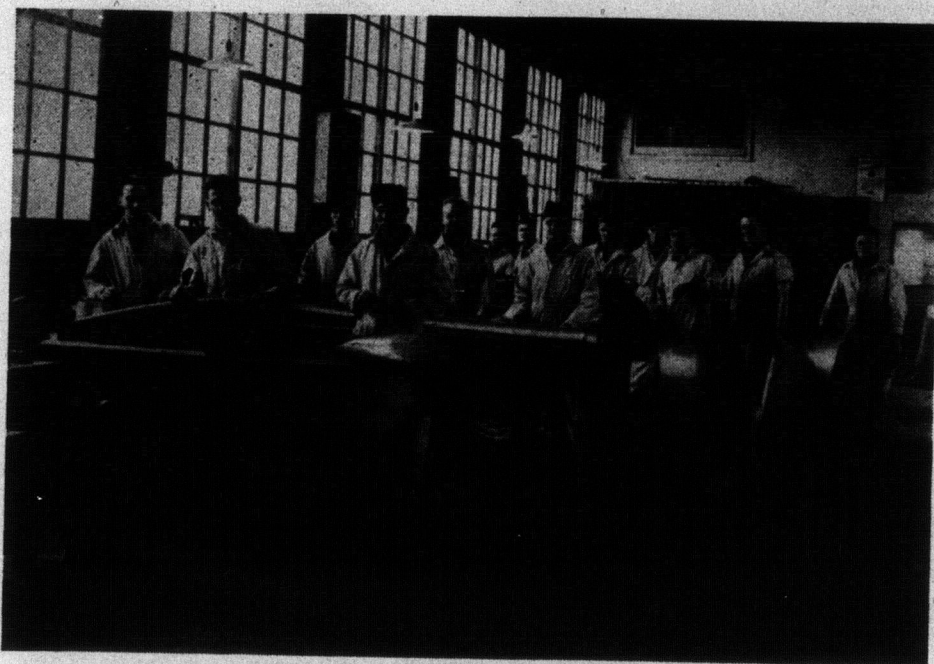
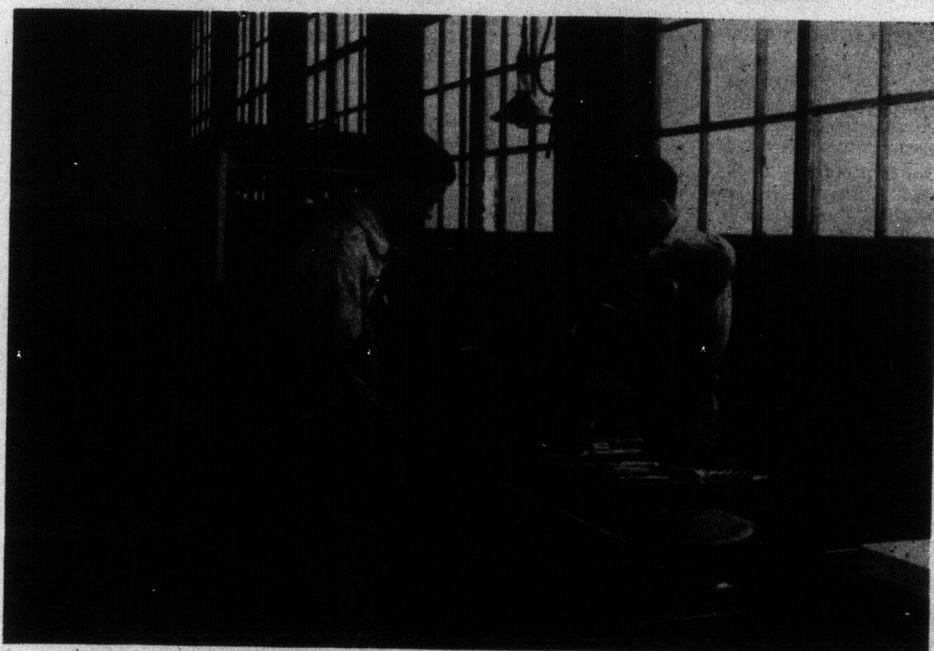


STATION WORKSHOPS



Left to Right: LAC Taylor, W.; AC Plunkett, R. H.; AC Cattermole, M. E.; LAC MacDonaid, D. A.; LAC Smith, K. C.; AC Cumming, J. J.; AC Ludbrook, K. M.; LAC Pakhal, J.; LAC Gateiney, W.; LAC Switzer, K. C.; LAC Wilmet, G. S.; LAC Teal, H. V.; Cpl. Wilson.



Cpl. Hounsome, J. R.

AC Fortier, J. M. R.

LETTER TO HOSPITAL

Through the kindness of a friend I am forwarding this brief essay to our Wings Over Borden. The following is a copy of an authentic letter sent by a subscriber to a well known hospital in answer to their appeal for funds.

For the following reasons I am unable to send you a large cheque. I have been held up, held down, sandbagged, walked upon, sat upon, flattened out and squeezed by the income tax, the spirit tax, tobacco tax and by every society, organization and club that the inventive mind of man can think of to extract what I have or may not have in my possession for the Red Cross, the Black Cross, the Ivory Cross and the double cross:

and for every hospital in village, town and country.

The government has governed my business till I don't know who runs it. I am inspected, suspected, examined and re-examined, informed, required and commanded, so that I don't know who I am, where I am or why I am here at all. All that I do know is that I am assumed to be an inexhaustible supply of money for every common need, desire or hope of the human race and because I will not go out and beg, borrow or steal money to give away I am cursed, discussed, boycotted, talked to and talked about, held up, rung up, robbed and ! ? ! ? near ruined.

The only reason why I am clinging to life at all is to see what the Hell is going to happen next.

CPL. COX.

If I were to tell you of all the jobs which are done in Station Workshops, this copy of "Wings Over Borden" would be too expensive for the average airman to buy, so I will mention only a few.

For those of you who are not familiar with the shop, it is divided into four sections. First, and no doubt the most important is the Metal Repair Shop which is being run by an A.F.M. of long standing and who is also in charge of the whole shop, WO2 Ellis. Second there is the Machine Shop which is run by your humble writer, Cpl. Hounsome. Third, there is the Welding Section which is operated by LAC "Hap" Harper. Last, but by no means least, there is the Carpenter Shop which is being handled solely at present by one of our civilians, Mr. H. Brock.

A great deal of our metal work is the result of minor accidents such as "ground loops" or misjudging of distance when taxiing aircraft around the starting line. Another accident which causes the metal men a lot of grief is a "belly landing". The most common job resulting from a "ground loop" is a damaged wing tip which drags along the ground or runway in the course of the "loop." A few of the jobs we get from "belly landings" are wheel fairings, engine cowlings, and carburetor air intakes.

Some of the other work done in the Metal Shop is putting ribs in flaps and side panels, repairing ailerons, rudders, trim tabs, or any of numerous other metal fractures. Of course along with these jobs they do a great number of modifications.

In the Machine Shop the work is limited on account of the small variety of machinery but nevertheless we do quite a number of small jobs. One of the first jobs that comes to my mind is the turning down and undercutting of armatures from both generators and starters from aircraft, M.T. trucks, cars, and link trainers. There are a great number of different types and sizes of bushings and bearings, "dollies" (for rivetting), studs, nuts, and bolts, sheer pins both straight and tapered. Another type of work is the machining of parts before and after welding. There are also many different drilling and tapping jobs which come in quite frequently. I could go on and mention a variety of wrenches, pliers and fittings but our space is limited in this issue.

Our Welding Department has a very important and different job. I say different because they never can tell what sort of work will be "thrown" at them next, as welding covers such a large field. To name a few of the more common jobs, I can mention exhaust rings, air scoops, control rods, gas and oil tanks, baffle plates, fuel lines, etc. There is considerable welding done for the Motor Transport Section such as fenders, bumper brackets, battery holders, chassis etc. Besides straight welding, our boys do brazing, silver and soft soldering. The welders' cry is "Take it back and clean it up or we won't do it."

The Carpenter Shop does very little work on the aircraft itself which is only to be expected in this age of metal planes, but they sure help a fellow out a great deal by making him a stand so he can reach the part of the ship he is working on. Another job they do which saves the metal workers a lot of time is to make them a form to shape a part on. The carpenters help out the "pen pushers" by fixing their desks and cabinets, or the chair that big fellow leaned too far back on, etc. They also repair that crack in the window sash or door frame that lets in so much sand or cold air.

The Motto of the shop is:

"Where's the work order for that job!"

CPL. HOUNSOME.

WINGS OVER BORDEN, OCTOBER, 1942.

Things
ARE
Happening

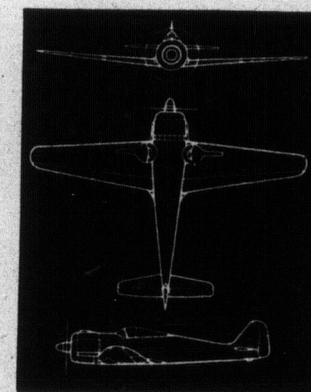
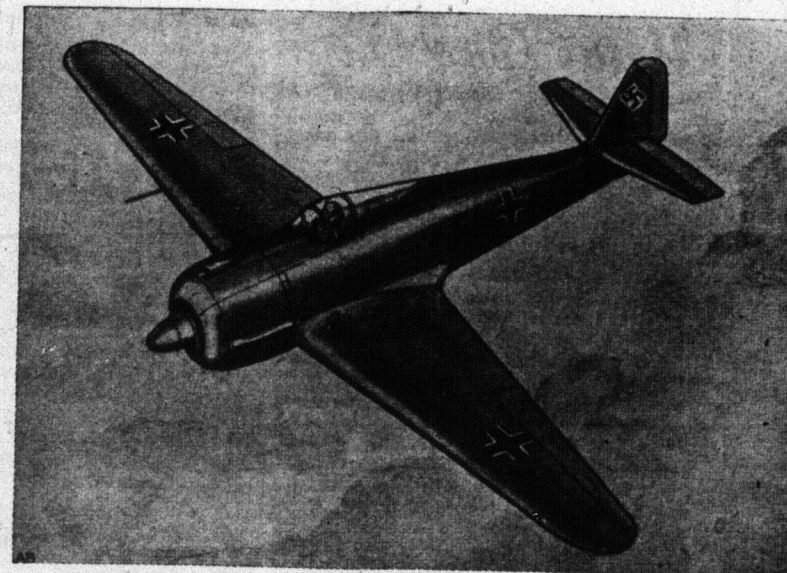


The Headquarters Orderly Room is going to miss FLIGHT SERGEANT LOU CROWE—glad to hear of your marriage, Lou—congratulations and best wishes to the new wife The Station was just getting to know FLIGHT LIEUTENANT LEES when he was posted to No. 1 T.C.—good luck, Syd—the space between the Officers' Mess and the Hangar area is your testimonial Welcome to the new A.O. FLIGHT LIEUTENANT GRANT—here's hoping you stay around a while longer than your predecessor Looking forward to greeting the new Accounts Officer FLIGHT LIEUTENANT MACKIE in an early issue—one of the officers to keep friendly with, fellows (did someone say Income Tax?) Hails and Farewells seem to be in order in the Equipment Section too Cheerio, SQUADRON LEADER McINERNEY—it has been good to know you Greetings, SQUADRON LEADER RAND—Hope to know you better soon Congratulations to all the nice new shiny P.O.'s around the place. Good stuff, fellows, all the best when you leave us The new 720 mess is beginning to look like something—wonder when the housewarming will be? The Aussies have practically given up the Canadian climate as a bad job—(who hasn't?) The Active Service Canteen in Barrie is planning great things for the winter—wonder why more of you lads and lasses don't drop around? Congratulations are in order to one of the Station's former instructors, popular FLIGHT LIEUTENANT PAUL PHELAN—glad you finally got all caught up, Paul Isn't this Commando training the real stuff to keep one fit?—if and when First the baseball championship (twice) and now the soccer championship—well! well! Hope the Station won't be without a good hockey team in one of the leagues this year—how about a little early action there, Sports Committee? Did you see "WINGS OVER SEAS" from TOR BAY around the Station?—GROUP CAPTAIN GRANDY seems to be going great guns on his home pitch Wonder why more of the station personnel won't write for "WINGS OVER BORDEN"? Centralia might be quite a good spot after you get settled there—sorry to see you go anyhow, SQUADRON LEADER KRUG Nearly time the Station got up on its feet and thanked MRS. EDWARDS and L.A.W. BLACK for the job they are doing in the Library—or maybe you haven't been around lately? All you strong husky fellows in the Ground Crew should be interested in the Red Cross BLOOD DONOR CLINIC being organized in Barrie—No. 8 S.F.T.S. has a Blood Clinic of its very own—good show Wonder how many people on the Station are interested in Dramatics?—let the Editor know and maybe we can do something about it The Aussies are working out well on that new rugger pitch—here's hoping they can field a good '15' to carry the colours to other rugger camps Some pretty good formations around the skies these evenings—wonder where they come from? Seems too bad so many lads leave the station without taking out a subscription to the magazine The Station enjoyed having the AIR OFFICER COMMANDING present the 'WINGS' last time These 'Canada' badges look pretty good, FLIGHT LIEUTENANT MORHAM—hope you don't miss the O.R.F.U. Games too badly over there Don't you agree that the Band is getting better every day?—the Barrie people think they are 'wonderful'

WINGS OVER BORDEN, OCTOBER, 1942.

Know Your Aircraft

Long the proud boast of the Luftwaffe, Germany's new high speed fighter plane the Focke-Wulf FW 190 is appearing in great numbers above Germany and France. It is fast and good but has had its measure taken many times by Spitfires. F/L E. Neal, Quebec, and P/O I. Ormston, Montreal, engaged 15 Focke-Wulf 190's in one sweep. They knocked one down and drove the rest off. W/C J. Blatchford, D.F.C., Edmonton, and F/L F. E. Green, Toronto, shot one FW 190 down in flames and damaged another.



Reports from these and other pilots indicate the FW 190 is highly manoeuvrable but distinctly inferior to the Spitfire as a fighter.

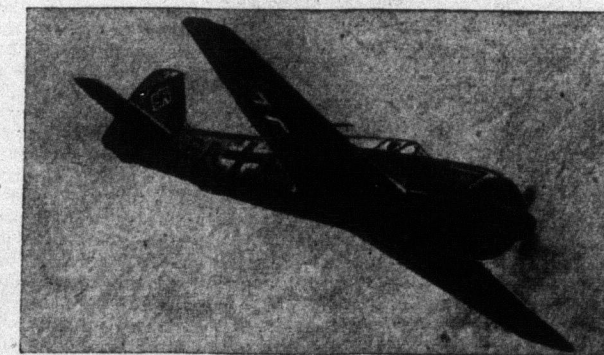
In design it is to be distinguished from other radial engined single-seat fighters by its fairly slim fuselage, flat hood and unique tail unit.

Its engine is a 14-cylinder two row radial BMW 801 of 1,600 h.p.

Top speed is around 370 m.p.h. at 18,000 ft. and service ceiling of operation close to

38,000 ft. Range at a cruising speed of 300 m.p.h.

Span of the FW 190 is 37 ft., length 28 ft. 11 in., wing area 194 sq. ft., and weight 7,000 lbs.



—Reprinted from CANADIAN AIR CADET.

PAGE ELEVEN