



# AYLMER AIRMAN



VOL. 1, No. 12

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

JULY 3rd, 1942

## Post Office

By Sgt. W. D. Wood

Hello everybody! This is our first appearance in the Aylmer Airman, but we do hope not the last.

We are the postal staff of the Station and a popular group we are. We do not say that boastfully. But we do think that with the exception of the Pay Officer we are the most popular people with the airmen and airwomen.

Never do we get greeted with an ordinary salutation such as "Good morning" or "Hello"; instead it is an inquiring almost pleading—"Are there any letters for me to-day?" or—"Did that parcel from home come yet?" But we don't mind because we too realize how swell it is to receive mail from home and from our friends.

No less an authority than General Wavell, the Hero of the Middle East campaign, in a military despatch strongly emphasised the tremendous importance of the Mails in sustaining the morale of our Troops. He believed that this morale would suffer if there was a lack of news from home.

As you all know our Post Office since the Station opened has been situated down at the main gate. In order to obtain one's mail one has had to gather up all one's strength for the long route march to the post office. Besides that one has had to make sure that he was properly dressed so that he could pass through the attention area without attracting the attention of W.O. Carver or the Service Police.

This state of affairs has not pleased us either. Each month we have been anxiously awaiting news that we were going to have a new office in a more central location than the old one.

Well, they did it. Yes, finally we are getting our new "Post Office." It is situated in the Central Warehouse building and occupies the space that was formerly F/O Neill's office, Security Guard and finger print offices. One will enter it by a door facing Yonge St. The first thing that will catch one's eye as he enters will be the wire cage. Here all the business of the Post Office will be transacted. By business we mean buying and cashing money orders; obtaining stamps, registering mail; obtaining postal information, etc. Then as one passes on through the office he will pass a parcel post wicket and four general delivery wickets. One's exit will be made by the door formerly used as an entrance to the security guard office.

When it is finally completed and fully organized it will provide all the services of a modern post office. No longer will one have to go to Aylmer to send money home on pay-day. And no longer will one have to go to Aylmer to get that life saving money order cashed. For some reason these usually arrive about 4 days before pay day.

At present the actual construction of the new office is almost finished. The interior is being decorated with two shades of green paint and a very smart brown trim. And the multitude of lights that are in-



### GOVERNOR GENERAL'S INSPECTION

His Excellency the Earl of Athlone, Governor-General of Canada visited No. 14 S.F.T.S., on June 13, with Her Royal Highness Princess Alice.

During their short stay, our distinguished visitors were treated to a very smart ceremonial parade, inspected most of the Station's buildings, and had tea with the officers and their wives in the Officers' Mess. Impressions were mutually happy.

stalled in the ceiling should make it look like Broadway's Great White Way.

We do hope that by the next issue of the Aylmer Airman we will be moved down to our new home and then we will be able to greet you with a—"Hello everybody! this is the postal staff reporting from our new office."

One of our staff LAC. Wheeler was recently transferred to Tor Bay, Newfoundland. We all miss him around but according to all reports "Oscar" likes his new station very well.

### WHY CORPORALS GROW OLD

CORPORAL, can an Airwoman get married to someone (?) on the Station and have a sleeping-out pass?

CORPORAL, would you mind cutting my hair? I want a baby cut.

CORPORAL, would it be all right if I change my one-thirty automatic Saturday night pass to to-night and then Saturday night I haven't a date so I'll come in at 10.30 but then on Friday can I have my Saturday night 12.30, this is be-

cause I have had my Saturday 1.30 so my Saturday pass would be a 12.30, then on Thursday our Section is having a party so if I take a 1.30 then that won't cancel my other late pass—well then—next week I'll be working nights and won't be able to use my 12.30 pass so could I take it this Wednesday?

CORPORAL, Do we have to wear our wool-lined gloves with our summer dresses?

CORPORAL, there's a medium height, dark haired, blue eyed Flying Officer in B Flight named—could you find out if he is married?

CORPORAL, are you a Disciplinarian?

CORPORAL, if we are out on the tennis courts in our sports clothes, do we have to wear hats?

CORPORAL, is dancing a sport? You see, I'm going to Pt. Stanley on Saturday night and I thought I might wear sport clothes?

CORPORAL, is it true when we get to Halifax on our way to Gander Bay that we exchange our uniforms for furs?

CORPORAL, I've got a light. Have you got a cigarette?

CORPORAL, will you ever get a commission?

## Air Cadets Will Train On Station

Boys from Windsor Will Spend Week at Aylmer

For the second week in July the Station will be the home of No. 13 Squadron, Air Cadets of Canada from Windsor, Ontario.

The Air Cadets of Canada have been organized during the past few months and now number almost two hundred squadrons across Canada. These squadrons have been sponsored by various local organizations as schools, service clubs, etc. and are officially recognized by the R.C.A.F. The object of the Air Cadets of Canada is to give the boys in their ranks some basic training to prepare them for enlistment in the R.C.A.F. when they become of age. The age limits of the Senior Air Cadets are from sixteen to eighteen years. They spend several evenings per week taking instruction in Drill and other Air Force subjects at their local Squadron Headquarters. Visits are also arranged to nearby Air Force Stations, and during the summer a period of training has been arranged for them at Air Force Stations. From July 6th to the 12th, the Windsor Squadron will be at Aylmer.

The importance of Air Cadet training cannot be over emphasized. These cadets of today will be our aircrew and mechanics of tomorrow and many of them will be found in the ranks of the R.C.A.F. before the present hostilities have ceased. The week spent at our Station by No. 13 Squadron will be the first impression of Service life that these boys will receive, and it will be the duty of every officer and airman here to see that it is a favourable impression.

Among the subjects in which the Cadets will receive lectures and instruction are History of the Royal Canadian Air Force, Esprit de Corps and Morale, Discipline, Duties of Station Warrant Officer and NCO's generally, Link Trainer, Meteorology, Airframes and Aero Engines, Navigation, Airmanship, Central Registry and Station Orderly Room, Aviation Medicine, Armament and Aircraft Identification.

With our combined efforts, No. 13 Squadron, Air Cadets of Canada will return to Windsor having spent an enjoyable and profitable week at Aylmer, and take with them a very favourable impression of our Station and the Royal Canadian Air Force in general. And may they also take home with them some of that spirit that, once it gets into a young man's blood, makes him want to be a soldier or an airman as long as he is able to walk or fly. Then the future of Canada in the air will be assured.

## Congratulations!

To Class 51, on successfully completing their training here and winning their Wings.

To our Commanding Officer on his well-deserved promotion to Group Captain.



# The Aylmer Airman

Published at Aylmer, Ontario

under the authority of

Group Captain G. N. Irwin

Commanding Officer, Number 14 S.F.T.S.

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AYLMER, FRIDAY, JULY 3rd, 1942

## Apathy or Enthusiasm

These two opposites struggle ceaselessly for the upper hand in our mental attitude.

Apathy is deadening. Enthusiasm is quickening. Both are contagious and spread rapidly, and strangely enough each is the antidote for the other.

Let some one have a bright idea, get all excited over a new system or a new project of some kind and he may easily carry with him the first few kindred spirits to whom he broaches his scheme. But if another cast cold water on his plan often the first man's enthusiasm shrinks into itself and disappears, taking with it that of his supporters. Apathy puts out the fire as with a wet blanket.

In similar fashion genuine enthusiasm can dispel apathy and summon forth the interest and co-operation of those it contacts.

Time seems to be on the side of apathy, solidifying and sometimes freezing a dis-interested attitude until the faculty of taking hold of new occupations or ideas becomes atrophied; while enthusiasm must be strong and vigorous to stand the passing of weeks, or months, or years.

Nowhere is the contrast between these two forces more evident than in the support of a Station magazine like ours. No one, two or half a dozen people can make or keep the Airman a success. Every Flight, Section, Department should feel that the Camp monthly is incomplete without its contribution. Only in this way can the Airman really represent the life of the Station.

During the past months the quiet enthusiasm of some has produced articles and pictures that have MADE the numbers in which they appeared. Some Flights and Sections have regularly said their say in the Airman's pages; others have appeared but seldom and then at the importunate request of the Publication Committee.

The Editor of another R.C.A.F. monthly paper has been forced to chide his personnel because of the lack of news and articles of interest. That smacks of Apathy. Let No. 14 maintain its Enthusiasm.

## Officers' Mess

Transfers and postings are part of the life of every Station. Since our last issue many changes among the so-called permanent staff have occurred. Flight Lieutenant Palmer, he of knock rumny fame, has taken charge of the Medical Section at Fingal, which if gasoline were available, is not so far away. Squadron Leader Gabbett has come to head the Accounts Section after some months in Labrador or Newfoundland.

And now Flight Lieutenant Lees, our second Adjutant finds himself posted to Camp Borden as Senior Administrative Officer. Sid of the iron hand would have preferred to stay and help rule Number 14, but—evidently Number 1 needs him more.

As we go to press Squadron Leader Hiltz, Chief Medical Officer, is all smiles. His overseas posting just arrived!

## The C. O.'s Corner

The appearance of the entire Station on the occasion of the visit of the Governor-General was highly commendable. That it was so, reflects the co-operation of all ranks toward securing for our School a reputation of which we may all be proud.

All of us are now aware that the reception given our Royal visitors was greatly appreciated by them. I wish, therefore, again to express my thanks to the personnel of the unit for their response.

G. N. IRWIN,  
Group Captain

## Crashed Planes Fly Again

For every 100 aircraft built of new materials, the Royal Air Force gets 60 more built of salvaged aircraft. This incredible fact indicates the intensive and intelligent work now being conducted by Britain's nationwide repair system which functions under the Ministry of Aircraft Production, and which assures the R.A.F. of a larger number of aircraft to augment those coming off factory production lines.

Actually, perfect operational planes are made virtually out of spare parts salvaged from crashed aircraft, or aircraft which for one reason or another cannot be satisfactorily repaired or overhauled on the spot where they came down. The damage to a "crashed" airplane may be relatively slight, but too complicated or difficult to remedy at the squadron's own base, but in either event, the airplane is considered a "crashed" airplane in Britain's air production terminology. In addition, crashed Nazi aircraft—many severely damaged—also supply some material or parts for R.A.F. craft.

In event of attempted invasion, or a resumption of intensive air raids, the achievement of the salvage factories is of paramount importance. Even at the height of the Battle of Britain, the vast repair organization stood up to the test placed on it. And, since then, its reconstruction-salvage capacity has increased by 200%.

Basically, the organization is a colossal repair scheme, stretching from big R.A.F. bases and leading factories, into thousands of garage and barn workshops throughout Britain, and even into the fields and

hills where aircraft sometimes come down. For many months, it has been producing 60% as many aircraft as new production, from crashed engines, fuselages, wings, propellers, instruments, magnetos, nuts and bolts.

But, the scheme is even wider in scope than appears on the surface in that production of a "new" aircraft from repair requires about 25% of the man-hours required to produce a new aircraft. Significant also is the fact that the morale of pilots has proved to be strongly supported by the repair organization, for there has never once been any suggestion that a pilot would prefer a new engine or airframe to a repaired one.

Three specially designated R.A.F. stations manned by thousands of R.A.F. men and WAAF (Women's Auxiliary Air Force) are capable of handling any conceivable repair to an aircraft, from the quick changing of an aileron to the reconstruction of a damaged engine. These units assure a constant supply of skilled R.A.F. labor capable of repairing aircraft in service beyond the reach of civilian repair contractors, and enable efficient all-round repair units to accompany the R.A.F. into all kinds of country and in all sorts of weather. Stress is made of the value of the civilian repair organization within Britain. Headed up by leaders of the aircraft, motor and allied industries, it works in full liaison with the R.A.F. The Ministry is just as likely to farm out repairs to one of the three R.A.F. repair units as to a civilian contractor. A week-by-week record of every airframe and engine under repair—British, American, Canadian, Polish, Czech—is kept at headquarters. The R.A.F. considers that these business men and technicians of the industry know their job, and they are only too glad to let them organize it.

Closest liaison is maintained between the repair organization and the industry, necessitated by the immense value to the air force of essential modification and repair facilities in planes. A special branch of the Directorate of Repair and Maintenance devotes its time to thinking up and "selling" to the industry inspection-holes and access-holes and disassembly tricks that, by making repair easier, can put scores of potential flying-hours in the life of a plane.

The biggest need of all, however, is for spare parts. Troublesome enough with British aircraft, this problem is inevitably far worse with American aircraft serving in Britain, 4000 miles from the manufacturer. Components salvaged from crashes, forced-landings and wear and tear naturally cannot be returned to the assembly line as they might in the U. S. and there have been exasperating weeks when an otherwise thoroughly overhauled and fighting-fit American airplane has been grounded for lack of a tube, or pitot head mounting.

For salvage purposes Britain is divided into 16 areas, in which it is the salvage unit's job to inspect crashed or grounded planes reported unserviceable by its holding unit. Repairs to aircraft in Britain are classified in categories broadly distinguishable as repairs that can be done on the site where the aircraft is grounded (generally the plane's own R.A.F. base, or "holding unit"); repairs that demand the disassembly and distribution of the aircraft to expert contractors; planes too badly damaged to reconstruct for active service but good for training; and write-offs. Even these last are pulled apart to the last rivet; every good screw is retrieved and every sound piece of metal, and rubber remelted. Thousands of miles of wire and thousands of tons of light alloys and steel survive the graveyard and return eventually to service.

Aero Digest, May 1942



# Y.M.C.A.

## Movies

**SATURDAY, JULY 4th**

"BACK STREET"

Drama—Starring Charles Boyer, Margaret Sullavan, Frank McHugh. (Universal).

**TUESDAY, JULY 7th**

"THERE'S THAT WOMAN AGAIN"

Mystery Comedy—Starring Melvyn Douglas, Virginia Bruce

**SATURDAY, JULY 11th**

"I WAS A PRISONER ON DEVIL'S ISLAND"

Thrilling Drama starring Sally Eilers and Donald Woods

**TUESDAY, JULY 14th**

"GOLDEN BOY"

Wm. Holden, Barbara Stanwyck

**SATURDAY, JULY 18th**

"WHERE DID YOU GET THAT GIRL?"

Rug Cutting Romance—Helen Parish, Franklin Pangborn, Leon Errol, Charles Lang, E. Quillan

**TUESDAY, JULY 21st**

"MR. DYNAMITE"

Spy Drama—Lloyd Nolan and Irene Harvey

**SATURDAY, JULY 25th**

"TWO BRIGHT EYES"

Action Comedy Drama—Starring Freddie Bartholomew, Jackie Cooper

**TUESDAY, JULY 28th**

"SING ANOTHER CHORUS"

Musical Comedy—Starring Johnny Downs, Jane Frazee, Mischa Auer

**SATURDAY, AUGUST 1st**

"MYSTERY PLANE"

Monogram—Starring John Trant and Marjorie Reynolds

**CAPT. FRANK G. ARMITAGE PRESENTS "DICKENS' QUEER FOLKS"**

On Wednesday, June 17th, the Canadian National Y.M.C.A. War Services presented in the Station Theatre an unusual evening's entertainment in the person of Capt. Frank G. Armitage and his one man show, "Dickens and his Queer Folk."

With very little costuming, no grease paint, unusual lighting effects and facial expressions one would think almost impossible, Captain Armitage kept the audience in rapt attention throughout the performance with his impersonations of Scrooge, and the spirit of Christmas, Uriah Heep with his hypocritical slavishness and Sydney Carton going to the guillotine after making his magnificent renunciation.

The President of the Dickens Fellowship of New York commented when Dr. Armitage last appeared before them, "No one portrays the humor and pathos of Dickens with such depth of feeling as does Frank Guy Armitage." All who were present would certainly concur in this modest statement.

As well as being a character actor Capt. Armitage is a very clever ventriloquist and with his dummy Johnnie kept the audience of some 500 in a constant uproar with his witticisms.

Capt. Armitage is making a tour of the various R.C.A.F. stations under the auspices of the Y.M.C.A. National War Services and will continue his tour for some time to come. From this district he will go out West and thence to Alaska and Labrador.

### Control Tower Orderly Room

#### "PURE BUNKUM"

Flight Lieutenant Kress, gardener, athlete, detective and incidentally Squadron Adjutant, broke the sad news on Wednesday afternoon that he was leaving the next day to assume the duties of Station Adjutant. How much he will be missed was indicated by the inability of two of the girls to continue (?) work after the blow had struck. The weeping and heart-broken expressions on our faces caused much comment but we will try to carry on manfully. However, we are sure he will make the occasional visit if only to see how his precious "Chinese Beans" are progressing. Gladys and Doris assured him of their daily care but won't promise to build the trellis.

Seriously speaking though, Flight Lieutenant Kress has been a grand Adjutant. It has been a pleasure to work with him and our best wishes and congratulations go with him to Headquarters. At the same time we would like to take this opportunity to welcome our new Squadron Adjutant, Flying Officer Handford, and assure him of our hearty co-operation at all times.

SO WE FINALLY HAD A PARTY! "The Cabin in the Pines" made a perfect setting. Details of said party are probably well known by most of the personnel on the Station. What a party—the girls even wore dollar orchids in their hair. We might mention here that the success of the evening was largely due to the efforts of Cpl. Quartermain and his colleagues from G.I.S. How about another one, folks?

Then there is this "interviewing" business. We are anxious to see the Year Book, if and when it is finally completed. We know what we told Flight Lieutenant Treleaven and Corporal Ferris, but just how they will twist this information around remains to be seen. Said "interviewers" take warning — if mountains are made out of Mole Hills . . . !

EXTRA! Our kind-hearted No. 2 Squadron Commander, who's motto is "Do unto others . . ." . . . in fact he can give quite a lecture on that—agrees a dancing class should be formed to teach those who have expressed a desire to learn how to Trip the Light Fantastic. Since Arthur Murray is booked up for several weeks to come, our Squadron Commander has been appointed Chief Dancing Instructor. Those wishing to enroll in this class please contact AW Spitzer (Molly) in the Control Tower Orderly Room, between 1100 and 1200 hours.

Player's Mild Plain End  
cigarettes have "wet-  
proof" paper (process  
pat'd, 1941) which does  
not stick to the lips.

*Player's  
Please*

### BALL GAME PROTESTED

#### Losing Team Claims Illegal, the Commanding Officer's Home Run with the Bases Full

#### Winners Stand Pat—Watch the Fur Fly in the Return Encounter

The Aylmer Airman is privileged to publish in full the following correspondence regarding recent fiercely-contested game.

June 11th, 1942

To: (a) The Sports Committee of No. 14 S.F.T.S.  
(b) The Officers' Softball Team.

Subject: Outcome of Softball game between Officers and G. I. S. played at 1945 hours 10-6-42.

1. The final score of the game read, 12-6 for the officers. The G.I.S. team hereby files an official protest over the "home-run" hit by a member of the officers' team, which resulted in the scoring of 4 runs in the first half of the seventh inning.

2. This "home-run" was not legal as the hitter struck at (and connected with) a ball thrown by the G.I.S. "pitcher" after said ball had struck the ground and bounded up, automatically becoming a dead ball.

3. The G.I.S. softball team officially protests the ruling that allowed the four runs which scored as a result of the protested home run and which made it practically impossible for the G.I.S. to tie the score again, and demands that a court of inquiry be appointed or at least a committee of investigation set up to look into the matter.

4. If this protest carries no weight, then the G.I.S. team, one and all, challenge the officers to a replay of the said contest—minus the cricket efforts displayed in the first contest.

Signed,

THE G.I.S. SOFTBALL TEAM

The Captain,  
G.I.S. Softball Team,  
G.I.S. Building.

Subject: Outcome of Softball Game between Officers and G.I.S. played at 1945 hours 10-6-42.

1. The contents of an unsigned letter purporting to be from the G.I.S. softball team have been considered by officials of the Officers' team and the letter is hereby acknowledged.

2. It is to be noted that, in view of the marked superiority evinced throughout the game in question by the Officers, the whole question of a protest by your or-

ganization can only be treated lightly. In fact, it is felt that your letter of this morning can only be a humorous, if pathetic, attempt to relieve the disillusionment, disappointment, chagrin, and loss of prestige pursuant to the defeat of your team on the above mentioned date.

3. With respect to the technical point raised in your letter, it seems hardly necessary to point out that reference to a rule book governing the sport in question will disclose that the particular pitch under discussion was quite legal if rather unfortunate for your team. The fact that four runs scored on the resultant timely and well-placed hit is a negligible, if again rather unfortunate factor in the game.

4. It would appear that two major errors were made by the management of the G.I.S. Squad during the later stages of the game. First, may we suggest that the change of pitchers did little to advance your cause but rather militated against ultimate success in view of the utter lack of confidence in the new pitcher's ability manifested by other members of the team. Second, it would appear that your management again failed to show a proper appreciation of the known ability of the batter at the plate at the time of the incident in question. That they should have overlooked his generally recognized and widely feared ability as a low ball hitter, shows a singular remissness on their part as well as a woeful laxity in their study of the strength and weakness of individual players against whom they were playing.

5. With respect to the challenge conveyed in para. 4 of the above referenced letter, it is to be noted that these two teams will quite probably meet again in the second half of the schedule. The Officers' team will look forward with pleasurable anticipation to that date and, in the interim, will entertain the hope that, unlike Brooklyn, your team will still be in the league.

Signed,

THE OFFICERS'  
SOFTBALL TEAM

A new member on the staff of the Met. Section is Dr. Duncan McLarty, late of Columbia University. He has changed his occupation from teaching Biology to teaching Meteorology. Welcome! For the information of all our fair R.C.A.F. (W.D.'s) our newest civilian addition to the Met. Office is married, and for the information of the Service Police, he may be a bit oversize but he doesn't want to join the forces of the Gestapo in case they are interested in getting his services.

P.S. . . . Well, Howard Vaughan isn't married, yet, but have you noticed his great enthusiasm about Toronto. Howard is happy since "Doc" arrived. Now he has someone to discuss the weather with.

Speaking of knees, we apparently have all shapes and descriptions around here as displayed by the Officers' summer issue. No comments necessary.

The question of leave is causing many grey hairs around the Control Tower.



FLIGHT LIEUTENANT KRESS

Flight Lieutenant A. E. Kress steps forward from the Adjutant's desk in the Control Tower to the Adjutant's desk in Headquarters and new and wider responsibilities.

That "Sox" finds himself in so exalted a position is in reality due to a whim of R.C.A.F. Headquarters more than a year ago. For, when he first put in to join the Service it was to have been as a P. T. Officer, continuing along the lines of his teaching at Humberstone Collegiate Institute, Toronto. At that time, however, the powers that be did not grasp the jewel offered them, and later when his call came it was to Administration. Service at St. Catharines preceded his coming to Aylmer.

Flight Lieutenant Kress is a sports enthusiast, a logical thinker and speaker, a master of pungent English, characteristics that have apparently been set by Ottawa as requisite in Adjutants.

Flying Officer Handford takes over the Control of the Control Tower, from the Adjutant's office.

#### AMATEUR PHOTOGRAPHIC COMPETITION

Contrary to expectations, entries in the competition announced in May and amended in June, have been next to none. The reasons may be:

1. Many cameras on Station are kept for appearance only.
2. Members of the Station don't take good pictures.
3. The entrance fee was too high.
4. You are just not interested.

At any rate, for the present and until a desire is expressed to reopen the subject, the Airman Photographic Contest is dead.

#### PATRONIZE OUR ADVERTISERS

#### 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. Saturday, Sundays and Holidays 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

Compliments of  
**Sheppard's Coffee Shop**

**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

Our Newest Graduates



CLASS 51—"X" GROUP

1, Ashleigh, D. D.; 2, Barton, P. S.; 3, Davis, H. E.; 4, Gain, A. M.; 5, Hanna, H. A.; 6, Hellard, H.; 7, Geggie, G. J.; 8, McClean, L.S.; 9, MacLean, G. M.; 10, O'Sullivan, P. G.; 11, Paskiewicz, J. T.; 12, Roberts, B. S.; 13, Shulemson, S.; 14, Stout, T. L.; 15, Welsh, F. H.; 16, Veenis, R. M.; 17, Beazer, M. A.; 18, Burley, L. E.; 19, Campbell, B. D.; 20, Davenport, R.; 21, Davidson, A. M.; 22, Dougherty, H.; 23, Frey, J. H.; 24, Gilchrist, V.; 25, Keenan, J. A.; 26, Monkman, R.; 27, Parrott, J. M.; 28, Smith, A. J.; 29, Turcott, J. C.; 30, Warner, A.; 31, Wellman, H. R.

Congratulations to our C.O. on his promotion to Group Captain.

Somebody tossed a piece of paper at me just now, and said—"Here, bud—write something for the "Airman"—and then sort of skipped out before I could toss the thing back at him. So,—once again my name is "Joe."

"Joe" isn't such a bad name, at that, only there are so damned many of us around here, everyone has become confused. They were probably confused before we came along, anyway—so I guess everything is O.K.

A couple of days ago our time-keeper didn't come in until the office had been swept, etc. Most of us had seen her out with one of our riggers the night before, and it was generally assumed they went for a walk to town or something. However, she said she went to the dentist and didn't sleep in.

We were very glad to see one of our N.C.O.'s together with a certain Corporal from "F" Flight, playing a very strenuous game of badminton not so long ago. It was disappointing to hear that our man wasn't taking it seriously (as yet) but that boy from "F" Flight—he is still going strong.

We are sorry to lose a couple of our boys to Maintenance, but Maintenance needs more good men (?) we always say, and no doubt they will soon be sporting a couple of hooks or something.

One of our students made a precautionary at R.1 the other day, and was rumbled 10c for blowing some dust around. It started to rain and he was temporarily grounded, long enough to have a meal. Figuring 10c for an Air Force meal, he broke even. He should be happy to get off that easy.

Well, I'm on early party, and it's time to quit, so I might sign off here. Be good till next month—Joe.

At this time we wish to welcome to "Dawn" Flight P/O Kobierski and P/O Collard. Here's hoping you are ambitious. So as not to have too many in the flight we have sent to R.1 P/O Lamont and W.O. 2 Knewstub. Congratulations are in order for both Knewstub and Sanderson on receiving their W.O.2's.

With F/O Ward away on leave, the flight is much quieter except for P/O Kobierski and F/Sgt. Pearson arguing about who stole whose A/C. With night flying just starting F/O McLeod has the usual headaches over the schedule.

P/O Barton is a popular man now that he is ferrying Yales to Trenton on the week-ends.

Quips From Equips

Since last issue numerous changes have taken place amongst the Equipment Personnel. Numbered amongst them was our talented reporter Cpl. Jim Ritchie, whose grammatical eloquence and remarkable ability to constantly keep his finger on the pulse of the Section, will be difficult to replace.

We sorrowfully bade farewell to LAC's "Charley" Hickman and J. J. "Smithy" Smith, on posting to Goose Bay, Labrador. Rumour has it that Smithy intends to inaugurate the "EMSULD" system to account for his stock of Walrus meat and Whale oil. Our best wishes go with the clothing Czar LAC "Nat" Geary on his posting to Headquarters, Eastern Air Command, Halifax.

The entire Section joins in welcoming to our midst Cpl's "Jack" Bryant and Alex, "I'm from the command" Assim. Both Jack and Alex seem to be quite settled now and we feel sure they will enjoy their stay on this Station.

P/O Lanning is also a newcomer to the Section since the last issue and we hope he will not have too much trouble trying to keep the Section in order.

As the Equipment Assistants were

among the first to arrive on the Station over a year ago there are many of us who have celebrated our first anniversary here during the last month. Among them are LAC's Hodgson, Plumb, Cakebread, Dunn, Dionne and MacCallum.

As we go to press our co-Editor of this column, Cpl. Handford, is posted to Summerside, P.E.I. He was also one of the originals on the Station and will be missed by everyone in the Section. Before he left he very generously handed over to the Section that object which is sometimes referred to as an automobile, namely "Wheezy." There are a few minor adjustments to be made to put her in perfect running order so that we can start off for Springfield without fear of having any serious trouble on the way.

Of course we must not forget our faithful friend Tailspin. Since she wandered into 11-A last summer she has been a source of enjoyment for most of the boys in the Section, but unfortunately has never learned to show any respect for civilians or Officers, and therefore had to be C.B.'d on the C.O.'s parades.

Husband: "You must think automobiles grow on trees."  
 Wife: "Silly! Everybody knows they come from plants."

News from G. I. S.

Sounds of glee could be heard from our portals the other day. Our worthy admin. officer, F/O Handford had just brought us the glorious tidings that to add to the crowded atmosphere of our school, the Air Force Cadets were to receive ground instruction from us during their sojourn here. Here are some of the remarks heard from various personnel:

F/Lt. Mitchell—"I'll apply for fourteen days leave."

F/O Fletcher—"They'll be grand boys, for are they not from Windsor?"

F/O Grouix—"Perhaps some of them saw me in "Captains of the Clouds."

Cpl. Muir—"I see some of you clerks will have to do some work for a change."

AW2 Belair—"How old are they?"

F/Sgt. Shaw—"Better I should be dead."

We welcome back Flight Sergeant Dutrizac who has returned from Trenton, minus his waist line. In fact he reminds one of a matchstick with the wood, scraped off, he has such a sylph-like figure.

Orchids to Corporal (Three) Quartermain for his yeoman service in organizing our little social gathering at the Cabin-in-the-Pines. The personnel from the Control Tower was there in great numbers and the ladies from there made a decided hit with many of our would-be Casanovas.

**3** FIRST-CLASS BARBERS  
 No Waiting  
 DOORS WEST OF PICTURE SHOW  
 Welcome R. C. A. F. Open Evenings  
**CLARK'S BARBER SHOP**

FOR CERTIFIED QUALITY SNAPSHOTS BRING YOUR FILMS TO  
**"Ray" Lemon**  
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**DOAN'S BILLIARD PARLOR**  
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**To Those Who Serve**  
 Aylmer Steam Laundry offers a Quick, Complete Service  
 both in Laundry and Dry-Cleaning  
 Alterations on Uniforms Made by Expert Tailors

---

**Aylmer Steam Laundry**  
 CLEANERS, DYERS, RUG CLEANERS,  
 — COLD STORAGE —



It was with regret that we waved good-bye to "Billy The Kid" Jones, who left for No. 1 F.I.S. last Wednesday. We welcome P/O Buell and P/O Maynard to the roster of instructors in "C" Flight. We hope they like it here.

The Flight extends its heartiest congratulations to Group Captain Irwin on his long expected promotion.

There is a rumor of romance in the air. It seems that "Rose-O-Day" our smiling time-keeper is "keeping time" for two of our more popular pigeons.

The instructors' three-day cross-country flight was really enjoyed by one and all. There are a few facts still to be explained. Who was the sweet young duckling that caught handsome Bob Campbell's fancy at the Standish? Noisy (I park in High Park) Simmonds still can't explain why he wanted it to snow as we were leaving Montreal.

We have finally found a manoeuvre that the very capable "Nipper" cannot perform—a slow roll in a Chrysler.

Editor's Note:—Which is worse—Flying too low, or driving too high?

Freddie Pease unfortunately is still confined to the hospital; however we are looking forward to his early return as much as he is.

F/Sgt. Venne has left us to go to maintenance and has been nobly replaced by F/Sgt. Stanton. F/Sgt. Stanton was formerly in charge of a flight at Uplands and has demon-



CLASS 51—"Y" GROUP

32, Adams, J. S.; 33, Baker, H. C.; 34, Biggs, D. G.; 35, Boyce, W. J.; 36, English, E. R.; 37, Gildersleeve, J. R.; 38, Kern, C. V.; 39, Kirk, G. L.; 40, Murray, J. A. J.; 41, Reed, J. B.; 42, Stephens, T. T.; 43, Swann, O. C.; 44, Tufford, R. R.; 45, Wakeman, A.; 46, Welsh, R. A.; 47, Balduff, W.; 48, Corston, A. R.; 49, Daws, F. J.; 50, Estes, T. J.; 51, Leckie, J. A.; 52, Lotimer, H. A.; 53, Love, N. C.; 54, McAllister, R.; 55, Mann, A. C.; 56, Nutter, J. B.; 57, Quinn, G. S.; 58, Redeker, C. R.; 59, Scott, K. F.; 60, White, R. G.; 61, Woodman, M.

strated, since his arrival here, that he has not forgotten any little wrinkles that tend to make things run smoothly.

Before we hang up the wash-out flag, we wish to offer our congratulations to Course 51. We are expecting big things from this particular class.

### Metal Shop Scraps

This being our last report for the Airman, we wish to express our somewhat nostalgic regret at having to leave the Station for posting to a coastal squadron. As luck would have it, a last minute 48 was spent in the city of Detroit with our good pal LAC. Antle.

How far ahead the Americans are with regard to the welfare and entertainment of service men, can only be realized by actually taking a trip to U. S. territory. The kindness, hospitality, and sincerity of the American people to the men who are defending their country is almost overwhelming. It might be hard to believe, but all we had between us when we crossed over into Detroit was less than ten dollars . . . and while over there, we had swell lodgings for two nights, good meals, sky-high entertainment, drinks galore, big time dances and picnics, and a companionable kindness never experienced before—and when we got back we still had more than half what we went over with!

In the United States they won't let you pay any street-car fare. (In Canada it's a dime). Lodging for visiting service men of any and all allied countries is arranged by the USO free. (In Canada even the Active Service Club charges you half a buck). Sandwiches, coffee, chocolate bars, cigarettes, etc., are available for the mere asking, gratis. (In Canada the only free eats are available in your barracks). The USO arranges free visits to the best professional plays, shows, exhibitions. (Nothing of that sort exists here).

Perhaps the American attitude with regard to hospitality for the service men can be fairly well summed up by the following extract taken from a USO invitation to a huge picnic and dance.—"You owe no one any thanks for this since we are your debtors to the extent that you are defending our country with your lives, and this friendly gesture on our part is all too little." . . . And that, is the real spirit!

### The Gestapo

As we go to press this month, we can't help but bring to your attention the ever-increasing popularity of the little green house down by the gate, commonly referred to as "The Digger." This five-room hotel which is capably managed by F/O West, the Chief of the Gestapo, has become a haven of rest for our eaglets.

You fellows up in the Flights should be ashamed of yourselves, things have really become tough for the boys of the Aircrew, when they turn to the Gestapo "At the request of the C.O." for peace and protection. But don't worry, you lads with the wings, we will take good care of you. Oh how these lawn mowers will hum!

We will soon bid "Farewell" to two very popular young airmen who have in the past few months been attached to the Service Police. LAC Hawkes and LAC Rennie have done a fine job while with us and I feel sure they will carry on in their new positions as Air Gunners. Good luck lads, and Good Hunting.

The Gestapo will soon realize a long cherished dream, on the completion of their new quarters, and I am certain that these stalwart men of law and order will be much better natured when they will be able to sleep undisturbed.

As this goes to the publisher your correspondent is spending a very enjoyable four days leave in Toronto, booting home the winners at Dufferin Race Track. Truly lads, horse racing is a "sport for kings!"

FLASH—Teams from No. 14 clean up Dominion Day Events at Tillsonburg and St. Thomas.

### MOTTOES ON THE WALLS

When the Lord created man, He gave him two ends, One to sit on, and one to think with.

Ever since that day man's success or failure has been dependent on the one he uses most.

It has been always, and is now, a case of

HEADS you win and TAILS you lose!

Painted on wall in Station workshop.

As long as you know you are green You continue to grow When you think you are ripe You turn rotten.

Wall motto hanging in "D" Flight Orderly Room.

## Ask Us about GENERAL MOTORS "CAR CONSERVATION PLAN"



WE are authorized agents for General Motors Car Conservation Plan—experienced, and equipped to save gas—cut tire wear—make your car run better and last longer!

Come in and see us. Let us help you to conserve your car and save money!

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 AYLMEYR

## Capitol Theatre AYLMER Phone 408

### COMING ATTRACTIONS

July 6th—7th—"Courtship of Andy Hardy"—Mickey Rooney.

July 8th-9th—"To Be or Not to Be"—Carole Lombard, Jack Benny.

July 10th-11th—"Rio Rita"—Bud Abbott, Lou Costello.

July 13th, 14th, 15th—"Woman of the Year"—Spencer Tracy, Katharine Hepburn.

### ALTERATIONS AND REPAIRS ON UNIFORMS MADE BY EXPERT TAILORS

R.C.A.F. Accessories for Summer or Winter Uniforms, Braids, R.C.A.F. or R.A.F. Padded Wings, Hooks, Eagles, Props, Canada Badges, Duffle Bags, Haversacks, etc.

MEN'S WEAR—Shirts, Ties, Underwear, Sox, Sweat Shirts and Bathing Trunks

## Davenport & Lorch

AYLMER — ONTARIO



The chief news during the past month or so has been concerned with changes in staff. F/L Dave Knox, who left Aylmer about six weeks ago, to take an Astro Extension Course at Rivers, Manitoba, has completed the course and has been posted to Eastern Air Command for further posting. We all wish him luck. F/O Ralph McKnight has departed this scene for Borden. He occasionally returns via a Harvard to see if things are running as smoothly as when he left it. P/O Osborne has returned from his Windsor expedition and is attached permanently to our staff once again. P/O Shanfield, one of our products of Course 41, appeared a short time ago, equipped with a Short Navigation Course from Pennfield Ridge and a wife (we wish he hadn't learned to ground loop). He is acclimatized by now and feels at home in the Yales.

F/Sgt. Lawson arrived from Camp Borden to show us how things were done up there. However, we are slowly breaking him into our methods. F/O Mosher has returned from his hibernation period at the R.1, fully resolved that he will have none of this hermit's life, so plans to marry on July 4th. The belle of Hamilton will be the bonnie bride. From then on his theme song will be "I've got nerves that jingle, jangle, jingle." Never mind, Mo, you will get used to it. Then, of course, F/O McAlpine, O.C. of Navigation Flight, has acquired a smudge on the upper lip, which he fondly, though rather hopelessly, calls a moustache. And he was the one who always warned that he would have nothing between him and his lady-love. Of course he still hasn't in our opinion, but he is persisting.

WO. II Moody had a holiday in the hospital, but has returned to us sound of limbs.

As for F/O MacKenzie and F/L Mitchell, the former is at present

the operations' Officer at R. 1 taking up the hibernation where F/O Mosher left off. F/L Mitchell is C.N.I. and even at that he has his hands full navigating from Ground School to Flight to R.1 and back. He is leaving on Temporary Duty at No. 1 Training Command for the month of July. The banks of Lake Couchiching are alright, but teaching teachers is a different matter. He's glad its only temporary duty and not a posting.

Corporal Miskelly has left the Flight, and in his place we have the dashing blonde Sgt. Reveler. Maybe he'll like it here.

Our Yales are being sent to Trenton to acquire a new yellow coat. Alas! our only claim to distinction is vanishing—where is all our Silvo?

Ansons are being added to the Flight to meet the demands of the new syllabus which calls for navigation time during the pupils' training. (Instructors—one at a time—PLEASE GENTLEMEN). Our personnel numbers have also been increased to meet the extra demands. So in all we had some news, you see. It looks as if Number 5 Hangar will be busier than ever. Till next installment—Cheerio.

### The Feminine Point of View

There have been a number of changes and promotions in Central Registry and Orderly Room personnel at Headquarters during the last month.

Probably the most startling of all these changes was the posting overseas of Corporal Don Day. It didn't seem possible that we could get along without him but here we are, still accomplishing our daily tasks under the capable guidance of Corporal Lihou. Our best wishes go with you, Don, but we only hope that you don't break as many girls' hearts over there as you did in Aylmer. And we might add that Coporal Lihou's new promotion evidently inspired him to greater goals as he is already to march down that well known aisle on July 1st. Congratulations, Norm, and the best of luck!

Postal Clerk Trimble, who had been with us for nearly a year, was sent to the Post Office, and AC.1 Oldham is now in charge of incoming and outgoing mail runs.

Then we have AW's Dufty, Kenry, Norton and Wright as new additions to Central Registry and Station Orderly Room. Also in C. R. is a clerk brought up from Maintenance Orderly Room who, by the way, has been spending the last two or three days in the Station Hospital. He confidentially told us on his return here that there was a very nice Nursing Sister on the hospital staff!

Thursday, June 4th! Oh yes, the Headquarters party at the Cabin-in-the-Pines. It turned out to be a very successful evening, what with dancing, movies and lots and lots of good refreshments. Why don't we do this more often?

We just heard that AC1 Gent will be wearing a prop by the 1st of July. But just before we offer him congratulations on his new LAC, we must tell you that he too is contemplating marriage. It seems that Don was on sick leave in Hamilton a short while ago and the general opinion is that the date was set then. Anyhow, we do offer our best wishes.

Heartiest congratulations to Flight Sergeant Steup on his promotion.

As we were about to go to press we received word from "Over There" and one AC. W. F. Myers wishes to be remembered to all of those of No. 14 who were here then.

We have been wondering lately if AC Hewitt has changed his office from the Orderly Room to C. R. He seems to spend quite a bit of his time on this side of the hall!

So long for now, we'll see you next month.

### ATTENTION GOLFERS

Many members of His Majesty's Forces are enjoying their favorite game at the St. Thomas Public Golf Course on No. 3 Highway at the eastern edge of the city. Tom Pullen, professional and manager has a number of sets of clubs which he loans gratis to Service men or women. Green fees are 35 cents for 9 holes and 50 cents for 18.

### Accounts

Since the new furnishings have arrived for the Accounts, the "Hive of Activity" has become more and more realistic, with the large circular Comb, about which the members hum m. . . , as the work flows by.

Some of the Hum's commonly heard: . . . . .  
S/Ldr. Gabbett—Flight Sergeant Berub !!

F/Lt. Spiller—Spilla Heah!  
F/O Neill—I'll write them a nasty letter . . .

P/O Cole—Swing those arms, UP!  
UP! UP!

F/Sgt. Berub—Yes Siir  
Sgt. Healey—I'll be down at the Mess.

Cpl. North—See you in the Canteen, Pappy! !

Cpl. Murray—How's yo all doin' Sonny Boy ! !

LAC. Edgecombe—What's Cookin', Nort!

LAC. Allan—'Doggone Right . . .

LAC Crosby—Hi! ! !

LAC. Ross—Yes Dear ! ! !

Cpl. Kribs—My Son! My Son! !

LAC. Hampton—Oh Yeah! She's a nice girl!

AC1. Hiltz—Is the Mail in yet?

AC1. Gadsby—Have you heard the one about . . . . .?

Miss Johnston—Ken, Stop ! !

AW1. Muir—Let me call at I. & R.

AW1. Saunders—Sorry, cheques not in yet. . . . .

AW1. Webster—Let's eat at the 'Hostess House.'

As we say so long to four members of the W.D. of the section, AW2's, Batt, Bright, Cochran and Dennis, along with Sgt. Lutes and LAC. Kranze, we throw out our 'Welcome' mat to seven new members of the staff, all W.D.'s. . . . . Good, Dovaston, White, Sheppard, Hovey, Barnhart and Thompson . . . ! Anybody here from the West? We shall certainly do our part to make their stay a pleasant one. After all Cooperation is our By-Word.

Congratulations are in order for P/O Cole, who has recently been appointed to commissioned rank. Our best wishes go to him.



— COMING —

JULY 8th, 9th and 10th

**"Our Russian Front"**

SEE The "Scorched Earth Policy" carried out with a vengeance to stop the Nazi Hordes.

SEE The Heroism of Men and Women Fighting on our side.

ALSO ON SAME PROGRAM

Veronica Lake	Robert Preston
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in

**"This Gun for Hire"**

Picked by LIFE Magazine  
As the Picture of the Week

When in ST. THOMAS Visit the

GRAND CENTRAL HOTEL

We'll try to please you.

You'll Enjoy Dining in the Coffee Shop

MAKE THIS STORE YOUR

HEADQUARTERS

When in St. Thomas

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CALL AT

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The most complete stock of  
Airmen's Supplies in Canada

Birks-Ellis-Ryrie R. C. A. F.  
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Air Force Text Books—Kit  
Bags — Cushion Tops

WE WRAP AND MAIL  
GIFTS

OPEN EVENINGS

349 Talbot St. Est. 1857

**Sports**

Sports of any kind are considered by one who loves them as active relaxation activities. By the non-active airwoman they are considered a pain-in-the-neck! However, despite these feelings, they still go on.

The airwomen have two regular sports periods a week. Half go on Tuesdays and half on Thursdays, from 1800 to 1900 hours. The airwomen are divided into 4 teams per night. Two teams play off a scheduled game, while the remaining girls play tennis or horse-shoes.

A station team with the able and generous assistance of F/O Stubbings, has been temporarily formed. Whether or not this will be a permanent team will be decided when the team will play their Sisters-in-Arms . . . FINGAL.

Our first baseball victory! The score was Fingal 22 and Aylmer 24—a close, well matched game, played between a succession of showers during which the teams scrambled under the tarpaulin covering of Fingal's truck.

We regret two uncomfortable casualties on the part of the opposition—one girl, Kruger by name, received a fast ball on the cheek which chipped a tooth and forced her out of the game and into the hospital for emergency treatment. Another girl (name withheld) sat down suddenly during the play and was compelled to wear her raincoat for the rest of the game to conceal her split slacks.

Both teams fought hard and cheered harder—assisted in the latter by a fine turn-out of supporters, including the C.O. and many other officers. The Aylmer girls made many new friends and renewed old acquaintances among the visitors from Fingal, and all are looking forward to the return game which will take place in the near future.

After the game was over, both teams departed to the Corporals Mess to consume thousands of doughnuts and quarts of coffee, assisted by half a dozen volunteers acting as waitresses for the evening.

A thoroughly enjoyable evening was spent by all (except Kruger) and a vote of thanks is due to A/S/O Crocker and F/O Stubbings for their efforts to ensure its success.

"By Jove, old boy, I couldn't believe it when I heard you were in hospital. Why, last night I saw you dancing with a pretty blonde."  
"Yes, so did my wife."

**What a Life!**



A handsome guy is Corporal Jim Yet no girl's ever seen with him— Of perspiration odor he Is guilty—so he's shunned, you see.

**Bath tonight with LIFEBOUY**

The ONE soap especially made to prevent "B.O." (Body Odor)



**AFTER THE PARADE**

Her Royal Highness Princess Alice, Commander-in-chief of the Women's Division, Royal Canadian Air Force, with Section Officer J. G. Cumming of No. 1 Training Command, and Assistant Section Officer (now Section Officer) E. E. Reed of No. 14 S.F.T.S.

**Recreational Centre  
A DREAM!**

I ran up the steps of the building and entered the main room of the W.D. Recreational Centre.

It was a big room and the first impression was one of brightness and comfort combined.

Perhaps it was the gay chintz of the curtains or the comfort of the lounges and deep chairs—or perhaps it was the cunning little knickknacks, ever dear to the feminine heart, placed to advantage here and there.

It may have come from the happy chatter of the group around the Ping Pong Table as they aided or hindered the lively game in progress.

Or was it the brisk trade carried on at the Canteen Counter where hunger, that old all-time enemy of Service Personnel, was being attacked?

The far end of the room was cosy and quiet. Girls were curled up in chairs, lost in books—while others sprawled comfortably on the couches resting after a busy day.

Certainly the Recreational Centre seemed a charming happy place—a spot to add greatly to the life of the W.D. at No. 14 S.F.T.S.

But alas, as I looked again, the brightness faded and the comfort disappeared. My footsteps resounded through the empty room—Nothing remained but the same old building set up on its sturdy cement blocks.

**New Trades For Old**

It's a long time since any one has said "A woman's place is in the home"—and an equally long time since the basic trades of teacher, nurse or stenographer were the only ones open to women.

Even at the beginning of the Women's Division in October, 1941, it was felt that the number of things women could do "was quite limited." Clerical work, hospital work, cooking, cleaning and driving lighter cars were the duties assigned to the eager girls.

Now, after only six months of active service, twenty trades are using airwomen to replace airmen. To the old regular ones, have been added Dental Assistant, Dispenser, Instrument Maker, Laboratory Assistant, Meteorologist, Pharmacist, Photographer, Postal Clerk, Radiographer, Laundry Woman, Teleprinter Operator, Wireless Operator (Ground), and Operations Room Clerks.

What price a good General Duties these days? Since they are acting as time keepers in the flights, working in Log Book rooms, Tool Cribs and Spark Plug rooms, the supply won't meet the demand.

Carry on, girls! Remember, however, that the opening of these new trades does not remove your responsibility for the old jobs. Work hard! Play hard! The W.D.s can do it!

**THE COOK'S SONG**

We are the cooks from the Airmen's Mess. We're pretty smart, we really must confess. The boys love us—they surely do Especially on the days we serve them stew.

Over the steam tables we slave all day. We work hard for very little pay, From six in the morning till six at night Seeing that the boys are all fed right.

We never stagger, we never fall, We never get from behind the 8-ball, With Stewart standing there—giving us the glare "If dinner is late — you'll lose your 48."

We'll carry on till this war is through No matter which stations we're posted to, When all the stations we have seen, We'll never forget dear old "Fourteen."

AW.1 Watts and Whitlock, Airmen's Mess

**CONGRATULATIONS**

Cpl. MacIver and Cpl. McMeans report to Toronto today to receive their commissions as Assistant Section Officers. We have enjoyed their short stay on this Station and wish both every success in their new careers.

An elderly woman had been to hear her nephew preach for the first time, and she thought it a very poor sermon.

Later that day she asked: "James why did you enter the ministry?" "Because I was called," he answered.

"James," said the aunt, looking solemnly at him, "are you sure it wasn't some other noise you heard?"

Sandy was thinking seriously of marriage. "And do ye no' read in bed?" he asked Jean anxiously.

"Ay, Sandy," replied Jean, who wasn't Scotch for nothing, "but only be it a bright munelicht night, ye ken."

She got her mon.



**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

In addition to Choice Meats

**HUGHES  
Meat Market**

sell  
CRISP, FRESH  
VEGETABLES

We are always glad to see  
you here.

**H. Gunstone**

"where good shoes come  
from"

AYLMER - ONTARIO

**White  
Drug Store**

DRUGS, STATIONERY,  
FILMS, AND  
DEVELOPING SERVICE

# Sports Round-up

By F.E.W.

## SWEET REVENGE FOR AYLMER SOFTBALLERS

A sensational fielding play by Willie Turnbull robbing Fingal of a home-run in the last inning, gave Aylmer the chance to count the winning run in their half of the ninth and thereby gain sweet revenge for the opening setback suffered at the hands of the same Fingal nine.

With the score knotted at four all, Baker the Fingal first sacker lashed out what looked like a home-run, but Turnbull covered a lot of ground and grabbed the liner for an out instead to break the hearts of the Fingal ball club.

Turnbull then singled to open the Aylmer half of the ninth, went to third on Steve Hardy's bingo and came in with the winning run on Tufford's clean hit to left field. The win gave Bob Strickland a well deserved victory for he worked hard the whole game and contributed greatly to his own cause with a second inning homer. One bad inning gave Fingal their four runs, but they were unable to solve Strickland's delivery after that.

Strickland collected three hits in four trips to the plate in this contest, with the rest of the team adding ten more.

## FINGAL BOMBERS

	AB	H	R
Berry, 2b	5	0	0
Spendlove, rf.	4	4	1
Miller, c.	4	2	1
Taylor, cf.	4	1	1
Cronin, ss.	4	1	1
King, 3b.	4	0	0
Noseworthy, lf.	4	2	0
Baker, 1b.	4	0	0
Degonghe, p.	4	0	0

Two more in the fourth offset by No. 14's first run of the game, gave the Technical School lads a 4-1 lead. Strickland replaced "Red" Tait, the Aylmer starting pitcher at this point in the contest, and although he had pitched nine innings the evening before, Strickland gave a good account of himself as he went the rest of the route allowing but one run on three hits.

The game was a pitcher's battle, but Aylmer left too many men on the sacks or they might have returned a win instead of the setback. However, the T.T.S. pitcher, Grayer, was no slouch and limited the home team to nine hits as he toiled the entire game on the mound for St. Thomas.

## ST. THOMAS T.T.S.

	AB	H	R
Curran, cf.	5	2	0
Weatherup, 2b.	4	0	2
Tammeral, ss.	4	2	1
Legriso, lf.	3	3	0
Langmuir, rf.	4	0	0
Ryder, 1b.	4	0	0
Gibbs, 3b.	4	0	0
Farquahar, c.	4	2	1
Grayer, p.	4	1	1

36 10 5

## No. 14 S.F.T.S.

	AB	H	R
Turnbull, rf.	5	0	0
Ashleigh, c.	4	3	2
Hardy, ss.	4	0	0
Tufford, 3b.	4	2	0
Davidson, 2b.	4	0	0
Hutchinson, 1b.	4	0	0
*Nicholl	1	1	0
Davis, rf.	4	0	1
Savage, cf.	4	3	0
Tait, p.	1	0	0
Strickland, p.	3	0	0
xFrickey	1	0	0

39 9 3

\*Batted for Hutchinson in ninth.  
xBatted for Davis in ninth.

## SOCCER

Under the tutelage of Cpl. Pat McGarry, the soccer team which represents No. 14 S.F.T.S. in the Inter-station League, is quickly rounding into shape.

Composed mostly of veteran soccer players, the team, according to Padre Smyth, will be plenty of opposition for any eleven it may meet.

On Tuesday last the team opened its season with a win over No. 5 S.F.T.S. Brantford. Corporal McGarry expressed satisfaction over the team's exhibition and the score 6-0.

## STATION SOFTBALL LEAGUE

With every team but one getting in at least one game since the last issue of the AIRMAN, the Station Softball League is well under way. Divided up into three groups as in the standings below, the winners of

each group will get together in a post-season play-off for the Station championship.

Every game that takes place creates a lot of interest between the sections to see which has the better softball club. Enthusiasm runs high and it is hoped soon that there will be two diamonds available for play and thus allow each team more games.

Maintenance N.C.O.'s and No. 1 Squadron lead Group No. 1, but the N.C.O.'s have played one more game than the Squadron. Metal Shop has yet to get a taste of competition in the league, but are scheduled to meet a couple of their opponents early in the week.

The Officers as the result of a bitterly contested win over the G.I.S. entry are tied with No. 2 Squadron for the lead in Group No. 2. Group Captain Irwin's homer with the bases loaded gave the Officers' their advantage in a tight game with G.I.S.

Equipment with two wins has the best record on the station, but they have lost a couple of their valuable men since their last game and so may be easier for some team in Group No. 3 to tame the next time out.

The standings of the three groups follows:

## GROUP NO. 1

	W	L
No. 1 Squadron	1	0
Maintenance N.C.O.'s	1	1
Headquarters	0	1
Metal Shop	0	0

## GROUP NO. 2

	W	L
Officers'	1	0
No. 2 Squadron	1	0
G.I.S.	1	1
Fitters	0	2

## GROUP NO. 3

Equipment	2	0
Servicing	1	1
Works & Bldgs.	1	1
Riggers	0	2

## AYLMER AIRWOMEN WIN

### OVER FINGAL LASSIES IN WEIRD CONTEST

In a softball game productive of a grand total of 45 runs, the Aylmer Women's Division gained a win over the Fingal Women softballers on the home grounds Tuesday night. This was the first game in the newly organized Women's Division Inter-station Softball League.

Even the Brooklyn Dodgers couldn't be accused of displaying such wild antics as did these two teams before Aylmer finally emerged on the long end of a 23-22 count. Spotting the Fingal nine a six run advantage in the opening inning, Aylmer, behind some fine pitching by Crocker who relieved Murphy in the second inning, came back in great style to snatch the lead with an uprising in the fourth inning, only to see the visitors retake the lead in their next turn at bat, as they drove twelve runs across the plate for a 19-13 lead.

But Aylmer was far from beaten. Three runs in the fifth plus six more in the sixth returned the lead to the homsters by 22-19. In the last inning, Fingal, with two out, decided to prolong the game and so went ahead to tie the count on a single, and two homers. The last of the homers was hit by the Fingal speedball artist, "Red" Jackson, who did some classy pitching for the Bombers in the latter innings.

(Continued on Page 10)

## AYLMER No. 14 S.F.T.S.

	AB	H	R
Turnbull, lf.	4	2	1
Asgleigh, c.	3	0	2
Hardy, ss.	5	2	1
Tufford, 3b.	4	2	0
Lotimer, cf.	4	2	0
Nicholls, rf.	3	0	0
McClelland, rf.	1	0	0
Strickland, p.	4	3	1
Davidson, 2b.	4	2	0
Wansbrough, 1b.	4	0	0

36 13 5

## T. T. S. DEFEATS NO. 14

With an opportunity of gaining undisputed possession of first place in the Inter-station Softball League staring them in the face following their win over Fingal the evening before, the No. 14 S.F.T.S. team failed to take advantage of their chance and dropped a 5-3 decision to the T.T.S. nine in a re-play of a rained-out contest.

Two runs in the opening half of the first inning gave St. Thomas a lead that they never relinquished.

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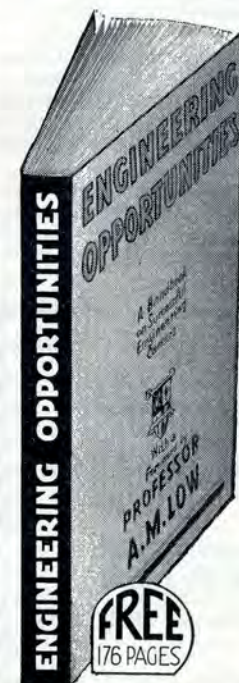
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**Maintenance**

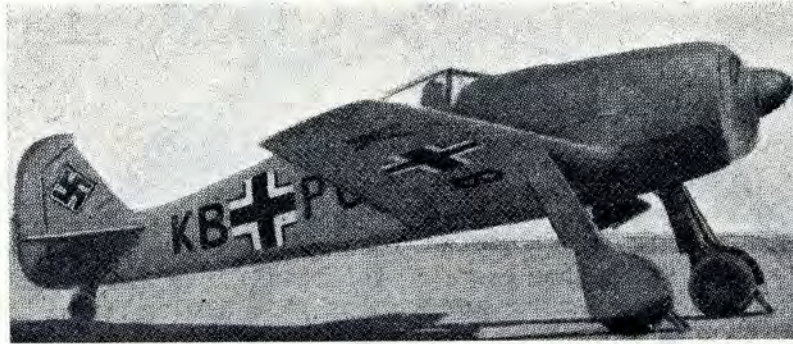
**Mutterings**

Our ears are still ringing with the rousing cheers and hearty congratulations which were the result of our not appearing in print last month. But, in spite of the moral set-back this situation has caused us, our thoughts seem to be running on a somewhat more journalistic plane this month, so we have decided that this is as good a time as any to make amends for past efforts. This is the time dear readers, to sit up and take notice, you are now reading Maintenance Column. It has become increasingly difficult each month to get enough material to fill this column, so we would like to say to Maintenance as a whole that this is your column, and any help or information that you would like to offer will be more than appreciated.

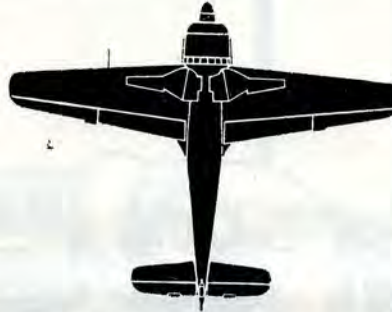
Maintenance Squadron is still suffering from the effects of their first, but we hope not their last, smoker. According to the owner of the Cabin in the Pines, never before were the Spirits of Bacchus consumed in such great quantities in so short a space of time. Even the small boy who was detailed to look after LAC. Emmons was inclined to get himself outside a little too much of the liquid refreshment. But in spite of the evident over-indulgence, everyone seemed to be having a good time.

The evening got under way by a few speeches from the Commanding Officer and the Officers of Maintenance Squadron. The C.O.'s speech was especially well received as he finished it up by buying a round for everyone present. The entertainment was kept at a peak by Flight Sergeant Bell, who did a very efficient job as Master of Ceremonies. Sergeant Slater played a few numbers on his Electric Guitar, and Sgt. Spink and Scottie Wright were rolled out from under the table long enough to render a few choice Scotch selections. Sgt. Lennox and Sgt. Stoner also gave out with a few vocals, although it

**MODERN ENEMY AIRCRAFT**



Span, 37 ft. 0 in Length, 28 ft. 11 in.



**BLOHM VOSS 190-FIGHTER**

The Germans have apparently decided to trade manoeuvrability for fire power. Their latest fighter, which appears to be replacing the Messerschmitt 109, is the Blohm Voss 190, a new addition to a long line of famous military aircraft.

The motor is of 14-cylinder design with an estimated h.p. of 1600. At a height of 17,000 feet, the speed is about 370 m.p.h. Armament consists of 4 large calibre machine guns. Cannon may also be installed. An interesting feature is the change to radial motors for German fighters and the inward retracting undercarriage.

**Recognition Features:**

From the front the wings have a slight dihedral and are quite long. The engine cowling is rather large and circular.

In the side view the large spinner stands out in front of the radial cowling. The coupe top is streamlined similiar to the Airacobra and the rudder is rounded.

The plan view shows long tapered wings with rounded tips and a tail plane of similiar outline. The nearest Allied aircraft to compare in design is the Curtiss Mohawk IV.

was quite evident that both were quite worried about being out without a pass—or were they?

Although the smoker was the most important event of the past month, we must give a little space to some of the other goings on in the Squadron. We must note that the Parachute Section held a picnic on the night of the smoker, and "Homely Harry" as the girls call Sergeant Dawson was unable to put in an appearance. Anyone that could talk Sgt. Dawson into going to a picnic must have something—but of course, all we have to do is to look at "Smitty" then we can understand it. We have also lost one of our Parachute girls, and we can say that our loss is Toronto's gain.

Corporal Wright, or Haggis McBagpipe as he would be known to his friends, if he had any, is ex-

pecting to be elected Mayor of Tillsonburg at the next election. And, Sgt. Major Harris, not to be outdone had the band in Springfield a few weeks ago trying to drum up a few votes.

Our big attractions have now moved from the Tool Crib, but it still seems to hold the crowd. Nice going girls! The Spark Plug Room regrets the loss of Cpl. Barnes, but his two lovely assistants are carrying on. Sgt. Stoner's office seems to have enlarged even lacking our Sgt. who used to spend quite a bit of his time there. We wonder if it enlarges much more, just where we will put the Flight Sergeants?

The question of the Month is: Why does the O.C. of Servicing Squadron spend so much of his time in No. 1 Hangar.

As we close this little edition we thank you very much for bearing with us. You may now sit back and relax and we hope you did not become too excited in reading our column.

**IMPRESSIONS ON ARRIVING AT No. 14 S.F.T.S.**

Ever since I started  
To train in the W.D.  
I've looked forward to being on a  
Station  
Where life is a little more free.

I was told at Number Six Depot,  
On the day of my posting news,  
"That this was the best of all  
stations."  
By a corporal muchly enthused.

When I left, to come to this Station,  
I hated to say goodbye;  
But 'Variety makes for good living.'  
So to heck with letting tears fly.

We six were dumped at the siding,  
To wait for our limousine,  
Which arrived later on in the hour,  
And again dumped us out on the  
green.

Well, we're here, and we're part of  
this Station.  
It's so vast compared with the old.  
There seems to be miles of runway  
And the planes are the color of  
gold.

The buildings are many and scattered  
And look pretty much all the same.  
That's why I got lost once and  
wandered,  
The result of which I'll never name.

At the Depot there were always  
things doing,  
But here it seems kind of slow.  
Perhaps it's cause I'm shy and  
quiet,  
But really I'm ready to go.

The more I sit 'round doing nothing,  
The more mischief is gathering  
inside.  
Does anyone want a companion?  
'Cause I wouldn't mind having a  
guide.

But enough of this nonsense and  
prattle,  
And some day, I hope I will be  
Part of the pride of this Station  
That is part of a country that's  
free.

—AW2

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### On Playing Billiards

The game of billiards is commonly believed to be an English game. Reference to the Encyclopedia Britannica (ed. 1894) discloses that little is known of its origin. The name "billiards" has a French look about it (cf. billiards) and some consider that the French invented the game. But there is doubt on this point; for one French authority suggests that it was derived from the game of bowls, which has an English atmosphere and another old French Sports publication states, "It would seem that the game was invented in England." Still others claim that it was improved by the French out of an ancient German pastime. At any rate Louis XIV played billiards on the recommendation of his physician, for the exercise. He probably needed the exercise.

Getting back to England, we find that Shakespeare knew the game, for he makes Cleopatra, pining for the presence of Antony, invite her attendant to play fifty up. Originally played by driving a ball through a ring which revolved on a pin or stick fixed to table or floor, the game is mentioned in a publication of 1674, "The Compleat Gamester," by one named Cotton where we are told "for the excellency of the recreation, it is much approved of and played by most nations of Europe, especially in England, there being few towns of note therein which have not a public billiard table; neither are they wanting in many noble and private families in the country." This, note, was written nearly 400 years ago; but in spite of historians' praises the game gradually descended to taverns—and only in our day, say the last 100 years, has it become a harmless and amusing indoor game.

Many variations and adaptations of the game of billiards have been made, such as snooker, pool, Russian, German and American billiards. The table, balls and cues have also been improved and re-designed, until at the present time, there is a wide variety of equipment and style of game to be found. Pool rooms, considered sometimes by the Police as the hangouts of low characters, are to be found in practically every community in the continent, from the big cities to the tin and board shacks of the frontier towns. Unquestionably however, the game of English billiards played on a standard table, 12 feet by six feet, and under the rules set forth by The Billiards Association and Control Council, headed by the Earl of Lonsdale, has retained or re-captured something of its former respectability and prestige.

As to the science of the game, little is to be found in books. Even the official publication of The Billiards Association, after setting forth the Rules of various types of billiards, gives little more than a hint or two for beginners, on how to strike the cue ball. Practice and instruction from an adept will be more enlightening as to the mysteries of side stroke, drag, screw,



New Style 1942

the following ball, the half-ball shot, the bank, than will any amount of verbal explanation. Perfection in billiards is to be found in the nice combination of the various strokes in such fashion as to leave the balls in a favorable position after each hazard or cannon. (A "hazard" is made when a ball, either cue or object is knocked into a pocket; a "cannon" is made when the cue ball strikes each of the object balls.) This perfection can only be attained by the most constant and unremitting practice.

In his pursuit of such perfection the average player, attracted to the game by its apparent simplicity, by the pleasant sight of the red and white balls running around the table, bouncing off each other and the cushioned rails and plopping into the pockets, passes through four stages.

First, he simply sights along his cue, strikes the cue ball smartly and stands back to watch what happens. He has little idea or concern about how to hold the cue, how to make a bridge for it with the hand on the table, or where his ball or the others will travel when he makes his stroke. Angle of cue to table, position of the point of impact of his cue on the cue ball, ease of position or grasp of his cue are things that do not enter his

head. He wants action and generally gets it.

After practice, he begins to have some idea of the track followed by his own ball. Cannons become easier and if blessed with a good eye, he surprises himself now and then by potting the red. He continues in this style, for the frequent hazard or cannon that comes his way after a savage thrust increases his score appreciably. He "watches all the pockets" and hopes hard.

If serious in his desire to improve however, the billiards player begins shortly to look ahead. He plays a shot not only for the immediate points involved but in order to secure "position" after the balls have come to rest. He studies and experiments with the effect of draw, side and screw or pull-back. He moderates greatly the force of his strokes, in order to achieve a definite set-up for successive shots. As a result, his "fluke" scores become rarer, his

runs increase in length, and he scores frequently from positions that formerly would have been impossible—sometimes to the amazement of his onlookers.

From this stage to the last, practice and thought together make him an expert. An expert is one to whom runs of 50 or 100 or better are common. He knows which shot to play, where the balls will be after each shot, when and how to apply side or draw; situations that look "safe" result in substantial runs. He never "flukes."

There are few experts.

### BUSHED

Madly he plunged through the trees, in the grip of a terrible fear that he would never find his way out to civilization. It seemed like years since he had first realized he was lost and how he had told himself to keep calm and not let this bush madness, which now held him in thrall, overcome him. Now he beat at the pine branches with his bare hands, calling again and again for someone to lead him to safety. 'Twas all in vain, the rustle of the wild things in the deep thickets was the only sound that came to his listening ears. If only he could lay down and sleep somewhere but he knew that it would end in the last long sleep of death. There in the shady depths of the forest, his remains would perhaps never be discovered. Ah, at last, there was a patch and like a drowning man clutches at a straw he followed its winding way. Soon before him loomed the logs of the cabin where he had left his comrades. All was silent and still and with a cry of despair, the weary mortal realized that he had been left to his fate. He must perforce walk back to Aylmer from the Cabin in the Pines.

A newly arrived P. and O. got the thrill of his life to-date the other day. P/O Barton took him up while testing the air. Visibility was very poor and the circuit was made at about 125 feet before the test pilot reported "Unfit for flying." On leaving the plane after his five minutes, the potential pilot exclaimed, "Thanks a lot. Gee, it was great up there."

### AYLMER AIRWOMEN WIN

(Continued from Page 8)

The No. 14 outfit however didn't lose much time to bringing in the winning run in their half of the seventh. Cochen opened the inning with a single. Hussey reached first on a Fingal misplay, and Crocker beat out an infield hit to load the bases. Saunders then strode up and lashed a single into right field to end the wildest game seen in these parts in some time.

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