

LONDON ROAD  
Box 144

RECEIVED  
JUN 13 1942  
LONDON PUBLIC LIBRARY

# THE AYLMER AIRMAN



VOL 1, No. 9

14 S. F. T. S., AYLMEER, ONT.

JUNE 5th, 1942

## SALUTING

By One Who Knows

A NUMBER of items have appeared recently in the public press concerning saluting. The subject has even been discussed in the House of Commons. A number of people who appear to know very little about the subject, want saluting abolished. So far little or nothing has been heard from those most vitally concerned, that is the officers themselves; nor have any of our newspaper writers or parliamentary speakers ever championed the cause of the officers. They all bewail the fact that in our democratic country, the soldier or airman in the ranks must salute his superior officers, of commissioned rank, when he meets them on the public highway and thereby show to all who may be looking in his direction, his position of inferiority to that of the officer. But what of the officer? Do our writers ever stop and notice that for every officer an airman or soldier meets on the street, the same officer probably meets more than a hundred airmen or soldiers? Therefore for every time the airman or soldier salutes, the officer must salute more than a hundred times. Can there be anything more annoying to the young officer, and some not so young, who is strolling along the main street of one of our large cities with his best girl at his side, than to have to take his attention from the sweet young thing who is looking at him with that undying admiration in her eyes, and salute some soldier or airman every few yards or so as he walks along? Is it any wonder, then, that our officers prefer to use the back or unfrequented streets of our cities while the soldiers and airmen take possession of the main streets and most of the feminine population as well?

What is a salute? It is merely a form of greeting and recognition of superior authority. Many pages have been written about it and many lectures given about it. It is often said that it is the uniform that is saluted and not the man who wears it. This is only partially true, otherwise we would salute every uniform that we see in a tailor's window. Likewise we would not salute the officer when he is not in uniform even though we know that he is an officer. We salute the uniform because we know that it can only be legally worn by one who holds the King's commission, and we salute the man because he holds the King's commission. Despite any private opinions that we may have, we can assume that any man who holds the King's commission is worthy of being recognized by a salute. If he is not, he will not hold it very long.

The Air Force salute consists of three parts, each of which has been handed down to us by tradition throughout the centuries. First there is the raising of the hand. This gesture goes back to the days of the cave man. When he met a friend, he held up his hand to show that he did not carry his club, or in other words that he

was unarmed and did not have any offensive intentions. Second is the placing the hand on the forehead or touching the cap. In the days of chivalry when one of the gallant knights met a friend he raised the visor of his helmet so that his friend could recognize him. Third, the turning of the head and eyes in the direction of the person receiving the salute. In the days of slavery, the slaves were not permitted to look at their master's face and when they met their superiors, they were compelled to look at the ground until their superiors had passed. Now that all men, except those under the heel of the dictators, are free, we look our superiors straight in the face to signify the fact. Therefore the Air Force salute is an outward symbol of friendship, respect and freedom, three qualities that we, as free peoples, cherish greatly.

Rules and Regulations for saluting are laid down in various manuals. Like all Rules and Regulations, these must be interpreted with a certain amount of common sense and applied intelligently. Regulations say that an officer will be saluted at all times and in all places. This is not always practical nor possible. Street cars, restaurants, railway depots and hotel lobbies are some of the places where a salute is definitely out of place and should not be given unless the airman or soldier is addressed by the officer. A simple rule to follow is when it appears that an officer is likely to be inconvenienced or embarrassed by returning the salute, and there are no other officers present, or likely to check up on you, just don't see the officer at all and he will greatly appreciate the consideration that you have shown him. If he doesn't, then just take the "bawling out" that he may give you, and charge it up to experience.

A sergeant gave a group of recruits a lecture on saluting. During the course of the lecture he stated that a salute was a form of greeting just the same as saying, "Good-morning, Bill," when you meet a friend. He also emphasized the fact that an airman should never salute with a cigarette in his mouth. Later when asked by an officer what was meant by a salute, one airman replied, "It means 'Good-morning, Bill.'" Then another airman when checked by an officer for boldly walking by with a cigarette in his mouth and making no effort to salute, replied, "The sergeant told me never to salute an officer when I had a cigarette in my mouth, sir." These are two examples of how regulations should not be applied, and we make no effort in these pages to write enough detail to avoid such occurrences.

Despite what may flow from the pens of newspaper editors or the mouths of parliamentary orators, the efficiency of an airman or a soldier will be judged by the public, the man who pays the bills, by

(Continued on Page 4)

## The "Changing of the Guard"

With the passing of the old order, the "Sentry," with his rifle and bayonet, so long a familiar sight on the Station is no longer in evidence. As in other Branches of the Service, modern methods are being adopted in the Security Guard and the 'new Sentries' of today are ensconced in Watch Towers strategically placed at vantage points in the vital Hangar Area. They are in telephonic communication with the "Guard" and an armed roving patrol in constant radio communication is instantly available. They are provided with Searchlights which can be directed on anything of a suspicious nature outside the Floodlit Hangar Area—and used in the manner published in D.R.O.'s to "challenge." They are trained for accurate shooting and with supplementary precautions provide satisfactory protection though numerically less than the "Old Guard." It is perhaps, with mixed emotions (some of us recalling Security Guard days AND NIGHTS) that the old "Sentry on the beat" is relegated to the past.

## Chappy Says Goodbye

When I first received notice of my posting to another station, my thoughts were all centred on the opportunities and pleasant experiences which one expects to find in new surroundings. As the time for departure and finally the actual day of leaving drew nearer, I realized more and more what a pleasant place No. 14 S.F.T.S. is. I was able to completely understand why so many Airmen, on leaving this station for specialized training in other centres, were heard to remark: "I hope I am sent back here on completing this course." Aylmer certainly is one place which is left with deep regrets and to which a return posting will always be welcomed. On looking forward to the next R.C.A.F. station in which I will have the opportunity of meeting Officers and Airmen, my earnest hope is that I may make as many good friendships as I have done here at No. 14. I have never had the good fortune to see the old maxim, "one for all, and all for one," so truly exemplified as here at Aylmer. In my unofficial capacity as chief scrounger for recreational equipment and contributions for the "Aylmer Airman," never once did I hear, "Why should I?" or "That is not my responsibility." No matter what the request, if the person or section in question were able to oblige, they did so most cheerfully. It was that spirit of co-operation exhibited so generally, that made my position a most pleasant experience.

On leaving Aylmer, my one request to the personnel remaining here is, that my successor, L. F. "Lou" Henry, may receive the same whole-hearted support that I have enjoyed during my entire stay.

T. W. CHAPMAN



OUR NEW Y.M.C.A. SUPERVISOR

Mr. Louis Finch Henry, commonly known as "Lou," has taken over Mr. T. W. Chapman's multifarious duties as Y.M.C.A. Supervisor. Aylmer is "Lou's" first Station, and he comes from the financial world of Hamilton, where he was also a member of the Leander Rowing Club executive. He has had long and varied experience in managing social and athletic affairs, including Knock Rummy.

When his duties permit, Lou will be found in the Reading Room where he will welcome visits from any or all members of the Station. While he is finding his feet in this new vocation, let us give him all the assistance and co-operation in our power. That is to say, let us give him everything we can do to, just as we treated "Chappy."

## IMPRESSIONS OF THE INSPECTION

1. The zeal of everyone in preparation.
2. The spic and span appearance of everyone and everything.
3. The thunderclouds that threatened and passed by.
4. The business-like manner of the Inspector-General in his rounds and his consideration for the personnel in cutting short the March Past.
5. The speedy tempo of the band when not marching.
6. The jam at the Gate up to five o'clock Friday.
7. The general let-down after the great build-up.

Station Hospital, May 28, 1942

The Editor, The Aylmer Airman. Sir,—

I would like to express my sincere thanks to the personnel of No. 14 S.F.T.S. for their many kindnesses during my recent illness, and especially to Maintenance Section for their generous gifts.

—Cpl. D. G. Mansfield

PATRONIZE OUR ADVERTISERS



## The Aylmer Airman

Published at Aylmer, Ontario  
under the authority of  
Wing Commander G. N. Irwin  
Commanding Officer, Number 14 S.F.T.S.

Editor—F/O. G. A. L. Gibson

Consulting Editors—F/L. B. P. Smyth, W.O. A. E. Carver

Technical Staff—Cpl. L. C. Quartermain, Cpl. Bauldry

Advertising Manager—F/L. J. H. Martin

AYLMER, FRIDAY, JUNE 5th, 1942

### A Year Book for No. 14

Our Station is approaching its first anniversary. How many birthdays No. 14, S.F.T.S. will celebrate is hidden in the future. Those of us who have been here since flying began—or longer—have seen the Station progress through good weather and bad, overcoming the handicaps that attend the beginning of a Flying School hastily laid out and built on spongy land. We have suffered from the tardiness of contractors (construction and equipment), from the confusion of altered plans and layouts; but the days of dust and mud are past. Order is achieved. The Station from the air no longer appears a broad bare scar on the countryside. Instead the airfield and the camp are green except for the playing fields. Shrubs and trees have taken root and some are even blossoming. The purple martens have occupied their apartments and fill the air about Headquarters and M. T. Section with their cheerful twittering. Pioneer days are over; we are fast attaining a settled appearance.

During this year, a goodly number of pilots have taken their advanced training at Number 14; training, that in its final stages, is perhaps more advanced than at any other Service Flying School. Aylmer graduates are in the thick of the war in the air on many fronts. Some have made the supreme sacrifice, either at home or overseas. We are proud of them all.

In other words, Number 14, S. F. T. S., has already a history. It is proposed to publish some of that history in the form of a Year Book. The high lights of the Station's career to date, portrayed in word and picture, will form a volume that should be full of interest to all fortunate enough to be members of the Aylmer family, a souvenir of happy days in the Service here.

To make a success of such a publication is no small task and it can only be achieved by enthusiasm and co-operation on the part of everyone.

Flight Lieutenant Martin will welcome ideas and suggestions for the proposed YEAR BOOK, immediately.

### Church Attendance

We at No. 14 Service Flying Training School, have the privilege of attending church services or not, whichever way we may be inclined. On Easter Sunday morning the Theatre was filled. Every available seat was occupied. Yet never since has it been any way near filled. Attending church on this Station is still a privilege, but how long it will remain so depends on how much we value that privilege and how we look after it.

One of the reasons that we are fighting today is that in the past we have neglected to guard the liberties that we have won, and they have been taken from us. We have not had to fight for the privilege of attending church or not on this Station—it has been granted by our Commanding Officer—therefore let us guard that privilege by attending church services each and every Sunday that we are on the Station.

### The C. O.'s Corner

The keen competition displayed by all members of No. 14 S.F.T.S. in preparing our Station for the Inspector-General's Inspection is greatly appreciated.

It was a great disappointment that the March Past was not carried out as planned, and that the Inspector-General was not able to see a parade equal to the one carried out on Thursday morning.

Now that we have arrived at so high a state of efficiency in parades, it is hoped that His Excellency the Governor-General will be requesting a March Past during his visit to the Station.

—G. N. IRWIN,  
Wing Commander

### Visit of the Inspector-General

By the time this goes to press the Inspector General will have paid his first visit to this Station and moved on to other places. Every effort has been made to send him away with a very favorable impression, hence the few extra drill parades. These drill parades have not been held without a certain amount of grousing from some individuals. This is to be expected from healthy airmen. Some will claim that there should be no drill or ceremony in the Air Force, but, unfortunately for them, Headquarters have ruled otherwise. Drill and Ceremonial in the Air Force have been reduced to a minimum but what is done must be done well. Therefore, if you feel that you are doing too much drill, all that you have to do is to improve yourself to the point where your drill movements and those of your Flight and Squadron are perfect and there will be no necessity of further drill parades.

The Disciplinarian's Office is a very busy place and is definitely a place of business. The number of visitors has increased during the last two weeks. This is probably due to the change in our staff, following the opening of R. 1. If you have any business or anything to moan about we are only too glad to listen to you and try to send you away happy; but for those who come in to waste their time, and ours as well, there are always lawns to mow, paper to be picked up, earth to be dug and hauled and numerous other tasks to be performed under the direction of the Orderly Sergeant and the Service Police during off duty hours these pleasant summer evenings.

### Educational Officer Appointed

Once more the R.C.A.F. has stepped forward in the appointment on all S. F. T. S. Stations throughout the Dominion, of a Unit Education Officer. The duties of this officer are to advise the Command Officer on educational matters, to provide tutorial classes for Station personnel in service or other subjects, to make available the educational services of the Canadian Legion, to establish a reserve of potential aircrew material by giving instruction to those who do not measure up to aircrew educational requirements, but who qualify in other respects, and to give courses prescribed by Air Force Headquarters in mathematics and Progress of War Study, to P. and O.'s on Tarmac Duty.

Flying Officer V. L. Davis has been appointed Education Officer of No. 14 S.F.T.S. Present plans indicate that he will eventually be located in G.I.S. where the Tarmac group and two evening classes are receiving the necessary instruction.

In times such as these, when our young nation and the commonwealth are undergoing the most crucial test in history, nothing is more important than a tolerant and liberal education. In the past, connection with the fighting services has meant, for most of those actively engaged, the end of their educational dreams and ambitions. It is with the thought that personnel should be kept in active contact with education that the position of Education Officer has been added to the establishment. If the work of our own Education Officer is to be any assistance, either to the individual or to our war effort it is vitally essential that personnel be constantly encouraged by their seniors to take full advantage of the facilities offered, and it is respectfully suggested that those in charge co-operate in this regard.

Flying Officer Davis desires that everyone on the Station should feel at liberty to approach him at any time to discuss educational problems.

### Link Trainer Flight

Rain or shine, high ceiling or minus visibility, Link Training goes steadily on. Only when the Hydro power fails, or someone forgets to push home the Converter motor switch, is there a break in the continuing hum from the six Trainers in operation now. These days there are often 7 machines in use; for Class 51 after having had twenty-five hours or more Link time are, one by one, making their final cross-country flight and bringing themselves home, with varying degrees of success, on the Beam. Soon they will be doing the same kind of thing in the air.

Recently we have lost three instructors, F/O Harry Peterson to Rockcliffe; F/O Davis to Higher Education, and Sgt. Woodruff to the United States Navy. F/O Hendershott came to his brother's station in F/O Davis' place; Sgt. Naylor has taken over Sgt. Woodruff's machine, and a replacement for F/O Peterson should be along soon; for the system of one instructor to two Trainers is not satisfactory to any one concerned.

Some day, too, Works and Buildings will complete the job of setting up the Link turbines outside the building on the nice little concrete bases that were made a couple of weeks ago. With the roar of the turbines removed, instructors will no longer have to struggle against noise in their efforts to teach control of Needle, Ball and Air Speed. That is often struggle enough in itself.



**Y.M.C.A.**

### Movies

**SATURDAY, JUNE 6th**

"FIRST LOVE"  
Musical Comedy—Deanna Durbin,  
R. Stack, Helen Parrish

**WEDNESDAY, JUNE 10th**

"GENERAL DIED AT DAWN"  
Romance—Gary Cooper, Madeleine  
Carroll, Akim Tamiroff

**SATURDAY, JUNE 13th**

"U BOAT 29"  
Submarine Warfare—Conrad  
Veidt, Valerie Hobson, Sebastian  
Shaw

**WEDNESDAY, JUNE 17th**

"MAN ABOUT TOWN"  
Comedy—Jack Benny, Dorothy  
Lamour, Edward Arnold, Phil  
Harris, Rochester

**SATURDAY, JUNE 20th**

"LITTLE BIT OF HEAVEN"  
Musical Comedy—Starring Gloria  
Jean, Nan Grey, R. Stack, Butch &  
Buddy, Hugh Herbert

**WEDNESDAY, JUNE 24th**

"REMEMBER THE NIGHT"  
Barbara Stanwyck, Fred MacMur-  
ray, Beulah Bondi and Elizabeth  
Patterson

**SATURDAY, JUNE 27th**

"CALL A MESSENGER"  
Action Comedy Drama—Dead End  
Kids, Little Tough Guys, Mary  
Carlisle, Larry Crabbe

**WEDNESDAY, JULY 1st**

"PAROLE FIXER"  
William Henry, Virginia Dale and  
Robert Paige

### PAGE THE M.O.!

Where can a man buy a cap for his knee,  
Or a key to the lock of his hair?  
Can his eyes be called an academy,  
Because there are pupils there?

In the crown of his head, what  
jewels are found?  
Who travels the bridge of his nose?  
Can he use when he shingles the  
roof of his mouth  
The nails on the end of his toes?

Can he sit in the shade of the palm  
of his hand,  
Or beat the drums of his ear?  
If the calf on his leg eats the  
corn on his toes,  
Then why not grow corn on his ear?

Can the crook of his arm be sent  
to jail?  
If so, what would he do?  
How does he sharpen his shoulder  
blades?

I'll be hanged if I know, do you?  
—Contributed by Lou Henry.

One of the many changes in personnel that the last month brought to No. 14 S.F.T.S. is the posting to T. T. S., St. Thomas, of S/L. McTaggart, Chief Accounts Officer, just when his new system of financial control was breaking into flower. He will be near enough to drop in occasionally to see how it works. Freddie, by the way, is the only man on record to win a hand at Rummy by knocking with only three players—all aces.

The battle against the natural inhabitants of the district continues. The score to date includes three ground hogs destroyed and several severely damaged, as well as four trout, one pickerel and a few blue gills.

## Random Impressions From New Zealanders---Course 49

"..... A bleak coastline, a bleak harbour and a bleak outlook was my first impression of Halifax and Canada with its never-ending stretches of snow.

A few short weeks, however, of the warm Canadian hospitality shown us, took away all the coldness of the weather and left a warmth in our hearts which the Canadian winter can never change."

"..... My first Canadian Dance—On my first night in Toronto I decided to trip the light fantastic with Canada's far-famed femininity.

"May I have the pleasure of this dance, please?"

"Shoore!" The lovely maiden said between chews.

I backed away, uncertain, afraid, but she grabbed me and swung me around and around in a dozen different steps. I grew dizzier and dizzier and just before I "blacked out," the music in answer to my prayers, smashed to a silence. My friends sent me home in a taxi!"

"..... Canada, from a New Zealander's point of view, is a land of very hospitable people, who, apart from their mutilation of the King's English, are akin to ourselves. To us from "down under," our short stay in Canada is one we will never regret or forget."

"..... Canadian Bar!! It is only the tremendous quantity of liquid consumed that affects the stability of one's senses. I understand that water would have the same effect."

"..... First impression—Anticipation of what a new country held. Dampened considerably by monotony of Canadian winter. Revived by several skating parties. Best in Spring. People are tops and everybody does best to make their home yours—with success. Canadian airmen—real good crowd. Way of living much more open and less hardened with convention than at home."

"..... An interpretation of restaurant terms. "Cream"—a half and half mixture of milk and water (resembles whitewash). "Fresh strawberries"—fresh when frozen six months ago. "Hot Beef Sandwich"—a piece of cold stale bread and cold beef sloshed over with hot gravy.

Do the Canadians expect to grow more by living in hothouses over the winter?"

"..... Sergeant-Major Carver."

"..... On the way to the Reserve Aerodrome in our lorry we pass many pretty paddocks. On arriving at R. 1, we go into the Mess, sit down on a form and have tea,

finishing with some very good pudding. Having had tea, we hitch-hike to London where we take a room in a pub. After going up to our room in the lift, we decide to go to the pictures. Having eaten too many sweets at the pictures we go back to bed early. Full stop."

"..... Canadian beer contains 5% New Zealand beer and 95% water."

"..... Someone will get killed one of these days with all this driving on the wrong side of the road."

"..... Hell! I can't think of anything. Be a sport, leave me out."

"..... The farmer of Canada reminds me of the squirrel. He has to work hard in the summer preparing for the winter."

"..... Canada—or rather Ontario, land of airmen and others, of avened cities, bright lights, Queen Elizabeth Highway, and the "Falls"; spring, blossoms and winter snows, lakes and rivers, aircraft—Ansons and 'Arvards, runways and crosswind landings.

"For all that the people make it a home away from home."

### The Bucket of Dirt Column

1. Why is Tommy Allan afraid to ask his prospective father-in-law for his daughter's hand? Is he afraid of the foot?

2. Mrs. Kribs bought Wally a subscription for a FUR Magazine, (Birthday Present)—is he happy, "AA" he says, all he needs now is the 15-acre farm.

3. "Babs" Bright finds it hard having two big he-men for bosses, or, who is BOSS, we think it's "Babs"—sergeants and corporals mean nothing to her.

4. "Pappy Murphy" that remarkable twirler of mushball, threatens a "strike-out," to any Section challenging the A/S, providing his beef trust outfield can use lacrosse sticks.

5. Hurrah! Hurrah! Hurrah! and Tiger! At last LAC Ross is going to be married, the big event takes place this week-end. Peace will reign in his corner of the office now we hope. Good luck, Ross, and may your married life be a long and happy one.

Squadron Leader McTaggart Senior Accountant Officer, has been transferred to T.T.S. at St. Thomas, Ont., and so another Charter Member of No. 14 S.F.T.S., moves on and with him goes the best wishes from the Account Section.



OUR NEW ZEALANDERS

Front Row, left to right—Malcolm Conway, Clem Clements, Gordon Henderson, Bill Whitehead, Fred Lange, Mick Esdaile, Rex Newman, Dick Garvin.

Back Row, left to right—Cherry Strachan, Bruce Lawless, John Ainge, Bill Staniland, Jim Scott, Dick Treasure, Bill Henderson, Don McLachlan, John Reeves, Nev Frehner.

George McDonald, Class 51, completes the group.

Another good man transferred—so long Caie, good luck and happy landing.

The Account Section extend to LAC Edgecombe their deepest sympathies in the recent loss of his father.

### Mysterious Noises Heard in the Accounts Section

Last Friday morning two men crept into the Account Section and placed on the floor a curious piece of forms constructed of wood. They carried more and more in until you could hardly move, then they hammered, sawed and glued together something that one of the Pay men said, "Gee it's a Bar, Hurrah!" another said it was a jig-saw puzzle, but F/Lt. Spiller had a grin on his face and a knowing look in his eye, for it was his baby and now that it's nearly finished it looks good—what is it you say?—Well, it's a new Accounting Angle and the carpenters have done a splendid job.

We haven't decided whether or not we'll hold an official house warming, but anytime you are down by the A/S drop in and take a look—it's smart.

The whole idea is to accomplish the maximum amount of work with the minimum amount of labor, and as we have been using the system for some time, find that it works very well.

### HOSPITALITY

Like unto the thrill one receives when a bartender says "This one is on the house," is that of being informed at the entrance to any place of amusement that there is no charge. That was my experience in a large city not so far distant from Aylmer. Also, no fare is charged for men in uniform on the transportation system, be it busses or street cars in this city and one can enter the largest theatres for a surprisingly low admission fee. One must of course be wearing a uniform denoting he is a member of one of the armed forces of the United Nations. No, dear readers, this is not in Canada, where one would expect the city fathers to be grateful to boys in the service for their willingness to give their all for their country. It is in a foreign country, and the city is Detroit. This great home of the automobile industry has a heart as big as the whole of creation, as far as Canadians are concerned. How about it, London, Ontario, and Toronto?

—W.S.

### R. 1 In Full Flight

For quite some time the rumour had been in the air that R.1 Yarmouth Centre was to be established as an advanced flying school. Monday, May 11th, saw this rumour blooming into an actuality. With a full quota of instructors, students, aircraft, and some rooms (walls all bare) it was the job of the personnel to establish an advanced flying unit.

Flight Sergeant Wells, shouldering the wheel very nicely, organized the Orderly Room, duty watches amid the tumult of the installation of our switchboard. Carpenters began building shelves, cupboards, and what-nots, and soon the whole Station was humming with activity. The S.P.'s and M.T. Section immediately started a landscaping project around their respective establishments and the result was most enhancing to our front entrance. There are still a few leaks in our water tower and so we have a miniature Niagara rushing out our front gate to the ditch. As soon as our grass starts to grow and the contractors have paved our roads the mud situation will be greatly improved but until then will have to keep the boot scrapers next to the door.

To those of you who are curious as to what makes up the advanced syllabus the following summary will perhaps be enlightening. After sufficient dual formation instruction the students are sent out on reconnaissance patrol, and escort exercises. On all these, radio communication is used extensively, both air to air, and air to ground.

**You too will enjoy—**

**Neilson's JERSEY MILK CHOCOLATE**

*Delicious  
Nourishing  
Appetizing*

**Alterations and Repairs**

on Uniforms made by Expert Custom Tailors

**R. C. A. F. ACCESSORIES**  
Braids, Wings, Hooks, Eagles, Props, Canada Badges, U.S.A. Badges, Duffel Bags, Haversacks, Etc.

**MEN'S WEAR**  
Shirts, Ties, Underwear, Sox and S. F. T. S. No. 14, Aylmer, Sweat Shirts

**Davenport & Lorch**  
AYLMER, ONTARIO



49 COURSE "X" GROUP

1, Whitehead, J.; 2, Hand, D.; 3, McLachlin, D.; 4, Potter, T.; 5, Henderson, G.; 6, Smith, R.; 7, Kasubeck, W.; 8, Welsh, W.; 9, Belmont, R.; 10, Miracle, A.; 11, Filkosky, S.; 12, Leech, R.; Battleson, R.; 14, Ruddy, T.; 15, Jackson, T. R.; 16, Lawson, G.; 17, Wilkinson, J.; 18, Strachan, J.; 19, Bon Durant R.; 20, Garvin, R.; 21, Ainge, J.; 22, Newman, R.; 23, Playford, J.; 24, Clements, C. F.; 25, Reeves, J.

**Course 49 at Yarmouth Centre**

To those of us fresh from sequences 6, 7, 8, 10, 13, 17, 22 such promising terms as "Bombing run solo" and "Bomber escort interceptor" were very attractive. Stories soon were heard of our low-flying formation exploits. Strange tales were recorded over the R.T. of the bombing of London, (Ont.) of the destruction of railway yards and the starting of large fires. This atmosphere of mock-battle was further strengthened by the impressive record of the fighter patrol which in one day bagged 74 enemy aircraft near St. Mary's. Our success was slightly marred by the fact that we caught more decoys than objectives. Congratulations to Hagersville.

Apart from the flying aspect we recall the valiant efforts of the Motor Transport Section. After twenty-two minutes of a conducted tour of Aylmer airport we finally passed the suspicious guard. He was equally suspicious on our return at 8.30 p.m.

On our arrival at R.1 we were asked for a little co-operation.

Our sporting instincts have been aroused and we feel confident in challenging all comers at the noble art of pitching horseshoes. Our ears are still ringing. We are proud also of our Coke machine—nickels being at a premium.

In short, there has been much to

**My Impressions of R 1**

"What! send us to that desolate spot" we cried when first informed of the advanced flying arrangements, and place us at the mercy of those ball and needle fanatics." When lectured by F/L Greene on the programme our stomachs began to turn over, our hands and foreheads were covered with beads of perspiration and when he said there would be no flying that morning the air was filled with thankful prayers.

The thought happily proved worse than the doing and without exception we are really enjoying the course and are divining knowledge that will be of great help to us when we start operational training in the near future.

The instructors have proved to be men who do their utmost to make the course interesting and pupils and instructors work together in close harmony. I would like to take this opportunity of boosting the course and hope other courses receive the same enjoyment and knowledge that 49 has.

A STUDENT.

**PATRONIZE OUR ADVERTISERS**

make us enjoy our training here—the interest in the work. The friendly atmosphere and the feeling that R.1 was our Station. We hope we have set a good standard.

**Control Orderly Room**

**"Pure Bunkum"**

We come out of our Corner once more and roll up our sleeves, tear our hair, and struggle diligently for this masterpiece of literary genius, "The Aylmer Airman," or something! (P.S. Our name is Joe.)

We, Joe, gave up the ghost last time, and now, to redeem ourselves, must, in these last "deadline" fifteen minutes—suddenly become inspired. Our contemporaries no doubt fully appreciate the feeling.

We, here, in the Control Tower, where so much happens, and much of which must needs be a military secret, can tell you nothing of import, and much of nothing. This sort of thing could go on forever.

Did you see S/L Weaver's ground loop the other day? And a new plane too! "That one didn't last long, but it's still with us!" he said. That's the trouble with these cheap planes. Arterio-Sclerosis is always setting in. However, in the above case the M.O. reports Infantile Paralysis.

We are happy to tell you that F/Lt. Kress' lacrosse inspired cut and shadowed eye is thoroughly cleared up. (Or is from where we stand). Ah! Our maimed and injured of this terrible war!!!

So tea and coffee are going to be rationed. What's to become of

**Saluting**

(Continued from Page 1)

his appearance on the street and by the way he salutes his officers.

The public is usually right. You may fool them part of the time but not all of the time. The airman who is sloppy with his personal appearance and saluting will be sloppy with his other duties.

A nine-year-old girl asked for a book on penguins. The librarian suggested one, and when the child returned it, asked her how she liked it. "It was a very good book," she answered. "But it told me more about penguins than I wanted to know."—Rockefeller Center Magazine.

A little Scots boy, evacuated to Canada, was found one morning struggling to fasten his sporran. When the lady with whom he is staying suggested that he leave the sporran off, he replied, "If I dinna pit it on, they'll be takin' me for a lassie."

us. Why, we'll just have to close up shop. Listen in on the line for a minute:

F/Lt. Southam: "How's tea coming along?"

F/Lt. Martin: "Am I in time for some tea? Well! Toast and jam today!"

F/Lt. Treleven: "Are we having tea today?"

W/C Overbury: "TEA?"

S/L Weaver: A great big smile.

F/L. Kress doesn't take it.

Also all our swarms of visitors of mid. A.M. and mid. P.M.—"Why yes, I would. Thank you very much."

You should visit us one of these days. Traffic jams in the halls; girls falling down bang all over the place. It's more fun (to watch). First Molly, then Doris. They are still using wax it seems. And now this morning—a pyramid of paint cans in the Discip's office. Do you suppose the F/Sgt. has put a new curve in his disciping, and decided to TAR and FEATHER his poor culprits. One of our local talent here is in for his share (by name of Buchart). It seems he trotted down to the Meaford Station Sunday night to find that his train had been cancelled because of the holiday week-end. Close to 22 hours A.W.L. Well he has a pretty good excuse, so maybe it won't be too many days of pack drill.

By the way, have you seen our potential Floral Islands round about our Tower? F/Sgt. Bowes has been showing the girls HOW! The big white "V's" for Victory in stones on the lawn are to show which way the wind is blowing. Confidentially—it was just done to make Scheckelgruber (sp?) MAD.

Well, it's dinner time, and we can hardly wait. Good-bye till next time.

MAKE THIS STORE YOUR  
**HEADQUARTERS**  
When in St. Thomas  
**J. H. GOULD, LIMITED**  
ST. THOMAS

Smoke  
**Buckingham**

## Quips From The Equips

After passing through another gruelling Trade Test session, the personnel in the Section can now concentrate on their labors with renewed zest. It was a heart-rending sight to see them grouped together with glazed looks in their eyes babbling about their chances of acquiring a higher trade grouping.

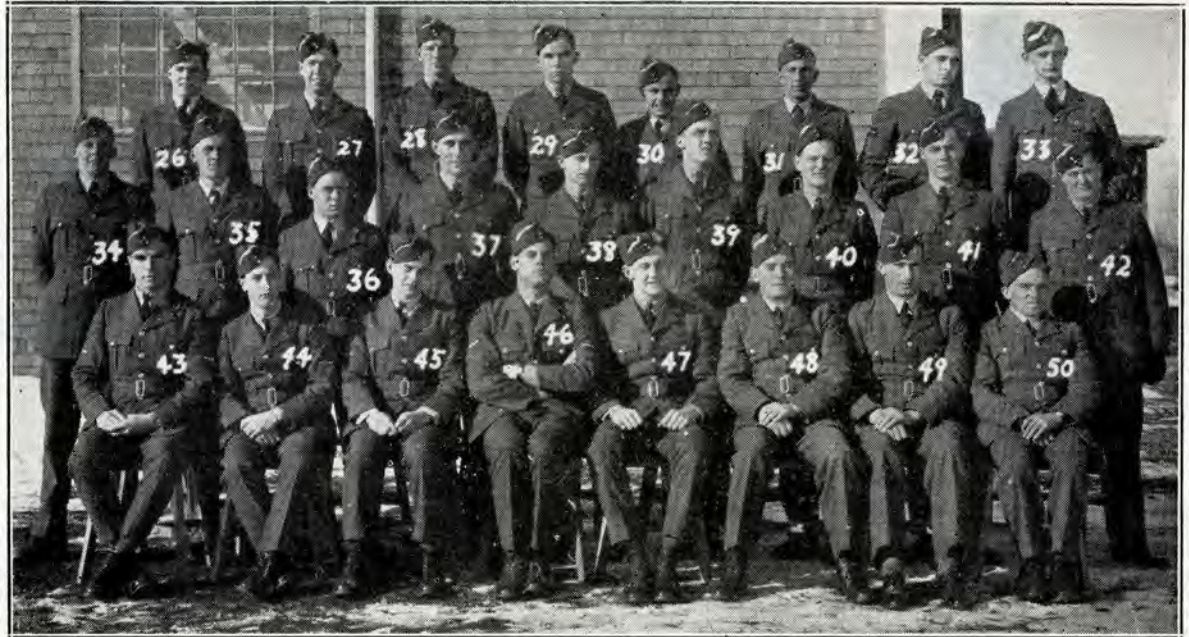
As usual, there have been a few changes amongst the personnel in the Section in the last period. Cpl. "Curly" Warrington departed for one of the few frontiers left on this continent, and we imagine he will enjoy his new role, namely that of a pioneer. LAC. "Killer" Goldie, returned to those gopher-ridden foothills adjoining Calgary, Alberta. He left here with a wicked gleam in the eyes, caused probably by the enlightening experiences he enjoyed in the East. Sgt Booth, one of the original members of the staff of the Station, has left us to go to Toronto, to experience the doubtful amenities of civilization in the "Big City." There was a deep sigh amongst the feminine members of the Section on the departure of the fair-haired boy and all the Section joined in sincerely wishing him the best of luck with grateful remembrance of callow Equipment Assistants who had benefitted by his advice and help. LAC. Burnell is also numbered amongst those who have been in the Section. He has left for the Capital City with a satisfied smile.

One of Hamilton's citizens is not dashing down there with such regularity now, we wonder why? LAC. McCallum forsook the ranks of the carefree to join that throng, who at the end of their daily toil hurry home to the "Little Women." He has the congratulations of the Section in his new role. It is getting to be rather difficult keeping track of the different couples one encounters. The constant shuffling process going on, is rather bewildering at times to the uninitiated. We suppose a change is as good as a rest, but the forlorn looks of the unlucky lads is rather sad to behold. But then, the fair sex can be rather cruel at times.

We wish to report on the addition of some new L.A.C.'s to the Section, namely, MILES, BROWN and McDONALD. Congratulations!

There have been many happenings in the Section during the last period, that one can include in the passing parade of life on the Station, but it would be futile to record them all, as some grate on the memory of the personnel, but the future is viewed with renewed vigour as we carry on. Thusly, with these philosophical musings, your reporter signs off for the nonce.

**PATRONIZE  
OUR ADVERTISERS**



49 COURSE "Y" GROUP

26, Legear, F; 27, Porter, C.; 28, Roberts, J.; 29, Spears, G.; 30, Esdaile, H.; 31, Frehner, N.; 32, Lawless, F.; 33, Treasure, G.; 34, Scott, N.; 35, Staniland, L.; 36, Conway, M.; 37, Gardner, R.; 38, Hawtin, G.; 39, Hobbie, N.; 40, Horrocks, L.; 41, Irwin, J.; 42, Leithead, J.; 43, Freeman, H.; 44, Griffin, E.; 45, Hattie, R.; 46, McDuff, D.; 47, May, S.; 48, Goodall, E.; 49, Henderson, W.; 50, Lange, F.

### OUR AIRCREW

There's a screwball gang who inspire me to rhyme  
They're never weary or covered with grime,  
They think they're lovely, divine and sublime,  
Our Aircrew.

They toil in ground school everyday  
While their old instructor's hair turns grey,  
Then in final exams they know sweet B.A.  
Our Aircrew.

See them in town, they're always tight,  
They challenge all comers to come out and fight,  
A Harvard they fly—it should be a kite,  
Our Aircrew.

In their hats a snow-white band they wear,  
It's a halo around their marcelled hair,  
Like angels, but they'll never see up THERE—  
Our Aircrew.

It's easy for them alibis to think,  
They say they're duty pilot on Link,  
Sooner or later they'll wind up in clink—  
Our Aircrew.

They never say 'aircraft,' just term it a "crate,"  
For parades and such, they're always late,  
But not when they go out on a date,  
Our Aircrew.

Their knees quiver, hearts turn to stone,  
When instructors say "You're on your own!"  
"Don't send me up in a Harvard alone,"  
Say our Aircrew.

You'll find them now in a foreign land,  
A Burma jungle or in Libya's sand,  
Or maybe they're drunk in a pub on the Strand,  
Our Aircrew.

Someday these boys for us will fly,  
'Gainst Jap and Hun in a foreign sky,  
Ah! NOW you don't sneer as you pass them by,—  
Our Aircrew.

In a bomber awatching the bleedin' oil,  
The glyco as it starts to ruddy well boil,  
Peering for a glimpse of friendly soil,  
Our Aircrew.

"Then bale out blokes, or else you'll burn."  
From papers the world tomorrow will learn—  
One of our aircraft failed to return,  
And the Aircrew.

But when the last 3 point landing is made,  
When the Nazi bogey forever is laid,  
In Berlin who will lead the victory parade?  
Our Aircrew.

—Bill Shaw

### NEWS FROM G. I. S.

Our school has a very crowded appearance, now that four aircrew courses are being trained at the same time although the congestion was eased a trifle by the return to the U.S. of quite a number of our students.

We welcome back Cpl. Campbell of the handsome Campbells of St. Thomas, who has sojourned at Mountain View this past two months. Also we shall have to dispense with the services of the two Service police who have been employed of late in maintaining order among the W.D.'s (Winsome Damsels) who besieged the ground school to see the dew glistening on Flt./Sgt. Dutrizac's moustache.

REWARD—A suitable reward is offered by F/O. Fletcher for the return of the first base sack which he mislaid at Tilbury.

There is no truth to the rumor that Gene Tierney has asked that F/O. Groulx be her leading man in her next picture entitled "She loved Spinach so he Grewsome." F/O. Groulx played a leading role in "Captains of the Clouds," with WO. 2 Sprott. Appearing in a minor role was James Cagney.

### COULDA' TAKEN THE RUG!

The honeymoon pair were leaving the hotel room.

"Have you forgotten anything, honey," his rather fatigued bride exclaimed.

"No dearie," drawled her he-man, "I've got all the towels, the Gideon Bible, the dresser scarf, six light bulbs and eight cakes of soap."

## Everything For the Man in Uniform

QUALITY MERCHANDISE AT POPULAR PRICES

Drop Into Our

*Andersons*

ST. THOMAS  
PHONE 162

**Men's Shop**

When You're in Town

## Change of Schedule

### LAUNDRY

Bundles received by 1.30 p.m.  
returned third day following

### DRY-CLEANING

Uniforms received by 1.30  
p.m. returned following day

EACH WEDNESDAY

Uniforms received by 9 a.m. returned at 5 p.m. same day

**Aylmer Steam Laundry**

CLEANERS, DYERS, RUG CLEANERS,

— COLD STORAGE —



This being the new "D" Flight's first contribution to the "Airman," we may as well begin by saying that we have no gen—absolutely and positively. This in spite of the fact that there are several Yanks in the flight who ought to be able to at least make some headlines for any newspaper no matter whether there is the slightest foundation in them or not.

Our next paragraph shall be a grouch, exactly ten minutes old. It has been announced that in future 48-hour passes—you know, those little slips of paper worth their weight in what you will—have now had their duration hacked down even further. Whereas although they used to officially end at 2359 hours on Sunday night, it was O.K. if you were in by 6.30 on Monday. Now there is to be a rigid check that everyone is in dead on official time. We whine in loud tones. The R.A.F. chaps in the flight suggest writing to the local M.P. about the matter—that may be O.K. in civilized countries, but in Canada, well — — —!

Now for a nice little discussion on bedroom behaviour. At night in Barrack 37A, from 9.30 p.m. onwards there is a loud squealing from a certain section of the room for the lights to be put out. Of course, some one always howls and at least one light burns gently away until 11.00 or 11.05. Then when it does go out what does the unruly minority do but start a battle with orange peel or discuss in loud tones with their mates at the other end of the room, the failings of Limeys (this means Englishmen according to them). Of course the Limeys object in forceful tones in accents varying from Birmingham to Grimsby, until some Yank or other shouts, "Why don't you pay your war debts?" whereupon brooding silence descends on the room while someone thinks up a nasty crack in reply. Eventually, however, peace descends and the cherubs of Course 55 sleep peacefully on.

However, we venture to suggest that if those unruly gentlemen who want the lights out at 9.30 would wait until 10.30 before going to their silken couch, we all might get to sleep peacefully a darned sight earlier.

Also we say here, and now, that we don't believe a word of that scandalous gossip going the rounds about a corporal, whose name begins with Gerdes. When he goes to London on a week-end, he doesn't even go near the London Hotel, far less enter it. He confided in us that his only reason for going to London was that they had a nice church there. One of his pals has just burst in with the hot news that the above-mentioned corporal had decided to stay sober this week-end, much to the consternation of the Brewers' Association.

We would like to have mentioned our timekeepers, Airwomen Savage and Nadeau in this column, so we asked the boys for their comment. However, in consideration of the replies we realized that if we printed some of them, our timekeepers would become too swell-headed, while if we printed the others, our own prestige would drop somewhat. We would like to print the comment of L.A.C. Chev—ers, but ladies read this paper.

We would also like to make comment on the Aylmer weather, but I guess comment is absolutely unnecessary.

## AMATEUR PHOTOGRAPHIC COMPETITION

### "MY BEST SNAPSHOT"

Owing to the small number of entries in the May contest, no awards have been made. Entrants may recover their pictures and entrance fees at the Central Registry.

For June, the subject will be "MY BEST SNAPSHOT."

Rules as stated in the May "Airman."

Closing Date — June 26th

## FOR BETTER PHOTOGRAPHS II. Exposure

By Cpl. Len Quatermain, Staff Photographer

Exposure means the amount of light that strikes the film in the camera. This is the most important factor in good photography.

First, we must understand how to vary the amount of light passing through the lens. When the average person hears anyone say, "Stop sixteen at one twenty-fifth of a second" it's away above his head. At the front of any camera you will find two sets of figures which provide a very simple way of controlling the amount of light striking the film in order to make a normal exposure. One group with an f. sign in front of them, for example f.22, f.16, f.11, f.8, f.6.3, f.4.5, etc., represents the size of the lens opening, with the larger numbers indicating the smaller openings. As we work down toward the smaller numbers, we increase the size of the opening of the lens.

The time of the exposure is indicated by another set of figures reading like this, 10, 25, 50, 100, T., B. These figures represent the fraction of a second that the shutter remains open permitting the light to travel through the lenses. For example 10 means 1/10 of a second, 25 means 1/25 of a second, etc. The letters T. B. mean Time and Bulb; these two adjustments are used to keep the lens open for longer periods in taking pictures indoors or under very poor lighting conditions.

Now for the relationship between these two sets of figures—Let us assume that we are taking a picture of an ordinary landscape with Verichrome film on a bright day. Set the pointer on the lens to f.16, then set the other pointer to 25, this will give a normal exposed negative. Let us suppose there is a moving object in our picture. We could stop any slight movement by increasing the speed of our shutter from 1/25 to 1/50. If we take half the amount of time at f.16 we will have an under-exposed negative; therefore we must use a larger

opening in the lens and set the shutter at a smaller figure on the scale, e.g. f. 11 at 1/50 of a second. From this example you see that if you open or close the lens opening you must change the time of the exposure accordingly.

Make sure you understand these adjustments on your camera before attempting to take pictures.

Most film manufacturers will give you a chart on average exposures for their films. The best method of improving yourself is to carry a small notebook with you, and after each exposure write down exactly what time and shutter adjustments you used. For example, (Beach Scene, bright day, f.16 1/25th second). In this way you will know when your prints come back from the Drug Store how each picture was taken. It is easy then to note whether the results show normal exposure, under exposure or over exposure. Suppose that you took an exposure of a Beach Scene at f.16 1/25th second, then the next time you take a similar picture under similar conditions you will reduce the amount of light passing through the lens by taking the pictures at f.22 1/25th second. By this method you will soon remember what exposures to use with different types of subjects.

Don't let your failures discourage you; everyone must learn by experience. Next month we will discuss exposures made under adverse conditions and artificial light.

Jones: "Good evening old man. Thought I'd drop in and see about that overcoat you borrowed from me last week."

Brown: "I'm sorry, old man, but I lent it to a friend of mine. Were you wanting it?"

"Well, not for myself, but the chap I borrowed it from says the owner wants it."

### Compliments of

## Sheppard's Coffee Shop

FOR CERTIFIED QUALITY SNAPSHOTS BRING  
YOUR FILMS TO  
"Ray" Lemon  
DRUGGIST

### CLARK'S BARBER SHOP

3rd Door West of Picture Show

The Home of Satisfied Customers. We do our Best to Please You  
WELCOME R.C.A.F. —CHARLIE and RED

—A1 SHOE SHINE—



"C" Flight added its own little contribution to the pyrotechnic display on May 19th when a certain L.A.C. whose initials are Roberts put on a "sparkling" display of a wheels up landing. Does he always play to the crowd?

Later in the week L.A.C. Scott stole forced landing honours from the Navigation Flight when he skillfully sat a stubborn "silver job" in one of Farmer Laidlaw's secluded pastures. We aren't saying why but now our Flight Commander is known as 'Fence-Buster Reid."

Dive-Bomber Hunt—or better known as Young Hunt—was in to see his former friends before leaving for Western Air Command. Dive Bomber tried to give us the impression that he led the life of a recluse while in California. But, after all, we know about California, and he was from "C" Flight.

The present course is just about ready to leave us and as usual are up to the "C" Flight standard. We take this opportunity of publicly stating we don't envy the instructors who will fly with them at R.1.

Staff Pilot Sergeant Downey has helped considerably to make up for the absence of F/O Freddie Pease. Latest reports from T.T.S Hospital are that Freddie's progress is quite favourable. We are eagerly looking forward to his return to "C" Flight.

### Quotes and comments:

Ashleigh—So I says to S/L Weaver

—I have control !!!

Balduff—Weeeell sah !!

Davis—What do we wear shoes for anyway?

Daws—Ding ding!

Corston—Ugh!! Gottum cigarette?

Gain—Right runway—wrong way (Corrigan?)

Geggie—Financing Rosie O'Day

Hanna—The rooster beater

Leckie—Alright, so I left the circuit that night

Latimer—Pride of Hogtown

Love—Ice cube kid!

MacLean—Rationed barrack fatigue this morning, boys

Mann—Ah like it heah!

McClellan—Who's got my 'chute?

McDonald—New Zealand is not the capital of Australia

Nutter—But — but Mr. Jones it's thisaway

O'Sullivan—Foiled again in London

Paskiewicz—So I missed P. T.

Roberts—The horn didn't blow—

What! no wheels?

Quinn—Shut up, Redeker

Shulemson—(For the 8th time) So I turned downwind

Stout—Anybody seen Violet?

Scott—Jack the ripper!

Veenis—I didn't know the jug was loaded, Sir!

White—In name only

Redeker—Hold that hangar

Woodman—Only 17 more cents Redeker !!

F/O Reid—Testing 1, 2, 3, 4., Testing.

F/O Naftel—Gees I'm thirsty.

F/O Jones—You're rumbled

P/O Crozier—Heh, Shulemson, the wheels.

F/S. Campbell—Oh, How I miss you, Muriel.

F/S Clarke—This'Xf plane flies both wings low.

F/S Simmonds—Boo !!

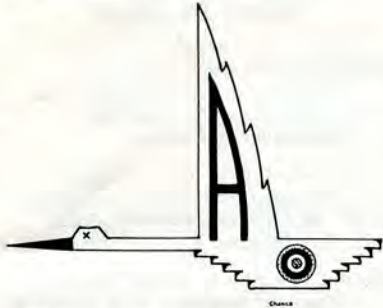
F/S Ryan—Where's Leckie?—get cracking.

F/O Pease—We hope it won't be long.

F/L Martin—Call me Jim.

S/L Weaver—I hope nobody saw me !!

P/O Scofield—They call me Wild Bill.



We are still carrying on amidst great difficulties—general disorganization—due to American students returning to the States, and shortage of instructors, etc. Among those missing—

Our very capable "Robbie," now known as Second Lieutenant A. Roberts of the U. S. Army Air Corps, who has finally received his just reward in the form of a commission. Best of luck, Robbie, in your new job—but watch those rolls.

Our big D.O.C. "Porkie" Norwood, who now has more to worry about than he had in "A" Flight. We hope you don't have too many sleepless nights thinking out those complicated schedules. Best luck with your Flight, Bob!

To our voluble "Ray" Heyes, we send our best. We hope to see many students here from Malton, to whom it will not be necessary to explain "Crosswind" landings. Happy Landings in those "Tigerschmidts."

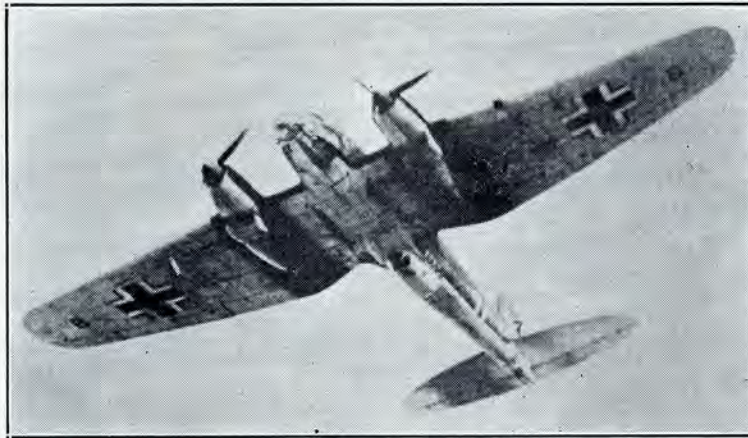
Among those temporarily missing are Ken Jones and Rodg Hines, who we understand are being worked to death at R. 1.

"Weather Test George," alias Cy Yarnell, has done it again. A wonderful week-end in Fort Erie and then he broke the ice on Monday night by trying to turn a Harvard on a "dime," and give a "nickel" change. He has discovered like others, that the undercarriage just won't take it.

The "Welcome" mat is out to Tom Bruce and Dick Barclay, who arrived to take up Number Five and Six positions in our "A" flight numbers racket.

"Precautionary Joe," alias Ft. Henderson, has once again achieved fame. This time he left the

**MODERN ENEMY AIRCRAFT**



**HEINKEL 111K Mk V—LONG RANGE, HEAVY BOMBER**

This aircraft is a modified version of the earlier model, Heinkel 111K. The "K" denotes the military model, the original being a civilian transport plane called the Heinkel 111.

The earlier type had elliptical wings and had only a speed of about 215 miles an hour. The current model, Mk V, has tapered wings and a speed of over 270 miles an hour. This aircraft carries more armament than the older one but has fared little better. There were so many Heinkels shot down in the Battle of Britain that in blackouts you had to be careful lest you tripped over one and broke a leg. The original Mk V mounted two Daimler-Benz liquid cooled engines of 1,150 h.p. each, but 1,200 h.p. Junker Jumbos have been installed in the latter models.

**RECOGNITION POINTS:**

The Mk V has large tapered wings with rounded tips and full dihedral. The fuselage is long and "cigar" shaped with a high round top rudder. The tail plane is oval in outline. Two features common to many Heinkel designs is the undercut rudder and the "bites" out of the trailing edges of the wings at the centre section. The twin motors protrude well beyond the leading edge of the wings. The nose is glazed to quite an extent and a "dustbin" gun position can be detected below the fuselage aft of the wing root. In the 111K this gun position is retractable.

trees alone, but still when he got back to the Flight something was missing—namely 100% of his students which migrated south to fly the Eagles. He now has that slap-happy look, having acquired four new pigeons.

"Speedball" Aylett or "Motion Personified," is shod once more—this leaves one more shipyard open for government contracts. This also qualifies him, without further instruction to sit in the Control Tower during night flying.

Sergeants Lail Dawley and Benny Ruhl, our staff pilots, are doing yeoman service, doing the testing of aircraft for night flying, and great work as "Safety Pilots."

**METAL SHOP SCRAPS**

This month we devote most of our column to a short biography of one of the Metal shop's most intriguing characters, Leading Aircraftsman, W. J. C. Antle. It was at Botwood, Newfoundland in 1913—that romantic locality destined one day to become a major landmark in the world of aerial transportation, that William James Clifford first saw the light of day. And as he gazed for the first time at the dazzling brilliance of this world, the impetuous little fledgling looked up into the billowy, cumulus-studded sky and emitted restless gurgles of delight. . . .

But recurring domestic problems and a youthful life at times in-

credibly hard, chained our ambitious youth to terra firma for many years. His aviation career consisted entirely of aeroplane models and dreams! Finally, determined to break away from the life he dreaded, young Bill packed his meagre belongings and journeyed to far-off Toronto in 1929. Free at last, and eager to assert his desire to fly, he enrolled for a flying course with the very doubtful Sansom Glider and Flying Club. The club was then also engaged in the pioneering industry of building gliders and sailplanes. To Antle, things were now beginning to move. Having learnt to fly, the next move was obviously to build his own aeroplane. This was promptly done, and a beautiful and original job it was. Not yet competent enough to test-fly his own creation, William succeeded in obtaining the necessary favour from Capt. Frank Young, who later joined the original staff of T.C.A. The ship was a great success, but failed entirely when mounted on floats. Chumming up with several other young aviation enthusiasts, Mr. Antle later bought the first Avro Avian (registration GC-AUV) donated by Lord Wakefield to the Toronto Flying Club at Barker airport. The boys formed the Peel Flying Club and had a great time. The ship was subsequently sold to Leavens Brothers' School, for student instruction on rigging.

Throughout this period Billie Antle went on building in his spare



We welcome back our old Flight Commander, F/L. Sims, who has recently returned from taking an armament course at Mountain View, and with his return the sound of the big black bull whip can be heard cracking across the hangar. But it is good to have him back.

Oh! sweet shades of civilian life. From our orderly room comes the soft, delicate odor of a woman's perfume. And because of our new time-keeper, AW2 Dot McLagan, it has been necessary to put up signs for the benefit of students and instructors alike, reading, "No loitering in orderly room."

Congratulations to F/O Hall and F/O Wilson on their promotions. We miss the happy, smiling faces of P/O Winfield and F/Sgt. Hobbs, who are both 2nd Lieutenants in the U. S. Marines. We also wish to welcome P/O Bishop, who is now a member of our flight's instructors' staff.

We must sign off now and return to our painting, etc. But before closing we wish to say that "B" Flight is extremely busy preparing to put on a good show for the I.G. But busy as we are, we feel sure that the crash crew and derrick operators were just as busy the past few days. Oh yes, don't forget we have two very unhappy staff pilots here waiting for posting.

time. Several more monoplane designs were constructed, one being modified into a bi-plane for use in aerobatics and stunt flying. Unfortunately these efforts were not very successful. Two of the ships are still "idling" in a borrowed garage belonging to an old chum who is now a Wing Commander in the R.C.A.F. When Bill finally married, the sobering influence of domestic life put a temporary halt to his aeronautical exploits. But he's back at it again now—in the R. C. A. F.

First Old Timer: "Your son says he does not want to marry."

Second ditto: "Yeh, just wait, until the wrong girl comes along."

**Capitol THEATRE ST. THOMAS**

**COMING ATTRACTIONS**

June 3rd, 4th, 5th  
"ROXIE HART"  
Ginger Rogers and Adolphe Menjou

June 6th—8th  
"TUTTLES OF TAHITI"  
Chas Laughton — Jon Hall

June 9th — 10th  
"LARCENY INC."  
Edw. G. Robinson

June 11th — 12th  
"TWO FACED WOMAN"  
Greta Garbo — M. Douglas

June 13th, 15th, 16th  
"MY FAVORITE BLONDE"  
Bob Hope—Madeleine Carroll

**BRADY BROS.**

R.C.A.F. Shirts, Ties, Sox, Underwear, Pyjamas, Handkerchiefs, Belts, Suspenders, KHAKI TROUSERS, KHAKI OR BLUE CHEVRONS, BIRDS, PROPS., ETC.

ALTERATIONS ON UNIFORMS PHONE 470

**DOAN'S BILLIARD PARLOR**

TALBOT STREET — AYLMEER

UPSTAIRS OPPOSITE THE CAPITOL THEATRE

Photograph of  
**HEINKEL 111K Mk V**  
Supplied by  
**AEROPLANE PHOTO SUPPLY**  
BOX 95, TORONTO  
Publishers of Aeroplane Photographs

**TRAVEL MOTORWAYS**

Buses leave Airport for London, 5.30 p.m., Friday, Saturday, Sunday and Holidays Only

Buses leave London for Airport 11.00 p.m., Friday, Saturday and Holidays only.  
12.30 a.m. Monday Only

Leave Airport for Aylmer—5.00 p.m. to 7.30 p.m., every half-hour

Leaves Aylmer for Airport: 9.30 p.m. to 11.30 p.m. every half-hour



### Gear Growls From The M. T. Section

As we go to press we find ourselves right in the midst of the greatest Spring cleaning program ever undertaken by the M. T. Section. Cleaning motors, compressors, paint room, stock room, etc. Painting here, scrubbing there, polishing everywhere. Day crew working fourteen hours; Night crew working seventeen hours, getting all ready for the Inspector General's visit. Regardless, we are still taking time out to rush this column to press.

First of all, we wish to express our congratulations to our former reporter who has now taken on a larger and even greater responsibility. He is now Corporal Pitzler, N.C.O. in charge of the M. T. Section at Yarmouth Centre and believe me he is really doing a great job. Congratulations "Pitz" and keep up the good work. We also wish to congratulate our Cpl. Rutherford on her recent promotion.

Changes are still taking place around our Section, and the one we have felt most, is the posting of Julius J. Kummer, our efficiency expert, crack detective and, most important, our banker, to Angus, Ont. Then we have lost the great Perreault, our red-headed woman killer, to H.Q., Ottawa, and we mustn't forget the three Musketeers, Powell, Langan, and good old "Crash McCullough," who are taking a course at K. T. S., Trenton. Last, but not least, our airwomen, AW1 Mark, who is taking an Administration Course at No. 6, Manning Depot, Toronto. Best of luck, folks, and don't forget good old 14 S.F.T.S. in days to come.

Welcome to our newcomers, Houston, Cameron and AW2 MacGregor. Incidentally Orchids to MacGregor, who now holds the honour of being the first Airwoman in the R.C.A.F. ever to have our woman-hater, Cpl. express his delight in meeting. After all we can't blame him, who wouldn't? Welcome to our Section folks, and let's hope

### What a Life!



The young Flyer's feelings were tender  
When his number of dates proved so slender  
'Til they told the young Flyer:  
"Though you have to perspire,  
You never need be an offender!"

**Bath tonight with LIFEBOUY**  
The ONE soap especially made to prevent "B.O." (Body Odor)



### FLYING OFFICER BRYAN RUST GOES OVERSEAS Enroute to Detroit with Sgt.-Pilot Corneilson and Cpl. Muir

When Julius Caesar triumphantly recorded for posterity his claim of coming, seeing, and conquering, he little suspected that his boast might justifiably have been re-echoed by the officer whose picture appears above. For Flying Officer Rust arrived, looked about him, made his conquest by winning the friendship of many from all ranks. He differed from Julius, however, in that he disdained to comment publicly on his triumph other than to say, with his own inflection, "Thank you VERY much!"

While his stay on the Station was comparatively brief, and though his time was chiefly devoted to work associated with Headquarters, nevertheless Bryan found time to make a large number of friends, to supervise the transfer of American students and instructors to the United States, and to realize his most absorbing hope—an overseas posting.

As a Liaison Officer between the R.C.A.F. and the Air Corps of the United States, he will be able to make fullest use of the academic background accumulated while professing history, and he will, at the same time, be satisfying the urge to be as close to the active scene of war as is permitted one of his age and silver locks.

That your trip may be a pleasant one, is the Station's wish and that we may hear from you following your arrival, is our earnest hope. For the pleasure of having known you we can only say, "Thank YOU VERY much."

your stay will be enjoyable.

Oh! There is that rostrous voice again, yes, it's Sgt. Cookman, of Works and Buildings. That's right, he is still around the M. T. Section and still claims that he is moving over to W. & B. and let somebody else run the M.T. for a change. Don't hurry, "COOKIE," I mean, Sarg. We're going to miss you.

Believe it or not folks, since the airwomen have arrived on this Station, our airmen are learning bad, very bad habits; yes, one airman, so the story goes, carries a beautiful powder puff in a lovely clear cellophane container and according to all reports uses it quite regularly. How about it "Elmer?"  
Wanted: A very large herd of cattle. Apply LAC Cheyne or Scott, tractor operators. What for? Well, they both claim that they cannot keep up with the grass around the airport. Maybe we need more Farmalls.

Flight Babineau has finally decided that the fifteen-hour night shift isn't so bad after all, and would like to go back on same. What's the matter "Flight," is the Gas Tender getting you down.

WO. Ethier is wondering why Van and Corny are always so tired every second Monday. Please don't tell us the forty-eights are getting you down? If they are, ask Hogle

for his recipe for looking fresh after week-ends, but don't ask him how he feels.

Well men, as Sarg Cookman would say, there is work to be done, and the Governor-General is coming; the Inspector-General will be here Friday, so let's get cracking. That's all folks, you'll be hearing from us again.

STOP PRESS: News from Gander Lake, Nfld. Our ex-sailor (Tractor Operator to you), Snuffy Forshner has been promoted in the ranks to that of Coporal. Congrats Snuffy!

A young lady official was quizzing the fellow applying for county relief, writing the answers down on the customary form to be filed.

"Do you owe any back house rent?" she inquired.

"We ain't had no back-house for years," he replied with much pride and dignity. "We got modern plumbing.—Santa Fe Magazine, Chicago.

"I say, Pete, your girl looked quite tempting in that sort of Biblical gown she was wearing last night."

"What do you mean, Biblical gown?"

"Oh, you know. Sort of low and behold!"

### Men In Blue

Did you ever stop to ponder  
What the public thinks about  
The conduct of an Airman  
Whenever he steps out?

One cannot help but notice,  
Though one tries to be correct,  
That the better class of civies  
Fail to give us due respect.

Would you like to know the reason,  
'Cause a reason there must be,  
For the lack of proper feeling?  
Well, this is what I see.

Some kids have joined the Air Force  
While hardly past their 'teens,  
And try to act like hard guys,  
'Tis they who spill the beans.

They smell an empty bottle  
And stagger like they're drunk,  
That's the reason half the civies  
Think the Air Force is the bunk.

Why must all we Airman suffer  
For the sins of just a few,  
And lose our social prestige  
For what foolish fellows do?

I don't claim to be an angel,  
But I'm sticking to one rule,  
When I'm going out on passes  
I do not play the fool.

And if every man in blue  
Will try to do the same,  
The civies will admire us  
And respect the Air Force name.

—With apologies to Pte. Clare A. Fisher, Canadian Army Trades School, Hamilton, Ont.

"But, sweetie, tell me what's wrong with my kisses."

"Just this. They were swell until you started taking lessons on that darned cornet."

Fly swiftly little Harvard up in the clear skies,  
We must put the hours in everyone cries

Our timekeeper sleeps by his time-sheet so blank

I charge you disturb not this slumbering crank.

You fitters and riggers in maintenance so drab,

You M. T. drivers in the gas truck cab

Instructors and students your planes await

There's a war on, get cracking before it's too late.

### H. Gunstone

"where good shoes come from"

AYLMER - ONTARIO

### White Drug Store

DRUGS, STATIONERY,  
FILMS, AND  
DEVELOPING SERVICE

WHEN IN ST. THOMAS  
OR TILLSONBURG  
CALL AT

### Gettas Restaurant

(Air-Conditioned)  
THE PLACE FOR  
GOOD FOOD

Personnel of No. 14  
S.F.T.S. always Welcome



### Modern Beauty Salon

PHONE 347 — AYLMEY

Welcomes all Airwomen of No. 14 S.F.T.S. to visit our Modern Beauty Salon.

ALL LINES OF BEAUTY CULTURE  
Qualified Operators

### The W. D. Angle

Summer is here—Flying goes on just the same, classes go on just the same, but the sudden change from Air Force blue to khaki drill is evidence that if nothing else, the weather changed. And the girls? We still cheerfully don tunics and skirts—but we have not yet given up hope of joining that line-up outside clothing stores before very long.

The Drill Hall is still as popular as ever in fact. Summer styles are exhibited with all the resourcefulness of a woman when sports clothes are all she can wear. Tennis is taking the place of badminton but the recent arrival of some roller skates threatens to outshine even that game. Yes, the girls are preparing for summer with more than their usual vim and vigour. The canteen has moved, slowly but surely from its moorings overhanging the W. D. barracks. For a time it loomed precariously over the corner windows, but it won't be long now before the sheepish requests of bystanders on the Airmen's Canteen steps for just one more package of cigarettes will cease—and then our Juke box will swing out merrily and cokes and sandwiches need no longer be carefully hoarded on window sills for after 7 snacks.

There are more plans for the future in a dramatic club. Details are not available yet, but we hope to show you something before the next issue of "The Aylmer Airman."

Since our last news item there have been many new arrivals and departures. We welcome the new faces among us and hope they will enjoy No. 14 as much as we staunch old veterans of March 7th.

There is a little more gaiety in the barracks since the girls ceased studying and worrying over trade tests. But it is understood (with our usual modesty) that the girls made a very creditable showing, the better showing in fact. Come on, D.R.O.'s with those remusters! Congrats are in order, too, to Sergeant Corson for her well earned promotion.

The Inspector General has come and gone but great were the preparations while they lasted. There wasn't a dusty corner on the Station and not a little of that waxing and scrubbing was due to the girls if you can judge by the exhausted expressions on most of their faces by nine o'clock. And the afternoon of the inspection, rain or no, not a stray curl lurked where it ought not to be. We are sure the Inspector General likes curly hair, but dire threats of boyish bobs set us trembling.

Great interest has been shown in the Hampdens. Even the Ansons received their share of curiosity. Perhaps our interest is divided between the aircraft and the thrill of casually recognizing them—especially within earshot of awe-struck families.

#### OUR BALL GAME

"This is a poor season for baseball," said Shorty Cochan as she paddled from 2nd to 3rd.

"Well, I have seen worse," replied Lefty Roe, slithering in the mud as she reached for a high one.

"Wish we had this in the dust bowl district," muttered "Star" Bright.

"You're out," yelled Flash Spitzer as she collapsed on the home plate.

#### WE MEAN WELL — BUT!

It was a bright moonlight night not long ago when he stepped up to the Switchboard Wicket at Station Headquarters.

"I'm going to St. Thomas and wish to leave my phone number, in case I am needed," said he.

"Oh, yes, sir," said she brightly, "Are you the Orderly Officer?"

"Well, no! I'm the Commanding Officer," was the reply.

The occasion was the visit of the Inspector General. The official party preceded up Yonge Street toward Barrack 20. With great thoughtfulness, the Major summoned a passing Airwoman and sent her on ahead to give the "All Clear" signal before the men entered the building—just in case!

The Inspection Party halted, stood at ease, stood easy, waited, walked about, waited! No Signal!

Fearing the worst, the Major gathered up his courage, mounted the steps and peeped in. "What was the trouble?—battle, murder, or sudden death?" Nothing but the little Airwoman darting hither and thither, giving last minute pats and touches to the already gleaming Barrack Block.

Meanwhile the Air Vice-Marshal waited!!

Nursing Sister I. Ross is a welcome addition at The Bungalow.

### New De-Icing System In the U. S. A.

B Sherman B. Altick

(In the R.A.F. Journal, December 27th, 1941)

What may prove to be the long-sought solution to icing of planes—aviation's biggest winter problem—is still being studied by civil and military air authorities.

It is an adaptation of Gerritt Van Daam's remarkable new element Black Heat to de-icing equipment, not only for wings, control surfaces and propellers, but for glass in the pilot's compartment as well. It was developed after ten years of research.

Black Heat is woven on great looms, with electric filaments of sub-glow temperature, spun glass and other insulating materials comprising the warp and the woof. The resulting substance is a veritable "tapestry of heat" with elimination of fire hazards that precluded use in the past of conventional electrical heating appliances for the de-icing of planes.

This Black Heat tapestry is lightweight, flexible as rubber, immune to short-circuit by foreign matter and moisture, and is of greater efficiency than other electrical devices. It seemingly is more positive than the pulsating rubber appliances now used on wings and stabilizers, and it should prove more efficient than the non-freezing liquids adapted to propeller spinners.

Mr. Van Daam's adaptation for the wings and stabilizer fins consists of a tapestry of the finely-woven element pressed against the inner surface of the wing wall. Heat generated by the electric current passing through the resistance is communicated directly to the wall, preventing the forming of ice in any appreciable quantity.

Use of the new element does not prevent use of the conventional pulsating rubber "boots," as de-icers on the leading edge of the wings are called, as double surety against ice. Since the element operates at a low temperature it will not damage the rubber.

Application of the element to the propeller spinner eliminates use of liquids which constantly must be replaced and might not be available when needed most. Since the element melts away the ice instead of dissipating in large pieces, as is the case of the present device, the chances of large pieces of ice being hurled into the controls, or even through the glass of the pilot's cockpit are eliminated.

Application of the element to the glass provides clear vision at all times. The element becomes a part of the glass. Some planes today have windshield wipers, while others depend on a heating unit to insure visibility in icing weather.

The flying branch of the military is just as interested in the development as civil aeronautics authorities because use of the element will permit operations when war-planes normally are grounded.

A number of other uses for Black Heat in aircraft are being studied, including its application as a pre-heating element to maintain oil and engines at temperatures that would make starting of engines easier in frigid weather. At the Buffalo plant of Heat Elements, Inc., work is

progressing on a removable crankcase and oil tank covers for this job.

A pre-heated engine is virtually a necessity for military planes in combat zones subject to attack at a moment's notice. British planes, ready for an alert must be ready for the pilot to jump into them and be on his way after the raider. A pre-heating element of this kind may affect a tremendous saving in time and fuel, which is important in an emergency.

Application of the element to the gunner's turret, to radio equipment, and to the bombardier's control room also is significant, because it will enable these operators to keep warm in sub-zero temperature at high altitudes.

The new element has a lot of possibilities. It may be the answer to the silent prayer of flying men, not only here but in Britain, Iceland and in Russia. It should do much to increase the safety of flying on scheduled air transports.

#### An Exception

The sergeant halted the new sentry opposite the man he was to relieve.

"Give over your orders," he said.

The old sentry reeled off the routine instructions with confidence, but one of the special orders baffled him.

"Come on, man!" said the sergeant impatiently.

"On no account," stammered the sentry, "are you to let any questionable character through the lines, except the colonel's wife."

## "My! My! All Those Miles?"



### "CAR CONSERVATION PLAN"

• Don't worry! No matter how many miles on your speedometer—that needn't mean a thing when your car's youth is restored by the General Motors Car Conservation Plan.

We check trouble before it starts. We help you save gas, wear and parts. We keep your car fit for the duration—and save you money from the start!

A complete service on all makes of Cars from chassis lubrication to Fender and Body Repairs and Refinishing. Let us serve you.

**Frank L. Truman**

PHONE 72

AYLMER

## "Keep 'Em Flying"

the tops of bottles of

## WISHING WELL DRINKS

Popular at all the Air Force Canteens



## Capitol Theatre

AYLMER  
Phone 408

June 8-9—The Man Who Came to Dinner—(Bette Davis, Ann Sheridan, Monty Woolley).

June 10-11—Hellzapoppin—(Olsen & Johnson, Martha Raye).

June 12-13—Sullivan's Travels—(Veronica Lake, Joel McCrae).

June 15-16—The Fleet's In—(Dorothy Lamour).

June 17-18—Sundown—(Gene Tierney, George Sanders).

June 22, 23, 24, 25—How Green Was My Valley.

PHONE 302-W

Talbot Street

## MILLER & SON

"THE HARDWARE MEN"

Aylmer, Ont.

**Sports Gossip**

By F. E. W.

**INTER-STATION SOFTBALL LEAGUE**

Wednesday, June the 3rd, marked the opening of the softball league, comprising the three R.C.A.F. stations at Fingal, St. Thomas and Aylmer. This loop should see plenty of action before the curtain falls on this sport at the end of the summer. The first home game for the No. 14 nine will be played on Thursday, June 18th, and T.T.S. will afford the opposition. Along with this loop, arrangements are going forward to include this station in another league composed of civilian teams from this immediate district. More news on this league is expected in the near future and we shall keep you posted on it.

As a pre-season warm-up the softball team representing No. 14 took on the Aylmer town team in an exhibition affair on Wednesday, May 27th. Although it was billed as an exhibition, still the game produced some softball players that looked as if they were in mid-season trim. Especially good were the three pitchers who went to the mound for No. 14 in the 3-0 victory. The old reliable Strickland started the game and was relieved in the third inning by Tait, who in turn gave way to Nichols after completing three innings. All three of the pitchers turned in smooth performances, allowing a total of four hits. Latimer was the pick of the hitting stars of the game as he collected three of No. 14's nine hits. The entire team, infielders, outfielders and pitchers, dished up a good show for the first start of the year and it looks as if we may have something in the way of a softball team to throw up against the opposition this season.

**Inter-Station Softball Schedule**

Wed., June 3rd—Aylmer vs Fingal.  
 Thursday, June 11—Fingal vs T.T.S.  
 Thurs., June 18—T.T.S. vs. Aylmer.  
 Wed., June 24—Fingal vs. Aylmer.  
 Thurs., July 2—T.T.S. vs. Fingal  
 Thurs., July 9—Aylmer vs. T.T.S.  
 Wed., July 15—Aylmer vs Fingal  
 Thurs., July 23—Fingal vs T.T.S.  
 Thurs., July 30—T.T.S. vs. Aylmer  
 Wed., Aug. 5—Fingal vs Aylmer  
 Thurs., Aug. 13—T.T.S. vs. Fingal  
 Thurs., Aug. 20—Aylmer vs T.T.S.  
 All games scheduled for 1915 hours.



A - humble CORPORAL  
 "UNPAID"

Drawn By An Airman  
 of the S.C.

Games to consist of 9 innings where possible.  
 Home teams to supply Umpires.

**STATION SOFTBALL LEAGUE**

With the long evenings on hand now and the love of competition surging within all the Sections on the station, the station softball league will get underway this week. There have been eleven teams entered in the race so far, with representatives of the following Flights and Sections ready to take the bunting at the end of the season:

**Headquarters Squadron:**

- Headquarters
  - G. I. S.
  - Works & Building
- Maintenance Squadron:**
- Senior N.C.O.'s.
  - Fitters
  - Riggers
  - Servicing
  - Metal Shop

- Number 1 Squadron (Trainees)
  - Number 2 Squadron (Trainees)
- Officers.**

Captains of the various teams will be responsible to see that their teams are on hand for the games. Announcements concerning the schedule will be in the D.R.O.'s daily, so watch them to see when

you open your season.

**SOCCER**

Plans are being completed for an inter-station soccer league with Fingal and T.T.S. as the other teams in the loop. It is expected that this league will be able to open its season during the week of June 8th. But don't let this late opening date interfere with your playing the game when ever practice is called. If enough men can be rounded up that are thoroughly interested in playing the game, then a league will be formed on the Station, and a schedule drawn up.

**DURKEE & SON**  
**Aylmer**

Dry Goods, Ladies' Wear,  
 Hosiery, Lingerie, Etc.

**SMART SWIM SUITS**  
 for the Gals—\$2.95 to \$8.95

**TRUNKS FOR MEN**

Some of you visitors from "over there" should be able to muster up a few teams among yourselves and thus form the nucleus of the league.

**TENNIS**

What with the additional tennis courts on the parade square just about ready for play, tennis promises to be one of the main attractions in the No. 14 sports whirl this summer. Some of the lads from New Zealand, where tennis is played as it should be played, seem anxious to show off their skill before they leave this Station for other parts. It is to be hoped that the courts will be ready for use within the week.

**ATTENTION ALL PERSONNEL!**

Your sports equipment of all kinds is now housed in the new Sports Store, North end of drill hall. To secure the equipment you simply present your identification (or interim) card, and leave same with store attendant. It is hoped that this equipment will be used to the fullest possible extent.

A limited amount of equipment has been supplied to R. I. Personnel stationed there may obtain same from orderly room.

**TRIBUTE**

There was a cry, then a scream,  
 And one of them rose to shout,  
 "Look, he's coming back,  
 To play the last one out."

Then all was silent once again,  
 As he had fallen in exasperation,  
 For all to see upon his brow,  
 Were large beads of perspiration.

"Give him room," someone said,  
 As slowly his hand drew back,  
 The strain seemed almost unbearable,  
 But then came that audible crack.

All eyes turned toward the wall,  
 But his seemed to be facing the heavens,  
 "Oh God, won't I ever learn  
 To roll one of those gosh darn sevens."

With silent face and eyes aglaze,  
 He stood there so upset,  
 For all had jumped the chance,  
 To cover his one dollar bet.

You all know him very well,  
 I need not say any more,  
 Some call him the Detonation Kid,  
 But to us he's just BILL SHAW.

**CENTRAL HOTEL**

**Aylmer**

LICENSED STANDARD  
 HOTEL

Clean, Comfortable Rooms

FIRST-CLASS DINING-  
 ROOM

**V**

Like to See You

— at —  
**HUGHES**  
**Meat Market**

**EMMETT'S**

BARBER AND TOBACCONIST

AYLMER — ONTARIO

**AYLMER DAIRY**

PASTEURIZED MILK AND CREAM

ICE CREAM

DELICIOUS CHOCOLATE DRINK

When in Town Visit Our Dairy

John Street

PHONE 305

**Robt. McEwan**

**HEADQUARTERS FOR**

**Sporting Goods**

AND FISHING TACKLE

**Aylmer Hardware**

AYLMER — PHONE 205

**Bowling - Billiards**

FOR HEALTHFUL  
 RECREATION

Wednesday—Ladies and  
 Gents

**STEEN'S**

TOBACCO STORE

Phone 298 AYLMEYR, ONT.