

R.C.A.F. Heroes Decorated By King



Four courageous Canadians received decorations from the hands of His Majesty the King at an investiture at Buckingham Palace. Pilot Officer Larry Robillard of Ottawa (left) was decorated with the Distinguished Flying Medal. He has a score of four aircraft destroyed and one "probable". The Distinguished Flying Cross was presented to Flight Sergeant B. C. Paige of Bridgeport, Ont. (2) after he safely navigated a Hudson bomber and its crew to its base. The aircraft flew so low in an attack on enemy shipping that one wing-tip clipped a projecting rock, disabling the starboard engine, rendering all instru-

ments and turret unserviceable and extinguishing the lights. To Wing Commander Thomas C. Weir of Toronto and Winnipeg (3) went the Distinguished Flying Cross for bringing a disabled bomber and its crew to its base despite his own serious wounds. For risking his life to rescue a comrade from the wreckage of a burning plane after a take-off crash, Flying Officer Alexander J. Nicholson of Windsor (right) received the George Medal. Nicholson braved exploding ammunition and was blown 60 feet by the force of a blast, but both men survived.

ADVICE TO THE LOVELORN

Ed. Note: Miss McDingle appears for the second time in W.O.B. She has asked us to thank those who have taken the trouble to write her and only regrets that she is unable to answer all the letters she has received to date. As a matter of fact she says she doesn't know the answers, so how can she answer them? etc.

Dear Dora McDingle, How can I live without my wife? LAC Wyatt, M.T. Section.

Answer: Much cheaper.

Dear Miss McDingle, Why do all the girls call me Jig Saw?

Sgt. D. McAlear (Accts). Answer: Probably because every time they look at you you go to pieces.

Dear Dora,

I want you to know that I come from a long line of hale and hearty ancestors. Why I had a grandfather that drank every day of his life and stayed up late nights too, and he lived to the grand old age of 94.

Sgt. Roy Pierce (Equipment). Answer: Just goes to prove that it will get you in the end.

Dear Miss McDingle,

I am very bashful when in the company of the opposite sex. I always carry spare fuses around in my pocket in case the lights go out. Why I am writing you, I wonder if you could tell me where I could find a girl who can cook and keep house, but who doesn't kiss or neck?

Cpl. W. Baker, Link Trainer. Answer: Why don't you try the Barrie cemetery. You might dig up one there.

ON THE BANDSTAND

Our column has been missing in the last few issues due to the fact that we had a very severe loss when Cpl. "Hank" Langdon, your old news hawk, took to the road (25 miles from home sweet home). Nice pickin', Hank, and our loss is some other station's gain.

Comes Spring and the boys are making their debut again and I hope you all like the old stock

SPRINGTIME

When winter days are overcast, With clouds so cold and grey, And morning makes us shiver When we see no sunshine's ray.

We oftimes feel off colour And life seems all uphill; It's good to meet somebody That keeps on smiling still.

It's good to meet a comrade In some lone, or busy place, Who has a kindly word and keeps A bright and smiling face.

The March winds may depress us, But let our voices ring With a cheery song of gladness And hail the lovely spring.

Welcome to two new trumpet players and what I mean, players, AC Clarke from Stores and AC Dewar from old Workshops. Nice blowin', boys, and glad to have you.

Old Fatso Brisco needs a partner in the worst way, so a special invitation to anyone playing bass, either E flat or B flat.

Just before I close for this issue, I just want to warn the guy that's making the most mistakes at the so we are a little shy on counter melody, but I guess we have to eat, so go to it, Kelly, and look your

old horse in the eye and say "I'm on the other end of this plow, so get goin', time's awastin'."

—DAD PARKER.

—CPL. GRIFFIN.

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HELPFUL WELDING HINTS

(By Cpl. A. N. Griffin)

Just a few words to those of you who are not acquainted with the welding trade.

To begin with, please don't look down your nose at the welder if by any chance he says that the proposed job you have sent him is impractical, or that it can't be done at all. The reason being, of course, that it obviously can't be done, or else he would gladly have done it for you.

To illustrate what I mean, let us assume that a chap has a crack in an engine cowling, so he makes out a E.O. (or an engineering order to the uninitiated) and sends it along to workshops with instructions to weld it up. To the chap that does not know the theory of welding this sounds quite reasonable, but on looking over the engine cowling the welder finds that the material is Duraluminum and that material cannot be welded (as yet).

For your information, the cause being that Dural is an alloy of aluminum copper, magnesium, manganese, silicon and perhaps some other substance which is the manufacturer's own secret, so, upon welding this material the stronger alloys tend to take the contraction well enough, but not so its weaker colleague, the pure aluminum, the result being that the weakest in tensile strength (or the aluminum) cannot take the strain imposed upon it by the stronger alloys, so it takes the only course it can and cracks. This may not be always the case, but 90% of the time it is, so it is certainly inadvisable to weld it, especially on aircraft parts.

Aluminum pure welds very successfully and so does Alpac, but Dural and Alclad (which is Dural with a thin protective coat of aluminum to prevent corrosion) cannot be welded.

Another mistake is trying to braze a stainless steel fitting or crack with brass or bronze. This is also impracticable as in 90% of cases the brass or bronze will not adhere to the pores of the stainless steel and will only lie on the top or stay there, as welders would say, "by Christian Science," whose theory, as you all know, is faith. Remember then, that stainless steel cannot be brazed, but it can be welded successfully.

The welder has been asked the difference between brazing and welding. He is asked what he means when he says all in one breath that you braze one piece

of metal with brass or bronze, but you weld brass or bronze with brass or bronze. That's clear as mud, I know, but I will try and explain.

When you weld two or more pieces of metal together you flow it together with a rod of equality in tensile strength and of the same material.

When you braze, you make two or more pieces of metal adhere to one another, but in this case it's only on the surface, or as I mentioned before, into the pores of the metal.

The materials used in brazing are, generally speaking, brass or bronze, but on taking this material itself and joining it together you must weld it, because, as I said before, you are joining two pieces of metal of equal tensile strength with metal of the same substance. Another interesting point while we are still on the subject of brazing and welding: supposing you have a piece of bronze to join onto a piece of steel, you ask yourself is this welding or brazing? Yes, you're right, as you have already guessed, it's both in this case.

Let us analyze that. First, because we are using a brass or bronze rod, it would be welding in the case of the bronze, because the materials used up to date are of the same substance and equal in tensile strength, but when we come to the steel, it's the reverse, so therefore the steel would only be brazed with a porous adherence, and incidentally this requires a little technique on the part of the welder, who must control his flame to successfully couple steel with brass or bronze. Different temperatures for different metals is another long story, with which I won't bore you.

We have had chaps who very innocently have substituted a piece of steel in the place of a piece of cast iron which had been broken off and then asked to have it welded. When told that it must be brazed, they frowned at the thought, not realizing that this was the only course, but were quite surprised when it was explained that brazing, if it's done right, is very strong and is surprisingly much faster than welding, but the point is that steel cannot be welded to cast iron.

Cleanliness around a part to be welded or brazed is very essential—and the welders would certainly appreciate it if you would help us in this way by cleaning off the surplus oil and dirt. Oil is not only dangerous to the welder, but also makes a job very hard to do, to say nothing of the fire hazard. The finishing of cleaning you can leave to the welder, all we request is that you clean off the surplus.

Just one other little item before closing; you could further assist us, if you would be sure to attach any small broken piece along with the job, no matter how small, as it will help us to make a new piece and also to maintain the right location, which may be very important.

Thanks for reading this.

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Wandering Yankee In R.C.A.F.



He's a yankee from Texas and he is receiving his wings as a full-fledged pilot in the Royal Canadian Air Force. He is leading Aircraftman J. D. Yankee of Galveston, Texas, but a few hours after this picture was taken he became a "Sergeant Pilot". In June, 1936, he was in New Orleans when the wanderlust seized him and he was off for Germany to find excitement. From there he went to Poland and thence to Italy. He has worked on the docks, as a gas station attendant and as a telephone installation man. He prefers flying. He joined the R.C.A.F. in May, 1941, and recently at a service flying training school, near Brantford, he achieved his great ambition at the hands of his commanding officer, Wing Commander R. H. Waterhouse.

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