5. To initiate training while in the service that will lead toward

the goal chosen; such training being carried out through the Educational Officer.

6. To maintain, in conjunction with the Educational Officer, a "follow up" to encourage the service man or woman to complete courses started so as to insure satisfaction in his or her choice of a job.

It cannot, however, be stressed too greatly that personnel counselling is NOT a job-placing plan; it is a career-planning project. The Air Force is determined to give its men and women an opportunity to be something better than mere job-seekers. They want all personnel to be in the best possible position to make use of the opportunities offered by the Department of Pensions and National Health after their discharge.

When the organization is complete there will be a full-time counsellor on each principal RCAF station in Canada. A travelling counsellor will serve each group of two or three smaller units in Canada. Travelling boards of P.C.'s will make periodic visits to outpost units all over the world, with full time or part time travelling P.C.'s to counsel RCAF personnel, attached to the RAF. At each command headquarters one or more will be stationed to supervise the work in the command.



F/O SILCOX, Personnel Counsellor

Fingal Farewell

Posted, yes, posted to, well the civilians tell me it's far, far away and they should know. Anyway, I am leaving Fingal after over a year here.

In departing I would like to say that I have met some of the nicest people here. That is, after all, what the place is—a group of people. Give the staff all the help that you can with the paper; they'll need it, with postings as they are.

As a parting shot, remember Tucson, Arizona, is my home. If any Fingalites ever get down that way, give me a shout. CPL. G. PENNY.

ENROLL NOW FOR NIGHT STUDY

The Arthur Voaden Vocational School of St. Thomas, Ontario, is offering evening classes to service personnel in the following subjects: Drafting, Motor Mechanics, Machine Shop Practice, Electricity, Building Construction, Shop Mathematics, Bookkeeping, Shorthand, and Typing.

Classes commence October 2nd, and will be continued two nights per week, two hours per night, until the end of March.

It is desired to register in these classes only personnel who have a reasonable chance of remaining in this area throughout the full night school period and who are willing to definitely promise that they will attend all classes except for unavoidable absence due to illness, night duty or posting.

Interested personnel are requested to see the Education Officer as soon as possible at his office in G.I.S., where application forms are available. Service personnel are NOT to make application directly to the Vocational School.

In addition to the above, courses in a wide variety of subjects are offered to service personnel by the H. B. Reel Technical and Commercial High School of London, Ontario.

No wonder the sergeant talks so much. His father was a tobacco auctioneer and his mother was a woman.

Observer Crashes City Papers

DURING the past month the Fingal Observer has crashed the pages of a number of the big city editions. Material of our issue has been used by the Detroit Times and Los Angeles Daily, only to mention a few of the big-time papers who consider the Observer one of the THE service papers in North America.

On top of this we received a letter from the editors of Life magazine, complimenting us on our August issue, which contained the item of national importance: "What To Do With Germany After the War." We quote a paragraph from their letter as follows: "Congratulations on your shrewd timing, and best wishes for the continued success of your obviously successful publication."

P.S.—If there are any Doubting Thomases in the crowd, we would advise you to check the Observer office for verification.

FRANCE IS "PRETTY QUIET" WRITES COMBAT REPORTER

Here's an Exclusive Dispatch from Normandy, Published Through Courtesy of "Crosswinds," Rockcliffe Station Paper —Airman from London, Ont., Describes His Adventures

By WO2 BEN SUGARMAN
Fingal Observer Ottawa Correspondent

Ottawa.—The following dispatch, written on captured German notepaper, is one of the best reports we've read from the front in Normandy. Sgt. Ron Laidlaw, the author, is an RCAF public relations photographer with the Tactical Air Force in France. Before the war he worked as a reporter-photographer for the London Free Press. This dispatch originally appeared in "Crosswinds," station paper at Rockcliffe, where Laidlaw was formerly stationed. It is published here with the full permission of "Crosswinds."

SOMEWHERE in France.—Coming into that beach-head was one of the most wonderful experiences a person is privileged to have in a lifetime. I've never seen so many boats, not even in Grand Central Park on July 4th.

When we got on the beach we made a wrong turning in our truck called "Smellie Nellie," and arrived at the wrong marshalling area. We got a swell reception as we were the only lorry in and had news of England. We were given tea and biscuits, which saved us from using the 24-hour rations, which are horrible things. It ended up by us arriving at our base three hours ahead of the rest of the convoy. That really shook some of the RAF types.

Now I suppose you would like to know what France is like. Well, today for instance it is raining, pouring in fact, and the mud that forms is the stickiest, slitheriest mud that I've ever seen. In a way, this all-day rain is appreciated, though, because dust has been our worst hardship here. Police and redcaps (British M.P.'s) on the intersections wear glasses and a handkerchief about their mouths. After a couple of hours of it they look like statues. My camera is almost ruined from dust, although I clean it thoroughly with petrol every day; my hair, short though it is, is like manila rope; our hands are always dry. Growth along the road, usually green, and the wheat fields, usually brown, are all the same color — grey. You couldn't possibly tell the difference between German flour and French dust.

BEEN travelling all over the bridgehead, I am told I was the first RCAF man into Cherbourg. I got first pictures of the hair clipping which the French are perpetrating on their own girls who "collaborated" with the Nazis. Got those right from under the eyes of American press photographers. And what a reception I got from the French people who saw my Canada badges. They all thought I should be able to speak French. I tried very hard to hold up my end after I had asked them to speak "tres lentement" (very slowly).

Then I came down to the British end of the front in time to witness the mass bombing of Caen. I got right into Caen after the troops but you can't beat the Army photographers, as they live in fox holes with the men. Nevertheless I think I got some good stuff there and had some great experiences.

Most of us are wearing khaki now as these blue uniforms make you look like a Jerry, particularly at twilight, and of course our troops, particularly up at the front, don't ask questions. My original blue battle dress is almost ruined from dust, dirt and mostly from sliding for silt trenches. Brother, I can hit one from 20 feet without even a running start. Take it from me,



shelling is one of the most terrifying things there is.

IVE seen a couple of dog fights, been strafed, but Jerry wasn't gunning for us, thank goodness. We've been "mortared" when we got on the wrong road and started through the front but wasn't very close. Have had machine gun bullets whizzing overhead but not close enough to warrant a change of underwear.

All in all it's pretty quiet over here, much quieter than I thought it would be. The nights are quite often colorful and noisy, but so far I personally haven't been bothered much, although I have spent a couple of hours under "Smellie Nellie." Some of the boys have had it fairly close, which just makes you more careful. If you are careful, you should be fairly safe here. When up at the front a good idea

OUR FRONT COVER

Our front cover this month shows members of Fingal gathering up the vegetables from the station garden in anticipation of the first frost. This garden, maintained by W. and B., has provided a bountiful supply of fresh vegetables for the different messes throughout the summer months. Those shown in the picture, from left to right, are: AC Bill Cavam, LAW's Alice Morrison and Virginia Morgan, AC's Bob MacDougall and Fred MacDonald.

THE JAP—HOW HE FIGHTS AND HOW TO FIGHT HIM

(By Camp Newspaper Service)

Millions of words of analysis have been written about the Japanese soldier since our war with his nation began. Yet today, despite all these words, he remains an enigma even to those soldiers who have met him in combat. No one can quite figure him out.

Just what is he like, this bandy-legged, myopic little man who sells his life so cheaply? How does he fight? What tricks does he play in the jungle? What makes him act the way he does?

Here are some answers to these questions from infantrymen who have fought the Jap and licked him — at Munda, Kwajalein, Attu.

A rifleman: "He has no guts, but he is treacherous as hell. He won't face an American soldier with an M1 rifle, but he'll burrow himself into a hole and stay there a month, sniping at you till you pick him off or dig him out. Then he'll blow himself up with a hand grenade before he'll give up."

An I & R Scout: "I met him at Kwajalein. He's a dangerous little monkey, but, shot four shot, GI Joe has got it all over him in nerve, guts and common sense. When the Jap's leaders are gone so is his initiative and he'll crawl into a hole and just wait there for you to close in and get him. He'll try to get you first, however."

A reconnaissance sergeant: "He's kind of stupid, a poor shot, and no match physically, mentally or psychologically. But because he's such a determined, fanatic little ape, you've got to watch him every minute. At Munda, the bayonet fights were few and far between, but when we had them, our sol-

diers proved to be much the superior."

Rifle squad leader: "I found in the fighting on Kwajalein that the individual Jap soldier is not a good fighting man, especially when he is caught by surprise and doesn't have a chance to get organized."

A platoon guide: "He is a fanatic who will fight to his death and is therefore not to be taken lightly. However, fanaticism is a poor substitute for courage and clear-headed thinking. In many instances Japs attacking our positions made suicidal charges that doomed them from the beginning."

A rifleman: "He's a tricky little weed. I have known him to kill a GI, then take the GI's clothing and sneak into our lines. You can always spot a Jap, however, even in Yank clothing. The way he walks with short, choppy steps and a sort of shuffle always give him dead away."

And now, from these veterans, some advice on how to fight this strange soldier, who hides in trees and shoots at you and then waits there for you to come and kill him.

A demolition private: "In moving from one position to another, move fast, keep low, and hit the ground flat. Don't misuse the rifle. And don't wander off by yourself." A staff officer: "Memorize your own position, know what your personal objectives are and remember that you're a better fighting man than the Jap. Keep your self-confidence."

A rifleman: "Don't get trigger happy when you're fighting the Jap. You're liable as hell to spray some of your own men. In the jungle, fire only when you've got a head on a Jap."

Gening Up



JAPAN WINNING WAR, JAP SOLDIERS SAY

Guam (CNS)—Civilian residents of Guam got a peculiar picture of the war from the Japs during the Nipponese occupation of this island.

One liberated Guam civilian told Marines that the Japs said they had captured the Hawaiian Islands, sailed through the Panama Canal, destroyed the U.S. fleet and billeted in Washington.

Occupation: By Whom and How?

OCCUPATION OF ENEMY TERRITORY WILL CREATE NEW PROBLEMS TO BE SOLVED

Observer Inquiring Photog. Canvasses Station Personnel on
This Important Question of the Day—Most Inter-
viewed Favor Only Small Force to Pacific

By Cpl. G. Penny

SATURDAY afternoon at Fingal was just the day for the inquiring photographer to get out among the hard workers of No. 4 B. & G. and find out what they think about this question of "OCCUPATION." We are not using this word in its usual sense. We are referring to that rather unpleasant job that has to be done after victory comes. Who is going to stay in Germany and Japan and see that the whole fight was not in vain? We all know that it has to be done, but WHO and HOW is the real problem. Here is what some of the station personnel have to say on the subject . . .



AW1 Aylett, Elsie (Signals Section).

Not me. The men who have been in the fighting should be sent home first. Those who have been safe at home should do the occupying, but that does not mean the zombies. They aren't any good anyway, and this job is a job that requires the best we have to offer. I would say that the occupation would require at least three years, maybe longer. At any rate we should stay there until the situation is cleared up completely. As far as the Pacific is concerned, I don't think Canada should participate. Let the Americans and British handle that. Too many cooks spoil the broth.



LAW Dawson, Midge (Control Tower), from Minneapolis.

First get the men back home that have been overseas and then send those who have not done any fighting. No, don't send any zombies. They won't go now, so how could you force them to go after victory? Let's not make the mistake we made last time, when we do occupy Germany. Let's not set a definite time, leave only when it is quite apparent that the situation is righted and not liable to blow up again the minute we leave. Yes, Canada should have a part in the occupation of Japan. We have interests there, and after victory they will be greater than ever.

DID YOU KNOW?

Q. Can you give the names of the German battleships which have been sunk in this war, by whom, and tell where the action took place?

A. The 41,000-ton battleship Bismarck was torpedoed by H.M.S. Dorsetshire after being reduced to a sinking condition by gunfire of H.M.S. King Georg V and Rodney, May 27, 1941, in the North Atlantic. The battleship Scharnhorst was sunk by the home fleet of the Royal Navy on December 26, 1943, while attempting to attack a convoy bound for North Russia. The ac-

tion took place off the coast of Norway and the British ships participating in the attack included H.M.S. Duke of York, H.M.S. Jamaica, H.M.S. Belfast, H.M.S. Norfolk, H.M.S. Sheffield, and H.M.S. Scorpion. The Admiral Graf Spee, 10,000 tons, which had been roving the seas as a commerce raider, was scuttled off Montevideo after being defeated in action four days earlier by H.M.S. Ajax, Achilles and Exeter, December 1, 1939. In addition to these actions, the German capital ships Tirpitz, Prince Eugen and Gneisenau have been so badly mugged up by the Royal Air Force and torpedoes from submarines that they cannot be of much use to Germany.



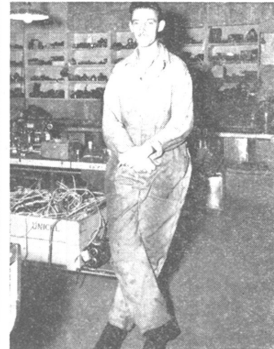
LAC Morse, L. C. (Lorne), Fire Department.

Let's send the single men first. They haven't the responsibilities that a married man has. Of course, I'm referring to the single men that have been on this side through the whole thing. It's going to be tough on a lot of people, but it has to be done. Concerning the zombies, by all means send them. So far they have been only drawing pay. Let's get something for our money. I'd say we will have to stay three years anyway to do the job properly. We will be fighting in the Pacific, so we will naturally have to supply part of the forces for that section too.



Sgt. Cornish, Bob (Wembley, England).

As far as possible we should send people to Germany who knew that country before the war. This number won't be large, but it should form the nucleus. Now, as to whom, let's go easy on those hard hit by the war. Whoever goes, it should be strictly a volunteer outfit. As far as the actual occupation itself, we should be sensible, but not soft. I'd say that it would take the better part of ten years to complete the job. In the Pacific the task should be carried out by those who have had actual combat with the Japs, especially in battle. Leave it up to the U.S.A. without the help of Canada.



Cpl. A. Aspin (Art), Electrical Section.

The occupation of Germany should be carried out by personnel of the army and air force who have not been overseas. This would allow those who have been doing the present fighting to come home. This occupation should last until we are sure that everything will be O.K. As for Japan, all the countries fighting her should form a part of the occupation force for as long as we feel necessary to ensure a lasting peace.



LAC Conway, E. G. (Eddie), Armament Section.

Zombies first. They have been just sitting. Why should they be allowed to grab all the good jobs while those who have volunteered, even if they haven't gone overseas, be jod? Then the single men. Get the men back from overseas as soon as possible. About two years should suffice for the occupation if we do it right. No Canadians in the Pacific. We are a small nation and have already contributed all out of proportion to our size.

"Travel By Train"

ALAS, most of us have to, these days, so here are a few things you Joes and Josephines may not know about train travel. We picked them up while reading form 326 of the Canadian Pacific Railway Company, copies of which are supposed to be posted conspicuously in railway cars.

It's comforting to know that the conductor is forbidden to expel you from the train without first bringing it to a full stop. I'd hate to be slung off No. 7 as it was highballing along the iron beam at 70 per.

But it couldn't happen, because section 35 of the Railway Act (Revised Statutes of Canada, 1927, chap. 170) provides as follows: "Every passenger who refuses to pay his fare or produce and deliver up his ticket upon the request of the conductor, may by the conductor of the train and the train servants (do they train servants?) be expelled from and put out of the train with his baggage, at any usual stopping place (hope it's not a water tank), provided that the conductor shall first stop the train and use no unnecessary force." Well!

When the train is crowded to capacity, when there's standing room only—and when is there anything else these week-ends?—you can always get yourself a seat by referring the train crew to the first sentence of form 326, which says: "A passenger is entitled to seat space in a car, sufficient for one person only." Of course you'd be glad to accept space sufficient for half a person, so you tell the nice conductor, and he'll be glad to accommodate you. After all, he has practically nothing to do but collect a few hundred tickets.

If your Aunt Emma runs a boarding-house, don't breathe a word of it on the train, or encourage anyone to stay there. You can be fined \$40 for "advertising, soliciting custom, or canvassing for any hotel, lodging house, restaurant, or other like place."

Gambling is likewise frowned on, so if you plan on flipping the pasteboards or clicking the cubes in the hope of padding your furlough roll, remember that you're liable to one year's imprisonment. If the conductor catches you he can personally take you before court and swear out a warrant.

We'll pass by the article forbidding spitting. We don't think many of the boys chew tobacco, and our WD's use nothing stronger than Juicy Fruit.

But to help yourself and everyone else to travel more comfortably, keep your feet out of the aisle, stow your baggage as compactly as possible, don't keep running up and down the car, and don't scatter ashes, butts, papers, orange peelings around. If you're lucky enough to get a seat, say a prayer of thanks and go to sleep until you arrive at your destination.

"Open the door."
"Can't. Key's lost."
"Gosh! What if there was a fire?"
"Wouldn't go."

"Are you secretly married to him?"
"No, he knows it."

POLL TAKEN ON STATION ON DEMOBILIZATION VIEWS

Many Persons Contacted With Questionnaire—Majority Favor Modification of the American Plan

IN order to obtain a cross-section of opinion on how the average person at Fingal feels towards the means of demobilization, the Observer sent a special reporter, armed with a questionnaire, to many of the sections on this station to seek out their views, pro and con, on this all-important question. In order to give those interviewed an idea as to how this question is being handled in other countries, the American War Department Plan of Demobilization was outlined briefly as follows:

An "Adjusted Service Rating Card" will be issued to all enlisted personnel after the defeat of Germany. On this card the following four factors will determine the priority of separation:

1. Service credit—based upon the total number of months of Army service since Sept. 16, 1940.
2. Overseas credit—based upon the number of months served overseas.
3. Combat credit—based upon the first and each additional award to the individual soldier of the Medal of Honor, Distinguished Service Cross, Legion of Merit, Silver Star, Distinguished Flying Cross, Soldier's Medal, Bronze Star Medal, Air Medal, Purple Heart, and Bronze Service Stars. These are the only awards for which credit will be given.
4. Parenthood credit—which gives credit for each dependent child under 18 up to a limit of three children.

The value of the point credits will be announced after the end of the fighting in Europe. The total point score will be used to select surplus men from the theaters overseas and in the U.S. The score also will be used when "a certain portion of all these surplus men will be declared non-essential and returned to civilian life."

After reading this plan, the following questions were asked:

	Yes	No	Undecided
(1) Should we adopt a plan the exact duplicate of the American?.....	25%	53%	22%
(2) Should we adopt a modified version of this plan?.....	64%	20%	16%
If so, what part or parts would you modify?	Part No. 3, 67%; Undecided, 33%		
(3) Should those with a job to go back to be given the preference of early demobilization?	48%	36%	16%
(4) Should those overseas the longest have the first choice?.....	56%	32%	12%

So there you have it. The answers are varied but the majority favor the American plan modified. Perhaps you have a plan better than any of these. If so, let us have it and we'll publish it.

POPULAR PASTIME



A new and popular addition to the ever lengthening number of after-duty pastimes has been the addition of the Handicraft Club. Those in the picture, from left to right, are: Jean Reynolds (YMCA), Ruby Kerr, Reta Brulotte, Nora Arnst and M. Herman.



VITAL STATISTICS

BORN

A daughter, Pamela Ann, to LAC and Mrs. B. Pemberton.
A son, Robert Terrance, to LAC and Mrs. W. E. Day.
A son, Robert Bryan, to LAC and Mrs. F. L. Martin.
A daughter, Donna Elaine, to LAC and Mrs. D. C. Jennings.
A son, Jack Elliott, to Sgt. and Mrs. J. Stoddart.
A daughter, Cheryl Ann, to Sgt. and Mrs. R. B. Alward.
A son, Richard Grant, to Sgt. and Mrs. V. L. Smith.
A son, Wayne Arthur, to LAC and Mrs. A. Dregor.
A daughter, Mary Carol Dale, to LAC and Mrs. A. N. Dion.
A daughter, Barbara Diane, to Cpl. and Mrs. C. N. Birch.
A daughter, Victoria Ruth, to LAC and Mrs. C. F. Taylor.
A son, Joseph Michael Jacques, to ACI and Mrs. J. Beaudin.
A daughter, Diane, to LAC and Mrs. C. S. Foreman.
A son, William Harwood, to F/O and Mrs. W. H. Walker.
A daughter, Susan Elizabeth, to P/O and Mrs. J. W. Crosby.

MARRIED

LAC F. Larsh to Annie Cruikshank, at Carberry, Manitoba, on August 30th.
LAW A. C. Crown to Cpl. C. A. Forbes, at Devon, New Brunswick, on August 19th.
LAC A. Birkelund to Phyllis Maud Honey, at the Chapel, No. 4 B. & G. School, Fingal, on August 25th.

FROM HASH TO HERO

Everyone said he was fearless, Calm, courageous and cool; His expression was grimly cheerless, In short, he was nobody's fool. But much to his annoyance, They put him on useful employment. In the kitchen he learned to scour, In the mess he doled out the goo; And his mind grew more and more sour, His expression grew that way too. For much to his annoyance, They put him on useful employment.

So at last when he took to the skies His patience was all worn thin; With a smouldering light in his eyes And on his face a devilish grin. He crouched in the nose of his ship, His lips in a ghastly sneer; Foam gathered and hung on his lip 'Til he resembled a tall glass of beer.

He aimed at the mess, Dropped twelve, no less; He misjudged, I guess . . . For it seems strange to us He wrecked Richards' bus.

The CO kissed him on each cheek, Pinned the DFC upon his chest; Thro' admiring eyes he did speak: "Oh, son, you went and done your best, And though you've knocked one flat, Don't think your work all done; Don't let it go and stop at that . . . Go out and get another one!" And now, much to his excitement, He goes flying every nightment.



Different Shots About the Armament Section
Left to right: Cpl. Joe Martin (G.I.S.) and LAC Don Anderson (87 Wags) busy at work. Centre: the genial O.C., F/L "Cec" Elliott. Right: Sgt. Ronnie Cadieux raiding the flower bed.

MANY SECTIONS ARE DEPENDENT UPON ARMAMENT

F/L Cec. Elliott Heads Section Which Includes Photographic, Fusing Point, 25 and 200 Yard Ranges, and Marine Section

TO the uninitiated, the word "armament" conjures up a bristling fortification such as the Siegfried Line, but to us who KNOW, it is quite another story.

A visitor to the Armament Section in No. 3 Hangar will find freshly painted walls complete with modernistic plastic signs, vaguely reminiscent of your dentist's. But the calm of this business-like atmosphere is shattered frequently by loud, prolonged bellows. It is the section's most widely known NCO, F/S Earl Spry, insisting that his tomato plants are Fingal's finest (F/S Campbell, please note).

Before the startled newcomer has collected his wits, he may be thrust aside by the headlong charge of LAC George Tordiff, the section's "Mercury," bent on some errand of the gods. Reeling from George's onslaught, the unsuspecting visitor may find himself stumbling into the office of the popular O.C. of Armament, F/L Cecil Elliott; or if of stronger stuff, he may have wormed his way past various obstacles to stores' sacred portals. Here at a small hatch in the wall he is withered by the steely stare of Cpl. Ken Wright (unless, of course, "he" is Sgt. Nightingale). The incorruptible Mr. Wright stands guard over the tools and guns challenging all comers. If privileged, the now intimidated visitor may even be admitted to stores' newly decorated interior.

On the way to the hangar, the ears of the bewildered visitor may be smitten with calls for Sgt. Silcox. This elusive NCO can only be found by those who know that he is now taking in washing. Please leave bundles at station workshops, where he spends much of his time repairing component parts of the trusty washing machine.

Out on the "line," bomb and gun armorers can be seen loading bomb racks and servicing guns. These "Tarzans of the tarmac" carry on valiantly in spite of wind, rain, snow, heat, WD's and Port Stanley. F/S Bryans and Sgt. Tuck supervise the repair and upkeep of

the armament equipment coming under their jurisdiction.

AFTER this scene of bustling activity, let us stop for a moment to admire the gay little garden kept fresh and blooming. Here a peculiar sight meets the eye, with face pressed wistfully against stores' window, feet tramping the prize petunias, stands Sgt. Major Barber of the Equipment Section. But it's not a gun he is after—it's a cup of tea! Well, we hope you make it, Major; and the next time, perhaps they'll ask us, too.

This section, like many others, is divided into sub-sections; the twenty-five and two-hundred yard ranges are the most obvious, coupled with the gun and bomb section. Explosive storage is again an armament worry. But they do not stop at mere repair and maintenance; this is a school and training must go on. Added to this already heavy burden is the bombing teacher and the turret section. The marine section and the photographic sections are part of this picture called armament. The latest arrival to this family is the simulated bombing department which is carried out with the aid of a camera.

FINGAL armament section has a very low number of accidents. This is due to the co-ordination made possible by Mr. Elliott's

work. If the number of rounds used in a single day were placed in one long belt, the line would extend for a considerable distance.

But what of the future? Some, like the photographic section, will return to the commercial field, others like one armorer we know, is already dickering with the followers of Al Capone. But most of them like most of us, good people, who when they return to civies will say, "The war is done and I'm done with it."

Japs Serve Lizards On Jungle Menu

New Guinea (CNS)—Since the American infantry has cut off the Japs' rice supply here, Nipponese soldiers are existing in the jungles on this diet:

Cocoanut meat cocktail, root salad, land crabs (main course), small live lizards (game course), and cocoanut milk in the half shell.

Sailor: "If I had a million dollars do you know where I'd be?"

Gal: "I'll say. You'd be with me on our honeymoon."

"They say that brunettes have sweeter dispositions than blondes." "Well, my wife has been both and I can't see any difference."

Airman: "Good evening, honey, we're going to have a swell time tonight. I've got three tickets for the show; one for your mother, one for your brother and one for your old man."

Ma's voice from the head of the stairs: "Marjorie, doesn't that airman down there know how to say goodnight?"

"Oh, Mother, he does it so well I keep asking for encores."

Sign in front of a Marrying Justice of the Peace: You furnish the bride, we'll do the rest.

Bashful Groom: "That's hardly fair."

GOOD FOOD MAKES FOR HAPPY N.C.O.'S

Sergeants' Mess Rated Tops—New Alterations Great Success

A MAN Fights On His Stomach—if that be true, Fingal's senior NCO's should be right there, ready to give battle to any who dare dispute this claim. For, here at Fingal we have a sergeants' mess second to none.

This reputation did not happen by chance, but by careful planning and full-hearted support by each and every member of the staff. The mess has been greatly enlarged and altered to give the finest in service and accommodation plus good food. At one time not so very long ago, the dining-room with a seating capacity of only 60, as well as a small kitchen, was a definite handicap. However, with the wholehearted support of the Commanding Officer and the messing committee, the rooms have been enlarged and redecorated, a modern serving and steam table established and new equipment obtained, including a new coffee urn for that extra rich full-bodied coffee in demand so much at breakfast time.

To help increase appetites and for added exercise, a fine billiard table was installed in the games room some months ago. This recreation has proven so popular that games must be planned well in advance.

For all those who have yet to obtain their third hook, we dedicate the above as an added incentive to attain membership in this "Our Home Away From Home."

"You mean to tell me that he just sat on the sofa all evening with his arms folded?"

"Yes—but I was in them."

"I see according to the papers that nine sergeants and a private were killed in a wreck."

"Poor chap."

NEW BOOKS IN THE STATION LIBRARY

Fiction

"The Rope Began to Hang the Butcher," by C. W. Grafton; N.Y., Farrar and Rinehart, 1944.

"The Lost Weekend," by Charles Jackson; N. Y., Farrar and Rinehart, 1944.

"The Walsh Girls," by Elizabeth Janeway; N.Y., Doubleday, Doran, 1944.

"The Razor's Edge," by Somerset W. Maugham; N. Y., Doubleday, Doran, 1944.

Non-Fiction

"Social Planning by Frontier Thinkers," by Matthew Page Andrews; N. Y., Richard R. Smith, 1944.

"Peace by Power," by Lionel Gelber; Toronto, Oxford, 1944.

"Ten Years in Japan," by Joseph C. Drew; N. Y., Simon & Schuster, 1944.

"That Man in the White House; You and Your President," by Frank Kingdon; N. Y., Arco Publishing Co., 1944.

"Japan's Military Masters," by Hillis Lory; N. Y., Viking Press, 1944.

"The Ghost Talks," by Charles Nicholson; N. Y., Putman, 1944.

"Russia," by Bernard Pares; N. Y., Penguin, 1944.

"You're Only Human Once," by Grace Moore; N. Y., Doubleday, Doran, 1944.

"The Gay Illiterate," by Louella O. Parsons; N. Y., Doubleday, Doran, 1944.

"The Curtain Rises," by Quentin Reynolds; N. Y., Random House, 1944.

"They Shall Not Sleep," by Leland Stowe; N. Y., Knopf, 1944.

"The Truth About Soviet Russia," by Sidney and Beatrice Webb; N. Y., Longmans, 1944.

"The Third British Empire," by Alfred Zimmern; London, Oxford, 1944.

TEN COMMANDMENTS FOR THE GUNNER

1. Know thy "Patter" as thy self.

2. Lead not to frustration for yours is the job of Protection.

3. Yes, though the Breech Block is forward, put not your Fire and Safe to Fire.

4. Yea, though the Breech Block is back, close not the Breech Cover.

5. Know your Turret drill fully or ye shall inherit a wooden box.

6. Yea, know your loading procedure or stuff will come from forty stories.

7. Yea, watch your Parachute carefully or ye shall be Rumbled.

8. Let not your intercom become broken or ye shall pay through the nose.

9. Fire not long bursts or ye shall belt ammo.

10. Yea, correct on your trace and ye shall have hits in abundance.

Yea, walk smartly to your A/C, or ye shall inherit a propeller.

"Who was driving when the accident occurred?"

"Nobody; we were all in the back seat."

The Wolf

by Sansone

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Admiral Nimitz Outlines Plan For One-Two Punch In Pacific

Groundwork Laid for All-Out Offensive in the Pacific — This Long Range Plan of Non-Stop War Will Take Us to Tokyo

(By Camp Newspaper Service)

Here is Admiral Chester W. Nimitz' long range plan for non-stop war on Japan and eventual conquest of the Pacific:

1. The great fighting fleets of Admiral Raymond A. Spruance and Admiral William F. Halsey will alternate bone-crushing one-two punches on Japanese holdings throughout the Pacific.

2. The Marianas will be the strategic springboard for these operations. While one fleet is striking, the other will be planning new blows. Already the seizure of Saipan, Tinian and Guam has furnished the bases from which the fleets may move.

"One of the developments of this war," said Admiral Nimitz, is the setting up of duplicate command teams. Admiral Spruance commands the Fifth Fleet, Vice-Admiral Richard Kelly Turner is commander of the Pacific Fleet Amphibious Force, Lt. Gen. Holland Smith commands the Fleet Marine Forces in the Pacific. We now have a number of these amphibious forces and feel that we can go forward just as rapidly as we can transport."

Resuming his outline of the new Pacific Command set-up, Admiral Nimitz continued:

"Now, we'll say, for example, that the commander of the Fifth

Fleet and his staff and the commander of the Fifth Amphibious Force and his men and the various units assigned to their support will plan an operation and execute it. While they are executing it Admiral Halsey, the commander of the Third Fleet, and his amphibious corps will plan an operation and execute it. While they are executing it, Admiral Halsey, the commander of the Third Fleet, and his amphibious corps will be planning another operation, which they will execute while Spruance and his crowd sit on the beach and plan still another.

"You can't expect an admiral to plan an operation and execute one at the same time. If we didn't have two teams there would be long pauses between operations."

Admiral Nimitz said that now that the war in Europe has reached "a favorable turn," he expects reinforcements in the Pacific especially in air power. "But we cannot sit and wait," he stressed. "We never have. We have used what we have had all the way through."

"As long as the Jap fleet remains at its present size our policy is not to divide our own fleet," the admiral added. "We believe in powerful tactics. We carry along all we have. We want what we undertake to go through. We haven't reached the stage where we can hold anything back."

New Servicemen's Club Opens In New York

Just opened in New York for officers and men of the Australian and New Zealand forces — "The Southern Cross Club."

The club is sponsored by the Anzac Division of the British War Relief Society of the U.S.A., its mainstay being the Australians and New Zealanders now living in New York. Apart from normal club facilities, they are able to arrange sightseeing trips, theatres and show tickets, billets and hotel accommodation, week-ends in the country, etc.

The next time you visit New York, make a point of dropping into this club at 16 East 54th Street, New York 22. You are always welcome.

"I don't know why he dates her — she is a terrible dancer."
"Yeah, but she sure can intermission."

AC2: "We're going to give the bride a shower."

AC1: "Count me in, I'll bring the soap."

As I stepped out to a lonesome lady in the hotel lobby, I enquired: "Are you looking for a particular person?"

"I'm satisfied," she said, "if you are."

FINGAL OBSERVER

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THEY WORK THAT YOU MAY READ

President of Observer Committee, Clarke Edwards, YMCA

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Overseas, G/C J. G. Kerr, AFC

War Correspondent with RAF

Overseas, Sgt. Stan Mays

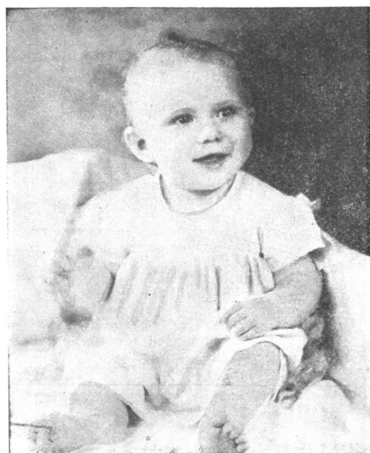
Ottawa Correspondent, WO2 Ben Sugarman

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THE WINNAHS!!!

FIRST



JUDITH MARY POAPST
(3075 Points)

SECOND



ROBERT KEARNS
(2650 Points)

THIRD



JAMES DOHERTY
(2200 Points)

BABY CONTESTANTS POLL NEARLY 10,000 POINTS

Great Amount of Enthusiasm Shown in Picking Winners —
First Three Poll Over 8,000 Points

FINGAL'S first baby contest went over with a bang. Many entrants were received, of which only the first 10 were used because of insufficient space and unsuitability. The children polling the largest number of points were as follows: Judith Mary Poapst (No. 10), Robert Kearns (No. 4), and James Doherty (No. 15).

First Choice

Judith Mary Poapst, infant daughter of Sgt. and Mrs. Poapst (G.I.S.). Judy was born October 17, 1943, at Grace Hospital, Ottawa. At the present time the family is living in St. Thomas. The sergeant, prior to enlisting in February, 1942, worked for the Administrative branch of the Post Office Department, Ottawa.

Second Choice

Robert Kearns, son of Mr. and Mrs. Robert Kearns. At the present time AC Kearns, awaiting aircrew posting, is away on farm

leave and further information is unavailable.

Third Choice

James Joseph Doherty, infant son of Mr. and Mrs. J. Doherty, was born March 25, 1943, at Toronto General Hospital. At the present time Jimmie is living with his mother in Toronto. LAC Doherty has been at Fingal for some time, transferring from the army into the air force in August, 1941.

If the above winners will contact the Editor, their cash prizes will be made available.

WHATCHA KNOW, JOE?

Here we are again with our patented cranium drainer guaranteed to reduce "browned offishness" by 65. Give yourself 10 points per answer but don't try too hard because 100% makes you a moron. Over 80 and you are a super moron —over 60 an ultra ultra moron, and under 60 you go into the "Little Audrey" section. Oil up the gears and start thinking.

QUIZ

1. How did the London bobbies get their names?
2. Who wrote "How to Win Friends and Influence People?"
3. How many sides has the new Canadian nickel?

4. Who was "Aircraftman Shaw" of the British Royal Air Force?

5. What month has 28 days?

6. What was the name given to the special motor developed for American Aircraft during the last war?

7. What cities have both American League and National League teams?

8. If a man gave one son fifteen cents and another son ten cents, what time would it be?

9. How do the barrels of a double-barreled shotgun generally differ from one another?

10. What type of modern firearm is muzzle loading?

(Answers on page 16)

THE DEVELOPMENT OF SONG

By LAC KENNETH NEATE

BEFORE commencing with the genesis of song let us see what song is organically. Briefly, song as a vocal expression is speech uttered in a sustained tone according to the requisites of poetry (such as rhythm and metre) and following in an ordered succession of sounds. It expresses the natural as well as the national characteristics of a people and is one of the most potent forces upon mankind. Song, apart from its inseparable tie with celebration and ritual, and more than any other man-made thing, has a power capable of inspiring frenzy, astounding bravery and of soothing distress: it is thus, anodyne, stimulant, narcotic and enervator.

The first written references that we have of the importance of song are contained in early Greek literature, where chants were employed as an accompaniment to the dances and the dramas of the day. However, music had no notation and it was not until some centuries after the birth of Christ that song received its written form. Under Pope Gregory's sphere of influence developed what is known as the Gregorian chants, which are still sung today. The church had proved itself progressive and the monks gave song a written form to the Latin texts: thus the melody was inscribed on paper in an organized series of notes representing vocal tone. But, as progressive as the church has been in this respect, it obdurately opposed any secular development of music; not until the decline of papal power and the great artistic surge of the Renaissance did music and song become something more than just an expression of ritual. It was the age of wealthy court life and encouragement was given to anything

pertaining to the arts. The Troubadours of France and Minnesingers of the Germanic states were probably the first professional musicians and they became famous for their love songs as they travelled from court to court and from state to state.

The benevolent despotism of the 15th and 16th centuries gave a great impetus to music and song throughout Europe, and William Byrd, a celebrated musician in England during the Elizabethan era, wrote of singing: "There is not any music of instruments whatsoever comparable to that which is made of the voices of men." He goes to say: "Since singing is so good a thing, I wish all men would learn to sing."

Opera or musical drama owes its existence to Italy and the great encouragement it received from the courts of the 17th and 18th centuries. The plots of these operas were generally drawn from Greek mythology, such as "Dido and Aeneas," and the words were sung instead of spoken. From Italy this new form of stage presentation spread all over Western Europe, each country producing their own composers with a style all their own, and the works of such men as Monteverdi, Handel and Gluck are still performed today in the great opera houses of the world. Works drawing their themes from Biblical history became known as oratorios, such as the well-known "Messiah," by Handel. During the 18th and 19th centuries, however, such composers as Mozart, Meyerbeer, Verdi and Wagner turned to the classic works of literature for their inspiration, such as Victor Hugo's "le Roi s'amuse," which Verdi made into an operatic presentation under the title of "Rigoletto."

Just as operatic composers utilized (See page 11—Music)

HOW WAR SERVICES GRATUITIES WORK

WE'RE IN THE BIG DOUGH! BUT NOT TILL THE WAR IS OVER

By WO2 BEN SUGARMAN
Fingal Observer's Ottawa Correspondent

OTTAWA.—When the time comes to return to civil life, all RCAF personnel stand to benefit by the war service gratuities, just announced in the House of Commons. Canadian airmen and airwomen are thus the beneficiaries of the most generous post-war plan yet announced by any Allied nation. Herewith, the Observer presents full details of the gratuities, and each airman and airwoman may work out his own.

THE war service gratuity consists of a basic gratuity payable to everyone and a supplementary gratuity payable to those who have had overseas service.

(a) The basic gratuity is calculated as follows: \$7.50 for each 30 days' service in the Western Hemisphere; \$15.00 for each 30 days' service overseas or in the Aleutians. These rates apply to all ranks.

(b) The supplementary gratuity is 7 days' pay and allowances for every six months' service overseas or in the Aleutians, or proportionately when the service includes periods of less than six months. Pay and allowances include all pay and allowances which were being paid immediately prior to discharge, and includes RCAF subsistence allowance at standard Canadian rates.

Overseas service is defined as follows: Any service involving duties required to be performed outside of the Western Hemisphere and including service involving duties required to be performed outside of Canada and the United States of America and the territorial waters thereof, in aircraft, or any where in sea-going ship of war.

The Western Hemisphere is defined as follows: "The continents of North and South America, the islands adjacent thereto and the territorial waters thereof, including Newfoundland, Bermuda and the West Indies, but excluding Greenland, Iceland and the Aleutian Islands."

THE gratuity will be paid in monthly instalments, starting a month after a man's discharge. Under this plan he will receive his rehabilitation grant of 30 days' pay and allowances and his clothing allowance of \$100.00 immediately on discharge. The next month he will get his first gratuity payment. This payment will not exceed the amount of one month's pay and allowances which he was receiving at the time of his discharge. These monthly payments will be continued until such time as the gratuity has all been paid.

The gratuity, or any unpaid balance thereof, is payable under certain conditions to dependents of an airman or WD who died while serving, or before the gratuity was fully paid. It is also tax free and may not be assigned or attached for debt. Over-payments of service pay and allowances, however, may be deducted from it.

A CANADIAN who left Canada to serve with another of His Majesty's Forces, but who was domiciled in Canada on September 10, 1939, will be eligible for the gratuity and the credit, provided he makes application within one year of discharge and is then both domiciled and residing in Canada. However, a deduction will be made from the Canadian gratuity based on the amount of any grant of a similar nature received from the similar nature received from the he served.

Re-establishment Credit

THE re-establishment credit is primarily for those who do not elect to take educational, vocational or technical training, or benefits from the Veterans' Land Act. This credit, the equivalent of the basic gratuity, is calculated on the basis of \$7.50 for each 30 days' service in the Western Hemisphere, and \$15.00 for each 30 days' service overseas or in the Aleutian Islands.

This credit may be used at any time within a period of ten years for the following purposes:

The acquisition of a home, to an amount not exceeding two-thirds of the equity as determined under the Act.

The repair or modernization of his home, if owned by him. The purchase of furniture or household equipment for his domestic use, to an amount not exceeding two-thirds of the cost.

Working capital for his profession or business.

The purchase of tools, instruments or equipment for his trade, profession or business.

The purchase of a business, to an amount not exceeding two-thirds of the equity fund required for the purpose.

Payment of premiums under any insurance scheme established by the Government of Canada.

The purchase of special equipment required for educational or vocational training.

Any other purpose authorized by the governor-in-council.

If a man has elected to take educational, vocational or technical training benefits, or benefits under the Veterans' Land Act, and these benefits are less than the amount of the re-establishment credit applicable to him, the difference may be made available for any of the purposes specified. If, on the other hand, the re-establishment credit

has been used wholly or in part and later an application is made for educational, vocational or technical training benefits, or benefits under the Veterans' Land Act, such benefits may be granted, but a compensating adjustment must be made in an amount equivalent to the credit already received.

The Act comes into force January 1, 1945, or, by proclamation, on a date between October 1, 1944, and January 1, 1945.

Veterans' Insurance Act

PARLIAMENT has enacted legislation providing government insurance for veterans on discharge. Except under certain circumstances outlined in the Act, ex-servicemen and women may purchase life insurance without medical examination. Application for this insurance may be made at any time within three years of dis-

charge; or, for those discharged before the Act came into force, within three years of the coming into force of the Act. Widows of veterans may apply for the insurance on themselves if the veteran has not taken advantage of the Act.

The maximum amount of insurance which may be bought is \$10,000. An amount not exceeding \$1,000 will be paid in cash on the death of the insured and the remainder, if any, may be paid as a life annuity or as an annuity over a specified period of time. This payment is made in accordance with the wishes of the insured. In cases where there are no dependents, the amount which will be paid into the estate will be an amount equal to premiums paid with interest at 3½%. The re-establishment credit may be used for the purchase of this insurance.

HERE'S HOW IT WORKS

LAC WITH WIFE AND CHILD

(a) Two years in Canada equals 24 mos. at \$7.50.....	\$180.00
(b) One year overseas equals - mos. at \$15.....	180.00
(c) 14 days' pay and allowances:	
Basis pay of rank, \$1.50.....	21.00
"B" group trades pay, 50 cents.....	7.00
Subsistence allowance, at \$1.25.....	17.50
Allowance wife and child (approx.).....	26.00
Clothing allowance.....	100.00
30 days' pay and allowances —rehabilitation grant.....	114.00

\$ 645.00

At discharge he and his family draw \$285.00—the total of (c).

One month after he draws a cheque for approximately \$150.00.

This continues monthly until the total of (a) and (b) is paid.

FLIGHT-SERGEANT PILOT (SINGLE)

(a) 18 months in Canada at \$7.50.....	\$135.00
(b) 24 months overseas at \$15.00.....	360.00
(c) 29 days' pay and allowances:	
Basic pay of rank, \$3.25.....	91.00
Flying pay, 75 cents.....	21.00
Subsistence allowance, \$1.25.....	35.00
Clothing allowance.....	100.00
30 days' pay and allowances —rehabilitation grant.....	112.00

\$ 854.00

At discharge he draws \$359.00—the total of (c).

One month after he draws a cheque for \$157.00.

This continues monthly until the total of (a) and (b) is paid.

In addition, if he doesn't take advantage of training, education or he Veterans' Land Act, he may have a further amount, equal to (a) and (b), known as a Re-establishment Credit. This can be used for constructive purposes such as buying a home and furniture, buying a business, etc.,



"What's the difference between sight and vision?"

"Well, a modern girl is a vision at night and a sight in the morning."

And then there was the condemned golfer who asked the hangman, "Mind if I take a couple of practice swings?"

A little gas,

A little oil,

A little spark,

A little coil,

A start,

A sput,

A stop,

A cuss.

Sure, you guessed it—it's Richards' bus.

Doughty Group In A.I.D. Section Keeps Tab On "Tools of War"

Vouchers, Modifications, Returned Equipment Pass Through the Mill—WO1 Vallance and F/Sgt. Murphy Are Head Men—Smooth Functioning Is Keynote

STRICTLY speaking, "A.I.D. Section" is incorrect, as A.I.D. is an "A" group trade, but until a better one is approved, it will serve the purpose. Several names have been suggested by indiscreet individuals at various times, but this is hardly the time or place to mention them. Mumbles and grumbles are often heard when a customer tries to get by with a voucher that is made out improperly and doesn't understand why so many signatures are necessary. "Exchanging" or "returning" a piece of equipment is about as bad as getting clearances signed if the proper procedure isn't carried out.

For the sake of organization, the work is divided as much as feasible among the individuals composing the section, and a few remarks about each one at this point might interest the readers.

Running down the list we have:

WO1 Vallance in charge. Enlisted 1928 at Camp Borden, served at Borden, Trenton, Calgary, Saskatoon and Mossbank before arriving at Fingal. Favorite pastime: pestering the men in the section, blacking squares on the mod, and special inspection charts (black squares denote the work is completed) and going to Toronto on 48's.

F/S Murphy, one of the originals of the section, and known for his quiet smile; efficient, and popular with everyone. Joe enlisted in Toronto in 1939 and has served at Trenton, Montreal, P.E.I. and Fingal. Knows all the angles of this phase of work, and can also do his share of pestering the rest of the men, and very fond of Toronto too. Joe keeps his eye mostly on airframe work, procuring the necessary parts to carry out the mods, and keeping the records straight, etc.

Cpl. Dixon, late of the instruction room at No. 6 Hangar. Enlisted at London 1940 and has served at Fingal since graduating from TTS. Dickie will be happy if the new children's allowance goes through for after the war. Keeps track of all engine and propeller movements, mods, report and memos in connection with this work.

Cpl. Muncaster, a newcomer to Fingal and the A.I.D. section, but "catching on" fast, is proving a valuable man on engine work. Enlisted at North Bay in 1941, served at MacLeod, Vulcan, Pearce, Aylmer and Fingal, and glad to be back in Ontario.

LAC Clayton, another engine man, who keeps himself busy on engine mods., special inspections and preparing engines for storage, one of the steady mainstays of the section and always anxious to keep things moving. Enlisted at Toronto, January, 1942. Served at Vulcan and Pearce previous to Fingal. Assisted quite often by LAC's Roth and Shergold from Repair Sqdn.

Cpl. Rake, the chief "push" on airframe mods., is always a busy man, and can be seen dashing from one machine to another trying to keep abreast of the enormous amount of work to be carried out. Interested in the band these days, and trying to get in shape on the "licorice stick." Enlisted at London,

1941, and has spent all his time at Fingal since graduating from TTS.

LAC Day, another hard worker in the game of adding weight to airframes by the incorporation of mods. Carries on in a quiet and efficient manner, and figures that if the war lasts long enough we might get all the mods. completed, that is, if the "powers that be" quit approving new ones and give us a chance to catch up. Enlisted at Winnipeg, 1941. Served at Brantford before arriving at Fingal.

LAW Torrie, our stenographer, is often puzzled by the stuff she has to type, but figures it must be O.K. anyway and helps the war effort in some way. She hails from Kakabeka Falls, Ont., northwest of Port Arthur. Enlisted at Port Arthur, July, 1943, and posted to Fingal after a course in Toronto.

AW Bruce was doing a very good job of pinch-hitting for Torrie until she was posted on a course. Molly Bruce can be seen in the unusual picture of the section taken while testing a dinghy before its installation in a Bolingbroke. Dorothy Torrie was on leave at the time and missed out on the snap. Cpl. Dixon was also on leave at the time.

Space doesn't permit mentioning all the people who are really interested in this section, but Cpl. Brooks (WD), who is attached to Maintenance Stores, can always find time to drop in with the favorite moan that a return voucher for an engine won't post in the accounts section; then the fun starts.

The Log Book Control Room personnel have their ups and downs, too, trying to enter mods. in the relevant log books. Taking it all around, though, everything goes along pretty smoothly and we are all happy in the service.

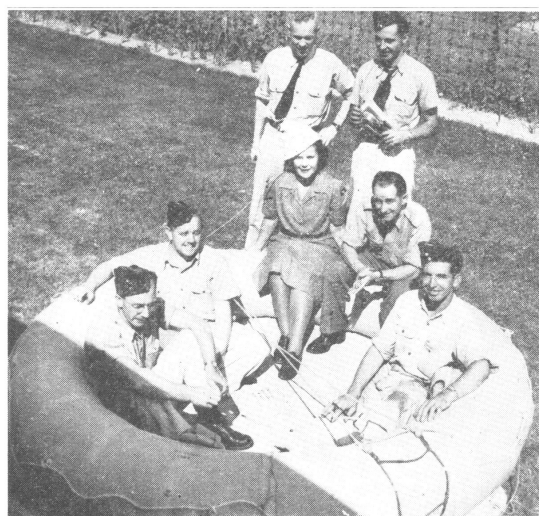
The Development of Music

(Continued from page 9)

ized the great novels of the day, so did other composers turn to the classical poems and their songs became known as *Lieder*, corresponding to the English Art Song, and thus Franz Schubert of Vienna immortalized in song, the poems of Heine, Schiller and Goethe.

Song was now the property of the people and with the advent of the industrial revolution and the growth of democracy during the 19th century, closely followed the simple folk songs of all countries, not to mention the sentimental bal-

Sailing, Sailing!



Standing: F/S Murphy, Cpl. Rake. Seated, left to right: Cpl. Muncaster, LAC Clayton, AW2 Bruce, WO1 Vallance and LAC Day.

lad of the latter part of the century.

This brings us to the present day, when popular music has its say too, and it is a matter of opinion as to whether the modern songs, except those of light opera, will survive and defy the passage of time as have done the great classics of the last few centuries. There is one thing certain, however, and that is that man will always sing and express himself vocally as long as he possesses a voice . . . "God's gift to mankind."

"... And Where Are You Stationed?"

"And where are you stationed?"

The plump, good-natured woman beside me on the non-reversible seat in the L. and P. S. asked me interestedly as she proffered a crumpled brown paper bag full of fudge.

"Fingal," I managed gooiily through the already cumbersome mass in my mouth.

"Oh yes . . . Fingal. My son-in-law is there, too. Perhaps you know him . . . Squadron Leader Reet-Pleat? He may have spoken of you. What's your name?"

"I don't think . . ."

"Let me see . . . he's something to do with flying. You've probably met him in the mess, or whatever you call it."

"I can't say . . ."

"You know, he was telling me all about how you boys carry on up there. I think it's awfully amusing about the time you substituted goldenrod for the flowers on the table just to see what it would do to the Wing Commander's hay fever."

"But we don't have . . ."

"And the time you had the fight with the champagne bottles."

"I've never seen . . ."

"Well, boys will be boys, as I always say to Willie (that's my son-in-law). By the way, what did you say your name was?"

"I didn't . . ."

"But of course; how stupid of me . . . Willie left there two years ago . . . so you probably hardly remember him. How long have you been there?"

"Two months . . ."

"Well, of course not, then. But I've probably heard the C.O. mention you. He visits us quite frequently. Now, what did you say your name was?"

But by this time my train had stopped at my station and as I left my seat, mouth distended by a vast load of fudge and saliva running down one corner, I saw a group captain seat himself ponderously beside the kindly old soul. At once the half-filled bag (it seemed to be like the mythical purse that doubled its contents each time a piece was removed) was held under the startled man's nose, and I heard her ask:

"Don't you just hate to have to scrub floors and wash d'shes when you're doing fatigues? I know all about it because I have a son-in-law at Manning Depot and he . . ."

But then I was on the platform at St. Thomas.

Adjutant: "If this happens again, Corporal, I'll have to get another man."

Corporal: "I wish you would, sir, there's enough work for two of us."

Airman to taxi driver: "What are you stopping for?"

Driver: "I thought I heard the young lady say 'stop.'"

Airman: "She wasn't talking to you."

OBSERVER BOOK REVIEW

Two New Books

RECENT straws in the wind point towards a growing interest in music on the part of Fingalites. The presence of an operatic star at G.I.S. (most generous about recitals); a weekly hour of recordings; and a visit from a prima donna, are musical events not to be duplicated on any other station, we proudly feel. Two new books fit very neatly into this musical background. The recently arrived biography of Grace Moore, popular Metropolitan soprano, is easy to take. Grace started life in a small Tennessee town, with one ambition—a career. Fate stepped in to prevent her fervently dashing off to China as a missionary. Result, she switched her driving energy to music and the Metropolitan. Grace's memoirs are glossy as a page from Vogue, studded heavily with luminous names. But her account is interesting, as the work of one of the first popularizers of good music on the screen and radio. To say nothing of furthering the demand for more streamlined heroines of opera!

For those who take their art more seriously, there is "Silly Girl," the charming biography of Agna Enters, artist, mimic and writer. Her devotion to her chosen work makes the more showy record of Grace Moore look a little tawdry. Her book, illustrated with her own drawings, is a triumphant piece of book making, an antidote to any wartime drabness, which has crept into the publish-

ing trade. Definitely a book to read and buy.

An Unusual Book

THE Chinese have always been renowned for a philosophical outlook on life. But it seems almost incredible that any human being could regard England on the verge of war with the detachment of Chiang Yee's "Silent Traveller in Wartime." Chiang Yee, Chinese artist, in London during the late summer and autumn of 1939, writes a book of gentle irony on English life and character, with illustrations which are even more amusing than his text (see his version of Gracie Fields as Goddess of the Thames, or Mr. Chamberlain as God of the Magic Umbrella!) His wise, tolerant musings add up to the conclusion that "civilization must still go on; those who are obstructing its way only prove themselves to be a nuisance and are vanquished in due course." It begins to look as though Chiang Yee may have the right idea after all!

An Amusing Book

FOR those in our midst, who like to laugh at the "Private Hargrove" stuff, we have unearthed an English equivalent for the immortal G.I. soldier. Anthony Armstrong's "Warriors Paraded" is a collection of short articles on service life, some extremely funny. "Military Education," "Bees in Barracks" and "Private Barrel's Swan" might quite easily have happened against a background of "Friendly Fingal." It's yours if you can take it. See you in the library!

Along Our Sports Trail

With P/O J. R. TACKABERRY

This is the time of year dreaded by all sports writers. Baseball, tennis and golf are on the decline and only small talk is heard of rugby, basketball and hockey. It is, as one might say, the change-over period.

And so it is at Fingal. Both our softball teams did credit to themselves, but both have now gone into retirement, having been eliminated by teams, perhaps stronger, perhaps not. We were fortunate in having excellent representatives in the command track and field meet, and in the tennis tournament. To those people we offer our sincere thanks and appreciation.

Take notice, all ye lovers of indoor sport. Our drill hall, or winter sports palace, if you will, has had its face lifted and is ready to start life at—not forty, but four.

The entire concrete surface has been painted, and floor hockey, badminton, volley ball and basketball courts have been re-marked.

Incidentally, they tell me that

badminton birds will be more plentiful this semester. Look out for Padre Vic Hall, badminton wizard de luxe.

At the moment hockey enthusiasts will have to be content with shop talk.

Football—or for the sake of our English and Australian friends, rugby football—is going to be the highlight of the services sports program this fall. Competition is likely to be very keen, and although Fingal is not actually affected, we have lost Ed Moran to St. Thomas, on temporary duty. Ed was a mighty fine footballer in Toronto, and his playing will be watched with a good deal of interest.

Some interesting afternoons on the playing field of the University of Western Ontario are promised for those of you fortunate enough to have forty-eights on week-ends.

Here are some dates and the names of teams who will be playing: Sept. 30, Camp Borden RCAF at St. Thomas; Oct. 21, Navy at St. Thomas.

There is the sports set-up for the winter, folks. Let's all get behind it and at the same time keep ourselves in good physical condition.

Needless to say, the bowling alleys have been freshly gone over

and they will be ready for your use very shortly.

We are informed by F/O George Hull that an ambitious winter sports program is being entertained, but one which can only be successful with full co-operation of everyone on the station.

Inter-section competition in basketball, floor hockey, volley ball, badminton and perhaps table tennis will take place on sports nights assigned, as was in vogue last winter. The winning section copped the Commanding Officer's Trophy.

A bowling tournament is contemplated similar to that which originated under Flt. Lt. Cec. Elliott last spring. The six or eight best from each section will roll off to determine a team entry for the Toronto tournament.

We are informed that there will be inter-section competition in basketball, both airmen and WD's, and in badminton, but as far as hockey is concerned, there is little to be said, at least from a Fingalite's point of view.

The St. Thomas rink has changed hands and the new owners have signified their intention of holding only dances and roller skating this

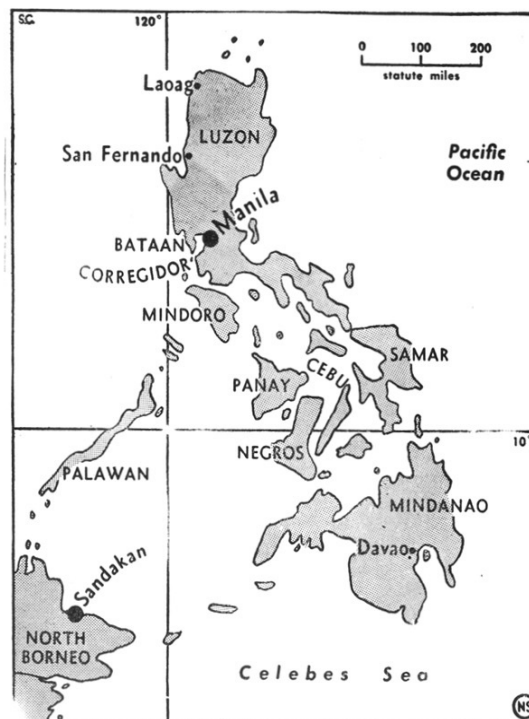
winter. The London arena has not been used for hockey for years, although we never could fully understand why. So, at best, the station would have to rely on open air natural ice, which lasts for about a month in this part of the country.

NEW FIGHTER PLANE ANNOUNCED BY U.S.

Replacement in action of the P-39 Aircobra by a heavier, more powerful model known as the P-36 Kingcobra fighter was announced recently by the U.S. War Department. Developed out of combat performance reports on the P-39 and experimentation at the United States Army Air Forces material command laboratories at Wright Field at Dayton, the P-36 has a combat radius 50% greater than its predecessor, together with a service ceiling of about 35,000 feet and a speed approximating 400 miles per hour.

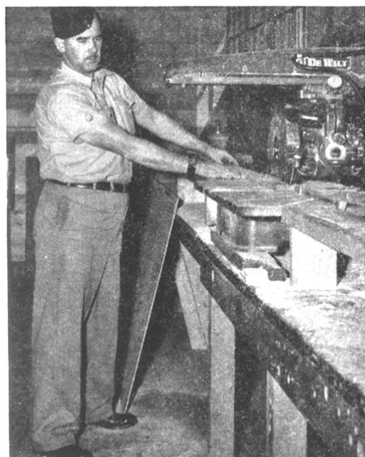
Major alterations in the design of the plane are a low drag, laminar flow wing, War Department representatives explained, and the power plant, which consists of new two-stage Allison 1,500-horsepower V-12 engine, permitting it to engage in operations much deeper in enemy territory. The wing spread is four feet greater than that of the P-39, lending increased speed through the reduction of air resistance on all sections of the wing.

Next?



The Philippine Islands, where American soldiers died heroically at Bataan and Corregidor, may be the next stop for our sea and land forces riding the Tokyo Express. This map shows principal cities on the islands.

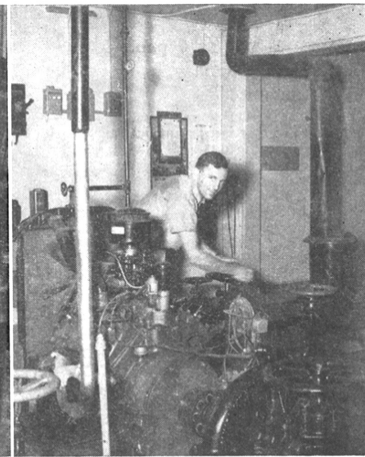
MEN—AT—WORK!



MARJ. WOOD



HERB GOULD



BOB HYLAND

STATION DEPENDS ON W & B
FOR A GREAT MANY THINGS

Maintenance and Alterations Keep Section Busy Day in and Day Out the Year Around

By P/O G. GIBSON

"WITH PICK AND SHOVEL," as Lou Marsh used to say; and who gets the credit? We seldom think of the wielder of the pick. So let's have a look at this brawny Joe, and the pick, too, for that matter.

The Works and Buildings Section has more things to do with this station than the numbered sands of Port Stanley beach. Immediately after the station was built by an independent contractor, with few exceptions Works and Bricks took over the entire job of maintenance and alteration. "Everything but Aircraft" is the motto and they stick by it. There is always a job to do and never too many skilled hands to pick up the unfamiliar tools. Every season takes on a new job with separate problems to be solved. Chief works man is F/L Gilson, ably assisted by Major Woods and his co-operative staff.

Here is a job that goes on every day of the year. Our modern water supply system, starting at Port Stanley, pumps along seventy to one hundred and seventy thousand gallons per day, depending on the level of the swimming pool. At the Port that cool H₂O is filtered and chlorinated. Hand in hand with this system is the sewage plant. These are systems that cannot afford to fail, and thanks to Major Edwards, the senior pump man and his crew, they never fail. Then there are seasonal jobs—the runways must be in repair at all times. The summer heat makes the grass grow, so the farmers of W. & B. climb on the tractor and make hay. In red flannel weather the chug of the snow plow may be heard in the morning as the subsistence personnel are musing in from St. Thomas. Add to this the constant attention to roadways and drainage ditches.

WHEN the frost is in the air, and it won't be long now, you can thank F/S Collins and the visiting firemen crew of civilians for

keeping the temperature in the "T" zone. All summer now the boilers, heaters and warm air furnaces have been undergoing a thorough check-up for the coming snowshoe season. But this is a dynamic war and things seldom stay the same way very long; especially does this apply to the physical appearance of the station. All alterations are worked out, drafted and put into being right here on the station. All of this takes time, but the results are well worth the effort. Witness the change in the sergeants' mess. The needs of service are not the only benefits of Works and Bricks. True, the fire department is one of their children, and bombing range repair is another headache, but the lighter side of life is catered to as well. You have bowled a few games and had a snack later at the bar of the same name. Well, they just didn't grow—you guessed it—W. & B.

The crowning glory of all this, though, is the pavilion. Yes, Non-Public Funds presented this sec-

tion with a "G" note and said go to it. You see the result, and the bill was \$998.30. Pretty close figuring from this side of the fence, and all Non-Public Funds.

For dancing you need a floor, but \$1.70 is not enough and hardwood floors cost money; besides, to protect the surface from the weather, shutters on the screen would have to be erected at a rather considerable cost. This difficulty is being overcome, but you will have to hand it to 'em, the pavilion is a very popular spot.

Not to be left out of this picture is the background of the pavilion, the sports field. Our recent sports meet was helped considerably by the lads armed with pick and shovel. Even the Hostess House and lounge owe much to the boys.

So, regardless in what part of the station you work, you can bet that W. & B. had something to do in making it just a little bit nicer. So to them and countless Joe-boys who have worked there from time to time, we doff our hats.

SERVICE DE LUXE,
WE CALLS IT

What next? Not only will the Detroit USO give you a free cheque-cashing service, but now they'll even marry you, with all the trimmings.

A bulletin from them states they'll make all wedding arrangements, including chapel, minister of whatever faith is desired, flowers, music, wedding cake and wedding presents. All this without charge.

All you do is supply the other party. And if you're both willing to take the plunge, contact the USO, Cass at Lafayette, Detroit, Mich.

A sophisticated girl is one who knows how to refuse a kiss without being deprived of it.

Here's to the pictures on my desk; may they never meet.

CURTAIN UP ON
FINGAL FORUM

Forum Opens for New Season
—Many Lively Debates
Anticipated

FINGAL Forum, in recess during the sultry summer months, is now reopened once more. The brain trust of the group met on September 26th and drew up the fall and winter program.

Plans at the moment are to procure guest speakers every second week to lecture on topical subjects, with provision for questions and discussion at the conclusion of the address; each alternate week a public debate will be conducted.

In past months, the Forum has been one of the most popular of station activities. Attendances have topped the hundred mark and the proceedings have been very energetic. It is anticipated that this condition will be repeated this season in view of the diverse nationalities represented.

Spated for discussion are such controversial points as the Repatriation and Rehabilitation of Servicemen; Russian and the United Nations; the Dangers of Another World Depression; U.S. Foreign Policy; the Future and Possibilities of the Plastic Industry; and Is Socialism Inevitable?

The Forum is held every Tuesday night at seven thirty in the airmen's lounge. So come along, and make yourself at home.

P.S.—A light lunch is served at ten o'clock.

"Are you troubled with improper thoughts?"

"No, I enjoy them."

POST OFFICE OPEN ALL DAY LONG

New Hours, 8 a.m. to 6 p.m.
Daily Except Sunday,
Announced

IT IS high time this important but silent section came out and confessed to the rest of the station that their long silence does not mean inactivity by any means.

The post office is a very humming place now, with its doors open from 8 a.m. to 6 p.m. daily, except Sunday, giving everyone a fair and equal chance to call for that long looked for letter from sweetheart or Mom. Few people know the thrill we receive on seeing the expression on a poor lonely boy's face when we are able to deliver the goods he has thought so long overdue.

The post office must be a very popular spot, for personnel from many trades have remustered to join in the fun of re-addressing and sorting mail. Pounding stamps is the best way we know to relieve one's feelings. When things go wrong and you feel like socking someone in the nose. By the time you have cracked a few hundred letters and viewed some of the lipstick impressions and odd sayings on the envelopes, you are ready to take up the threads of life again and continue with a smile.

There are many changes taking place in this beehive of industry. Chris Pearce has taken leave of us to join the throng on civic street. By all accounts she is enjoying life to the utmost now. The biggest thrill of it all, so Chris says, is sleeping on an inner spring mattress and staying in bed hours after the postal staff have pulled back the cover and crawled out in the dark and cold.

Another very important and, as we thought, a permanent fixture for the duration, Cora Moore is saying farewell to us and going on her way to a posting at Arnprior. We all will miss your smiling face, Cora, very much, both at the barracks and in the post office. We wish you all the luck in the world, Cora, and hope you still get that overseas posting.

THE C.P.C., through Sgt. Booth, ably directs the whole affair, assisted by his two fellow workers, Cpl. Tom Butler and Alf. Cotey. If you can stand the ribbing of Sgt. Booth, girls, you can survive the bantering that all the air force can offer. As Tom says, "you'll get used to it." I have my doubts, though, Tom, if all the girls will ever get used to cigar smoke. Who is that with his ear to the radio every morning at seven? Why, it's Alfie—waiting to hear that the war is over and we can all go home for keeps.

Cpl. Anne Currie and Cpl. Fae Percy are the queen bees of the hive who keep things buzzing and running smoothly. Get that speck, Anne. Watch your cigarette butts, boys. Every length is the same in Anne's eyes and are only good for the ash can. All must be on the alert at the time of making up mail, to see that our little Cpl. Fae

IT DOESN'T HURT, MUCH



LAC GEORGE FRASER
... Brave Patient

isn't tossed into a mail bag by mistake and shipped as a stowaway to that Western town of Calgary, which we hear is a lovely place. It is the unfortunate lot of these two grand corporals to guide the WD rookies on the straight and narrow in postal work.

Watch that floor, boys, in front of Evy Brazean's and Marg. Gaunt's wicket. No kidding, it is showing signs of wear and tear. One thing we can't understand is how some certain chaps think the mail comes in more than twice a day, even though they've been told otherwise.

Dottie Downey and Janet McKenzie declare some people are hard to convince that because they aren't receiving letters might be due to the fact that they aren't writing them.

THE two rookies, June Roadhouse and Mim Shaw, behind

OBSERVER WELCOMES CONTRIBUTORS

Deadline for the next Observer is October 15th. All copy for the November issue should be left in the "Y" office by that date. Section reporters are asked to have their stories ready as early as convenient, and if possible, typed, double-spaced.

The Observer welcomes contributions from anyone on the station. Articles, human interest stories, pictures, cartoons, poetry—in short, anything you think may interest your fellow-airmen and airwomen.

RED FLIER IS TOP ACE

Russia (CNS) — Undisputed Allied ace of aces in World War II is Lt. Col. Alexander Pokryshkin, of the Soviet Air Force, who has downed 59 enemy planes.

the wire cage, are there to serve you stamps, parcels and money orders. They also dish out money so badly needed just before pay day. By the way, folks, when your wallet will no longer hold the large number of bills you have received on pay parade, make your way down to the post office and bank the surplus for a rainy day.

Canada's 7th Victory Loan opens October 23rd. The quota for this loan has been raised 100,000,000 dollars, according to Mr. Ilsley, Canada's Finance Minister.

Glamour is something that evaporates when the sweater is a little too large.

Slick Chick: "Do you know what they're saying about me?"

Joe: "Sure, that's why I came over."

FINGAL FLIERS ARE DECORATED

Distinguished Flying Cross

F/O George Owens,
502 Sqn., RAF.

"Flying Officer Owens, now on his second tour of operational duty, has taken part in a large number of sorties. One night early in 1944 he was navigator of an aircraft which sighted and made an excellent attack on a U-boat in the Atlantic. Later he again was navigator of an aircraft on an anti-submarine patrol over the Atlantic. A formation of seven enemy destroyers was located and attacked in the face of intense anti-aircraft fire. As a result of the attack one vessel at least was set on fire. Throughout his operational career this officer has performed his duties with great zeal and energy, and the results of his efforts have been excellent."

P/O Hugh Robert Kennedy,
51 Sqn., RAF.

"This officer has flown on many sorties penetrating deep into enemy territory. On one occasion, during an attack on Essen, his aircraft was attacked by four enemy fighters and he with three other members of the crew were wounded. During the engagement Pilot Officer Kennedy succeeded in destroying at least one of the enemy aircraft. Since then, during a sortie against Munchen and Gladdach, he was assisted in the destruction of another enemy aircraft. A skillful and courageous air gunner, this officer has invariably set a fine example of determination and devotion to duty. He has also done excellent work, both in the air and on the ground, as gunnery leader."

P/O Frank Noel Prebble,
10 Sqn., RAF.

"Pilot Officer Prebble has taken part in numerous operations since joining this squadron. His aircraft has been damaged both by anti-aircraft fire and enemy fighters. During an attack on Pilsen and Nuremburg his aircraft was twice illuminated by searchlights and damaged by anti-aircraft fire. Later during the attack by an enemy fighter Pilot Officer Prebble gave cool and efficient instructions to his captain. The damage sustained was of such a nature that the flight back to the United Kingdom was extremely hazardous and a crash landing became necessary, during which Pilot Officer Prebble was injured. Despite this hazardous experience, this officer has continued to operate with undiminished ardour."

Blonde: "What kind of fellow was that you had the date with last night?"

Brunette: "Well, we were sitting in the parlor, the lights went out and he spent the rest of the evening repairing the fuse."

"Private Jones, I am discouraged with you—I spend six months training you to use the bayonet, then you go out and kill five Japs with your razor."

The Wolf

Copyright 1944 by Leonard Sansone, distributed by Camp Newspaper Service



by Sansone

"Don't be silly!—They're fish!"

WEDDING BELLS FOR FINGALITES



LAC and Mrs. Stanley Shepperson



LAC and Mrs. John York



LAC and Mrs. Arthur Birkelund

WEDDINGS PROVE POPULAR THIS SEASON

Many Take the Fatal Step —
Observer Extends Con-
gratulations

THIS month has been a month of weddings for many of the personnel of No. 4 B. and G. Among the many weddings to come to the attention of the Observer were the following, which are of special interest to members here:

LAC Stan Shepperson, a member of the range crew, was married to Miss Isabelle Grace Barlow at St. Anne's Church, Toronto, on the 10th of June. Rev. C. D. Gemmill performed the double ring ceremony.

The bride wore a dress of ice blue satin with matching Dutch hat and fingertip veil. She was attended by her cousins, Misses Audrey Tough and Jane Glenn, who were dressed similarly in pink sheer chiffon. Mr. Ray Morley was the best man and the ushers were Lawrence Sandy, RCAMC, and Don Barlow, RCAF. Immediately following the ceremony, a reception was held at the home of the bride.

MAINTENANCE was very well represented in the wedding news with at least two marriages of personnel. LAC Arthur Birkelund of Salmon Arm, B.C., was married to Miss Phyllis Maud Honey of Peachland, B.C., on August 25th in the ever popular station chapel, Padre F/L V. Hall officiating.

The bride wore a pale blue wool suit and a corsage of gardenias. She was attended by Mrs. Arthur

Dear Sir: September 8th, 1944.
Greetings to all at Fingal from an old Fingalite of Course 85C Air Bombers. I have just finished reading the August issue of the Observer which came to me just two days ago. I read every article with interest, even though most of the gang that were there when I was have now gone to other stations. There is a soft spot in my heart for Fingal, and anything and everything that I can get hold of concerning Fingal is read with the greatest of interest. I have had the good fortune to meet several old Fingalites over here in this small corner of the world. One former instructor of mine, F/O Wykoff, has since gone missing on operations. I noted with special interest your articles on what the air bomber has to do concerning astro, met, and nav. Astro is now out as far as the air bomber is concerned; the engineer is now taking any shots that may be necessary. As far as met. is concerned, I am not sure, but I have not been called upon to know anything of that subject, as yet.

Navigation is the chief headache

Wood. LAC John Fright stood up as best man for the groom.

Another wedding of interest was that of LAC John York to LAW Preater, recently of Central Registry. The marriage took place in St. Stephen's Church at Lachine, Que., on the 19th of July. F/L Tanton, the padre of No. 1 "Y" Depot, officiated at the ceremony.

The bride, who was unattended, wore an English brown silk dress with matching accessories and a corsage of yellow talisman roses and daisies. An informal supper followed the ceremony.

for we poor unfortunates. We have to know as much about the subject as the navigator himself. At O.T.U. it was also necessary to learn to handle the controls for straight and level flight, and medium turns and anything else we were able to learn. Since coming to Conversion unit, I haven't done any of that since the engineer seems to be Joe from here on. They seem to want us to concentrate mostly on good old navigation and most of our trips here are taken up with that. So that is the picture for any who aspire to be air bombers.

Now may I close by wishing you and your staff the best of luck in your work and to all air bombers and WAG's on course the best of luck and all the luck in the world.

J37827,
F/O Cook, W. W.,
RCAF Overseas.

RCAF Overseas,
Wed., Aug. 23/44.

Sir:

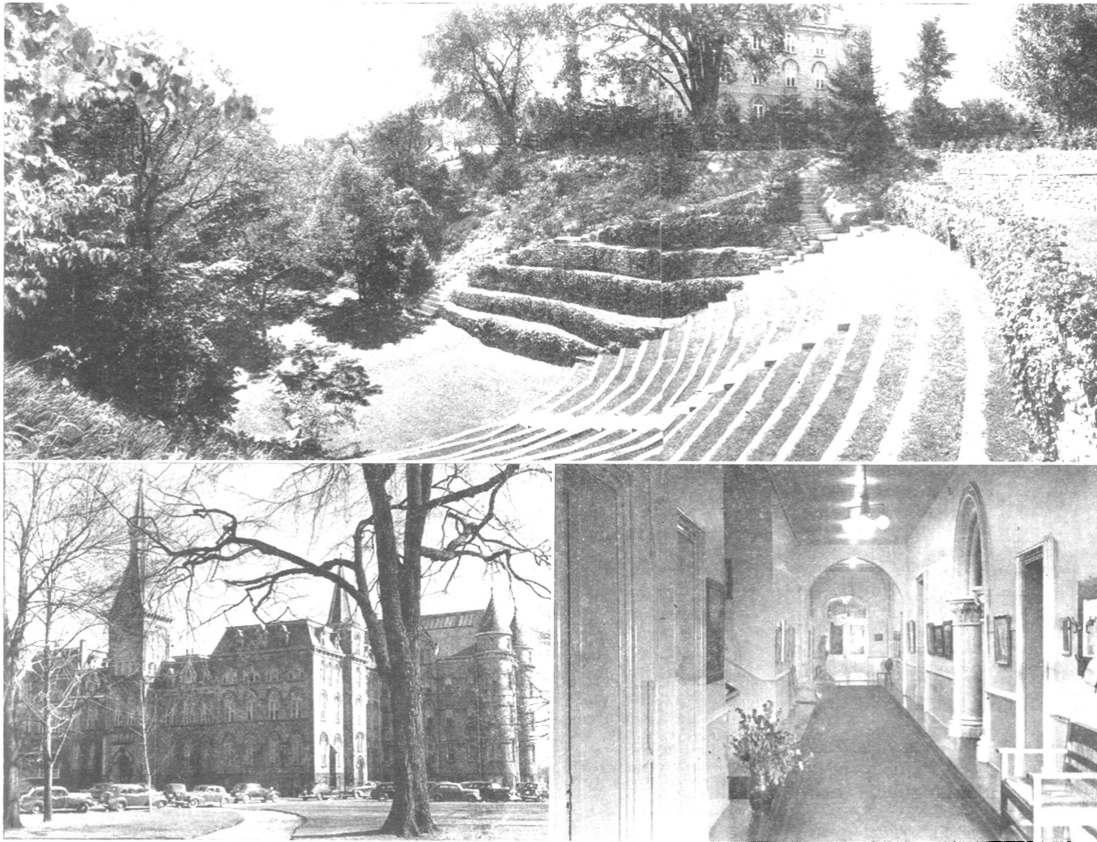
Having just finished reading the July issue of Fingal Observer, I am writing this letter. I had meant to write one a lot sooner, but I just couldn't get down to it. I really felt fine reading about all the gang whom I used to know down there. It was the best station I have been on so far and I really enjoyed every moment I was at Fingal. I have been over here for three months and I'll say it is quite a bit different than Canada. When we arrived our first impressions were shrouded in fog and that didn't help our morale very much. For the first few weeks we were here there was hardly a night we nearly didn't get killed in the blackout by the cars being driven on the wrong side of the road. But now we are back in har-

ness again at AFU in Scotland. The stuff we learn here is all gen and we don't do any class skipping for fear of missing something important. I read where they are now giving A.B.'s Astro, Nav., etc. Well, the fellows may beef about it, but it's all good and they will only realize that when they reach this side. From our course 96A there are a few of us still together. Sherwood, Miller, McGee and myself have been here together and then some of the boys off 97 course. We came over with a few of our old Fingal pilots, Smith, Neal, Besse, Stroud. Also we saw Scott and Loveday. I also saw Cpl. Bennett, who used to work in the orderly room. You meet nearly all the people you ever knew right on this small island. I was reading of the advice given on what to bring over, and let me say all of us heartily agree with all the suggestions. Most of us have quieted down somewhat since arriving, but I'm sure we could still create a small riot if we ever came back to Fingal. I would appreciate it if I could have a copy mailed monthly to me, because reading material, books of good value, are few and far between and the Observer is very good reading. So I'll close with all of our best regards to the gang from the boys of 96A. Sincerely,

P/O A. Rosen, J44604,
RCAF Overseas.

Chicago street cars are jammed with defense workers. Two men were seated together on a very crowded car. One of them noticed that his friend had his eyes closed. "What is the matter, Bill," he asked. "Feeling ill?" "No, I'm all right," answered Bill, "but I hate to see ladies standing."

A PLACE TO REMEMBER!



Upper: Alma's Amphitheatre

Lower Left: Outside Grounds, looking towards Main Building.

Lower right: One of the well kept corridors.

FAME OF ALMA COLLEGE, ST. THOMAS, HAS SPREAD FAR

Local School Founded in 1877 City Landmark—Students From Far and Wide Have Studied Here

(Editor's note—This is the third in a series of descriptive articles and pictures on interesting things to see and places to go near St. Thomas.)

ALMA COLLEGE of St. Thomas, one of the chain of eleven secondary schools of the United Church, stretching from St. John's, Newfoundland, on the east, to Calgary and Edmonton in the west, was founded by Bishop Carman of the Methodist Episcopal Church in 1877. It, however, did not open its doors for students until September, 1881.

The school is situated on the edge of a ravine which encircles the City of St. Thomas, a central point in Western Ontario. About one hundred and thirty miles from Toronto, Detroit and Buffalo. Here many railways and highways provide ample transportation facilities.

The college property is valued at \$300,000 and its buildings are filled to capacity with resident students, who come from the four corners of the world. There are also about 150 day students from St. Thomas and Elgin County. A well qualified staff of 26 teachers carries on work in the following branches of study: Public and High School, Secretarial Courses, Home Econ-

omics, Music, Art, Dramatics, and Interior Decorating. As an affiliated college of the University of Western Ontario, Alma offers a two-year-diploma course in Home Economics, and the second year of the pass course in Arts.

Perhaps Alma is better known for its spacious wooded and well kept grounds of which the Amphi-

theatre has become a beauty spot that attracts the attention of persons far and wide. This "garden theatre" seats one thousand persons and provides a lovely setting for school plays and graduation exercises. The original setting of the amphitheatre was an ash heap, but under the direction of Doctor Oliver, then moderator of the United Church, it was transformed into the beautiful spot we know today, and dubbed "Beauty from Ashes."

For these and many other reasons, Alma is known far and wide as a place of better learning and for its scenic beauty. Its alumnae, though scattered throughout the continent, and some even farther, have formed themselves into alumnae branches and hold regular meetings. The next time you are in St. Thomas, it would be well worth your while to go by the college if you have not already done so.

"I just found out that Lana Turner doesn't love me."
Pvt.: "Oh, do you know her?"
Pfc.: "No, I just tried it out on a daisy."

QUIZ ANSWERS

1. From Sir Robert Peel, who founded the force.
2. Dale Carnegie.
3. Twelve.
4. Colonel Thomas E. Lawrence (Lawrence of Arabia).
5. All of them.
6. The Liberty motor.
7. New York, Chicago, Boston, Philadelphia, St. Louis.
8. A quarter to two.
9. One is often more "choked" than the other.
10. The trench mortar.

Some girls are afraid of mice. Others have ugly legs.

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