

Christchurch,  
New Zealand.

## BULLETIN OF THE CHRISTCHURCH WING OF THE AIR TRAINING CORPS

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DEDICATED TO THE MEMORY OF THOSE NEW ZEALAND AIRMEN WHO HAVE GIVEN  
THEIR LIVES IN THE EXECUTION OF THEIR DUTY.

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EDITORIAL

Recently your Editor had the opportunity of discussing the "Observer" with our Commandant Wing Commander G.A. Nicholls. The latter expressed himself as being very well pleased with the paper and extended his congratulations. The Commandant was of the opinion that the "Observer" would be a valuable adjunct to Wing activities. Now, Cadets, in order to do this, we must enlist your co-operation to the fullest possible extent. This is best done if you make up your minds to buy a copy every month and to contribute original or copied articles. Such profits as arise from the sale of the paper will be transferred to the Sports Fund.

At this point in the success of the magazine, we would like to take an opportunity in asking the cadets for more "dope" for the bulletin. So far the response to our plea has been almost as a "cry in the wilderness" and it is this reason which forces us to combine the last two months into one issue. One or two cadets have sent us some of their literary efforts, and these may be read to the cadets own degree of appreciation in the pages. Remember that all our time that goes into it comes out in black and white, and is for your own benefit. If each one of you gives us five minutes effort for the issues the magazine will be even more of a pleasure for us to turn out and will save us a tremendous amount of "brain fag".

The Editor.

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You can buy a copy of the "Observer" and a copy of "Contact" for only 1/-. Both these are available at Wing Headquarters NOW!

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1. As you know, the Wing Parade through the City on the 26th inaugurated a Recruiting Week for the Air Training Corps.

Did you know that on a per capita basis there are more New Zealanders in the Air Force than in any other Air Force in the world? As our one time Adjutant, F/O J.A. Poulson remarked on the occasion of one of our first parades, "New Zealanders take to the air as ducks take to water." We must maintain the flow of recruits into the A.T.C. and to do so we require your help. No doubt most of you have friends who would be suitable for training, so what about bringing them along today. Tomorrow will be too late! Remember you are not only doing your country a service, you are assisting your friends, by encouraging them to take full advantage of the educational facilities offered by the Corps. The war has enticed many youths away from school; it has compelled many others to leave. But through the A.T.C. the war offers some degree of compensation in that it gives an academic and technical

training almost equal to that offered by the Secondary Schools and Universities.

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NAVIGATION - PAST AND PRESENT

As all Cadets know, navigation is a most important subject today, and it is only by expert navigation that our aircraft can now successfully carry out long distance bombing raids over enemy territory, find their target and return safely to their base. During the 1914-18 war, air navigation was, like all Air Work, in its infancy - Fighter Pilots at any rate in 1917 were taught that to reach any given place it was to be remembered that the wind affected an Aircraft's course and speed to a great degree. If you wished to travel true north and the wind was from the west, after making allowance for magnetic variation, it was necessary to steer a course slightly westerly of north to allow for drift. The amount of drift would of course be checked from observation of the ground passing beneath. That was practically all that was taught. Later, in 1918, what we today call elementary navigation was beginning to be taught, but pilots were not instructed even then in the triangle of velocities.

Of course, blind flying was not heard of then and only the most foolhardy would fly out of sight of the ground. A sound knowledge of map reading was then, as now, absolutely essential, in fact without it, one would have been continually lost. The compasses supplied were good of their type, but were not 100% reliable as they are today, and other than the old-fashioned bubble in the curved glass tube, there were no instruments to assist you.

Artificial horizons, gyro compasses, turn and bank indicators, and all such instruments were unknown. Even night flying did not involve extensive study of Air Navigation as there existed in France a series of light houses. Needless to say directional wireless had never been heard of. Today with the advance in air navigation by dead reckoning, astral navigation and directional wireless it is possible to carry out these long range night raids you read so much about. But in spite of all this assistance, Pilots and Navigators have to study continuously over long periods, so that, when on operational work, they will be able to carry out their work in spite of weather conditions.

To those of you who are going to the senior branch of the Service, the R.N.Z.A.F. as Pilots, Observers or Navigators, remember that a sound grounding in Navigation will make your later studies easy and will assist you when on operations so that you will not only be able to find your objective, but return safely to base. The Navigation training you are receiving in the A.T.C. is the basis of that essential knowledge so make sure that you understand everything you are taught in regard to navigation. It will stand you in good stead some day.

R. A. STEDMAN

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"OBSERVER" COUNCIL

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## WING PARADES

Sunday the 20th saw the first parade of the Christchurch Wing held in Cranmer Square, as a rehearsal for the Recruiting Parade to be held the following Saturday. Included with the town Squadrons were Squadrons from all the principal secondary schools in Christchurch. Wing movements were carried out under the direction of Flt.Lieut. Stedman, our Wing Commanding Officer.

When Saturday arrived our cadets were on their mettle, and the weather really excellent. The Wing fell in and was inspected by Group Captain G.S. Hodgson, C.B.E., A.F.C., R.A.F., who upon his arrival was greeted with a general salute. During his inspection the Group Captain spoke with several of our N.C.O's and cadets, showing a sincere interest in our activities.

Upon learning that our Flt.Sgts. had no crowns, he expressed surprise and commented that he would go into the matter. After the inspection, the Wing marched past and then was addressed by Group Captain Hodgson who stressed the need for improved attendance, stating that he wished the Attendance Cup to come to Christchurch and remain here. The Wing then moved off, headed by the Band of the R.N.Z.A.F. and led by Flt.Lieut. Stedman.

Upon reaching Cathedral Square, the Parade was addressed in turn by His Worship the Mayor, Wing Commander Nicholls and Flt.Lieut.H.Gladstone Hill. After these addresses the Parade moved off through the City to the Bridge of Remembrance where "Eyes Right" was given as we marched under the arch. Upon returning to Cranmer Square the Parade was congratulated by Flt.Lieut. Stedman upon the showing put up. The Parade was then dismissed.

Even the most critical Flt.Sgt. could find little to growl about in the Drill and bearing of the cadets, whilst subsequent remarks from members of the public were of a very favourable nature.

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### ABOUT LINE BOOKS -by Cadet Pearse

Most Squadrons of the R.A.F. now possess so called Line Books. This system was inaugurated by the Americans in the last war to curb some of the more grandiloquent statements of their pilots. The habit had continued through peace time in the regular squadrons, but it was not until the beginning of 1941 that most of them adopted the idea. The following are some of the "Lines" taken from the Line Book of a Coastal Command Squadron:

"Rear Gunn<sup>er</sup>" "I think I'll take some maps tonight. I've often had to bring the chaps back!"

"I always fly home at 200 ft. so that I can take in a bit of the country side."

"It was a large ship. In fact we had to climb to read the name!"

"We're good enough, we don't need an air gunner."

"The next altimeter I have must be graded in inches."

## ABOUT LINE BOOKS (Contd)

"Rear Gunner": "I thought I knew someone on the destroyer, but I could not quite recognise his face."

Tom: "The weather was very thick last night. I had to use the Astro."

Dick: "What do you know about "Astro?"

"Well, on the way out, Venus was in the Port window and on the way back in the starboard window, so we knew we were O.K."

"If a chap is alive when we get him to hospital, he is usually alright. (This was a line shot by the Station M.O.)

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## FLEDGLINGS

This month the air crew squadron has been concerned principally with the Air Force Entrance exams. Many were the quaking hearts just prior to the exam, but now that is all over, we are waiting with mixed feelings for the results. A slight Measles Epidemic has laid low some of our N.C.O's and cadets but such cases were very few. By the time this issue comes out, "A" Flight may have lost its leader, as Flt.Sgt. Beanland is looking forward very much to the day when he can put up his brass buttons.

Flt.Sgt. Loach reports "All's well" with "B" Flight and improving steadily. Flt.Sgt. Bannister is still telling us how good "C" Flight is and has nearly managed to equip his Flight with uniform.

Flt.Sgt. Hobson seems to be making the grade with "D" Flight, against difficulties, as he has a rather mixed Flight.

The confirmation of the ranks of Act.P/O's Kidson and Marshall was made recently.

We are very much of the opinion that P/O Marshall stole the day on the 26th with his Observers Wing. "You make the boys green with envy sir!"

A recent Saturday afternoon saw a titanic struggle on the football field when our aircrew squadron engaged our Kiwis. The teams were fairly well matched although aircrew was the heavier team. The game was very even throughout, both sides playing good scientific football but aircrew took full advantage of every opening and in the words of a Kiwi supporter, seemed to have an extra man on hand at the crucial moment. The game ended with the score 38 to 12 in favour of aircrew and with Kiwis taking their beating in sportsmanlike manner. "Hard luck Kiwis, one might say that you went down fighting, but perhaps you can clip the eagle's wings next time."

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JOTTINGS FROM THE 'KIWIS' DIARY

Compiled by W.O.M.

Since the last effort for the magazine, the Squadron has been through many phrases: firstly, our senior cadets have been slogging hard for the examinations which were held on the 21st and 22nd of September.

Secondly, our sporting activities have seen a great reform. There has been a rout of all cadets who should be taking a more active part in sport and we have put excellent teams in both football and hockey against the aircrew Squadron. We were not successful in these matches, but at least we gave them a run for their money. Congratulations to you Aircrew!!!!!! We can take it. Perhaps next time we'll show you a thing or two.

We were well represented in the hockey match against Dunedin Wing, which you will read about elsewhere in this bulletin.

Cadet Dwyer, "B" Flight, Aircrew Squadron is to be congratulated on his wonderful effort. He won the featherweight Championship and also the medal for the most scientific boxer in the recently held combined Services Boxing Tournament.

Pilot Officer J. Stannage has been appointed 2nd I/C of the Squadron - an appointment which will be welcomed by all ranks.

Dr. Holland has been granted a commission in the Corps, and is carrying out much valuable work in the capacity of Assistant Educational Officer.

"A" Flight.

Cpl. Thorpe has been promoted to Sergeant, a just reward for much notable work. Cadet R. L. Roper has been promoted to Corporal - he will be a very popular N.C.O.

Cadets from this Flight sat the entrance exam and many eagerly await the results. The standard of maths in this group is greatly improving and they are working well under their instructor, Mr. Cross.

"A" Flight set a good standard on Saturday 26th October at the Wing Parade through the city. The improvement in their drill was marked and the instructors are to be congratulated.

"B" Flight.

Cadet M. McGregor has been promoted to Corporal. You'll have the ladies after you now Corporal.....

The first aid exam has just been completed and all Cadets passed with Credit.

Quite a number of this Flight sat for the exam and all await results.

"B" Flight under Pilot Officer Brown put up a noteworthy performance at the Wing Parade. It was easy to see that a lot of attention has been paid to their marching and bearing recently.

"C" Flight.

Pilot Officer Gresham was on Saturday 26th, as always, ready for action and "C" Flight came through with flying colours at Cranmer Square. The only trouble was that one chap couldn't hear the band

so of course had to look to see if it was still there!!!!

• They are pretty good in their drill by now; no wonder; because we can even hear him from the orderly room.

### "D" Flight.

This Flight have improved almost out of recognition in recent weeks. Their drill on the Parade was excellent. Sergeant Shamy, who has been at an N.C.O's course at a northern station will be able to show them a thing or two as far as the more detailed flight drill is concerned. Their educational studies are still coming on and they are labouring under the apprehension of their First Aid exam which will be taking place shortly.

### "E" Flight.

A new maintenance flight has been formed under Pilot Officer C. Taylor and although still in its primary stages is steadily growing in numbers.

They have got off to a flying start with their drill under Corporal Rothwell and on the Wing Parade on Sunday 19th they put up a very creditable performance. On the 26th this flight paraded with "D" flight and put up a grand show.

They have put in a lot of extra drill over the past few weeks and both Pilot Officer Taylor and Flight Sergeant McCormack (on temporary loan from "C" Flight) take great interest in their welfare.

They have done a maths test and are well into their administrative and educational subjects.

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### The DUNEDIN - CHRISTCHURCH Hockey Match. HEN & WOM.

A party comprising 11 Dunedin Hockey players left Dunedin on the night of Friday 18th with every hope of being able to show the hardened and weathered Cadets of the Christchurch Wing how to play the ancient game of hockey. Heartrending was the scene on the Christchurch Station on the morn of Saturday 20th when 11 cold and sleepy figures almost fell out of a carriage onto the Christchurch platform, -- and a mighty cold platform at that.

They were paired off and our Christchurch boys took them home and gave them some horrible coffee which just about finished them off.

In the afternoon before they had a chance to recover the boys fed them on a huge meal and brought them to the scene of battle.

My gosh ----- the wind was COLD.

Play commenced at 1500 hrs. Christchurch immediately took the offensive and within the first minute of the duel had drawn blood.

With the score at 1-nil they were spurred on and before another two minutes had elapsed a beautiful goal from one of the players went straight through the posts.

Dunedin, who by this time were beginning to get over the effects of the coffee, woke up to the fact that they had come up to show US how to play, and away they went up the field in a blind rush. Dixon the Christchurch full-back stemmed the onslaught just in time and sent the ammunition to the Christchurch inside right who netted a well deserved goal.

Dunedin, foaming at the mouth and very wild that the teaching principals would no doubt have to be revised, came on with the ferocity of a bulldog after a dear old village Vicar, and broke through to score a beautiful goal almost as the whistle blew for half-time, with the score at 5-1.

Scrappy play marked the beginning of the second half with neither side doing much but air shots. As a result of one of these shots Misk mm went off the field with a bruised phalanges (finger to those who have not done first-aid). He was replaced by Sergeant Henderson. About a quarter of an hour before the finish of play another two tries were chalked up to Christchurch. A series of 25yd. bullies followed and Dunedin kept close on our goal line. Shortly after Corporal Thomas had gone off, having played an excellent game, the referee blew his whistle with the final score at Christchurch 7 to Dunedin 1.

A grand afternoon tea provided by Pilot Officer Taylor (No. 17 Squadron) and served by Mr. E. Ward, WOM and company made a grand finale to a great day.

Speeches were given on the premises of Taylor's Ltd. by Mr. Coughlin, (Dunedin) and a reply was given by the C.O. Christchurch Wing, Flight Lieutenant Stedman who thanked Dunedin for coming and who said that he hoped that this would mark the beginning of many inter-wing competitions.

The "conquered" went home, having forgotten about the coffee, and the fact that they didn't teach us as much as they might have. There's one thing that they did show us, and that is the fact that they could take their beating admirably.

We're looking forward to your next visit, Dunedin.....

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#### A.T.C. DANCE

As the Band of the R.N.Z.A.F. was due to arrive in the City, our energetic C.O. Flt/Lieut. R.A. Stedman, thought that it would be a pity not to take advantage of their presence to hold a dance. He thereupon set about with the assistance of P/O's Fountain, Russell and Willcox to organise a dance for the cadets in honour of the band. Tuesday the 29th was the day set down for the dance to be held at the Mayfair Lounge.

The dance hall was packed to the doors with A.T.C. cadets and their partners. The Commandant and the Wing C.O. were present and joined in the dances. An excellent evening was had by those present, being capped, as it was, by a sumptuous supper. The two squadron commanders were present with their officers.

During the evening an autographed photograph of the Band of the R.N.Z.A.F. passing the Bridge of Remembrance was auctioned in a rather novel manner by P/O A.W. Brown. Bidding commenced with P/O Brown's assistants collecting as bids were made. The last bid made, got the picture. Bidding was keen, especially between the Commandant and an Army Corporal. The latter was successful in making the last bid before the gong. The sum raised by this auction was £5. 4. -. Wing Commander Nicholls thanked the Band and the Cadets for their respective efforts towards making the dance a success.

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By Flt/Sgt. T.J. Bannister.

FOR THE SAKE OF SOME PAPER THE BULLET WAS LOST,  
FOR THE SAKE OF THE BULLET THE PLANE WAS LOST,  
FOR THE SAKE OF THE PLANE THE SHIP WAS LOST,  
FOR THE SAKE OF THE SHIP THE BATTLE WAS LOST,  
FOR THE SAKE OF THE BATTLE THE WAR WAS LOST,  
AND ALL FOR THE SAKE OF SOME PAPER.

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Glancing through a recent copy of the New Zealand "Free Lance" the Editor was attracted to the photograph of an attractive WAAF. Natural curiosity impelled him to read the paragraph below. Sorry we can't publish the photograph, boys, but here is the aforementioned paragraph:-

"To the fore in organising the dances arranged for the Air Training Corps lads in Hastings is .....(find it yourselves) a Wellington WAAF who does clerical work at the A.T.S. Depot. Last week when Gisborne A.T.C. boys visited Hastings, their only fault to find was that their time was not long enough. What with a dance, two sports matches and a church parade at the High School followed by tea dispensed by a canteen from Napier, it was a red-letter holiday."

"Looks as if they'd been having a lot of fun and games, eh, chaps! Well similar excursions are being formulated by your Officers and N.C.O's, so give them your support.

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The August issue corrections:

Page 1, middle of page - should be Flt.Lt. not F/O.

Page 5, para. 3 line 2, should be:-

E.F.T.S., i.e. Elementary Flying Training School, not E.P.S., i.e. Emergency Precautions Services.

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