

A
NEWZEALANDER'S
PICTURE
OF
WINNIPEG
IN WINTER

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MARCH 1942

VOL. 1 NO. 2

ROYAL CANADIAN AIR FORCE

R.N.Z.A.F.

R.A.A.F.

R.A.F.

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THE WINNIPEG W.A.G.

Flying Officer D. R. P. Coats - - - - Editor L.A.C. A. B. B. MacLemore - - - Advertising and Associate Editor - Advis Rep. Pilot Officer J. C. E. Tremblay - - Photographer Business Manager: Flight Lieutenant J. B. McAra

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Wg. Comdr. H. B. Godwin, Commanding Officer.

Vol 1.

MARCH, 1942.

No. 2.

T HANK you! Let these be our first words, to our readers, advertisers, contributors, photographers—to all of you who have by your co-operation and support made this issue possible. Thanks a million.

No single copy of the "W.A.G." can cover all the activities of our busy Number 3 Wireless Station—The grand work of our M.O. Squadron Leader Running and his efficient staff at the Hospital; the invaluable services of our good Padres, Flight Lieutenant Laveque and Flight Lieutenant Phillips; to mention only a few of those deserving tribute. Then there are those organizations and individuals outside the station—The Airmen's Club of Winnipeg and innumerable citizens who by their hospitality and kindness are doing so much for us. There are, too, the entertainers, who are sacrificing their time and effort to brighten our evenings. To these and many others we shall endeavour to do justice in Number 3 of "The Winnipeg W.A.G.", which will be off the press on June 15th.

T HERE was general sorrow when it was learned that Chief Instructor "Max" Hendrick was to be posted for special duties at Ottawa and Washington. A dynamic personality, highly competent pilot and radio engineer, pleasing speaker wherever men foregathered to enjoy his sound advice and brilliant wit, Wing Commander Hendrick is greatly missed by all ranks at Tuxedo as well as by the many citizens of Winnipeg who had the privilege of his acquaintance.

We wish him good luck and a continuation of the success which has already established him among the leaders in Canadian Aviation and Radio.

Drum and Trumpet Band Makes a Hit

E sat in Winnipeg's million dollar Civic Auditorium waiting for the blue and silver curtains to open and disclose the bandsmen of Number 3 Wireless School. We fumbled our program nervously. Why did our band get into this contest? We had heard them playing in sub-zero temperatures on our Friday morning parades and — well, musical criticism by critics who are shivering in a January zephyr from the Arctic regions is likely to be more critical than fair. Anyway, we trembled for our band, feeling that they couldn't possibly stand up in competition with all those other military bands on the program.

The announcer at the microphone began his introduction. Bless his heart, he was obviously trying to be kind, trying to warn the audience not to expect too much. Our boys of Number Three Wireless School, he said, are busy people, with little time for practicing music; the personnel is subject to frequent change . . . many such well intentioned apologies he made. We began to lose some of our feeling of depression. At any rate, by this time the build up had assumed something more in the nature of a gentle process of letting-down, so that the shock of hearing what was coming might be softened. "Blessed is he who expecteth nothing," we thought, "for he shall not be disappointed." It was well

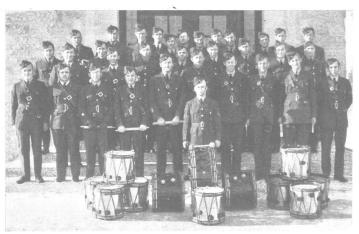
The blue and silver curtains swept open. Great guns, is that OUR band? Our admiration of their appearance in their smart Air Force blue rose to a climax with the tremendous applause that greeted them—applause which for the first time that evening included shouts of approval as well as formal hand-clapping . . . Then they played—the fine old familiar tune to which we had marched so often at Tuxedo. Great guns again—they were GOOD!

The audience thought they were good, we could sense it. The bandsmen knew darned well they were good, too, and they played up to it. They tongued those trumpets and they beat those drums with the air of professional veterans, and then, — like the fellow who recites at school and finding he is doing a lot better than he expected, speeds up as if to breast an imaginary tape and get it over—our boys increased their tempo.

But for that one fault, said the adjudicators, they would have captured first prize and topped all their five competitors. As it was, they came second, an announcement which brought forth more thunderous applause. Said the speaker: "After all, ladies and gentlemen, we must remember that marching is not a prime requisite with these chaps—they are supposed to be up in the air".

So now, as we march behind our PRIZE band, it's chins up, arms up—get 'em up—get 'em UP! We must try to be a credit to the band.

No. 3 Wireless School Drum and Trumpet Band



AC1. Rea, P. J.

Cpl. Simpson, W.

SGT. SEMPLE, R. Cpl. Anderson, F. E. Cpl. Wells, A. E. AC1. Johnston, G. A. LAC Venables, A. V. LAC Crawley, F. Cpl. Cummings, J. V. LAC Garbutt, A. D.

The present personnel is as LAC Scott, J. S. Cpl. Spiers, J. W. Cpl. Routledge, F. M. LAC Smith, R. D. LAC Shillington, C. H. AC1. Watson, P. W. LAC McGhee, A. D.

LAC Ferguson, E. H. LAC Keen, F. N. Cpl. Gibson, W. N. LAC Middleton, F. W. Cpl. Tower, W. A. Cpl. Serdinski, K. W. Cpl. McLean, J. D. LAC Morin, G. A. W. LAC Vachon, M. C. LAC Turner, B. F. LAC Rowen, B. LAC Wingate, R. C. AC1 Gibbs, F. S. LAC Herd, S. L. LAC McFarlane, J. K.

Flying Squadron Notes

By Corporal Walkenshaw

Certainly this little known, but highly important section of No. 3 Wireless School should find a place in our School magazine.

Functioning efficiently under the capable leadership of our O.C., Flt./Lt. Killick and our Engineering Officer, F/O Rabnett, little does the future W.A.G. realize the work necessary by the ground crew here-The work by the fitters, riggers, W.E.M.'s and other highly skilled mechanics to keep the aircraft in a high state of serviceability at all times, working if necessary seven days a week (which is not unusual) and quite often forsaking their 48's and 36's when the weather turns against us, so that the W.A.G. can get in his all important fly-

The Maintenance Flight of the Squadron has three sections: Repair, whose duty it is to make major repairs and modifications on the aircraft; Inspection, whose duty it is to make the inspections and minor repairs to the aircraft. (Did you know that after every thirty hours' flying time the aircraft comes in for a thorough inspection and overhaul?); and last, but far from least, the Tarmac crew. Much can be said about this section. That happy morning when the W.A.G. arrives at the field to begin his week of flying, little does he realize that while he was lying in bed for a last wink, or running across

to the mess for his tea and toast-out in the dark and cold of the field at 0645 hrs., a valiant little band of men are already hard at work preparing his aircraft for him, giving it a D.I. (Daily Inspection), hauling it into the field and running them up to make absolutely sure that when the W.A.G. does arrive, his aircraft is all ready and on the Tarmac waiting for him. All day long and until the last ship is down and safely tucked away in the hangar for the night this highly efficient crew are servicing and watching over these ships.

Quick changes of aircraft are made, innumerable little troubles and faults are quickly remedied, but the flying goes on with no loss of time, thanks to the Tarmac Crew. So when you arrive at the field, chum, and something goes wrong and you have to wait a moment or two, don't take it out on the poor mechanic. He is doing his best to get you in the air as quickly as possible. He doesn't like the aircraft to be grounded either. He takes a just pride in keeping it in the air, that's his job, and a very important job these days. So when you come out here, pal, have a little thought for the fellows who "Keen Them Flying" because they are wishing you the best and hoping that you get your wing just as quickly as you do yourself, so that you can get over there and get a crack at the "Nasties".

Good luck and Happy Landings to your Wing Parade from all at the Flying Squadron.

A Graduate Writes Back

It is always a pleasure to those of us whose duties keep us in Canada to hear from graduates of Number 3 Wireless School who have arrived and are continuing their good work in Britain, or in some other sphere of action. Our Educational Officers and Instructors, our Squadron O.C.'s, and others who have had direct contact with our trainees do not lose interest in their charges when graduation takes them out of this school: that interest follows the trainee wherever he goes and it is stimulated by the considerable number of letters which we receive. Often, the letters contain excellent advice for wireless men in training. Here, for instance, is some consolation for the chaps who wanted to be pilots and who suffer some feeling of disappointment and frustration as they find themselves taking a W.A.G. course. It came from a 15th Entry graduate, one of the many from Number 3 who are on coastal patrol work overseas:-

"You can tell the boys from me that once they get really into it, they will forget their old grievances about not being pilots. The W.A.G. today is secondto-none in importance on the plane, and no-one realizes it more than the pilot or navigator. There is quite a scramble for the good W.A.G. when a crew is being formed. I WOULD NOT CHANGE MY JOB FOR WORLDS NOW-Tom Joseph."

Lucky or Unlucky Thirteen?

Are airmen as superstitious as sailormen? We wonder. Our 25th Entry graduated on Thursday, February 12th, which, of course, was the day before Friday the 13th. We wish them all the luck imaginable, but would it have made any difference if the day of their graduation had happened to fall on the allegedly unlucky Friday the thirteenth? Corporal S. Hamilton has his own views about the luck of number thirteen.

He came out of hospital in Malta, one day in the long ago, and joined H.M.S. "Louvain" as fleet messenger, just barely getting aboard in time to sail. He found himself the thirteenth man of his mess, on Friday the thirteenth. His ship left the Corinth Canal and was entering the Aegean Sea when she was torpedoed. Fleet messenger Hamilton was the only man of his mess to be saved! Now the editor will tell one from his own experience:-

In March, 1914, he was wireless operator on a ship scheduled to steam out of Brooklyn, N.Y., on Friday the thirteenth. The skipper, feeling uneasy, delayed sailing till the following morning. On March 17th the ship ran up on Sambro Ledges, Nova Scotia, and became a total wreck, a disaster which probably would not have occurred had she sailed on the thirteenth. So what?

Scoop!

GERMAN NAVAL AND MILITARY SECRETS REVEALED

Oh boy, a scoop! An illustrated booklet describing German naval and army radio equipment has fallen into the editorial hands of the "W.A.G." Never mind how we got it; the complete forty-three page text, with photographs of Boche wireless apparatus and lists of Hun radio stations, lies before us as we write this review. We may be mistaken, but we have the feeling that Herr Hitler, when he learns that we are in possession of this booklet, will regard it as his profoundest embarrassment since his side-kick Rudolph Hess went to Scotland.

Space restrictions prevent our presentation of the entire work in this issue of the W.A.G. Our duty, of course, will be to turn the booklet over to the authorities at Ottawa. First, however, we may be granted official forgiveness for reproducing a few typical extracts, in the hope that they may interest our readers:—

The cover of the booklet bears the following: — Gesellschaft fur drahtlose Telegraphie m.b.h. System Telefunken, Berlin, S.W." From the inside pages we cull these enlightening paragraphs. . . . The first gives a dig at army operators, which will surely be resented by Hitler's legions:

"The greater number of our appliances having been manufactured for military purposes and our system having developed, so to say, under the eye of military requirements, it is obvious that they are certainly no less serviceable for commercial purposes; for, it is, of course, very difficult to produce apparatus that will work as reliably when managed by soldiers as it will under the care of trained telegraphists..."

They do it cheaply in the German Navy:

"After a trial in the Navy extending over several years, the . . . system has now manfested its serviceableness . . . The annual cost of working in war-ships amounts to about 400 marks. Where the apparatus is properly handled, extensive repairs are hardly to be anticipated. Concerning the usefulness, for army purposes, of the . . portable station, an officer of the General Staff, referring to our performances at the manoeuvres writes, in an article to the 'Militar-Wochenblatt', as follows:—'The telegraphists employed the Braun-System of Spark Telegraphy, which worked

exceedingly well. The portable station was daily in great requisition: It transmitted orders and reports between the General in command of the 5th. army corps and the cavalry division. . . With the Morse printer the stations operated reliably at a distance of 3-4 days' march'."

Look at this for evidence of spying activities in the United States:—

"As is well known, the United States Navy, after severely testing various competing systems, has adopted ours. In connection herewith a New York daily paper, having detailed variously the fruitless attempts which had been made by the most varied systems of wireless telegraphy, to connect the towns of Washington and Annapolis, printed the following message: 'On October 3 messages in cipher were sent and transmitted back and forth between the stations without an error. The apparatus was shipped to Annapolis for installation on the Prairie. A fair exchange continued up to eightythree miles, after which it was impossible to receive at Annapolis. Reception on board the Prairie (so it was a ship!) continued, however. The last message was recorded from Annapolis 101 miles away'."

Our National Research Council at Ottawa will no doubt look into this. It seems to hint at remarkable discoveries which the Huns will no doubt use against us:—

"With an aerial wire 60 metres long, we can produce an oscillatory discharging spark of 30 cm. Our use of the maximum spark-length is now limited only by the difficulty in sufficiently insulating the aerial wire for such high tensions. . We now employ a discharger divided into a series of small gaps . . . By means of this new discharger we have been able to bridge a distance of 250 kilometres with 90 watts in the primary windings of the inductor and an aerial 32 metres high . . . When using two separate receiving conductors, it is possible, without difficulty, to receive simultaneously two telegrams at a transmitting wave difference of 30%. . ."

What is this thing called a "Coherer"? Is it Germany's new secret weapon?:—

"The only coherer used by us is our patented vacuum coherer with V-cut and adjustable sensibility — one for short distances and the other for long distances. For ships the whole receiving apparatus — including Morse printer—is fitted with easy springs to preserve it against the vibrations

Heads 25th Entry



L.A.C. Hall, B.E.—R106459

To have completed all the work required for graduation and to have come through top of the Entry is an achievement of which any budding W.A.G. may well be proud. L.A.C. Hall made it with the 25th Entry and won the coveted bracelet with his "sparks" badge on February 12th.

L.A.C. Hall belongs to St. James (Winnipeg). In civil life his hobbies were fretwork and making model aeroplanes and boats. Asked how he felt when he learned that he had passed his examinations with highest marks, he replied, "Well, I certainly was surprised, all right." Our hope is that he will continue his career so well begun in the R.C.A.F. and that his life in the Service will bring him many more equally welcome surprises.

of the engines... Besides the ordinary receiving apparatus, we supply an electrolytic receiver with telephone hearer. For our larger station we generally supply a reserve hearer to be used in place of the normal Morse printer during disturbance . . ."

Oh my gosh—pardon us, folks. We've just noticed that the booklet from which these items are quoted was published at Berlin, in 1904.

Signals Officers Under Training

From the east and from the west, representing every Province except little Prince Edward Island—and two of the States — 18 Signals Officers Under Training congregated in Winnipeg late last October for (it has since developed) an exceptionally comprehensive 24-weeks' course. Previous similar courses were held in Montreal since hostilities began, lasting three months: this was shifted to No. 3 Wireless School following the change in syllabus, with which Wing Commanders Godwin and Hendrick had much to do.

While the new arrivals differed greatly in age and experience, they had one thing in common: a love of radio. Most had been "hams" before the war, while several were commercial radio operators. All found R.C.A.F. procedure differs vastly from amateur and commercial practices. For this reason it was discovered early that the old habit of stringing wires all over the "shack" was out—for the duration.

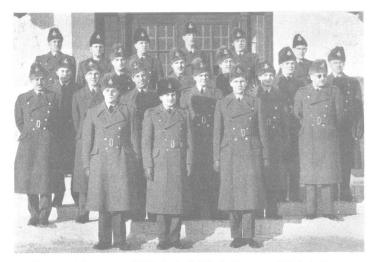
The new officers were off to a first class start with the appointment of Flight Lieutenant Fisher of Montreal as officer in charge of instruction. While maintaining a proper amount of control as necessarily is required with such a heavy program of subjects, Flight Lieutenant Fisher has endeared himself to every officer in a hundred and one ways. The class has been most fortunate, too, in having as lecturers many of the most experienced officers on the station, including the Commanding Officer.

Wing Commander Hendrick Missed

The class in common with the whole School sustained a great loss early this year when Wing Commander Hendrick, Chief Instructor, was posted to Washington, D.C. One of the most popular officers on the station, he was also a lecturer of exceptional ability, drawing on his years of experience in the R.C.A.F. for illustrations with which to drive a point home. Every member of the class felt he had lost a great deal when the C. I. left Winnipeg.

An able and experienced radio engineer succeeded Wing Commander Hendrick in the person of Flight Lieutenant Taylor, who also has been closely associated with the class, lecturing principally on radio equipment.

The assistance and advice which the Commanding Officer has given to members of the class will be treasured by the individuals as long as memory serves. Obviously he is a busy person, yet almost every day he drops in at least once to see for himself how things are shaping up, and to give quick—and



Back row, left to right:—P/O L. Tosh; F/O O. H. Clearwater; P/O J. A. Young; P/O H. C. Thompson; P/O J. G. Slipp; P/O J. C. E. Tremblay. Third Row:—P/O C. H. Shapiro; P/O K. F. Chapman; P/O A. C. Taylor; P/O T. Locheed; P/O A. M. Jackson; P/O R. R. Oulton. Second Row:—F/O S. J. Cardoza; P/O R. E. Gordon; P/O E. P. Seon; P/O A. T. Patterson; P/O W. H. MacGowan; F/O P. A. Vatcher. Front Row:—Flt./Lt. W. R. C. Taylor; Wing Commander H. B. Godwin; Flt./Lt. W. C. Fisher.

satisfactory answers to vexing problems.

The Rumble Club

As many of the officers on the course were comparatively new to the service it was decided early that a system of self-discipline be instituted. The result was the now-famous Rumble Club. Every member pays into the Club treasury sums varying from 10 cents (for being late to class) to \$1.00 (for having his picture in the paper with distorted facts). The total thus collected will go towards the expenses of the graduation party in April.

The wife of one officer gave birth to a son but this was not considered to be rumble-worthy. Similarly, while there appear to be two romances blossoming as a result of the visit to Winnipeg of the class, in neither case has there been sufficient development to enrich the Club's treasury. In regard to this angle, it is interesting to note that nine of the officers are married, one having taken unto himself a bride while en route to "the gateway to the west".

The course includes such subjects as Morse (20 words per minute), radio theory, equipment, procedure, R.C.A.F. law, Signals Officers' duties, drill, administration etc. A period is set aside each day for P.T. in which the C.O. is a firm believer. Generally, the courses contain at least as much as the WAG is taking in a similar period, often a great deal more. The officers, for example, had a week of outstations followed by a

week of air operating. The idea is that the Signals Officer is to obtain a complete grasp of the job being done by the men in the section.

Two of the officers wear wings, one having earned his in the last war while the second is on the general list. It was this latter officer who, after his first flight as air operator in a plane piloted by a fellow officer, repaired to the hospital for a week's rest.

The class has gone through the throes of several practical exercises. Probably the N.C.O.'s in charge of various technical stores are those most relieved when the exercises come to an end, but the officers insist there is no foundation in truth in the declaration that the inner workings of the station actually flounder—and that radio communication in the Canadian west is blanketed by violent interference — while the exercises are in progress.

Through the courtesy of local utilities and radio stations, a number of worthwhile visits have been made to interesting plants where the officers have seen practical applications of principles of theory.

There remains still the sore problem of passing final examinations, but it may be taken for granted that the graduates of the present course should, when posted to stations, make a definite contribution to the grand effort being made by the Royal Canadian Air Force.

-C. H. Shapiro, P/O.

Peace-time HAMS and War-time WAG's

Amateur Radio Operators Make Fine Contribution to War Effort

In the piping days of peace they toiled long hours at their collections of tubes. coils and gadgets, pounding brass or speaking into microphones and exchanging signals with brother enthusiasts in all parts of the world. They pointed with pride to attic walls covered with post cards bearing the call letters and particulars of other amateur stations in every corner of the globe. In a grand comradeship of common interest they burned midnight oil in efforts to improve their apparatus and extend their range of operations. They were the Hams, a name which carries little credit among theatrical people but which, applied to these home experimenters in radio, has earned high honour and distinction.

The Canadian government encouraged the hams, allowing them the use of certain restricted portions of the radio spectrum in which to whisper their sweet nothings about their "YL's" (young ladies), the weather, and the specifications of their transmitters. In this encouragement the government showed its wisdom, for now the hams have joined up almost to a man and are devoting all that they learned as amateurs to the vital business of communication in their country's service.

How many former hams have passed through Number 3 Wireless Station as W.A.G.'s. we cannot say. It will provide a subject for interesting study in the future. We do know, however, that the number is considerable. At present we have many one-time amateurs, among the students as well as on the

staff. These include the following, with the call letters of the stations they used to operate:

Jackson, A. H.	P/O	VE3AHJ
Jones, S. M.	F/O	VE3AUU
Lee, L. A.	Sgt	VE4JN
Locheed, T.	P/O	VE3UY
Mackie, A. S.	F/O	VE3KO
Marshall, C. B.	W.O.1	VE3NQ
Oulton, R. R.	P/O	VE1JL
Patterson, A. L.	P/O	VE4JC
Seon, E. P.	P/O	VE3AR
Shapiro, C. H.	P/O	VE1EM
Sheffield, A. G.	F/O	VE4SS
Taylor, A. C.	P/O	VE2KL
Thompson, H. C.	P/0	VE5TO
Tosh, L.	P/O	VE4BM
Toy, F. H.	Sgt	VE5HE
Tremblay, C.	P/0	VE3AZP
Whitebread Civ	. Inst	VE4HZ
Young, J. A.	P/O	VE4AFO
Speirs, W.	Cpl	VE4CJ
Eymundson, T.	Sgt	VE4UA
Cummings, J.	Cpl	VE4NW
Burke	Cpl	VE3SH
Durie	Cpl	VE4AJP
Gunston	Cpl	VE2JQ
Rutledge, R.	Cpl	VE4ZN
Dollard	Sgt	VE4AMC
o these might be	added se	everal more

To these might be added several more whose names have not yet been sent in to the W.A.G. We hope they will let us add them to the record in our next issue.

The hammiest ham we have yet located is one Cpl. S. Hamilton.. He was a ham at Hamilton, Ont., which, it will be admitted, makes him very hammy indeed. Remember, please, that ham is an honorable expression in radio parlance and that "hammiest" means a real dyedin-the-wool-and-darned-proud-of-it amateur operator. Corporal Hamilton does not remember the call letters of his ham

station at Hamilton, but he does contribute a good story concerning his life in the British Navy. This we are reserving for another item. (See "Lucky or Unlucky Thirteen").

Commercial wireless and broadcasting stations have added their quota of men to the services. Of these we shall write in a future number of the W.A.G.

Now He's W.O. Pott

He was "Flight Pott" until recently, with a cherubic—yes a cherubic—smile and a sunny disposition. He still has the smile and the sunshine, even more so, but since word of promotion came overseas he is "Warrant Officer Pott".

W.O. Pott was born at Rainham, Kent, England. When old enough to get around he became conscious of aircraft mysteriously flying with apparently nothing to hold them up. He was interested. He was intrigued. He probably flew kites and made model planes like the average boy of his time, but these activities served but to whet his appetite for more knowledge of matters aeronautical. In January, 1931, he joined the R.A.F. as an aircraft apprentice. He took a three-year course as a Wireless Operator-Mechanic, completing it successfully in December, 1933. He was posted to the Marine Aircraft Experimental Establishment at Felixstowe, a very nice English seaside resort, as many of our readers are aware.

In 1934 he heard the call of Cleopatra, or someone, and set out for Egypt, a land noted for its Pyramids, palm trees, and the Sphinx. Our friend ignored all these, however, having more important things to engage his attention. He was on patrol with the 142nd. Squadron, R.A.F. Duty took him to Ismalia. (We asked him who SHE is and he says its a place.) He saw the Suez Canal and spent some time and pay in Palestine. He worked in the Aboukir Repair Depot at Alexandria and then went back to Blighty, posted to Nr. 2 Wireless School, Yatesbury.

His service in Canada commenced at Trenton, Ontario, whence he passed with Number 1 Wireless School at Montreal, Number 2 W/S Calgary, and to Number 3 W/S Winnipeg. His promotion to W.O. dates from January 1st of the present year. Congratulations!

Proud Mother: My Tom's been made a sergeant.

Another Ditto: That's nothing. My Alf's socked a sergeant and been made a court martial.

The sergeant bawled me out for not standing at attention. I had to tell him, "I am at attention. It's my uniform that's at ease."

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O.C. Flying Squadron



Flt./Lt. C. H. Killick

Flight Lieutenant Killick was born in Chorley, Lancashire; was educated at one of England's famous schools-Clifton College. He was in France with the R.F.C. in 1918, flying "Camels" as a scout pilot, an activity which displeased the Boche so much that they made him a prisoner and took particular care of him in the neighbourhood of Munich. After peace was declared he came to Canada and farmed in northern Saskatchewan. He entered the University of Saskatchewan and graduated with his B.S.A. Then he became manager of creameries, under the aegis of the Dominion Department of Agriculture. 1936 saw him at the University of Minnesota, where he took his Master of Science degree. Subsequently, he became a Company Commander, 2nd Battalion, Winnipeg Rifles (Reserve Army), service for which he was qualified by three years in the Junior O.T.C. at Clifton and four years in the O.T.C. at Saskatchewan U. In November, 1940, he joined the R.C.A.F. and was posted to Regina, whence he moved to Rivers, Man., and, in May, 1941, to Number 3 Wireless School-where we hope to hold him.

Flt./Lt. Killick has served for several months as O.C. Flying Squadron, succeeding Sqdn./Ldr. W. R. Pollock, who is now O.C. Flying Squadron, No. 1 Wireless School, Montreal. For readers who may not know what is meant by "Flying Squadron" in relation to the wireless schools, it may be added that this section flies the advanced trainees to give them actual experience in transmitting and receiving wireless messages between aircraft and ground. The subject of this brief biography is one of four Great War pilots now back in service at Number 3, the others being Flt./Lt. Philp, F/O Dunbar, and F/O Cormack.

Winnipeg at Christmas

A New Zealander's Appreciation

By L.A.C. H. MEHA, 31st Squadron.

The day is the 25th and the month December, in the year 1941. The stage is Winnipeg; the actors are the citizens of this prairie city... In other words, it is Christmas Day in Winnipeg, Manitoba. Incidentally, it is for me and my fellow New Zealanders our first Christmas 'mid snow surroundings—an extraordinary experience.

A year ago, to imagine oneself sitting down to Christmas dinner with the temperature below freezing point and with snow a foot or so thick on the ground would have been beyond one's wildest dreams. Today, it is a reality. As we gaze through the window of the home of our hosts, Mr. and Mrs. W. A. Greening and family, a picture unfurls itself to us which only the hand of an artist could portray.

We see a vast expanse of perfectly flat country, blanketed with its cloak of ermine and appearing beautifully white and pure. Exceeding this loveliness, however, is the glory of the trees, bushes and shrubs whose branches and twigs, now nude of leaves and flowers, are mantled in hoar frost. It suggests that overnight a fairy queen has waved her magic wand and transformed a drab and dreary world into a thing of pure beauty symbolical of the One whose memory we are commemorating today. As this is being written, sweet carols are coming over the air and adding their joy to the spirit of Christmas. Never before this have carols meant so much to us who hail from New Zealand as they do now in this appropriate setting.

Christmas Trees

Something more adds to the warm friendliness of the Canadian Christmas. It is the "tree", bedecked with multicoloured lights, silver bells, streamers, tinsel and other decorations. Even outdoors, in the gardens of the Winnipeg homes, whole streets are decorated with Christmas trees whose flickering coloured lights make a picture which to the New Zealander is thrilling—amazing.

The mammoth Christmas tree in the centre of our "stage" holds us spell-bound. As we stand, gazing up into the massive branches, interwoven with lights of every colour, we cannot help but say to ourselves, "A gigantic country this, where things are done in a big way"... Our thoughts travel across the world to our island home ten thousand miles away. In our mind's eye we envision old familiar scenes which make a striking contrast... Down there, in many of the provinces, the landscape is brown and almost parched. Old Sol is doing all in his power to sap everything

dry. The farmers have shorn their sheep and the sweet scent of new-mown hay seems to come back to us from across the world... The fragrance of roses, of sweet peas, stocks and innumerable flowers comes wafting in the cool of the evening breeze... On the cliffs overlooking the ocean, the majesty of *Pohutukawa* may be seen many miles away.*

Contrast

This is the holiday season. beaches are thronged with people. The harbours and shorelines are dotted with hundreds of yachts, launches and other pleasure craft. The lakes and rivers are again the mecca of the trout enthusiast and the bathers. The Christmas race meetings are in progress and the ladies are out on the lawn sporting the season's new fashions — it is indeed "m'lady's day". On the polo ground sweating horses and devil-may-care fellows are battling out three or four chukkas. Flannelled tennis players are playing gruelling sets; on the cricket field there is applause as the batsman lifts a boundary; while in the baseball park both fans and players are "chatting it up". Everywhere there is an air of abandon and holiday making. The days are long and warm. Cities are largely deserted for the camp . . . This is Christmas in the Gem of the Pacific. What a contrast!

Though it is winter here and summer in New Zealand; though your customs and ours are somewhat at variance; though there be a difference in the pronunciation of a common language; there is one blessing shared by both peoples . . . The spirit of Christmas is the same here as it is at home.

Our appreciation is due to Canadians as a whole and to the people of Winnipeg in particular. You have been extremely kind to us during this Natal season and we are not unmindful. Your homes have been open to us; your hospitality equals if not surpasses that of our own folks. We are indeed grateful for all you have done for us—extremely grateful, for you have made us one with yourselves. Kia Ora.

*Author's Note — The Pohutukawa tree, named by the early white settlers as the Christmas tree because it flowers in December, is a gigantic monarch on the cliffs overlooking the sea. It is a mass of red flowers growing in huge clusters, a brilliant object visible for many miles.

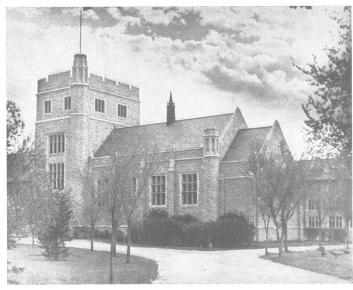
The photograph on the cover of this magazine is by L. A. C. Meha.—Ed.

OUR LOCATION . . . on the fringe of residential Winnipeg

A philosopher might find something of romantic coincidence in the fact that Number 3 Wireless School—devoted to the study of man's most modern means of communication — is established in a building which was founded for the education of young people deficient in one of man's earliest accomplishments, the power of speech. He might, also, in contemplating the structure itself, find "sermons in stones".

Prior to the present war, the institution was known as the Manitoba School for the Deaf, one of the public schools of the Province. When the architect included in his design the beacon tower familiar to people acquainted with Norman churches in England, he cannot have imagined the peculiar significance which this tower would have for future tenants of the school. The little tower which adjoins the large square one of our building is but an architectural fancy, scarcely suitable for practical use, but on the Norman churches such towers provided bases for bonfires which were lighted as warnings when enemy invasions threatened. So, signal systems of earlier days are recalled to our minds as we observe our "beacon tower". We catch the glint of sunshine on a Moth high in the blue overhead, knowing that the aircraft and the school are communicating by a method undreamed of when beacon towers in Britain told in tongues of fire that the Armada was approaching.

The original School for the Deaf, massively constructed of Tyndall stone from Manitoba quarries, has become the central unit in a collection of huts comprising the officers' and airmen's quarters,



mess buildings, drill hall, etc., all standing in a district on the western outskirts of Winnipeg known as Tuxedo Park. Beside the property is one of the many golf courses and within a short distance is the gateway giving entrance to a favorite resort of Winnipeggers and visitors—Assiniboine Park.

There are occasions, many of them, when the parade ground and sports field are desolate and bleak as the northwester sweeps across the snow. Then our Australian and New Zealand brothers in arms see little to write home about concerning the beauties of Manitoba. But even our long winters have their endings. Soon the prairie will

bloom again; the golf course will offer its attractions to perambulating putters of the pill; Assiniboine Park will invite children to see the bears and beaver and feed the soft-eyed deer through the fence while grown-ups watch cricket or otherwise find enjoyment.

But numbers of our budding W.A.G.S. will be gone from us before our lazy spring arrives, taking with them memories of Manitoba not at her best. Those of us who call this province "home" can only hope that happier days in the world's affairs will bring many of our graduates back this way, to see the old school in more beautiful surroundings and devoted again to the pursuits of peace.

—D.R.P.C.



A group of 27C trainees all set to board their planes at Stevenson Field. Left to right, they are:— Rear row—H. G. Way; J. D. Wray; H. J.

Thomasson (Flt. Senior).
Front Row — W. J. Tew; W. J. Thomson; J.
Tongue; J. L. Warren; V. A. Tobin.

Soldier and Sailor Too

Corporal "Pop" Wallace, nursing orderly in our hospital, was soldier, merchant sailor, and member of the Royal Navy before coming into the Royal Canadian Air Force. He was at Mons in 1914 with the Royal Horse Artillery, served in the Mercantile Marine later in the Great War, and spent the first twelve months of the present unpleasantness on convoy and patrol duty aboard H.M.S. "Rajputana". After all this excitement Corporal Wallace finds things sort of quiet in his latest occupation though, as he observes with a wistful look in his eye, "It's good to be helping—somehow". Many a young airman would give a lot to have those ribbons which adorn the Corporal's tunic. They are:—The Mons Star—The British War Medal—The Victory Medal—The Mercantile Marine Medal—and the Belgian Croix de Guerre. If fate takes us into hospital, may we be well enough to enjoy some yarns over old times with Cpl. Wallace!

A fair addition to the Hospital staff has come to Number 3 in the person of Miss Flora Baptist, our new Opthalmic Assistant. Miss Baptist's home is in Trois Rivieres, on Lac St. Pierre, Quebec. She commenced her training in Royal Victoria Hospital, Montreal, and was a technician in the Children's Memorial Hospital there. Prior to coming west, Miss Baptist was at Belleville, Ont.

Our New C. I.



Flight Lieutenant W. R. C. Taylor With the posting of Wing Commander Hendrick to Ottawa and Washington, Flight Lieutenant Taylor has taken over the Chief Instructorship at Number 3 Wireless School.

Born in Winnipeg, Flt./Lt. Taylor received his early education at Mulvey, La Verendrye and Kelvin Technical High School. He graduated in Electrical Engineering from University of Manitoba in 1929 following four years of practical experience in the service of the Winnipeg Electric Company. He was electrical designer for the Northwestern Power Company for three years during the "Seven Sisters" power development. Then he was engaged in electrical operations at the Minnesota Power Company's plant, supplying power to Fort Frances Paper Mill. While the Greater Winnipeg Sewage Disposal Works was under construction, Flt./Lt. Taylor was electrical engineer to the Greater Winnipeg Sanitary District. His very considerable experience as an electrical engineer was extended by two years with Trans-Canada Airlines. Here he was identified with some notable radio developments which culminated with his being called by the R.C.A.F. in 1940.

Flight Lieutenant Taylor was in charge of "Labs" at Number 3 prior to his present appointment. His successor in "Labs" is Flight Lieutenant W. C. Fisher, responsible for instruction of the Signals Officers.

Presentation of Bowling Cup To L.A.C. H. Turner



L.A.C. H. Turner receives the Buckland-Large Memorial Trophy, given in annual competition for the Best Bowling Average in any Division of the Winnipeg Cricket Association. Wg. Comdr. H. B. Godwin presented the cup.

THE Airman's Bookshelf

Reviews of Publications Received

Several months ago, while serving with the R.A.F. in England, we devoted a few pennies to the acquisition of a Penguin Book by R. A. Saville-Sneath entitled "AIRCRAFT RECOGNITION". Since then there have been no regrets regarding this purchase for the book has proved to be a source of much information and instruction in the important subject of Aircraft Identification.

Recently a Service Edition of this work has appeared bound in a stronger cover. The opening chapters of this deal with methods by which one may learn to identify various types of aircraft and the next few pages contain pictures of service aircraft, both our own and those of the Luftwaffe. However, the major portion of the volume is devoted to four-view silhouettes and descriptions of the principal features of those aircraft outlined in the silhouettes. An illustrated glossary and an index complete this fine publication.

Most readers since joining the Air Force no doubt have acquired some knowledge of the subject of Aircraft Recognition, but even so, they will find a great deal of interesting and valuable material in this book which will not normally be available to them elsewhere.

The Service Edition is distributed in Canada by Messrs. Collins of Toronto, Price 35c. —J.S.McA.

A reassuring and stimulating quarter's-worth is an illustrated booklet entitled "THE BRITISH COMMONWEALTH AIR TRAINING PLAN", written by I. Norman Smith and published as one of the Macmillan War Pamphlets. (The Macmillan Company of Canada, Limited, Toronto — price 25 cents.)

Mr. Smith has succeeded in presenting a story at once simple and impressive, devoid of dry statistics and yet conveying in convincing style a picture of bold conception, skilful and energetic execution, and remarkable accomplishment. Canada's place in the Plan is indicated thus:—

"The Plan was based on a proposal made to the Governments of Canada, Australia and New Zealand by the Government of the United Kingdom on September 26th, 1939 . . . Because of Canada's wide boundaries, of her air record in 1914-1918, of the recognized spirit of Canadian youth, of her nearness to the productive industries of the U.S., or perhaps mostly because of her geographical position 3,000 miles away from enemy bombers—for

Oscillations

By Anticap.

Buy extra copies of the W.A.G. to send to your folks at home. They will appreciate and preserve them as souvenirs. Our first issue was completely sold out. Place your orders early to avoid disappointment.

The Airmen's Club is sponsored by the Winnipeg Women's Air Force Auxiliary. Situated on the second floor of the Donalda block. Donald Street, the Club is doing splendid work which is appreciated by the boys of Number 3 Wireless School. Fifteen ladies work every day, in three relays, giving their services gratis. Heading this valuable contribution to the war effort is Mrs. A. C. Reid, who tells us that during the past year no fewer than 85,000 airmen have used the facilities of the Club, representing Great Britain, almost every State of the Union, many countries of South America, Eire, South Africa, Poland, China and Tahiti, Very welcome visitors, too, have been airmen in the service of the Free French.

Overheard this remark by one airman to another in a street car recently: "I like the people of Winnipeg; they're so co-operative."

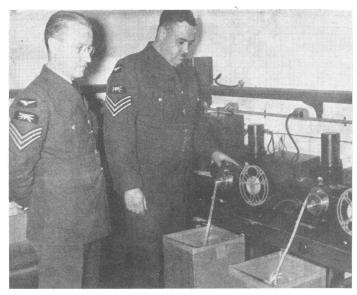
Welcome to the latest arrivals from New Zealand. We know their hearts are very much in their homeland "down under", but we hope they will make lasting friendships in Canada and feel that we, too, are pulling for their lovely islands in the southern seas,

one or a combination of these reasons Canada was selected by the British government as the site of this large scale training . . . of the recruits for the Plan Canada set out to provide 80 per cent, Australia and New Zealand about eight per cent each, and the United Kingdom the balance. . . . "

Of Interest to W.A.G.s
Of the making of a Wireless OperatorAir Gunner, the author writes:—

". . . Mathematics, sanitation, hygiene, anti-gas defence, Air Force law and administration, Morse signalling-by buzzer, semaphore and lamp-and a certain amount of radio theory and gunnery instruction, including rifle and revolver firing, make up the early training . . . meaning that the student learns to handle the signals from ground that will enable a pilot to make a blind approach and to conduct a two-way communication between plane and land on any subject. He can do this by wireless, by flag signal or by lamp signal, and . . . he actually gets up in the air and learns

In "Comm" Section Control Room



Sgt. S. B. Faires (left) and Sgt. T. L. Johnstone (right), N.C.O.'s in charge of Morse and Maintenance respectively.

to do his tasks under whatever air conditions come his way.

His flying includes four hours in a large Norseman plane in which he goes up with four other students, an instructor and a pilot, and six hours in a Moth in which he is alone except for his pilot. Cross-country triangular flights during which he maintains two-way communication provide his final tests, together with class-room examination on other subjects. Once through these he's given his "sparks" or that badge that looks like a couple of lightning bolts being held together by a clenched fist, proving him a qualified wireless operator.

He is the "ears" of a bombing plane, the man who gets the bearings for the observer to work on and the man who tells the ground staff what's what and in turn learns what's what from them.

But this is only the first half of his title, and the Wireless Operator-Air Gunner moves on to a Bombing and Gunnery School for further gunnery training. Machine gun shooting, 20 mm. cannon, theory of sighting, gunturret manipulation, aircraft recognition, range estimation, pyrotechnic signals, knowledge of ammunition—these are his new worries.

He does his shooting on ground ranges for the first while and then in the air with only camera guns, whose developed pictures will show whether or not he would have hit his target. Soon, however, the real shooting from aircraft begins, first at water buoys or ground targets and then from 200 yards at 20-foot linen "sleeves" towed 1,000 feet or more behind another plane. This is the first real "fun" these fellows have had. Two pupils go up in one of the Fairey Battles along with a pilot and give the flying target all the hell they can. Their shots can be distinguished and recorded because one fires red-painted bullets which leave their mark on the punctured linen..."

Photographs

Send your folks back home an up-to-date photo of yourself — a good photo will tell them how you look more convincingly than 1,000 words.

Call, or Phone 26 020

for an appointment, when we will be pleased to show you samples of our work.

Paramount Photo Studios

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Cross Words with F/O Mackie



"Cross words" with such a genial personality as Flying Officer Mackie can scarcely be imagined, and yet this very competent Educational Officer has used more cross words with his students and made them like it-than anyone on the station. Puzzled? Well, here is the explanation: Flying Officer Mackie wondered how to provide instruction for trainees in hospital at Number 3 Wireless School; how to give the boys something to exercise their minds without adding to their boredom; how to keep them reminded of their radio studies without "rubbing it in" too much. Like

a flash it came to him—the Cross Word Puzzle. Instead of applying their energies to the solution of the regular magazine puzzles, involving the names of movie stars and miscellaneous unrelated material, he would build a cross-word square of terms which every W.A.G. should know.

Here is his latest:

Horizontal

- 1. Inventor of landline code.
- 4. A complete back and forth movement.
- An electrical instrument.
- 7. Aerial. (Abbrev.)
 8. Generally an insulator.
- 10. Opposes varying current.11. The "heart" of receivers and trans-
- mitters.
- Commencement signal.
- 14. Chief Inspector R.C.A.F. (Abbr.)
 15. A four electrode valve.
- 17. Engineering officer. (Abbr.)
- 18. Dit-dah dit dah dit.
- Used in manufacture of valves and possessing slightly magnetic properties.
- 21. Medical Officer. (Abbr.)
- 22. Taken off instruction. (Abbr.)
- 23. Port side.
- 25. Orderly Room. (Abbr.)
- Unidirectional current. (Abbr.)
- 29. Junior ranking officer. (Abbr.) 30. A carrier of electrical charge
- 31. Highest ranking N.C.O. (Abbr.)

- 32. Post meridian.
- Valve operating as demodulator.
- 36. Dit—dit dah.
 37. Wave which is caused to vary.
- 38. Phenomenon experienced in radio transmission.
- Magnetic force. Analagous to
- 41. Position of power supply switch when operating.
- 43. Paths provided for electron movement.
- Method of transmitting secret information.
- 45. Necessary operation when triodes are used as R.F. amplifiers.

Vertical

- 1. Pertaining to part of transmitter. (Abbr.)
- First operation in changing A.C. to D.C.
- 3. Enlarges the R.F. produced by master oscillator. (Abbr.)
- Made when current passed through coiled wire.
- 6. A phenomenon. An interesting study.
- 9. Between plates of a condenser.
- 12. Aerial possessing marked directional properties.
- Radio engineer. (Abbr.)
- 17. Expresses force maintaining current flow. (Abbr.)
- 19. Field about an electron.
- 21. Unit of capacity. (Abbr.)22. Most commonly used conductor.
- 24. An element. (Quite common.)
- 28. Sometimes used in binding a splice. Can be made by stroking iron or steel with lodestone.
- 38. Part of a torpedo.
- 40. Flying officer. (Abbr.) 41. Suffix used in electrical terminology.
- 42. Used in camouflaging ground stores.
- 43. Officer Commanding.
- 47. A signalling system.
- Flt./Lt. Higgens

As we go to press we learn with regret that Flt./Lt. Higgens is leaving for Claresholm, Alberta. We must reserve particulars of his interesting career in the Army and R.C.A.F. for another issue, when we hope to give him a full dress write-up, with photograph. Meanwhile, we'll be missing his soldierly figure and much-liked personality at Number 3.

As we go to press we hear that Cpl. Sutton, conductor of our male chorus, has been posted to Rivers, Man.

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Winnipeg in Summer

Lest our readers get the impression from our cover picture that Manitoba is a land of perpetual snow, we present these views of places in and around Winnipeg.

Number 1 shows the pavilion in Assiniboine Park, visible from the windows of Number 3 Wireless School. Winnipeg has forty-two beautiful public parks and squares, and eighteen golf courses. The city has wide thoroughfares, three of which, 132 feet wide, are the widest on the continent.

*

Number 2 is a summery scene in Sargent Bath, one of a number of fine swimming pools in Winnipeg. Our climate in summer is warm, with temperatures running up over the 100 mark, but the evenings are usually cool and lacking in the humidity which makes hot nights unbearable elsewhere. The winter from which we are emerging, by the way, has been a comparatively mild one. A sight which should interest our visitors from Australia and New Zealand, if they are fortunate in being on hand to see it, will be the breaking up of the ice on Red River. It does not compare, of course, with the break up in the St. Lawrence and other large streams, but the Red River at Elm Park Bridge provides considerable excitement when the blocks of ice come sweeping down.

*

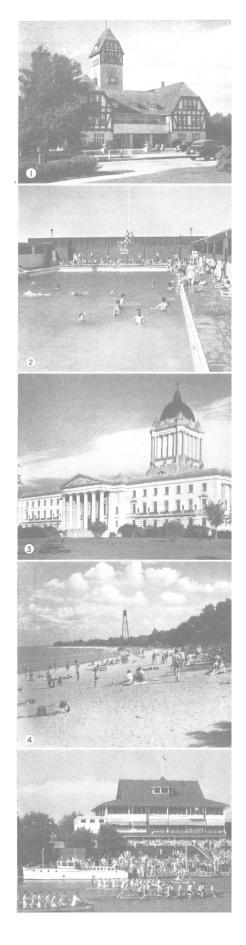
Number 3 is a view of Manitoba's stately Parliament Building. The interior beauties of this edifice are perhaps better known to tourist visitors than to natives of our city. Within the Broadway entrance are the offices of the Provincial Travel and Publicity Bureau, from which these photographs were obtained. Our trainees from far distant parts will find a welcome awaiting them whenever they may care to call in at the Bureau for booklets, etc., to send home.

*

Number 4 shows Winnipeg Beach, one of several beaches bordering Lake Winnipeg. The lake is the largest body of water contained within a single Province or State in North America. Its waters give up the luscious "gold-eye" and the "white-fish", both exported in large quantities to the New York market. Lake Winnipeg is rich in historical associations with the fur trade.

*

Number 5 is the Canoe Club headquarters, on the Red River at St. Vital, a suburb of Winnipeg. Here the water in summer is dotted with sail-boats, motor launches and canoes. Two hundred years have passed since La Verendrye and his intrepid voyageurs arrived at the junction of the Red and Assiniboine Rivers where Winnipeg now stands, but the ancient spirit of adventure still lives in the hearts of descendants of early settlers in these parts,





THANK YOU! THRICE THANK YOU!

The School Entertainment Committee wishes officially to acknowledge the splendid contribution made by the following Concert Parties who have recently visited the School. Their diversified entertainment has been greatly appreciated:—

Miss Bea Frederick and her "Victory Troupe".

The Winnipeg Repertory Theatre. Winnipeg Y.M.C.A. Concert Party and Gymnastic Troupe.

The 1st Nr. 2 Training Command Band, R.C.A.F.

Mr. A. Simpson and "Oddfellows' Concert Party".

The following information is listed particularly for new personnel in the

"Y" Office: This is located in the Canteen Building. The services listed below will be gladly discharged upon application:

Home Hospitality: Many men each week avail themselves of this privilege

Maintenance Section



Sgt. M. W. Hinam and L.A.C. Bilenski are here shown servicing an oleo leg on a Norseman, in the Flying Squadron's hangar at Stevenson's Field.

—Meals, parties, week-ends arranged in private homes for those away from home.

Paper and Envelopes: Issued free upon request; also pens, ink, blotting paper. A supply always on hand in the New Writing Room (south-west corner of Wing Building).

Social Games: Table games are always in stock. These may be used in the Recreation Room or Barrack Blocks. In the latter case they should be signed for and returned.

Rail and Bus Travel: Information as to rates, arrivals, departures, connections.

Telephones and Cables: Messages sent. Complete advice as to rates and wording.

Private Banking: Accounts opened, deposits, withdrawals, overseas' drafts, transfers.

Money Orders: Cashed and issued. Shopping: Gift purchases, exchange, repairs.

Concerts and Dances: Each week, free tickets and invitations are available for downtown events—Church and club socials, dances and concerts. Watch the bulletin board.

Winnipeg Y.M.C.A. (Downtown): 301 Vaughan Street, near the "Bay". Free privileges extended to Airmen desiring a swim and shower. (Towels provided). Reading and writing rooms also available for use. You are invited to make the "Y" your downtown rendezvous.

CURRENT SHOWINGS Y.M.C.A. MOVIES

Friday, March 13th

"Don't Tell the Wife"—Comedy Guy Kibbee Una Merkel Lynn Overman

Monday, March 16th

"Hudson's Bay"—Historical Paul Muni Gene Tierney

Wednesday, March 18th

"South of Suez"—Action Drama Brenda Marshall George Brent

Friday, March 20th

"I Cover the Waterfront"—Romantic
Thriller
Claudette Colbert
Ben Lyon

Monday, March 23rd

"Lillian Russell"—Comedy-Drama Henry Fonda Alice Fay Edward Arnold Warren William

Wednesday, March 25th

"Singapore Woman"—Action Drama Brenda Marshall David Bruce

Friday, March 27th

"The Saint Strikes Back"—Detective
Mystery
George Sanders
Wendie Barrie
Jonathan Hale

"It was a Glorious Victory"

NUMBER 3 WIRELESS SCHOOL SUCCESSFULLY DEFENDED IN WINNIPEG'S VICTORY LOAN "IF" DAY

"IF" Day found us decidedly on our toes, or on other people's. Somewhere there was a small leak and it was learned that on "IF" Day—March 20th—Winnipeg was to be invaded. "Nazi" hordes (in Hollywood uniforms) were to move in, "occupy" important buildings and "capture" the city. Nothing was said about Tuxedo and the Wireless School, so the C.O. decided that we were going to play, even if the rest of the armed forces didn't want to play with us.

Plans were drawn up and the utmost secrecy was observed. All personnel were called out at 0400 hours and by 0530 hours every defender was in his place, fully armed with rifle and bayonet or quickened ingenuity and prepared to hold the School against all comers. Groups of airmen and officers, many of them in flying suits, patrolled roads

leading to the School. Cars equipped with radio turned out to report any advances by the "enemy". True, one of our strong silent men developed a broadcasting complex in his enthusiasm and gave running stories of his observations which, if they would have done credit to Foster Hewitt, might have been more heipful to the invaders than to our side, but altogether it was admitted that the manoeuvres were a success and of considerable instructional value.

One of our esteemed Dental Officers was removed from a Winnipeg Electric Company's bus as he, quite innocently, appoached Number 3. Failing to produce his Registration Card or other identification, he was marched half a mile to the guard house and there incarcerated until the game was over. We didn't like to risk offending anyone of the

Interesting Personality

Member of 27th Entry Has Had Colourful Career



L.A.C. Arthur B. B. MacLemore

Born aboard the United States Army Troop Transport "Logan" while his parents were en route to the Orient, Arthur MacLemore's arrival into the world was celebrated with a six-gun salute, the Fleet Commander feeling that the first visit of the stork to an American Army Transport deserved suitable honors.

Manila became our airman's home ashore; then Shanghai, and later, various points in England. Returning to the U.S.A., he attended Jefferson Military Academy, Washington, Mississippi . . . Frequent trips to Britain followed through the years. Joining the famous travel bureau of Thomas Cook and Son, Ltd., he visited many parts of the globe, including the West Indies, Germany (the Olympic Games at Berlin in 1936), South Africa, etc.

The beginning of the present war found him back in Germany. In due course he returned to the U.S. and settled in Washington, D.C., to attend the University of Maryland. He held two positions during this time, one at Washington Cathedral, lecturing to pilgrims on the architecture and iconography of the building, and another at the Institute of Technology, operating a

dental profession who might take sweet revenge in some future performance with his drill, but his known good nature was our guarantee, so we gave him the works. Congratulations were due the ladies of Number 3 for their demonstration of the advantage of carrying their Registration Cards. Not one of them failed to produce the precious naper.

As has been said of events involving far less fun and really useful experience—a good time was had by all.

Photographic Stereoptical Manometer. (A device for showing the elastic force of gases.)

When the American government set up the Selective Service Conscription Board, he was the second person in the United States to be drafted, his number being drawn from the pool by Secretary of the Treasury Henry Morganthau. By special request the draft board released MacLemore and authorized his entry into the R.C.A.F. He began his training in the hope of becoming a pilot, but like many another airman he didn't realize this ambition. His early feeling of disappointment, however, has given way to appreciation of the equally valuable service to be rendered as a W.A.G.

At Number 3 Wireless School, L.A.C. MacLemore has distinguished himself by his keen interest in the course and by his energetic efforts to ensure that the graduation of Entry 27 shall be marked with more than ordinary ceremony. While details of the program are not available as we go to press, there are indications that, thanks to L.A.C. MacLemore's enterprise, this graduation is going to be remembered as an outstanding one in the annals of Number 3. Tribute must be paid, also, to his services as Advertising Representative and Associate Editor of this magazine.

Armament Gets the Answers

Sgt. Buchan of the Armament Instruction staff reports some duds among the answers to examination questions. Here are a few gems:

He Hopes: "The point of intersection is where the bullets and target meet, I hope." Range Eliminator: "A sighter burst is the first burst of fire, to eliminate range." What's the Difference? "Bullet trail is the difference between the actual path of the bullet, due to side wind resistance." A Sticky One: "A sighter burst is when you fire your first couple of rounds, to make sure your guns are not jam, so you can estimate range." Mine's Vanilla: "The cone of fire is like an ice cream cone, but different." Unconscious, Maybe: "I can't answer this question. I've been in hospital, and somebody didn't tell His Unlucky Numbers: "The pistol revolver is cleaned with a 4 x 2, on a 4 x 2 rod, dipped in 4 x 2 oil." A Good Line: "Muzzle velocity is the line running along the line of sight through the bore of the barrel".

Joe: Oh boy! I've got my wings. Zilch: Honest?

Joe: Sure. Now all I've got to do is blow 'em up and I can go swimming.

—Kay Kyser.

Announcement

Campbell Studio

ARTISTIC PORTRAITS

208 AVENUE BUILDING Telephone 21 901 WINNIPEG

Your "Flight Senior" will discuss photographs to be taken individually, and made into a Composite group with name of each underneath, the same as have been made of every flight since the inception of No. 3 Wireless School. These are to be framed and will hang in the hallway of the Administration Building.



See that your flight is not missing! Co-operate with your Senior.

Music Hath Charms . . .



Cpl. J. Sutton
Our Male Chorus Making Good
Progress

Number 3 Wireless School has organized a Male Chorus, under the direction of a well known Winnipeg vocal teacher and pianist, Corporal Jack Sutton, L.R.A.M. Each day in the lunch period the boys will be found in the auditorium, practicing songs and choruses while Jack presides at the piano. In a recent announcement to the personnel of Number 3, Corporal F. H. Johnson, capable business manager of the choir, made this appeal for support:—

Musical Instruments

Music

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"We still need more singers. Don't get the idea you have to be another Dennis Day. If you like singing and can hold a tune, come out to our practices. We sing modern songs as well as sea shanties and old ballads. If you are worried about the leadership, note thisour vocal teacher is R80291 Corporal Jack Sutton, L.R.A.M. At the age of 12 Jack won the boy solo contest and the intermediate piano class at the Manitoba Musical Competition Festival. In later years he also won the senior and teachers' piano class, and in 1934 the operatic tenor class. Twenty years ago Jack sang over Winnipeg's first broadcasting station. In 1923 he performed many times on CKY for the present editor of the W.A.G. who was then in charge of CKY. In 1940 he sang the leading role in "The Golden Legend", put on by the Winnipeg Metropolitan Choir. He has been in the R.C.A.F. since November 16th, 1940.-Well, fellows, this should assure you of good leadership. Let us support this chorus all the way. There is no limitation to the accomplishments a chorus of this nature can attain. Big things are ahead, but we need your help to reach them. Our practices are from 1245 to 1330 hours every day in the auditorium. If there is any further information you want, get in touch with Cpl. Sutton at the hospital, or with me at the Wing orderly room ... "

It is hoped that Cpl. Johnson's appeal will bring the encouragement such a venture deserves. Singing is the finest cure for the blues, the best antidote for the worries of service and civilian life. Come along, Number 3, let's sing!

WE WANT A MARCHING SONG

When marching at ease
We do as we please,
Provided we keep in line...
Let's start up a song
As we tramp along
And make all the world seem fine.

Our band is the tops,
But sometimes it stops
For trumpeters need some rest.
Then let's not be dumb
To the tap of the drum—
A song on the march is best.

Let's sing as we go
Through ice and the snow,
No matter how cold it be;
Just open your throats
And warm to the notes,
You singers of Number Three.

Will somebody write
A song for a flight,
A squadron or maybe the wing—?
The music and words—?
We'll trill 'em like birds,
And show 'em the WAGS can SING!

OURS IS A MALE CHORUS, so—
(With humble apologies, and just in fun)

Yes, we have no sopranos;
We have no sopranos today.
We've tenors and basses
Who make funny faces, and stretch for
their notes, and say—
We've two kinds of falsetto—
Bone dry, and all wet—oh—
But, yes, we have no sopranos,
We have no sopranos today.

-Feed Back.

Goes to Guelph



FLT./LT. L. C. PARKES

Flight Lieutenant "Len" Parkes, associated with Number 3 Wireless School since its inception, left us recently to take up important duties at Number 4 W/S, Guelph, Ont.

Born in Yorkshire, England, he crossed the Atlantic in 1916. He spent four years in the United States Marine Aviation Corps and, in 1927, joined the Canadian Marconi Company, engaging in engineering work. Later he went to broadcasting station CKCL, Toronto, as Chief Engineer, following this with a period in which he installed CKSO at Sudbury, Ont., and became that station's Chief Engineer. Flt./Lt. Parkes entered the R.C.A.F. in April, 1940; served at Number 1 W/S, Montreal; became Assistant Chief Instructor at Number 2 W/S, Calgary; and then held a similar post at Number 3, where he subsequently took charge of the Communication Sec-

All at Number 3 wish him continued success and the very best of luck.

SPORTS

By L.A.C. D. F. Hood

HOCKEY

Right in our own backyard one day, a fine hockey rink was created, equipped with pavilion, floodlights, goals, blue lines and—yes, we almost forgot—ICE. A league was formed, composed of teams from the six squadrons. Almost at once, play-offs were held, and on January 21st the first game took place between the 25th and 27th Entries.

Since that initial game, nine more have been played to the date of this writing. To the side-line fans, they have been exciting, rough, and full of spills. As the teams have continued playing, each has shown better finesse, skill and what-it-takes. Cold feet and chilly ears were forgotten in the thrill of watching the boys going after the puck. The officers put up a pretty good show, but they proved no match for the hockey-wise airmen. They did their best, however, and showed that they were regular fellows. The Flying Squadron did its bit, too, but they, like the officers, fell under the onslaught of the determined 27th Squadron. For a team which had been only once on the ice, they put up a good scrappy game.

With the schedule half finished and games improving, it looks as if we are to see some very fine matches. Here are the scores to date:

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Jan. 21—25th Entry v 27th— 7 to 1 for 27th.

□ Jan. 23—29th Entry v 33rd— 3 to 3 Draw
Jan. 26—29th Entry v 25th— 9 to 3 for 29th.

Jan. 28—31st Entry v 35th— 8 to 2 for 31st.

Feb. 2—25th Entry v 33rd—6 to 4 for 33rd.

Feb. 3—27th Entry v 35th—11 to 2 for 27th.

Feb. 8—F.S. Entry v 27th—9 to 0 for 27th.

Feb. 9—25th Entry v 27th—9 to 0 for 27th.

Feb. 1—27th Entry v 29th—7 to 4 for 27th.
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BASKETBALL

Basketball was inaugurated in the Drill Hall. Two regulation size courts were marked out and baskets put up, making it possible for two games to be played simultaneously. The first two games were played on January 9th, with the 29th Squadrons versus the 27th in one court and the 35th versus the 31st in the other. Since then a number of games have been played but it has to be admitted that there has not been as much enthusiasm as has been shown for hockey. However, the teams have put up interesting games, and fast moving ones at that. The sports at the School look very promising. In the Sports Equipment room there is everything for almost any game one wants to play. So come along, fellows, let's use it and take the fullest possible advantage of the facilities available.

The History of Wireless

(Compiled by F/O A. G. SHEFFIELD)

(Part 2.)

Progress was rapid after this momentous event. 1902—ships at sea heard the Cornwall Station 1.500 miles away.

Also the year 1902 records many other new developments - Marconi invented a new detector operating on an entirely new principle - the magnetic detector. In Denmark, V. Poulsen invented the arc transmitter for the production of wireless waves, which increased the efficiency of transmission and the power available, and thus made possible the extension of the range covered. At this time another scientific discovery was made, which like Maxwell's could not be proved using the apparatus then in use. This was the theory advanced independently by Kennelly and Heaviside to explain long distance transmission and fading, by the existence of a reflecting ionized laver.

1902—Wireless Telegraphy was first sent across the Atlantic eastwards from Glace Bay, Nova Scotia, to Poldhu in Cornwall, also the next year in 1903 from Cape Cod, in U.S.A. to England. This was a Marconi installation.

1904—Sir Ambrose Fleming, one of Marconi's early associates, began a series of experiments with electric lamps and the "Edison Effect". This was the principle of operation of the present day valves or tubes, and was actually discovered by Edison in 1883, but no use had been made of the principle in any practical manner except as a laboratory experiment. Fleming was engaged at this time in finding a new, more sensi-



Cpl. J. Ashbaugh and ACı J. L. Van Dusen looking into things

tive detector for wireless use, and discovered that by using this principle of electron currents in an evacuated bulb he had a detector which was superior to anything then known. This Fleming valve as it was then called was extensively used by the Marconi Company. The range of operation was again increased.

1904-1905—Wireless Telegraphy was used in the Russo-Japanese War, using an improved detector of American origin, employing a metal paste.

1906 — General Dunwoody in the U.S.A. patented a new and improved crystal detector that proved to be very reliable—the carborundum detector.

Wireless Finds Its Voice

1906—This year also recorded the first successful transmission of speech and music by Fessenden, using a mechanical generator of special design called an alternator. His range was 25 miles, and was extended the next year to 100 miles

(To be continued)

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MEN'S CLOTHIER AND TAILOR

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The Whittler

Observed in the Armament Section

They looked with a frown and great disgust at the unsightly pile of woodshavings on the floor. Tch, tch, such a

Everyone waited with bated breath for the condemnation and reprimand which was sure to come. A tenseness filled the room, an explosive tenseness, which might erupt at any moment. Nerves were on edge, and a fervent prayer went up from the lips of the assembled Joe's, a voiceless, trembling prayer.

"Dear Lord, do something, anything, but please get this over with.

Then it happened! The unexpected!! The incongruous!! The pile of wood shavings trembled and shook. Then with a suddenness that scattered them far and wide, out from their midst stepped Cpl. "Whittler" Blanchett. He was an awe-inspiring sight as he stood there in all his glory, a triumphant gleam in his eyes and wood-shavings in his hair.

In his right hand he grasped his trusty jack-knife and, held aloft in his left hand, proudly displayed for all the world to see, was his finished model (No. 6). An audible gasp was heard from the critics, mingled with a sigh of relief from the Joe's, and then the air was rent with loud and lusty cheers.

Another model finished! Another verbal spanking dispensed with. Good old Sid! What a man! What a section! What a life!

-Sgt. D. Buchan.

Small model planes are made to instruct trainees in aircraft recognition.

We know a story about a Guards Officer and an American. They were talking about the British Army and the American was getting more and more angry at a certain calm imperturbability -some might call it an air of boneheaded superiority—which the other was

When the officer finally remarked: "Still, after all, y'know, the British always lose every battle but the last," it was too much for the American, who burst out, "Hell! I'm sick of that line! What happens if the British for once don't win the last battle?'

The Guardsman pondered deeply. This it seemed was a new one on him. Then he came out with his reply, more calm, more imperturbable, more superior, and more British than ever.

"Well, then," he said, "they fight on till they come to one they can win."

Flying Squadron



Standing (left to right): F/O Gillingham; Sgt. Pilot Mann; Sgt. Pilot Hamm; Sgt. Pilot Hanna; F/O Williams; F/O Thompson; Sgt. Pilot Heaven; Flt./Lt. Killick; Flt./Lt. Pilip; F/O Moore; Sgt. Pilot Cavanagh; F/O Dunbar.

Front Row: P/O Boswell; Sgt. Pilot Heard; F/O Cormack; F/O Bird.

LISTENING IN ON "LABS"

"Chug-a-lug" Chuck figures that in the past year and a half of instructing he has called about 2,300 rolls, or about 92,000 names. If called consecutively at the rate of one name per second, twentyfour hours a day, this would take 11 days. If laid end to end these names would reach from here to anywhere and would look very foolish at that. That's a lot of names, but we've heard Poe use almost as many about certain people in much less time-when he discovered various pieces of his equipment being convoyed by the Signals Officers through the dangerous drifts around the Officers' quarters.

Years before the introduction of broadcasting in 1919, music was transmitted by a station at Three Rivers, Quebec, and by an installation on the Prince of Monaco's yacht in the North Atlantic. The music was created by a number of rotary spark dischargers each designed to produce a musical note when its corresponding key was pressed.

COMMENTS FROM "COMM." SECTION

Best wishes to Flt./Lt. Parkes, now at Guelph, Ontario. A hearty welcome to Flt./Lt. Carter who may be sure that the Section is behind him one hundred per cent. The Section sighs with relief, now that the Galahads are safely married . . . We can now get down to work without encountering instructors with dreamy eyes at every turn. Congratulations to Cpl. Harvey Hogge, who now has to hand over his pay envelope like any other married he-man. We extend a hearty welcome to the new arrivals in the Section:-Harper, Bedwell, Graham, Merritt, Wilson, Hogben, Franks and Wall. Greetings, fellows, we're glad you came.

"I'm a model and I have to watch my figure."

"Forget about your figure. There's no use both of us watching it.'

neτ. NIR.

-Eddie Cantor.

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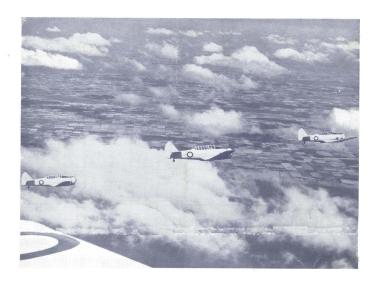
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Prophecy



How oft do they their silver bowers leave

To come to succour us, that succour want,

How oft do they with golden pinions cleave

The flitting skies, like flying pursuivant,

Against foul fiends to aid us militant?

They for us fight, they watch and duly ward,

And their bright squadrons round us plant;

And all for love, and nothing for reward.

—From Spencer's "Faerie Queene," published in 1589.