

MAGAZINE OF THE CHRISTCHURCH WING OF THE
AIR TRAINING CORPS

AUGUST 1942

CHRISTCHURCH, N.Z.

EDITORIAL

Wilbur and Orville Wright met with almost unsurmountable obstacles and unhelpful criticism when, nearly forty years ago they sought to fly a "heavier than air machine." The Air Training Corps, now a fast growing movement throughout the British Empire, has met with some opposition.

The amount of support from the public, and the degree of their appreciation is in the hands of the individual cadet. A.T.C. training has improved the bearing of cadets, and so, by carrying on the good work that this start has given them, they can build up for themselves a solid reputation that will be a credit to the Corps.

Remember cadets, that the Air Training Corps is a new organisation, and, as with all other new movements, the public is hesitant of taking notice of it, and that individual appreciation of the necessity for high standards of bearing and strict attention to personal smartness will place the A.T.C. in high regard with the public.

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Our concert, held in the Jellicoe Hall on the 7th September was a great success and the Social Committee extends their thanks to P/O A.W. Brown, who led the Community Sing, P/O J. Stannage for his interesting talk, F/O Stedman for his address, and all those NCO's and cadets concerned with the show. Our thanks are due also to P/O Wilcox for arranging for the use of the Hall.

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KEEP ON YOUR COURSE

By F/O G.E.M. Keys.

It's a great life - if you can make the grade! But in this, the finest of the Services, only the best is good enough. From the time you applied to enter the A.T.C. to the time you are posted to an operational unit you will find that you are being kept constantly under observation. Time and time again you will have to appear before Selection Boards who will examine your personal file wherein will be recorded your physical and educational qualifications and the opinions of the officers and instructors who have been responsible for your training. It's a 'log book' kept by others about you and will show what kind of a course you've made.

Too many made the mistake in the early stages of this war of underestimating the enemy. A few still do - but not those with any experience. I watched the young Germans at their training in 1939 - just before the outbreak of war, and came away realising that, no matter how much I detested their social outlook and political views, they had developed many qualities which were going to make them very difficult to bring down. They were splendidly developed physically, and fanatically devoted to their cause. Their technical training was

thorough and 'up to the dot'. Their organisation and equipment were much to be envied. But I realised, too, that we also had the stuff to beat them - man for man and machine for machine, once we were given the chance to develop it on the scale that was necessary. Once given a chance to meet them on even terms - we would have them beaten. And there's your job! You are to be matched against this enemy who, because he is fighting for all that we hate, has to be beaten to the dust so that we can have a world in which decent people will predominate. Pilot for pilot, observer for observer, gunner for gunner, technician for technician, we can meet them now, and if you do your level best to keep the standard high we've got them beaten. Because he's good - you have to be better. But it isn't easy. There are those hours of 'swot' to be put in, with the tests at the end of them that will sort out those who haven't worked up to the collar. There's the drill and the discipline to be faced that will show up those who just haven't got what it takes. There's the hard physical training in preparation for long hours and tough going, when quick thinking, accurate judgment and real endurance decide whether you win or lose. There's the demand for qualities of character and leadership (hard to define, but easy to recognise) that have already made the service distinctive; have given it the reputation it so richly deserves.

Your goal is a difficult one, but if you'll stick to your course whatever happens; you'll make it. And the reward is this - you'll be accepted by all, in the Service and civil life alike, as a worthy member of the finest outfit in the world. You'll feel proud of your uniform and fit to wear it - and you'll hold your head high.

Your take off has been good; now keep on your course!

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WHY BE FIT?

By K.A.M.

In the A.T.C. rules and regulations, is stated the fact that physical fitness is just as important as technical skill. To some, this statement may sound like just so much hooey, so let us go into the subject a little, and see if we can find how much there is to it. To achieve technical skill we must have mental health. Agreed? Thank you! It is an acknowledged fact that mental health depends on the same factors that ensure physical health, or to put it in every day English, what is good for the body is good for the mind. The man who cannot stand the strain as well as his work or team mates is letting them down. The best method of preventing fatigue is proper physical exercise. If one is in the 'pink' of physical condition his resistance to fatigue is increased, and the capacity to withstand prolonged strain is at its maximum. The real test of physical fitness is the ability to work un-fatigued. There are 168 hours in a week and, at present, we members of the Christchurch Squadrons are doing half an hour of physical training each week. What of the other 167½ hours? That half an hour a week helps to get you flying fit, but would we not have something to say about our dinner if there was nothing to follow the soup? In this town we are very well catered for in the way of sports grounds and sporting facilities generally. The clubs need you, and you need the benefits to be derived from being a member of a club, so don't mess about with

the idea any longer, go to it and sign on the dotted line. We are fighting powerful nations that have made physical fitness their religion, and the first requisite of every man in their fighting forces. Can we compete with them successfully unless we do the same? It takes M E N to fight a man's war; so chaps, it's up to You to see that you are not the weak link in the chain.

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HEADQUARTERS

By POM.

1. Where is it that night after night
We swot and struggle, Flight by Flight,
And sometimes nearly do what's right?

H/Q.

2. Where is it that outside the door
The slot machines clank more and more,
And Sheilas gather by the score?

H/Q.

3. Where is it, surely someone's blundered,
For myself, I've often wondered,
That four p.m. is sixteen hundred?

H/Q.

4. Where is it that our backs get cramp,
And our feet go down with hearty stamp,
And heads are held as in a clamp?

H/Q.

5. Where is it that we expand the chest
And gallop round without a vest,
And twist our torsos without rest?

H/Q.

6. Where is it that the clock hands creep
From seven o'clock till whistles peep,
And their Xmas pudding they can keep?

H/Q.

7. Where is it that waafs and things,
Those earth-bound angels without wings,
Treat we lads like real kings?

Not H/Q.

8. Where is it that there is a store
With stripes and uniforms galore
And "Welcome" writ upon the door?

Not H/Q.

9. When is it that a lucky few
Will set a course both straight and true
And travel on to find a new

H/Q?

P.T.O.

10. Where is it, if the truth were told,
 Our thoughts will turn like sheep to fold?
 I'll tell you, it will be the old
 H/O.

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A practise cross-country run was held on Saturday, the 22nd. Thirteen cadets assembled at Taylors Laundry, Kilmore Street, and set sail from there at approximately 2.45 on an enjoyable canter round Hagley. The only discomfort suffered was that caused by the rush of wind past their ears as they headed down the home stretch, back to home base where they were entertained at afternoon tea by Mr. C. Taylor.

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The gymnasts are busy practising for the Y.M.C.A. Annual Display which will be held at the end of September in the Radiant Hall. Casualties have been very light in these classes, an odd bruise here and there, mostly there, is all that has been suffered to date, but we have hopes of collecting something a little more advanced before the end of the season.

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Arrangements have been made for a Fitter Instructor from an R.N.Z.A.F. Station to hold a class for the purpose of tearing our Moth into little pieces. The classes will be held on Tuesday evenings from 1900-2100 hours, commencing on September the 1st. It is not thought necessary to hold these classes over an extended period as the fundamentals are soon learned, and then the fun begins. Cadets will provide their own hammers and saws, and it is hoped that there will be enough pieces left over to build the Wing's very own glider.

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"HIGH FLIGHT"

This poem "High Flight" has been chosen by officials of the Library of Congress in Washington, U.S.A., to rank with the poetic masterpieces of the last war. It was written by John Gillespie Magee before he was killed in action with the Royal Canadian Air Force in December last, and permission has been granted for it to be posted in all pilot-training centres of the British Empire. In a recent exhibition at the Congress Library "High Flight" shared a case with Rupert Brooke's "The Soldier" and John McCrae's "In Flanders Field."

Oh, I have slipped the surly bonds of earth
 And danced the skies on laughter-silvered wings,
 Sunward I've climbed and joined the tumbling mirth
 Of sun-split clouds - and done a hundred things
 You have not dreamed of -
 wheeled and soared and swung
 High in the sunlight silence. Hov'ring there
 I've chased the shouting wind along and flung
 My eager craft through footless halls of air.

P.T.O.

Up, up the long delirious, burning blue,
I've topped the wind-swept heights with easy grace,
Where never lark, or even eagle, flew.
And, while with silent, lifting mind I've trod
The high, untrespassed sanctity of space,
Put out my hand, and touched the face of God.

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Many Cadets will remember Sgt. King who used to come in nearly every night last summer, and put us through our paces on the parade ground. Some three months ago he was transferred to a northern station and nothing further was heard of him for some time. Your Editor met him in town recently and was surprised to hear that the Sgt. had been ill recently and was just recovering, retaining however some permanent ill affects. On behalf of those Air Training Corps personnel who had the pleasure of knowing Sgt. King, the Observer expresses its deepest sympathy to him over his illness and extends him its best wishes for the future.

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We have heard recently of Cadets from this Wing who have, six weeks after leaving us, been flying solo in the E.P.S. To these fellows the Observer extends its heartiest congratulations, showing as they do by their success the value of A.T.C. training!

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UNDER THE MICROSCOPE

Notes from our Aircrew Squadron.

Since our last issue the Wing's aircrew squadron has been plodding on with its 'swot' and drill, looking forward with mixed feelings to next month's Air Force entrance examination. Unfortunately cadets have not had anywhere near the amount of time set down in the syllabus for the examination subjects.

Two recent appointments in the Squadron are those of F/O G.S. Troup as Educational Officer to the Squadron, whilst retaining its command, and that of P/O Fountain as Second in Command of the Squadron whilst retaining command of 'A' Flight.

Flight-sergeants, ably assisted by their sergeants and corporals, are continuing with great and increasing vigour to discipline and guide their respective Flights. Cpl. Rothwell, disciplinary N.C.O. attached to the Wing, is supervising our drill, giving N.C.O's some valuable tips.

Mr. D.N. Garland, our Squadron W/O has suddenly taken ill and has to take a rest. The Observer extends to him its wishes for a speedy recovery and a quick return to duty.

Cadets who have recently joined the squadron seem to be shaping very well so far. Flt-Sgts. have noticed a marked improvement in Squadron discipline. Effective steps are to be taken to deal with those Cadets who still fail to appreciate the obligations which membership of the A.T.C. imposes upon them.

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A number of Cadets from our aircrew squadron recently attended a week's course at an R.N.Z.A.F. Flying Training School. Working on the tarmac they have gained a valuable insight into what happens to the aircraft (which they will eventually fly). Each week a small number of Cadets visited the station. Our maintenance squadron was well represented, and gained a valuable insight into the inner workings of a large station.

On behalf of the Wing the Observer extends to the Officers, N.C.O's and Airmen of this station, its thanks for their interest and assistance.

EDITOR.

JOTTINGS FROM THE "KIWIS" DIARY

The Social Committee is working hard now on the first Concert and they hope to be able to put on bigger and better shows as time goes on. Every month it is planned to have a dance, concert, picture party of some sort of entertainment along these lines. Also, every month they are holding social evenings when it is hoped there will be lectures on service or local subjects, followed by a light supper. Any suggestions or criticisms from cadets will be welcomed and should be forwarded to any member of the Social Committee.

President: W/O Mannering
Chairman: W/O Garland
Secretary: F/S MacCormack
Treasurer: F/S Bannister

Remember, cadets that the Social Committee has got to make arrangements for all these functions in their own time, so back them up in all their efforts with your attendance at these activities.

Recent promotions in the Squadron include those of:

Cadet L. Thomas to Act. Cpl.
Cpl. M. Campbell to Act. Sergeant
Cadet Blight to Act. Cpl.

A marriage which has taken place recently at St. Mary's, Merivale, is that of Miss Pam Mower to Lieut. H.H. Wauchop. Miss Mower is a member of the Headquarters Staff and the A.E.C. has been the cause of more than one headache to this faithful member of the community. We wish her every happiness in her married life.

MORE JOTTINGS FROM THE "KIWIS" DIARY.

Saturday 15th August saw the wedding of F/O Poulson to Miss Betty Evans of ChCh at St. Barnabas Church. Until recently, when he left to take a responsible position on a South Island station, F/O Poulson was District Adjutant to the A.T.C. in Canterbury. A number of cadets from the ChCh wing formed a Guard of Honour under P/O Perry. As the couple left the Church P/O Perry called the Guard to 'Attention' and saluted.

Those present were: W/O Mannering, F/S Bannister, F/S Beckwith, F/S Loach, Sgt. Henderson, Cpl. Olsen, Cadet Harper, Cadet McGregor, Cadet McGregor S.

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"A" Flight has recently grown in numbers and the new arrivals are working keenly under their Radio Instructor, Mr. Brown, to catch up to their more advanced Cadets. Their drill is greatly improving and they are now very efficient, thanks to the work of their Commander P/O Stannage and their Flight Sergeant, Beckwith. They are much excited that at last their Practical Equipment is on its way, and that they will know now what a radio really looks like.

"B" Flight is at the moment working hard for the Navigation and First Aid exams, which will be pulled off in the near future, and all are quite confident of a victorious finish. Their drill too has improved greatly since the holding of Sunday Parades.

P/O Gresham is working hard for the welfare of "C" Flight and is to be congratulated for the standard of their drill and discipline, and the cadets for their attendance and their interest in their work. F/Sgt. MacCormack has worked hard for the Flight and recently he has shown great possibilities while taking the P.T. Class on Wednesday nights. All the best when you go into the senior branch of the Service, Mac.

Our new "D" Flight is progressing very well and it promises to be one of the keenest in the Squadron. In their ranks are some great athletes and they show themselves at their best during their Physical Training period on Thursday nights. Their standard on the Parade ground is worthy of note considering the fact that they have been going such a short time.

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Recently some Technical films were shown to our maintenance flights at our Headquarters and apart from minor difficulties with the projector the show went without a hitch.

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---PERSONAL---

Who is Flight Sergeant Burbeck?

We wonder that a certain officer we know doesn't knock his hat off every time he salutes.

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