

W.A.G. Mag.



JULY, 1943

TEN CENTS THE COPY

ROYAL CANADIAN AIR FORCE

R.N.Z.A.F.

R.A.F.

R.A.A.F.

How to be an Adjutant

(In one easy lesson)

The requisite qualifications to be an adjutant in the R.C.A.F. as seen by one who tried and failed are set out in this article. This is written to encourage men in the ranks with ambitions:

"Must be a man of vision and ambition, an after-dinner speaker, a night owl, work all day and all night and appear fresh on morning parades. Learn to sleep on the floor and take his meals on the fly while checking monthly returns, parade states and indents for ammunition, clothing, rations and articles for use of

"Be a banker, a ranker, a soldier and clerk. Must be able to entertain A.F.H.Q. Group Captains, ordinary Group Captains, Wing Commanders, editors, photographers, recruits, veterans, draft dodgers and lead swingers. Have a thorough knowledge of K. R. (Air) Admin. Orders, P and A, M.A.F.L., A.F.E.O., D.R.O., from choir boy to chorister, Corporal to Marshal of the Air, the Bible, C.A.F. 90 and the Statute of Limitations.

"Must be a man's man, a lady's man, a model husband, a fatherly father, a good provider, a plutocrat, an autocrat, a democrat and a reformed Conservative. A mathematician, a politician and able to convince obstructionists. Must be neat and tidy, have full dress, undress, Levee and Fatigue uniform, a morning suit, dress suit, dinner jacket, mufti, veteran's beret, medals, miniatures and foreign decorations, must be category "A" plus I. Q. of 155, a memory for names and faces, a knowledge of all rank badges of Army, Navy and Air Force and Expeditionary Force. Must be a soldier on parade and an inkpot in the office, borrow, beg, wangle or scrounge typewriters turn filing cabinets into war diary jackets and convert Buddhists into "Other Denominations", apply ancient and modern history, and the field of finance into a rainy day lecture.

"Must have unlimited endurance, an attractive home and wife, a blonde daughter, a car, a radio, belong to the best clubs and defray all expenses at home and abroad.

"Must be an expert driver, bridge player, poker hound, diplomat, financier, capitalist, philanthropist, and authority on palmistry, chemistry, physiology, psychology, hunting, fishing, dog breeding, cat feeding, horses, brunettes, machine guns, trench mortars and redheads. Qualified linguist in English, Gaelic, French and profanity; interpret drill instructors, sergeant-majors and Command Orders.

—"CONTACT", Trenton.

W.A.G. Mag.

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July, 1943.

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Be Proud of No. 3

By the time this appears in print the Instructional Building of No. 3 Wireless School will be undergoing a transformation.

Every so often a new motif is called for in successfully administering a unit of this type. About a year ago it was brought to our attention that the quality of our graduates left something to be desired. Our immediate reaction was to raise the passing-out standards and we adopted and closely followed the slogan "QUALITY BEFORE QUANTITY". As a result of considerable effort on the part of the staff and co-operation from the trainees it was not long until we were assured that this school was turning out top flight WAGS so a new slogan was adopted— "QUALITY AND QUANTITY". The result of this double effort are becoming evident with present graduating courses.

Now that we are certain that our graduates are the best that can be had and that the output of the school is increasing, something new must be added to excel even further.

This something new is called "motivation". Motivation is obtained by keeping all concerned posted on the progress that individuals, classes, courses and the school as a whole are making and, at the same time, pointing to and driving hard for the final goal which must be attained. Successful motivation results in the building up of confidence and esprit de corps in a unit. Successful results can be obtained

only if every member of the unit, both trainees and staff, act as salesmen full out to sell No. 3 Wireless School.

We already have a unit of which we can be justly proud but, to give you something which you can really sell, a campaign has been started which, in its primary phase, will brighten up the hallways and classrooms by means of posters and signs of a directive and instructional nature. This will be supplemented by the introduction of all possible aids to training such as an increase in the number of synthetic devices, a supervised study room, etc.

Our aim is to develop a training organization which will be second to none and we are close to the attainment of this goal. All that is required is co-operation and confidence from YOU.

Between the Covers

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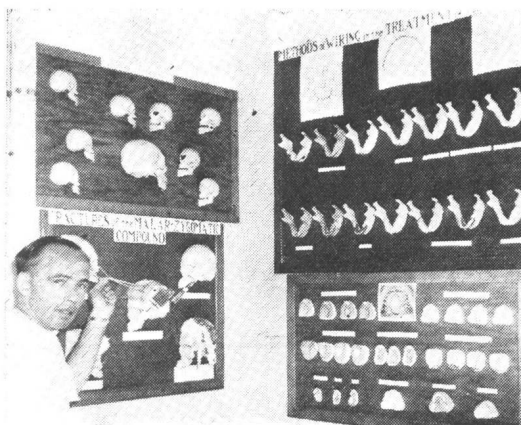
Photos by H. K. White

Dental Convention Praises Capt. Freeman's Exhibit

By LAC D. GARBUTT

One of the most remarkable exhibits of the miracles of plastic surgery has been prepared by Captain J. Freeman, of this station's dental clinic.

All over Canada, doctors and dentists alike are discussing the display which introduces new, advanced ideas in this all important medical field. Captain Freeman's exhibit was "premiered" at a recent convention, at Regina, of the Dental Association of Western Canada, and was shown in connection with a lecture by the eminent American medical man, Dr. Carl Waldron, head professor of Oral and Plastic Surgery at the University of Minnesota.



Captain Freeman explaining his exhibit.

While Dr. Waldron lectured, Captain Freeman did the clinical to the largest attendance ever seen at any dental convention. The entire display was made and composed exclusively by the captain while at No. 3. And it was due, largely, to the kind co-operation of Wing Commander T. R. Michelson, that Captain Freeman was able to accumulate and get the materials for his unusual collection.

What's in the collection? Well, to the layman, it might look like anything else a doctor messes around with — just a bunch of skulls and bones. But in reality, these skulls —carved by hand in plaster of paris—are reproductions of cases actually handled. With these "models" the captain is able to show just how much progress is being made in plastic surgery . . . a subject in which he has been deeply interested for a good number of years.

Captain Freeman was associated with Dr. Waldron before enlisting, assisting the great American surgeon at operations on many occasions. In 1941, he accompanied Dr. Waldron on a lecture tour of Canada and it was shortly after that Captain Freeman joined the Canadian Dental Corps attached to the R.C.A.F. He had hoped to become a pilot, but it is not hard to see why recruiting authorities preferred him to enlist as a dentist.

In the service, Captain Freeman saw a great chance for doing further work in his favored field of plastic surgery, and now, his aim is to devise means of restoring to the anatomy parts destroyed or lost in connection with aircraft accidents. Through his exhibit and other research work he is doing, he hopes also to reduce the time and work necessary to heal fractures of the facial bones, so that service men may receive the best of care in the shortest possible time.

Captain Freeman is now writing an article for the Journal of Oral Surgery on the use of plastics in cases of fracture. He points out that although metal appliances have been satisfactory to date, the newly-developed plastic may be the ideal material since it is so much lighter, is less cumbersome and, is equally as satisfactory.

To Captain Freeman go best wishes for continued success in the important work he is doing.

A curious old lady had pestered the flight sergeant with silly questions until he was driven to being sarcastic.

"And why do you have the crown and three stripes," she asked.

"Madam," said the flight sergeant, "we all receive a crown when we are married, and a stripe for each addition to the family."

A week later her grandson, recently promoted to a sergeant, came home on leave.

"What do you think of these?" he asked, proudly displaying his sleeve.

"Henry!" shrieked the old lady, "you ought to be ashamed of yourself!"

* * *

Major Guthrie: "Your teeth look bad. Do you brush them often?"

Recruit: "I brush them religiously, Sir,—every Sunday morning."



Here are some of the pictures taken at the opening ceremonies of the new recreation room and lounge. (1) Group Captain J. A. Ashton cutting the tape as Wing Commander Michelson, Squadron Leader McAra, Sgt. Fairbairn, canteen steward and W.O.2 Bland look on. (2) Some of the guests trying out the new furniture. (3) Some N.C.O.'s and friends in the new lounge for corporals and flight seniors. (4) Section Officer Pocock aims for a shot on the new billiard table, as A/S/O Lawson, F/Sgt. Bricker and Sgt. Steinhauer watch. (5) Our C.O. chatting with Mr. Ross of the Works and Buildings. Mr. Ross was in charge of the construction of the new annex. (6) Of course, a happy time was had by all.

NEW CANTEEN IS "TOPS"

Airmen at our station can now boast one of the finest canteens in Canada, which was officially opened at a simple, but impressive ceremony, on June 27. Group Captain A. J. Ashton, acting Air Officer Commanding No. 2 Training Command, officiated at the opening. Present at the occasion were officers, N.C.O.'s and flight seniors.

After the tape was cut, the guests were shown through the new annex to the airmen's canteen which now houses a new games rom, the N.C.O.'s lounge, the airmen's lounge and the Y.M.C.A. office along with the station library.

When the inspection was concluded many of the officers were all ready to trade buildings with the airmen, for the new facilities have such features as a regulation billiard table, an attractive fireplace and several chesterfield sets. Thanks to the Y.M.C.A. War Services, additional furniture was placed in the lounge to provide reading and writing accommodation.

Another popular feature of the new building is the lobby where racks are available to hang coats and caps.

Airmen are grateful to the combined efforts of Wing Commander T. R. Michelson, our C.O.; Mr. Ross of the Works and Buildings, and Lorne Gleeson, of the Y.M.C.A., for this new station landmark.

SO SORRY, FELLOWS!

Due to a severe shortage of space (and that's no kidding), we've been forced to omit flight news from this edition of WAG MAG. We're sorry so many flight reporters had to work so hard for nothing, but we promise that we'll get as much of the news as possible in our next edition, along with anything new you have to offer.

And incidentally, if you have any ideas for improving this paper (good ideas, we mean), let's have them, and help prevent your editor from turning gray.

Thanks, and apologies again.

—The Editorial Staff.

About "Comm." Section

By Sgt. J. A. L. WALKER.

Here are a few notes from the Comm. Section. As a start, possibly my readers would like to know the why and the wherefore of this department.

We'll lead with the name "Comm. Section". Comm. is air force slang for Communications. It follows then that we deal with communications. It is the responsibility of the Comm. Section at this unit to train wireless operator air gunners in the proficient use of Morse, procedure and visual (Aldis lamp). And this, I assure you, is being done to the best ability of some 26 instructors. Instructors are those old, young men, bent and worn, hair streaked with grey, a perpetual look of worry and care on their faces, who roam through the classrooms mumbling queer things. At times one will catch some of these words, always the same, words like promotion, remuster, beer.

Visual entails learning to send and receive with the Aldis lamp at a speed of ten words per minute. I realize this is quite a bore, and the drill hall is large and there is ample opportunity to let the mind wander, and, of course, we all know that it is not important anyway, so don't pay much attention to visual. At some later date it will not mean anything more important than the difference between life and death—YOUR LIFE.

Now take Procedure, and I mean just that, take Procedure. The easiest subject on a WAG's training, just a matter of paying attention and using your head. Naturally you have heard rumours that Procedure is not used on operations, and if it is, it's not the same, and that you make up your own. These rumours are, of course, all perfectly true. You see, our procedure instructors are just lecturing to you to fill in time, they can either lecture to you or go home and argue with their mothers-in-law. So don't pay much attention to them and when you are on operations, just use your own procedure, then you and your crew can get knocked off quickly. This will save you a lot of worrying about the family back home.

And now Morse. Contrary to the general belief, a speed of 20 words per minute can be attained in a short time. It is only necessary to thoroughly memorize the Morse code and then while taking Morse practice, work like hell. There have been several suggestions

brought forward as to how to teach Morse. To my mind, the most efficient is the one mentioned by Sgt. "Bob" Fierce. It entails memorizing the Morse code, then bringing the trainee into a classroom with two instructors, one instructor will send to the class while the other patrols the aisles with a club.

Seriously, men, if you think you cannot learn Morse, don't worry about it—You won't. Have you noticed the men who do not worry about the Morse are the men who are passing the weekly tests. Morse is just a matter of practice, while it may seem to you that you are making no progress, if you are honestly trying while taking Morse then you are making progress; remember you may be just ready to make that jump. Above all—don't give up because it seems a little tough, there is a war on.

Newsy Notes

Our congratulations to Cpl. "Tom" Bedwell who, on June 19th, entered into what is laughingly referred to as the "Holy bonds of Matrimony". At an informal gathering of his fellow instructors Tom was presented with several minutes of unwanted and unprintable advice, an excuse-chit bound copy of "The varied uses of matrimony in getting excused fire-picquet" by Sgt. 'Mac' Taylor (free copies supplied on request, a small charge is made to cover the cost of packing and mailing), and a purse containing several beautiful, green tinted, hand engraved, autographed pieces of onion-skin. Except for fleeting glimpses twice monthly this was the first time your reporter had seen these objects; on inquiry I was informed the official term for it is MONEY, used almost exclusively as a medium of exchange. Others have since told me it can be used as counters in various games of chance and also as a means of securing beer, my wife has several times pointed out—but I digress—(Ed. note: please keep off digress). However, our sincerest congratulations to Tom, may his wedded years be long, may they be happy and may the first be named after me.

Lady (gushingly): "You know, I've heard a great deal about you."

Sgt. Steinhauer (absently): "Possibly, but you can't prove anything."

Our Adjutant

It wasn't part of his job, but not so many years ago, our adjutant, Flight Lieutenant F. F. Gravelle, knew the initials and regimental numbers of almost everybody in the Royal Canadian Air Force.

Those were the days, of course, when the R.C.A.F. was only a mere shadow of the present vast organization, with the total strength running between 500 and 600 officers and men. Mr. Gravelle's number, incidentally, was 109.



Flight Lieutenant Gravelle

Airmen who now will scarcely believe that our service ever had so few men, will be interested to know that this situation existed only as far back as 1929 and the early '30's. It was in 1929 that Flight Lieutenant Gravelle enlisted in the R.C.A.F. after spending a short time at Queen's university in Kingston.

Our adjutant had to do things the hard way, and started in the service as an AC2. But hard, diligent work brought him up rapidly through the ranks to the position he now holds.

"Adhere strictly to discipline; keep your conduct sheets clean; work and study harder than ever after the five o'clock whistle blows;

study other phases of air force activity, no matter what particular branch of the service you are in." These are just a few of the tips Flight Lieutenant Gravelle has for others who hope to get ahead.

But despite the fact he had to keep his nose to the grindstone, Mr. Gravelle found plenty of time to partake in various athletic activities and he has won cups and medals in tennis, bowling and rowing. He is a keen footballer, having played for the Hamilton Tigers and the Hamilton ORFU team. He also played senior baseball and softball for teams in Hamilton and Montreal.

Flight Lieutenant Gravelle has fond memories of his early days in the service. During his attachment in 1936-39 to No. 119 Bomber Squadron, Hamilton (NPAAF), he participated in a bombing raid on No. 110 A.C. Squadron, Toronto (NPAAF), a strong rival of 119 "B" Squadron, then undergoing summer training at Camp Borden. However, no one was seriously injured, as flour bags were the ammunition.

Since he has been in the service, Mr. Gravelle has served at R.C.A.F. stations at Toronto, Montreal, Hamilton, Camp Borden, Trenton, Halifax, Brandon and Winnipeg. One of the most interesting stations he has been at, he told a WAG MAG reporter, was at an embarkation depot, where he was also the adjutant. "It was a 24-hour-a-day job there," he said, "because there was no telling when the ships would be ready, and we'd have to get the men on hand ready to sail any time of the day or night.

Born at Ottawa in 1911, Mr. Gravelle will be eligible for air force pension at the early age of 37. "But I'm going to stay on just as long as they'll have me," he declared. "Life in the service is tops, and I've never regretted a day since I joined up in 1929."

Incidentally, rumor has it that our adjutant will not have to make any more trips to Brandon soon (they've been pretty frequent in the past), due to an anticipated merger in the near future.

"We'll have to rehearse that," said the undertaker as the coffin fell out of the car.

* * *

"What a splendid fit," said Sgt. MacLean as they carried the epileptic out of equipment stores.

Manitoba "Tech" News The Boys from "Down Under"

Sports is the thing with all departments at the M.T.I. plant. The baseball diamond, behind the school, is the scene of some fast-played baseball three times a week.

Here is the beautiful trophy for which more than a dozen teams are battling in the Manitoba Tech. Inter-Flight Softball League. The cup was donated by Sergeant A. Jowett.

Exact standing of the teams is uncertain at press time. Games so far have been well contested, but there have been few homers. All home-run scorers are being presented with gifts by "Genial Joe" of the "across the road" lunch shop.



Graduations are in the offing at Manitoba Tech. shortly, with Flight 39 of the airframes and aero-engines leaving at the end of the month, and WEM and WOG 7 going in the middle of August.

There hasn't been much news in the past from Flight 39, but AC2 Albert Boothe came to the fore this month with the following bit of patter:

"Flight 39 is sweltering these blistering days beneath fuselages, tail units and textbooks, as their 18-week course nears its end.

"At present, Theory of Flight is being given a close run by the topic 'whose band will play at the graduation dance?' The flight's wind-up, regardless of temperature, humidity and exams, will be held Friday, July 23, at the Marlborough hotel. A full turnout is expected and one of the features of the evening will be the first public showing, according to some of the flight's younger set, of some of the nation's most beautiful dolls. Curiosity of the flight is the guy who complained: 'Who am I going to take . . . I don't know any dames.'

"Door prizes, spot dances and other novelties are planned for the evening, and it is rumored that the old maestro, 'Sexy' (Hy'ya Boy) Burk, will render one of his own com-

By LAC I. A. HORSLEY.

Direct from the Tunisian front came Hon. F. Jones to Winnipeg, recently, to visit New Zealanders at this station. Mr. Jones, the New Zealand minister for defence, was accompanied by his staff and popular Group Captain "Tiny" White.

Mr. Jones spoke to the New Zealanders for about an hour-and-a-half, first recounting his experiences since leaving N.Z., and then shaking hands and chatting with all.

The distinguished visitor had been to the Tunisian front just ten days before the final, triumphant smash-through. As a result of that action, he reported, a division of Kiwis fighting there increased its number of V.C.'s to five. The division was described by a general as "the most remarkable in the world," according to Mr. Jones.

* * *

Another distinguished visitor to No. 3 Wireless School, was Air Vice Marshal S. J. Goble, Chief Liaison Officer for the R.A.A.F. in Canada. With his son, a lieutenant in the Australian Navy, the Air Vice-Marshal spent a pleasant afternoon with the Aussies stationed here.

Bringing them news from home, the tall, heavily-decorated, white-haired officer also spent some time discussing various questions. As a result, the Aussies will now be issued another necktie, and will receive more news from home through a new Anzac newscast series on the radio.

* * *

On the field of sport it is not often that an Aussie team is afforded the pleasure of beating the Newsies at their own national

(Continued on Page 16)

positions on one of his own compositions—a trumpet (made from an oil can, gas line and mouth piece).

"The committee in charge of details includes AC2's Churcher, Price, Hunter, Murray, Wakeham, Pfeffer, Holmes and Boothe."

* * *

The graduating WOG's and WEM's are also planning a wind-up, to be held at the Marlborough on July 30. Plans call for a dinner, to be followed by a dance, and the four committee men in charge of arrangements declare the affair will be the best yet.



Really enthusiastic about the new recreation rooms and airmen's lounge is Lorne Gleeson, the station's Y.M.C.A. supervisor.

"I do not hesitate to say that No. 3 has the best equipped and homiest recreation centre in any air force camp in western Canada," declares Mr. Gleeson. "On behalf of the Y.M.C.A. War Services," he adds, "I would like to say that any little thing we did to help this grand set-up was an honor and a pleasure."



Reg. Taylor (standing) and Lorne Gleeson chatting with the boys in the new Y office.

Perhaps it should be mentioned that Mr. Gleeson's new headquarters are situated just off this grand new lounge, and there is a well-stocked library attached.

The Y office staff now boasts four hard workers who will strive to give the personnel of this school the very best of service. In charge of the library in the daytime is AW2 Doris Lefebvre, who'll help you get the books you want, but who hopes you'll bring them back ON TIME. In the evening, AW1 Lee Le Pas does voluntary service in the library, as well as a lot of the Y's stenographic work.

Another addition to the staff is "Reg" Taylor, a newcomer to Y War Services who is at No. 3 for training. Reg has just returned from a spot of service in England where he handled the entertainment and music and assisted with the sports program for the First Canadian Base Ordnance Workshop.

Bill Halliwell, Reg's predecessor, has been posted to the No. 2 Manning Depot at Brandon.

The Padre's Corner

By Hon. Flt/Lt. (Rev.) Paul Dwyer

On this my first opportunity to address all of you at No. 3 Wireless School, may I express my pleasure at being here and my hope that my term of office as Roman Catholic chaplain may prove mutually useful and agreeable.

I come to you after serving some twenty months at No. 1 S.F.T.S. Camp Borden, and at No. 3 S.F.T.S. Calgary. The work at a wireless school is therefore quite new to me and I must depend on your help, co-operation and



forbearance. With over H/F/L. (Rev.) P. Dwyer 20 years of experience in the priesthood and nearly two years in the Air Force, I should be competent to deal with most of the problems you can bring to me.

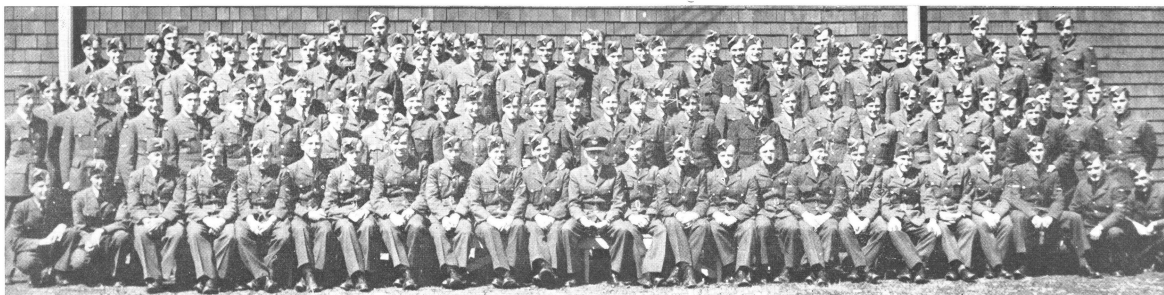
Chaplains are rather privileged characters. They are able to meet on an even footing all personnel, irrespective of rank. As officers they live in close association with the authorities on the station, yet, when consulted, they are simply padres (fathers). As shepherds they would like to be able to say with the Good Shepherd, our Divine Master, "I know mine and mine know me". It is largely up to each of you to make it possible.

Never hesitate to approach your padre under any circumstance. You will find him always eager to be of assistance. His only gauge of his usefulness and success is the number of calls he receives for counsel and help. Whether you have a problem or not, you should make yourself known to him. It will help him in his work and some day it may be of great importance to you and yours.

While my work includes the chaplaincy of Deer Lodge Hospital and will involve spending a considerable amount of time off the station, you will find me ordinarily in my office opposite the sports office. Drop in any time during the day or any evening after 1930 hours. I like company and lots of it.

You know it is said, "The devil will find work for idle hands to do," and I can't risk giving the old boy any more chances at me than he has normally. If you keep me busy, possibly we'll both give him a better battle.

NEXT GRADUATING SQUADRON



26th ENTRY - - SQUADRON 61

Front row (left to right): LAC Bogue, G. R.; Mortenson, J. V.; Benger, S.; Durie, T. K.; Latimer, J. A.; Burak, M.; Bilan, J.; Harper, Chan, H.; Lavoie, J. R.; Blades, W.; Flying Officer A. E. Hockley, O. C. Squadron; Sgt. Elstone, former squadron disciplinarian; LAC Taylor, R.; Ross, Fraser, B. E.; Harder, H.; Robertson, F. M.; Pritchard, W.; Hamon, T.; Forster, D. L.; Price, J. M.; Bird, G.
 Second row (left to right): LAC Herring, J.; Edmonds, C.H.; Scanlon, V. C.; Lofthouse, L.; Hemstreet, M. V.; Fraser, D.; Hoodspith, C.; Proctor, G.; Tweedie, R.; Ladner, A.; Owen, T.; Williams, A. J.; Burgess, G. A.; Haller, J.; Neville, W. D.; Hosker, E. M.; Fulton, J.; Kewer, J.; Wright, C. T.; Broadfoot, E. M.; Cole, K.; Melnyk, M.; Leon, S.; Cameron, M. C.; Gaillard, J. A. T.; Glenville, K.; Selbie, G.; Biskay, M.; Cpl. McDonald, V.R.; LAC Johnston, C. W.; McConnell, R. T.; Pittaway, W.; Turner, W.; Herman, W.; Purdy, G.; Stone, J.; Cooper, F.; Fox, D.; Welch, J. A.
 Third row (left to right): LAC Mack, Paisley, B.; Nickolas, T. T.; Grayson, G.; MacDonald, A. M.; Rabbits, T.; Haar, B.; Brister, D.; Bannon, A. T.; Patridge, W.; Calder, G.; Hyland, T.; Aspinall, W. A.; Mosher, H. W.; Hatrick, C. C.; McNeil, A. G. E.; Hobb, R.; Moffat, A. M.; McCaw, A. G.; Scott, C. F.; Thompson, C.; Leonard, B.; Truitt, H.; Boyd, W.; McAuley, C. G.; Dyer, W.; Wilton, T.; Brusone, J.; Gellan, M.; Burgess, E. R.; Ballantine, J.; McKey, J. A.; Leslie, K.; Ross, L.; Broadfoot, D. F.; Gowland, Galloway, G.; Wade, M.; Weller, W. T.; Gray; Bridgeman; Hamond, N.; McKenzie, R.; Colley, G.; Nickolson, J. A.; Jeffries, L.; McMillan, A.

61 News Digest

By LAC C. HOODSPITH

Hello Mr. and Miss of the Airforce. Let's go to press.

A hot, very hot flash . . . dear old 61 Squadron passed through outstations with the highest average yet obtained. Gad, man, 61 is full of stellar men . . . we can't miss.

By the way of the high skies—Flying 61st, Stevenson Field . . . It has been reliably reported that Bill Bogue and "Hoody" became dreadfully air-sick and gave up a dandy breakfast. Some fun.

And then there is Bert Paisley, a potential WAG, who should be a flight engineer. While up in a Fleet, he noticed gallons of 100 octane "go juice" splashing out of the right wing gas tank. Said Bert to the pilot, "wouldn't it be a good idea to go back and get the cover?" Said the pilot to Bert, "Yea, I think it's a swell idea." Thought Bert to himself, after going through a one and a half and a

few tight turns, and feeling rather squeamish, "not such a good idea!"

. . . Stars in the night life of 61 . . . we would like to know the brand of fire water "Hoggy" Carmichael takes to give him that magnificent glow . . . Mosher's definition of a successful party, "a gathering of any number followed by red eyes with a blue outlook the morning after". . . A novel idea was originated at an assembly which included Bill Herman, Garth Selbie, Scottie Scott, and Lofty Moffat. Who was to put who to bed? It ended by Scottie tucking Selbie in, Bill seeing Scottie safely away and Lofty making Bill comfortable for the night. What happened to Lofty? That's another story.

Vital Statistics:

Attached—Harrison (Harry) Harder vs. Viola Mary Lamont; Bill "Shorty" Hammon, (Continued on Page 16.)

Notes from the Officers' Mess

By FLYING OFFICER F. G. BARRETT

The past month has been comparatively quiet. Due to the mosquitoes, efforts to organize golf tournaments have been, in all cases, at least partially abortive. However, some, with tougher hides, managed to finish a full 18 holes.

A proposed party was stillborn because even our energetic Captain Freeman couldn't "scrounge" the required paraphernalia for the kind of "shindig" we wanted to throw. (Can it be the sergeants have more drag than we?)

Even the noise from the ping pong table has ceased except when the Commanding Officer brings forth his last, much treasured ball and asks the C.I., "Are you ready? Is your bat alright?" It is reported that these celluloid spheres are being used to make pontoons and wings unsinkable, so we will gladly say good-bye to them and hope for billiard balls instead.

During the month we had a number of notable visitors, among whom were Hon. F. Jones, Minister of National Defence for New Zealand, and members of the New Zealand Air Mission.

We welcome another new class of officers many of whom are RDF men of long standing who are with us to learn how to be Signals Officers as well.

A salute also to Flying Officer Fiddes, the man who wears the Maltese Cross. He has been there.

Wiseguy (boarding a street car): "Well, Noah, is the Ark full?"
 Conductor: "Nope, we need one more jack-ass; come on in."

At the Flying Squadron

THE FIRST FLIP

Dear Rookie:

If you want to know what to expect at the Flying Squadron, when your turn comes, read here what a potential WAG went through at the air field:

After bolting your breakfast, everyone, including yourself, does a "Dagwood" to catch the 0630 bus. Then in the same feverish tempo, you whip over to the air field, rush in to read on the black board, that you don't fly for at least three hours. Some good samaritan, bringing you to with cold water, informs you that there will be a Morse period in ten minutes.

At last your number (out there you're designated by a number) is on the board together with your aircraft, frequency, exercise, call signs, and the time of departure. You become a little excited.

"Gee whiz", you gasp, as you dash around dodging everybody who seems to be in your way.

You also swear quietly after backing away from the wing tip you just ran into.

In the briefing room sits a WO2, calloused and gruff.

"What are you flying in, lad?" he barks.

"Oh, a plane, I suppose," you mutter innocently.

That reply burns him up.

"Listen, youngster, you're doing F exercise. Now beat it," he roars as you sail out the nearest exit.

Twenty minutes to go and you are staggering out with a parachute to Fleet No. 3516, a tidy little job. No one is around at the time, but full of confidence you climb in. Then you wish you hadn't.

Before you, is the old jeep set, junky as ever. You, with the curiosity of a baby, push on the Send/Receive switch. What do you know, your generator gens. Satisfied with yourself on being able to make the generator go with no assistance, you set about to harness up.

Don't ever let anyone say there is nothing to getting settled in a Fleet. Why, fella, a horse hasn't half the harness to worry about and carry around. Finally, after you have sworn the air around you a light beautiful blue, an indispensable W.E.M. saunters over, and with a motherly interest straps you in,

(Continued on Page 16)



Top: Flight Lieutenant Killick, Officer Commanding, Flying Squadron. Second: Some of the officers and N.C.O.'s who fly and instruct. Third: A trainee getting "briefed" before taking a flip. Bottom: Some of the maintenance men who keep 'em flying.

Who's Who

The little red-headed five-foot ray of sunshine who hit No. 3 on June 3 was Corporal, now Sergeant, M. O. Davies. She came to us from No. 12 S.F.T.S. at Brandon and their loss was definitely our gain. Sgt. Davies enlisted in November, 1941 in Winnipeg when the Women's Division of the R.C.A.F. was just getting started. Since then she has been stationed at Toronto, Brantford, and Brandon. In Brantford, Sgt. Davies, then an A.W1, was known as the "Songbird of No. 5", and she sang over the radio in Toronto, Ottawa and Hamilton.



Sgt. M. O. Davies

July 17th is the big day she is looking forward to as she is to be married to Flight Sergeant Bruce Caldwell, RNZAF. We all wish them good luck and happiness for the future. Sgt. Davies will be taking a lead in the forthcoming station radio programme as a featured vocalist, it is rumored.

* * *

LAC Charles Lamond, M.M., hails from Sydney, New South Wales, and back in civilian life he was an accountant. However, with the outbreak of hostilities, LAC Lamond rushed to get into the excitement and joined the Australian Imperial Forces in November, 1939. He was sent to North Africa where he served for 9 months in the Lybian desert as an anti-tank gunner. It was during this period that Charlie really showed his mettle. He played a very prominent part in an encounter with an enemy tank formation at the famous Hell Fire Pass during the first battle of Bardia, and as a result was awarded the Military Medal.



LAC Charles Lamond

After this period of action Lamond moved through Syria, down to India and Ceylon just in time to meet the Japanese aerial offensive. The Japs put on their big push and as a con-

servative estimate, Charlie figures that he went through about 1,000 air raids. All the Australian troops in that territory were then withdrawn to their homeland for a rest period, but Charlie couldn't see any sense in sitting around.

He obtained a discharge from the army to enlist in the R.A.A.F. and proceed to Canada to train as a wireless air gunner. Right now Lamond is working hard and waiting anxiously for the day when he can get back into action against the Nazis. But in the meantime he is taking a prominent part in the sports activities on our station and has proved to be an outstanding man on our boxing team.

* * *



AC1 "Pete" Langelle came to No. 3 Wireless from a life in big time sports, having left the hockey team of the Toronto Maple Leafs to enlist in the R.C.A.F. in May, 1942 as an Aero Engine Mechanic. Pete played the centre position with the Maple Leafs for four years and starred in the pivot spot on one of the Leaf's best lines. He is a Winnipeg boy and gained his hockey experience with the Winnipeg Monarchs.

Stationed at our flying squadron, Langelle proved to be one of the mainstays of the R.C.A.F. Bombers who played through to the Western Canada finals last winter. He is also a baseball fan and is glad of the opportunities offered by the Air Force to continue his sports activities.

: :

TRACK AND FIELD

No. 3 Wireless School is headed for its greatest season on the cinders. The boys have been practising at Sargent Park two nights a week, besides training on our own sports field.

The first test for our track team came July 1, at the Scottish games, where they came through with flying colors.

No. 3 captured the Polo Park Trophy (now on display in the Airmen's lounge) for the third consecutive year, defeating the Winnipeg Athletic Club by a good margin for the aggregate points.

LAC W. Jacobs and LAC T. Agnew jointly gained possession of the Royal Alexandra trophy for the year. Jacobs and Agnew tied with 10 points each, for top honors in the open track events.

Outstanding athletes for the day were Agnew, Jacobs, Court and Cpl. Crawley.

No. 3 Wireless School men placed in the following events: 100 yards—2nd, LAC R. McNamara; 220 yards—1st, LAC W. Jacobs; 440 yards—1st, LAC W. Jacobs; 880 yards—1st, LAC T. Agnew; 880 yards—2nd, LAC E. Jewett; 880 yards, Jr.—2nd, LAC A. Walker; 1 mile—1st, LAC T. Agnew; Servicemen's 100 yards—1st, LAC L. Court, 3rd, LAC J. Bailey; Hop, Skip and Jump—3rd, Cpl. D. Berry; Discus—3rd, Cpl. Crawley who was also third in Shot-Put, 16 lb. Hammer, and 28 lbs. weight.

The two teams representing our school in the 400 yards relay (open) came in first and third.

The next meet will be our own station track and field championships, to be held Friday, August 6. All squadrons are urged to get their men out now and start training at Sargent Park and on our own field.

Following this meet, the Manitoba championships will be staged August 21, and No. 3 Wireless should take a good share of the titles and prizes, as we have done in the past two years.

Long distance runners will be needed in the near future for the St. Vital sports day, which features a three mile race for the Tribune Cup and a race which has the Pelissier Cup for the winner.

Sport Highlights at

SOCCER

The soccer team, after a good start, has fallen behind of late, but by no fault of its own. Hard hit by postings and injuries, the boys have had a hard time fielding a team.

Some of the stand-bys and stars have been LAC's Jock Fulton and Tom Dury, of 61 Squadron, AC2 Bobby Lowe of Manitoba Technical Institute, and Cpl. Berry, who has been outstanding in goal.

Replacements are urgently needed now and all soccer enthusiasts wishing to play are asked to get in touch with the sports office immediately.

* * *

GOLF

Golfers, the event you have been waiting for—the Station Golf Tournament—is about to take place. A champion must be declared. All those wishing to enter the tournament must hand in their four "best" scores to the sports office so that handicaps may be listed to start the tournament.

Golf chits may be obtained from the sports office, allowing personnel of No. 3 the privileges of playing golf for 25c (including the use of golf clubs).

* * *

CRICKET

In cricket, No. 3 Wireless School has been well represented and far more so than in past years. This year we have four teams in the league, compared with only two teams last year.

The "A" team has been the most successful, having won four matches without a defeat marked against them. Team spirit is of the best, but on the field, it is the mosquitoes that are the worst.

Outstanding batsmen are LAC A. Lewis, LAC A. Purcell and LAC W. Samuel and the bowling is handled by LAC T. Ward and K. Watkins with LAC G. Chopping making a great job of wicket-keeping.

While B, C. and D teams are not doing quite as well, they are picking up and by the close of the schedule, should be hot on the heels of the A team.

No. 3 Wireless School : :

NO. 3 BOXERS MEET CARBERRY R. A. F.

Wednesday, June 30, saw the No. 3 Wireless boxers away from home for the first time. No. 33 S.F.T.S., Carberry were the hosts.

Although heavily outclassed, the No. 3 boys gave the classy and experienced Carberry lads plenty of trouble right to the last bout.

LAC Skipper of No. 3 started proceedings by ploughing into the highly touted Rafferty of Carberry. Skipper held an edge in the first round with the third even. A split decision gave the nod to the Carberry lad by half a point.

LAC Southwell at 135 lbs., stood up well (his second fight) to the experienced Phillips, of Carberry. Class and experience told here. But fighting stamina on Southwell's part extended Phillips to the limit.

Our own LAC King Cole went in against LAC Hall, the heavyweight inter-service champion, giving away 22 pounds and giving the champ plenty to remember. While Hall won the decision, he took away a nice "wouse" as a memoir from the "King".

Truitt, of No. 3, at 154, easily outclassed his opponent from Carberry and had Hill hanging on in the third. Truitt won with plenty to spare.

LAC Charlie Lamond, M.M., pitted his 10 fights experience against Stewart of Carberry, who has 100 fights under his belt. Stewart is a classy boxer and in the first two rounds definitely had the advantage. However, Lamond came back in the third — threw boxing discretion to the winds and piled into the fast-tiring Stewart with everything he had. Lamond put up a great show.

Tapuli Hepiri took the only other decision for No. 3, when he outfought, outboxed and outgrimaced the heavy LAC Ayres from Carberry. Both boxers went at it hammer and tongs for three rounds, but Hepiri was slightly faster and used his left and his deceptive hip movement to advantage.

LAC Crossman, of our station, probably provided the wildest and bloodiest bout of the card. Only his second time in a ring, Crossman went right after the shifty LAC Dooley from Carberry and both were hanging on at the end of the first. Crossman, out to finish Dooley, displayed over-anxiousness by continually rushing Dooley and getting off balance.

STATION SOFTBALL LEAGUE

After a long siege of rain and inclement weather and "horse racing" (officers, and N.C.O.'s please note) the station softball league opened on Monday, June 28, with the Flying Squadron playing Squadron 69.

Except for one bad inning, when the Flying Squadron scored nine runs, the game was fairly close and the score of 17-3 did not give a true story of the game. Outstanding for the Flying Squadron were Barber, MacMahon, and Gilmore.

The second league game, between Squadrons 65 and 67, saw the former team start off with an eight-run blast to establish a commanding lead. They added another run in the second inning, four runs in the third, two in the fourth and one in the fifth, while Squadron 67 scored two runs in the fourth inning to make the score 15-2.

Outstanding were LAC's Porter and Freedman, whose heavy batting were highlights of the contest.

In a game on July 7, Squadron 69 met and defeated a weakened officers' team to the tune of 28-2.

Squadron 69 was a different team to that which met defeat at the hands of the Flying Squadron, a week before. The officers' team was weakened by the absence of some of their star players. However, outstanding for the officers were P/O Ainger and P/O Rogers, while LAC Striker, in the box for 69, pitched well, with Lovall, Healey and Stringer doing the heavy stick work.

All league games are scheduled for Mondays and Thursdays. Watch the D.R.O.'s for changes and postponed games.

Dooley used Crossman's inexperience to advantage. When Crossman hit his head crashing the ropes, the decision was given to Dooley.

NO. 3 WIRELESS PAYS FEED BILL

A new sport was added to the school's program this year—horse racing. This was the strangest sport. No champion was crowned and most participants were declared losers, some bigger losers than others.

It is claimed that the horses will be fed for the next year and a half, thanks to No. 3 sportsmen.

Sport Personality of the Month

This month's sport personality is LAC Ed. Hooker, of Squadron 61. The smiling, chubby looking boy with the terrific wallop.

Eddie first saw the light of day in Wheatley, Ontario, 21 years ago. Up to the time of his enlistment in the R.C.A.F., Eddie spent most of his time in Wheatley, where he excelled in almost all popular sports, mainly softball, baseball, track and field.

Since his enlistment, Eddie took up boxing and he has really come a long way in the art of self defence.

He has participated in all three boxing meets on the station, winning all matches.

He has been a willing worker and plays the game just for the fun of playing. He has also played on the station hardball team and only examinations kept him away from the recent Scottish games.



LAC Ed. Hooker

STATION SOFTBALL TEAM

Although the station softball team is far from the top of the league, they are deserving of much credit. Plagued at the beginning of the season by a lot of hard luck and losing games by one-run margins, the boys kept on playing ball as hard and as best they could.

All crowds like a winner, but this team has the admiration of the fans, too. The team had just started to click when five players were posted out. Of the original ten players, three are still with the team. At this writing, the team is undergoing a rebuilding process.

AC2 Marvin Miller, of our team, was picked as all-star short-stop. Miller took the ball-throw in an exhibition event by heaving it 249 feet. This was 29 farther than the second man, who was LAC Harry Rosenberg, peppery little catcher, also from No. 3.

Sergeants' Mess Notes

Gone but not forgotten . . . Biggest news of the month at the south-west corner of the station was more or less in the nature of a loss, — our esteemed, Canadianized English friend from Ipswich, England, was posted back to the "tight wee isle". Of course, we are referring to Warrant Officer Pott—"Po" to everyone who became closely associated with him.

For Po's sake we are happy to see him realize his profound longing,—to return to England, after having been in Canada since January, 1940. For our own part, we are sorry to lose him, and his face is missed during meal periods,—his cheery voice missed during the evenings in the lounge.



W.O.1 Pott (right) receiving his Clearance Certificate from W.O.1. Gray.

As a small memento of his stay at No. 3, a gargantuan Clearance Certificate was prepared, bearing the signatures of the Commanding Officer, Chief Instructor, Adjutant, and each member of the Sergeants' Mess, and was presented to Po during an entertainment held in the Mess for the Officers' golf team, on June 16th. The presentation was made by WO1 Gray and Mr. Pott responded with a fine speech of thanks before starting on his long voyage. To "Po", wherever he is — Happy Landings.

* * *

We welcome our new members of the past month; those who have been posted to this unit, and station personnel who have now achieved the lofty rank of sergeant. Among the new faces in the Mess there are two ad-

ditions who have graced the lounge and dining room with their feminine charms. They are our first Women's Division sergeants, namely, Lappalainen and Davies.

The girls have quickly adapted themselves to our Mess routine and we trust that they are happy in their new environment, (after all, what girls wouldn't be happy with 170 men between the two of them). However, Dame Rumour has it that Sgt. Davies will become a blushing bride within the next fortnight . . . imagine a sergeant becoming a blushing bride!

* * *

SPORTS—The N.C.O.'s ball team was to have started their belated schedule last week, but due to personnel on leave, in hospital, and instructing extra classes, the boys were forced to default their first few games. However, it is hoped to field a team for future games on the schedule.

A few of the senior N.C.O.'s tried to trim the Officers at golf on two occasions recently, but the Officers' team, led by the Commanding Officer was too good for our men. Still, hope springs eternal, 'tis said, and some day the team from the Sergeants' Mess will succeed in turning the tables.

* * *

In closing, may it only be said that we can be thankful for at least two things on this day. Firstly, the races are over; and secondly, it has at last been proven that it doesn't rain every day in Manitoba.

61 NEWS DIGEST

(Continued from Page 8)

New Zealand, vs. Mildred Prudent, Canada. Hatched—no score.

In Shakespear's Julius Ceasar, Mark Anthony delivered a brilliant speech which begins something like this . . . "There is a tide in the affairs of men which taken at the full, leads on to fortune". . . . Your correspondent has another version. There comes a day (August 6) for 61st Squadron, the end of which leads on to Bombing and Gunnery. Yea, verily I say unto you brothers, keep pitching and you, too, will see that day. (Apologies to the great bard and dramatist Shakespeare, and columnist, Winchell.) With ohms and ohms of love,

Obediently, 61.

Thank You, Ladies

No, Santa Claus didn't make a special mid-summer visit to bring those curtains which adorn the windows in the new airmen's lounge and in the W.D. barrack block. He might stop in at No. 3 and get some good advice about what airmen like, however, from the donors of the curtains . . . the members of the Officers' Wives Club.

Acting upon the suggestion of the C.O. our officers' wives first met in September, 1942, to form an auxiliary which would help provide comforts for airmen on the station and also try to improve the station as much as possible.

Since that time, the ladies have been visiting the station hospital every second Tuesday distributing fruit, cigarettes and magazines to the patients. They arranged a Christmas party for the children of the staff personnel. They provided decorations and little "extras" for the annual Christmas dinner. Parcels are being sent to all officers of the unit who have gone overseas . . . and then, of course, there have been those beautiful curtains!

First president was Mrs. C. C. Stewart; Mrs. J. O. Brown, treasurer, and Mrs. D. H. Leitch, secretary. Postings and other such air force affairs have greatly changed the make-up of the original club, and officers now are: President, Mrs. A. E. Game; treasurer, Mrs. T. R. Michelson; secretary, Mrs. F. G. Barrett.

Give an athlete an inch and he'll take a foot,
but let him take it, who wants athlete's foot?

ANSWERS TO CROSSWORD PUZZLE

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| A | Q | D | E | V | I | A | T | E | A | N | L | G |
| S | E | N | S | E | M | E | R | I | D | I | A | N |
| T | B | E | A | R | I | N | G | L | C | G | T | O |
| R | E | L | A | T | I | V | E | O | O | H | M | M |
| A | E | Q | U | I | | A | | N | C | T | T | O |
| L | O | O | P | C | | R | | G | K | I | O | N |
| R | E | F | R | A | C | T | I | O | N | N | S | I |
| H | T | I | I | L | P | E | R | I | O | D | I | C |
| U | R | X | M | M | E | R | C | A | T | O | R | S |
| M | U | S | E | X | T | A | N | T | T | I | M | E |
| B | E | A | M | A | P | A | Z | I | M | U | T | H |
| B | L | E | C | T | R | O | S | T | A | T | I | C |

Going to Toronto?

Are you thinking of going to Toronto on leave soon?

If so there are people waiting there to see you!

Yes, you, brother!

If you go in by train from any part of the country, to spend a leave there, you'll arrive at the Union Station. And that's where those people will get you.

When you go upstairs from the lower concourse you'll find a big central information bureau "under the clock" and—take our tip—just make for it and you'll find the people waiting to see you we mentioned up above.

Who are they? They're the girls of "Information Please Service" and no matter what hour of the day you arrive by train they'll be waiting to see you.

And can they answer questions? Baby! They'll tell you everything from where to get a shave and a shower to where you'll find that nurse you were sweet on last time you were "in dock" down there.

They've spent months in compiling the "Book of Answers" and they'll give you the answer to anything you'll want to know! Where to go to sleep and eat (if it's a service club or a hotel they'll give you the rates and find out if you can get in), where to enjoy yourself with free tickets to theatres, sports, movies, where to go and eat, what places of entertainment are open Sundays, where you can get a free swim or indulge in free sports, where you can get quick service on that creased suit.

Seven days a week from 7 a.m. till midnight they're there to serve you. They want to serve you and they'll be disappointed if you don't take your questions and your worries to them.

AT THE FLYING SQUADRON

Continued from Page 10)

turns on the set, and gets your station. After carefully explaining something you have studied only six months, namely how to back tune, he leaves you with a parting look of pity.

Before you know it, the pilot barks into the inter-comm., "Are you ready?" "Yes, sir," you fibb, knowing darn well it would take a good hour to get ready. Taxi-ing on to the runway you attempt to contact base. What a hope. A little gremlin begins pour-

ing in some "worry juice". But before you know it, you're airborne.

Things happen quickly, too quickly for comfort. Thoughts run through your mind, would the boys back home ever be jealous of me (would they) . . . what will I do next . . . wonder if I can see Mable's home . . . the Assiniboine is sure a winding river . . . wonder if the sick carton will hold all I ate for breakfast. . . . Suddenly in comes control at about 30 W.P.M. (you think).

You begin copying in your log and make a mistake. Oh, my God, where is my hope of success, my eraser!

Although it's quite cool, perspiration begins to flow.

Bang! "Why, you . . . son of a . . .", you roar at the trailing aerial winch, as you hold up a mangled and gory knuckle.

For two hours you copy messages, worry a little, sweat plenty, and swear at the static. The pilot then motions to reel in the trailing aerial. Away you start cranking and nothing happens.

"Why, you dope, release your contactor plug" whispers a gremlin.

The plane lands. You struggle out of the maze of equipment, feeling very squeamish. A W.E.M. comes up and asks how you made out. You answer, after kissing the good earth six times on your hands and knees, "Shucks, no trouble at all!"

The W.E.M. then catches you on the second bounce and with five joes, carries your limp body off the field.

THE BOYS FROM "DOWN UNDER"

(Continued from Page 6)

game of rugger, but this pleasure has been enjoyed by a superior Aussie team.

Rumors are, however, that the Aussies and Newsies will get together to challenge an all-Canadian team, and if this comes about, an interesting game of rugger is in the offing.

WAR CANOE RACING

The Newsies and Aussies are again putting on a show at the Winnipeg Canoe Club regatta on July 24. This year they are going to be challenged by a Canadian team and hot competition is expected.

Practices commenced July 5 and the boys will be in good shape by starting time.

As an added attraction at the Regatta, the Maori boys of No. 3 have promised to perform their native dance in full regalia.

TRY THIS ONE

| | | | | | | | | | | | | |
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| 9 | | | | | 10 | | | | | | | |
| | 11 | | | | | | | 12 | | | | |
| 13 | | | | | | 14 | | | 15 | | 16 | |
| | 17 | | | | | | | | | | 18 | |
| 19 | | | 20 | | | | | 21 | 22 | 23 | | |
| 24 | | 25 | | | | 26 | | | | 27 | | |
| 28 | 29 | | | | 30 | | | | | | | |
| 31 | | | | 32 | | | | | | | 33 | 34 |
| 35 | | 36 | | | | 37 | 38 | | 39 | | | |
| 40 | | | 41 | | | 42 | | | | | | 43 |
| 44 | 45 | | | | | | 46 | | | | | |

VERTICAL

1. Navigation by the stars.
2. Necessary correction: bearings swing to F-A axis (abbr.).
4. Non-directive antenna.
5. Aerial array immune to horizontal e.m.f.
6. Effect experienced just before sunset and after sunrise.
7. Small circles parallel to equator (abbr.).
8. Chart. Great circle appears as straight line.
12. Measured E. and W. of prime meridian (abbr.).
14. Necessary consideration due to non-coincidence of geographic and magnetic poles (abbr.).
16. Mean Time (abbr.).
18. Co-inventor of B-T. D/F system.
20. Meridian of Greenwich.
22. 1 Nautical mile per hour.
24. Line cutting successive meridians at same angle.
25. Lay-out of two or more position lines to ascertain position.
26. Dah.
27. Pole (abbr.).
29. Bearing referred to Geographic Meridian.
34. Cardinal point on compass.
38. Member nation of British Commonwealth (abbr.).
41. Magnetic Compass (abbr.).
43. -.-.

HORIZONTAL

3. Magnetic Compass needles do this when affected by local field.
9. Absolute direction.
10. Semi-great circles passing through poles.
11. Relative position. Angle between meridian and line joining point to observer.
13. Bearing measured with respect to F-A axis (head) of ship.
15. Unit of resistance.
16. Magnetic meridian (abbr.).
17. Equal.
19. Aerial having marked directive properties.
21. Dah dah dit.
23. Carrier of electrical charge.
24. Bending of ray passing through media of different density.
25. Part of the whole.
28. Relatively high voltage (abbr.).
30. "Tuned" system.
31. ... -.- -.-
32. Projection almost universally used for nautical charts.
33. Range station (abr.).
35. Symbol—amplification factor.
36. Instrument used in visual navigation.
37. Antenna (abbr.).
39. A prime consideration when taking bearings from A/C.
40. Projected wave without aberration: a ray.
41. Necessary accessory of navigator and pilot.
42. Arc subtending angle of 90 deg.
44. A component of radiated R.F.
45. ...
46. Pertaining to electrical charges at rest.

SPORTS CALENDAR

SOFTBALL

INTER-SQUADRON LEAGUE

| | Diamond | |
|---------------------------------------|---------|--|
| July 15th—Sqdn. 69 vs. N.C.O.'s | A | |
| Sqdn. 67 vs. Officers | B | |
| 19th—Officers vs. Sqdn. 65 | A | |
| Sqdn. 71 vs. Fl'g. Sqdn. | B | |
| 22nd—N.C.O.'s vs. Sqdn. 63 | A | |
| Sqdn. 67 vs. Sqdn. 69 | B | |
| 26th—Fl'g. Sqdn. vs. Officers | A | |
| Sqdn. 65 vs. N.C.O.'s | B | |
| 29th—Sqdn. 67 vs. Sqdn. 63 | A | |
| Sqdn. 71 vs. Sqdn. 69 | B | |
| Aug. 2nd—Officers vs. Sqdn. 71 | A | |
| Fl'g. Sqdn. vs. Sqdn. 65 | B | |
| 5th—N.C.O.'s vs. Sqdn. 67 | A | |
| Sqdn. 69 vs. Sqdn. 65 | B | |
| 9th—Fl'g. Sqdn. vs. Sqdn. 67 | A | |
| Sqdn. 69 vs. Sqdn. 65 | B | |
| 12th—Sqdn. 71 vs. N.C.O.'s | A | |
| Sqdn. 63 vs. Officers | B | |

All games will start at 1800 hours. The south diamond will be "A" and the north diamond will be "B".

* * *

RUGGER

INTER-SQUADRON LEAGUE

| |
|---|
| July 15th—Sqdn. 63 vs. Sqdn. 65. |
| 20th—Semi-Finals. |
| 22nd—Semi-Finals. |
| 24th—Finals. |
| Games will commence at 6.30 p.m. |
| As we go to press, two teams from Sqdn. 71 have been added. |

CRICKET

ASSINIBOINE PARK

Winnipeg and District Cricket Association

| | Pitch |
|---|-------|
| July 17th—St. George vs. Carberry | B |
| Wireless "A" vs. Wireless "D" | C |
| Juniors vs. Wireless "B" | A |
| 24th—St. George vs. Eaton-Trin. | B |
| Juniors vs. Wireless "C" | C |
| Wireless "A" vs. Wireless "B" | A |
| 31st—Wireless "C" vs. Carberry | C |
| Juniors vs. Eaton-Trin. | A |
| St. George vs. Wireless "A" | B |
| Aug. 7th—St. George vs. Juniors | C |
| Wireless "A" vs. Wireless "D" | B |
| Wireless "B" vs. Wireless "C" | A |
| 14th—St. George vs. Wireless "B" | B |
| Eaton-Trin. vs. Wireless "A" | C |
| Juniors vs. Carberry | A |

All games start at 2.30 p.m.

* * *

SOCCER

OSBORNE STADIUM

Manitoba Victory Soccer League.

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| July 17th—Weston vs. Scottish. |
| 21st—No. 3 Wireless vs. Weston. |
| 24th—Army vs. Scottish. |
| 28th—Army vs. No. 3 Wireless. |
| 31st—Scottish vs. Weston. |

SENIOR MEN'S DIAMOND BALL LEAGUE

Wesley Stadium

Games start 6.30 p.m.

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| July 15th—C.N.R. vs. No. 8 Repair Depot. Globelite vs. Army. | 22nd—Aircrafters vs. No. 8 Repair Dep. C.N.R. vs. No. 3 Wireless. |
| 19th—C.N.R. vs. Airports. Aircrafters vs. No. 3 Wireless. | 26th—No. 8 Repair Depot vs. C.N.R. No. 3 Wireless vs. Army. |
| 20th—No. 8 Repair Depot vs. Army. Globelite vs. C.N.R. | 27th—Army vs. Airports. No. 3 Wireless vs. Aircrafters. |
| 21st—Globelite vs. Aircrafters. No. 3 Wireless vs. Airports. | 28th—Airports vs. No. 8 Repair Depot. No. 3 Wireless vs. Globelite. |
| | 29th—C.N.R. vs. Army. |