

RECEIVED  
OCT 1 1956  
LONDON PUBLIC LIBRARY

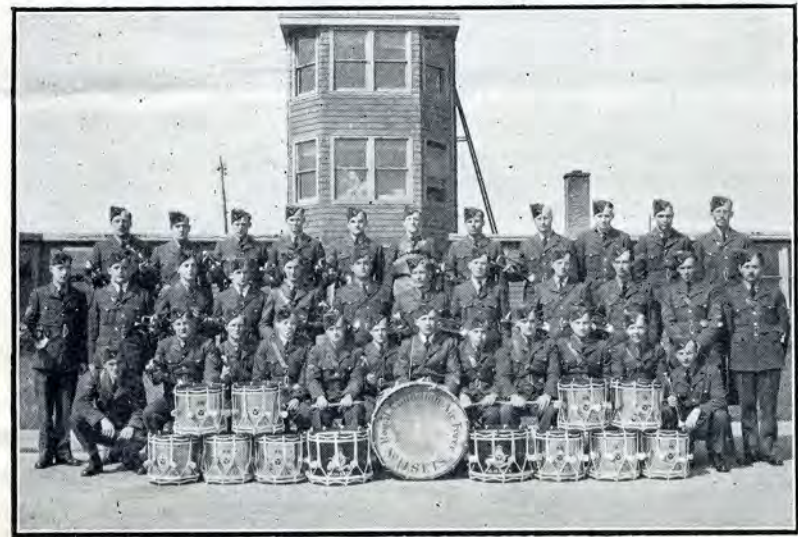
# THE AYLMER AIRMAN



VOL. 2, No. 1

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

JULY 31st, 1942



Here Comes the Band!

ONCE upon a time, No. 14 S.F.T.S. was a young station without floors in the hangars; dust was in the air and when it rained mud was underfoot and the roar and rattle of Contractors' machinery filled every nook and cranny. Everyone was tearing around trying to make order out of chaos. In the midst of it all, "We should have a trumpet band," said somebody to somebody else. "A very good idea, but what will we use for instruments when trumpets and drums in the quantity required are not on the scale of issue to a station of this nature?" replied somebody else to somebody. On the face of it, this appeared a poser, but rumour had it that our Commanding Officer, Wing Commander Irwin was desirous of having a band, so he was approached in an official manner. The rumour proved to be well founded. Our C.O. not only wanted a band, he was determined to have one and he was not long in making what seemed an impossibility possible. In due time a brand new set of instruments arrived gaily painted and covered with the insignia of the R.C.A.F. and No. 14 S.F.T.S. The only drawback now was a Bandmaster. This need was soon filled in the person of Sgt.-Major (Phil) Harris, a bandsman of many years standing. A call was sent out for bandsmen and soon every instrument had a player, some with experience and some without—mostly without.

During the following month or two Sgt.-Major Harris' success was demonstrated by the appearance on parade of what was called a band in some quarters, in others, anything but. The occasion of the Band's first appearance was an inspection parade by the Commanding Officer, and the Wing was ably escorted to the parade ground to the stirring strains of No. 1 March; a tune loved and remembered and whistled by all station personnel to this day. The showing was far from perfect but all great things have humble beginnings and so it was with the band.

The efforts of Sgt.-Major Harris

and the rest of the band members have been the subject for much pauses for a moment to consider that the band is composed entirely of tradesmen who may not readily be spared from their duties to attend practice, the wonder is that the band has been able to carry on at all. This difficulty has been somewhat overcome by the unceasing efforts of our drum instructor, Aircraftsman (Bob) Weir, and the drum section has become something to be praised, leaving little room for criticism.

To add to the difficulties encountered in the formation of a band under normal circumstances, the band soon found out that owing to the shortage of personnel on the strength of the Station, it was becoming increasingly difficult to find time for practice. Postings became more and more frequent, until from the glorious initial strength of 38 members, our numbers became depleted to less than 10. Discontent was rife and the urge to practice had reached a low ebb. To make matters worse, the visit of the Inspector General loomed alarmingly near.

It was then we realized that something must be done, the question was, what? Nothing in the way of extra privileges for the band was forthcoming. The Officers and N.C.O.'s in charge of Sections already overburdened with the stupendous task of keeping up the splendid record of the Station for serviceability of aircraft, felt that the men could not be placed on the same shift in order to facilitate their appearance at practice at the times laid down and no one dared suggest an extra 48 by way of inducement to new members. Yes, the situation was critical. We had tried putting a notice in D.R.O. asking for new members but without results. The only thing left was an organized recruiting drive—so it was decided.

Well, the drive got under way with all despatch. At first the results were doubtful and much persuasion was necessary in order to

(Continued on Page 4)

## Class 53 Says "Goodbye"

Now that the time has arrived for those of us remaining in Course 53 to receive our Wings and take our leave from No. 14 S.F.T.S., we wish to take this opportunity of saying a few words to all of you in the Station who have co-operated in our training. We wish to thank the Editor of the "Aylmer Airman" for the space he has kindly placed at our disposal for this purpose and hope it will not be wasted.

When we first arrived at this Station from our various Elementaries, it was apparent to each one of us that to pass out successfully would require a large amount of work on our part. But as the time went by we began to realize that this was not the real case, far from it.

The first problem that cropped up was the question of how to fly a Harvard without making a mess of ourselves and a perfectly good aeroplane on the deck with probably an Instructor thrown in. In retrospect, it sends shudders up one's back to think of the mad things we attempted to do at the beginning, the unknown risks that we unconsciously used to take, such as trying to take off from the ground too quickly and dipping a wing, and various other things too innumerable to mention. The Instructors took their lives up in our hands every time then. They never complained, in front of us anyhow, but pulled out their grey hairs, swallowed a couple of times, and told us gently to exercise a little more care in the future. Sometimes they even said "please," and the rest into the slipstream, thinking we couldn't hear. Great fellows they were, every single one of them; we shall never forget their patience and the many ways in which they stuck up for us when trouble stuck up its often appearing head.

In Ground School, we came up against work of a rather different kind, and here, too, we owe the fact of our graduation to the hard work and comradeship of the Officers, N.C.O.'s and Airmen, who had the very arduous task of teaching the multitudinous things associated with Service flying. Theirs was a most difficult work, dragging our minds every day down from the skies and gradually making us realize how much more there is to flying than knowing how to fly, and they must take the credit for our passing the examinations with such a margin to spare.

Now for the men, without whose labour and skill no aeroplane would leave the ground, whose jobs are amongst the most arduous of all. We have asked much from them every time a plane has left the ground, and they have not let us down in the smallest degree. We have been dependent on their thoroughness and workmanship at all times whilst in the air, especially at night, and this trust has been held sacred. Perhaps we shall

## Now Senior Medical Officer



FLIGHT LIEUTENANT PALMER

When Squadron Leader Hiltz, our flying doctor and S.M.O. received his overseas posting a month ago, great was the interest in the appointment of his successor. Among those most interested was F/L J. Gordon Palmer, who, after several months at No. 14 had suddenly been sent to fill a vacancy at Fingal. As is often the case, interest evoked action, and the happy result in this case was "Doc's" inobtrusive return to his well-known haunts. Now, of course, he occupies the little office to the left of the Hospital's main entrance and after a decent interval no doubt the sign over its door, which now reads S/L Hiltz, S.M.O., will be changed. We hope the name only will require alternation at that time.

Doctor Palmer was born and educated in Toronto, being graduated in medicine in 1939. After a year's internship in the Ottawa Civic Hospital, he offered his services to the R.C.A.M.C., and when the R.C.A.F. formed its own Medical Branch, he naturally elected to practice upon the high fliers. Service at London Recruiting Centre, Camp Borden, Aylmer and Fingal have preceded his appointment here. Behind a professionally blank countenance, Gord maintains a keen interest in what goes on about him. Keenest perhaps when the game is bridge, or even knock rummy.

never realize all the work that goes on night and day. They don't say much about it, but our Wings are their medals, too.

In conclusion, we desire to thank the Commanding Officer and the other Officers in charge of this Station for their efficiency and understanding, which, combined with that of everyone else, makes it in

(Continued on Page 3)



## The Aylmer Airman

Published every fourth Friday at Aylmer, Ontario, under the authority of Group Captain 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. H. J. Martin

Associate Manager—Lou F. Henry, Y.M.C.A.

AYLMER, FRIDAY, JULY 31st, 1942

### Hither and Yon

A trend in Station periodicals is developing which will be interesting to observe. Led by Trenton's "Contact" and now joined by Fingal's "Observer" and Borden's "Wings Over Borden," several Station Publication Committees are entering the magazine field. The gates are open, others have turned aside from the common road towards the attractive vista—but we wonder if the harvest to be reaped there will be of full headed grain, or if when the first few acres have been cut, the yield will be mostly straw.

There are several reasons for opposing this trend in Service journalism—if one may use the term. Among these may be cited, the extra time and energy required from those responsible for the production of articles, photographs, advertising involved in magazine publication. Until Flying School establishments include editors and advertising solicitors, this work must either be done in off hours or must interfere with regular duties.

It is noted, too, that with the change to magazine form with special covers, more art work, larger issues, most publications must now be bought by the Station personnel—because in spite of extra drives for advertising, the cost per issue is too great. Yet it would seem that the members of the Station are at once the reader public and the source of material, proprietors in fact of any Station periodical. They are interested chiefly in three things:

1. themselves;
2. the life of their Camp;
3. flying generally, and specifically—including training.

If this is the case, it is surely more advisable to build a periodical that—like the Government of a democracy—is "of" "for" and "by" the people, than to compete with nationally known, successful periodicals for the Airmen's 5c, 7c or 10c each month.

More important than these particular objections and yet involved in them all, is that of the distortion of purpose behind the publishing of a Station periodical.

What is that purpose? Surely it is to provide a mirror of the Station's life and activity, a means of expression to those able to write or photograph or draw, and a method of disseminating information, technical or sub-technical on the subject in which we are all most interested. Surely it is not to show the world that in the midst of a life and death struggle against a merciless and purposeful enemy, we in Aylmer or Jonesville, or Timbucto have got the ambition, the talent and the time to put out a magazine of general or cultural interest.

That isn't said exactly as we would like to say it. Truth is, we were looking forward to leave and had thought of discoursing on the pleasures of anticipation;—but a sudden posting has changed our immediate environment and we shall not see this issue come off the press. As for future issues, we cannot tell, except that F/L B. P. Smyth is undertaking the Editor's role for the 28th of August.

### The C.O.'s Corner

Congratulations to Course 53!

I am very gratified with the results that members of Course 53 have produced at this Unit. You have completed a long period of training to qualify you as pilots; the Wings which you receive today mark the successful culmination of that training period.

That you will each proceed to the next place of your service career with similiar success is the wish of all of us who remain at this Station.

G. N. IRWIN, Group Captain,  
Commanding Officer

### THE I. Q. TEST

A father and his young son were walking one day when the boy asked how the electricity went through the lighting wires.

"Don't know," said the father, "Never knew much about electricity."

A little later the boy asked what caused the lightning and thunder.

"To tell the truth," said the father, "I never exactly understood that myself."

"Say, Pop," began the lad after a while, "Oh, well, never mind."

"Go ahead," said the father, "Ask questions. Ask a lot of questions. How else are you going to learn?"



Y.M.C.A.

### Movies

SATURDAY, AUGUST 1st

"MYSTERY PLANE"

Starring John Trant and Marjorie Reynolds

TUESDAY, AUGUST 4th

"NURSE FROM BROOKLYN"

Drama—Starring Sally Eilers and Paul Kelly

SATURDAY, AUGUST 8th

"NEWSBOY'S HOME"

Jackie Cooper, Edmund Lowe and Wendy Barrie

TUESDAY, AUGUST 11th

"GIVE US WINGS"

Flying Drama—Starring Dead End Kids, Little Tough Guys, Wallace Ford and Anne Gwynne

SATURDAY, AUGUST 15th

"HERE COMES MR. JORDAN"  
Comedy Drama—Robert Montgomery, Claude Rains, Evelyn Keyes, James Gleason, Edward Everett Horton

TUESDAY, AUGUST 18th

"HAWAIIAN NIGHTS"

Musical Comedy—Johnny Downs, Mary Carlisle, Constance Moore.

SATURDAY, AUGUST 22

"NICE GIRL"

Musical Comedy—Deanna Durbin and Franchot Tone

TUESDAY, AUGUST 25th

"BURMA CONVOY"

Action Picture—Charles Bickford and Evelyn Ankers

SATURDAY, AUGUST 29th

"NAVAL ACADEMY"

Action Drama—Freddie Bartholomew, Jimmy Lydon and Billy Cook

TUESDAY, SEPTEMBER 2nd

"AMAZING MR. WILLIAMS"

Mystery Comedy—Starring Joan Blondell and Melvyn Douglas

### NEWS AND COMMENT

Drop in most any day and you'll find some one new behind the desk in the library these days. I think the powers that be must feel that the Padre and Lou like a change of scenery every few days. First, it was Telford, who is now taking a Wireless Course and from all reports doing a mighty fine job at it. Then "Cinders" Green who is now posted to Gander with several other of the girls off this Station. Hill was the next in line and recently posted to Rockcliffe for a Photography course. Next in line, Moir, who at present is on temporary duty on Station, very much to her disgust, but always willing to lend a helping hand when called upon. Then Kennedy, who will be leaving us after a two week stay to join Cinders at the New Found Land. Now Murray's on the job not knowing as yet whether she likes us or not.

Moving day brought us to temporary quarters in the "Women's Canteen"—oh no, the girls aren't here, but very much disgruntled that we took over while our new

### Officer's Mess

Among the exceptionally large number of changes in the officer personell since last issue, we have to record with deep regret the death by accident of Pilot Officer Hughes; a recent arrival. P/O Hughes had begun to find his interests on the Station and as goalkeeper for the soccer team, played his part in the team's initial successes.

Squadron Leader Ken Southam received his third ring with the unanimous approval of all who know him, and the two flying squadrons now balance at the top.

Postings in have brought many new flying instructors, and F/L Bradley to be O.C. Navigation Flight. F/O Handford is a new Administration officer.

Postings out have taken S/L Creighton from C.G.I. to be Senior Administrative Officer at Manning Depot, Toronto; F/L Martin and F/L James to Ferry Command; F/O Howes from Link Trainer Section to No. 1, I.T.S., F/L Powis to No. 1 Equipment Depot.

Word has been received of the safe arrival overseas of Flying Officer Bryan Rust. He is now at Air Force Headquarters in London, and would be pleased to hear from any of his many friends at Aylmer.

S/L Hiltz intends to secure a small apartment in London, on arrival at R.C.A.F. H.Q. there, and is looking forward already to visits from Bitsy Grant, Bert Miller, Brian Rust, etc.

### Control Tower

Our best wishes go to AC1 Dave Butchart who was posted to Shelbourne, N. S. Butch was around for about 8 months and made many friends. Although Butch was continually going "back home to Meaford" he spent enough time around the Control Tower to put up a good show. Best of luck Butch.

War is war no matter how you look at it, but when the gals insist upon hanging white lace curtains up in the Control Tower—well, a crisis is near.

Dinty Moore's was a busy place not long ago on the eve of our Air Cadets' parade through Aylmer. We mean, of course, Dinty Moore's on the outskirts of Aylmer. Flying Officer Handford could be seen waiting impatiently on the bridge to proudly display his Cadets to the natives of Aylmer. Everyone agrees that he did a swell job. "Handford's Guards," he calls them.

reading room is in the making. From what is heard the new place is being prepared under the supervision of that builder of modern "Beauty Spots" F/L Hewson and his staff, it will be really worth while. Don't wait until we are in our permanent quarters to give us a visit as the temporary quarters are quite nice and usually "Halo'ed" by a "Big Moon" with an "Aub"-urn glow.

The "Y" hut has been a place of action the past couple of weeks, what with the Cadets from Windsor and the new Air Crew on Station, mostly from Australia, the reading room has been the place to get acquainted seemingly. "An exceptionally nice bunch, these boys from down under." Keep it up, boys; come often and make yourselves at home. We are more than pleased to have you.

Overheard: Trimble: "You've been mooching cigarettes from me for the last twelve months." Oldham: "Is that a fact? I thought I'd been here thirteen months."

### Fire Hall

As this is our first appearance in the "Aylmer Airman," we have the pleasure to say that we are now located in our new Fire Hall at the rear of the Reading room.

Of the essential services on the Aylmer station, the Fire Fighters render an all-important 24-hour-a-day job, 365 days a year. Chief of the Fire Brigade is Flight-Sergeant W. Chessman and Cpls. S. Foster, W. Nakay and E. McEwen, together with six fire-fighters, who are members of the permanent staff.

The Fire Chief, W. Chessman has made the fighting of fires his life work, having been eighteen years prior to his enlistment with the Toronto Fire Department. This station has never suffered a major fire since its organization, and the Fire Chief states that thorough inspections and the elimination of every possible hazard are largely responsible for this excellent record. The truck is ready to roll on fifteen seconds notice, day or night, and four firemen, including the Chief, or the Deputy, who is a Corporal, are always in the crew. The big red fire truck is equipped to cope with any emergency. It's apparatus includes 1400 feet of hose and just about the latest gadgets necessary for modern fire-fighting. A pump capable of handling more than six hundred gallons of water per minute is part of the equipment, including extinguishers used to fight the following types and classes of fires:

Class "A"—Wood, Rubbish. Reliance in these cases is based on quenching and cooling by water.

Class "B"—Gas, Oil, Grease. A smothering effect must be used on these fires. Extinguishers to use are: Foam, Thermene, C.O.2, and Carbon Tetrachloride.

Class "C"—Electrical Fires. Extinguishers to use must be non-conductors of electricity, such as C.O.2 gas and Carbon Tetrachloride.

Do your part and help in the prevention of fire.

After pulling up a young lady who was driving a car, the policeman said to her sternly.

"And, miss, did you know that not only were you on your wrong side, but you were travelling at 50 miles an hour in a built-up area?"

"Oh, isn't that marvellous?" exclaimed the sweet young thing. "And I only learned to drive yesterday!"

### What a Life!



Beautiful girls usually storm  
A handsome man in a uniform,  
But not this man—  
till he learns, m'friend,  
He has to perspire,  
but needn't offend!

#### Bath tonight with LIFEBOUY

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



"COMMANDING OFFICER'S INSPECTION PARADE"

Group Captain G. N. Irwin inspects No. 13 Squadron, Air Cadets of Canada, from Windsor, Ontario, during their brief summer period of training at No. 14 S.F.T.S.

### Air Cadets

On behalf of the other officers, N.C.O.'s and the Cadets of No. 13 Squadron, Windsor Air Cadets, I would like to express their appreciation and thanks for the splendid treatment received from all ranks at No. 14 S.F.T.S. The excellent training arranged by F/O Handford is to be complimented. I am sure that no better inducement could be made than the week spent at training schools, and No. 13 Squadron of Windsor, the oldest squadron in the province, were fortunate to be sent to No. 14 S.F.T.S., for their first camp. Every rank has taken a keen interest in the Cadets, this I am sure will prove to be of great value to the boys in the very near future. I would, however, respectfully suggest that it might be possible to extend courses to two weeks instead of one; two will enable each cadet to cover each subject more thoroughly. The location of this camp is ideal for boys and the very fact that they are all in perfect health after one week of hard training proves that some good has been accomplished. The practical work given at No. 14 S. F. T. S. will assist greatly in advanced training on their return to Windsor. Our stay has been a pleasant one and we have all gained some knowledge of the task that is before us and we will continue to carry on our work with more determination.

A.C. Flight Lieutenant J. Linegar,  
C.O. No. 13 Windsor Squadron,  
Air Cadets of Canada

To the Officers and Istructors of No. 14 S.F.T.S., Aylmer:—

Ever since we came in sight of No. 14 S.F.T.S., Aylmer, I knew I would like it. But it had one fault, that was that we were only going to stay for one week. We were met at the station by Flying Officer Handford. We then proceeded to the R.C.A.F. Station. When we arrived at the flying school we fell in and marched through the camp. We had a lecture and then went and ate our lunch. After lunch we were issued with our blankets. We then proceeded to the barracks where we were instructed how to make our beds and fold our blankets and to keep the barracks clean. After we got finished it was about time for supper and all Cadets were mighty hungry. After we finished supper we were dismissed for the evening. We returned to the bar-

racks at nine-thirty, had roll call and went to bed. That was only our first day. The following days were very exciting.

The second day we visited the different sections of the camp. All the instructors were very good to us, even when we got in their way. The lectures we had are very interesting and educational. Every Cadet loved to go to Maintenance. In Maintenance all the boys worked on planes and were very helpful. But the place the boys liked to go best was the mess hall as the meals were very delicious.

Thursday night we went to Aylmer and marched through the main street. We then went to a show which was very exciting. After the show we filed out of the theatre and marched to the Canadian Legion Hall where refreshments were served. We then returned to barracks by trucks and all the way along the road we were singing songs. I am trying to learn all I can as our time is nearly up. I would like to stress the fact that we should stay longer than one week as all Cadets are enjoying it very much. I would like to thank all the Officers and Airmen of No. 14 S.F.T.S., especially Flying Officer Handford, who has devoted all his time to the Air Cadets. I think he went to every precaution to make it an enjoyable time, and we are looking forward to coming next year.

W. Bradley,  
Air Cadet  
No. 13 Air Cadet Squadron,  
Windsor, Ontario.

### Class 53 Says Goodbye

(Continued from Page 1)

our opinion the finest in Canada. Although many of us will eventually find our way, we hope, into Operational flying, either in Canada or overseas, we shall always look back on the happy days at Aylmer, and whatever the future may hold in store, you will always be in our memories. We shall try our utmost not to let you down.

A New York columnist tells about a woman who tried to turn over her husband to collectors for old rubber.

"We can't take him," one of the collectors argued.

"Why not?" demanded the woman. "He's a heel, ain't he?"

Maybe he was a wooden, not a rubber heel.

### Meteorology

It has been suggested on numerous occasions that the Met. Section should be represented in the "Aylmer Airman." We have wondered. We still wonder. However, here we are, "for better or for worse."

The Met. Section, in case you don't know, is that institution which carries out its infamous business in the Control Tower on the third floor, between the Control Room and the Radio Room. That, of course, makes it possible for us to say that we always have the weather "under control."

There are plenty of mysterious and wonderful things about the Met. Section, the most mysterious being the forecasts that emanate therefrom. Forecasts, you may know, are those statements of the weather expected in the form of ditto-ed ditties about winds, weather, visibility, clouds, etc., which are distributed to all the flights and the various offices in the Control Tower two or three times every day. The officers and men in the flights find them to be very useful in many ways. Since they are only printed on one side, the backs make excellent scratch pads. And when a wash-out day comes along, if you can't find someone to play knock rummy or pitch pennies with you, deciphering forecasts is much better sport than working crossword puzzles ever was. Then too, forecasts have the secondary value of giving you an idea of what not to expect from the weather.

But we have something new and different to offer you in the way of forecasts. Just before writing this, we received a communication from Command suggesting that forecasts be interpreted in "as simple terms and language as possible." A number of sample forecasts were sent along which began and ended with such remarks as: "Gee, I wonder what will really happen!" Signed—"The Rainmaker." "The weather man can be wrong." (No cracks please!) "Today's map shows the result of a hard week end." etc. So from now on you may expect to receive the new type of "Jazz Forecast" (to be sung to the tune—"It ain't gonna rain no more!" as well as the standard forecast. The Jazz Forecast will be put on the copies of the weather map regularly sent out.

Well, probably this is already too much of enough for our first venture into the journalistic world. But if someone doesn't decide in the meantime that it would be a good idea to take us up and leave us on one of our beloved clouds, we may be back in the next issue.

### PATRONIZE OUR ADVERTISERS

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

Player's  
Please

## R - 1

This month Yarmouth Centre was graced with the presence of the products of "B" Flight and naturally all has been rosy. Four naughty hold-overs from the previous course and the students from "A" Flight were also here.

The course was found very interesting by all concerned and students and instructors alike learned a great deal. There were a few innovations—no longer does R.1 wash out flying because of a little thing like bad weather. Not us—we find ourselves doing low circuits much to everyone's consternation. Everyone, both ground and aircrew, have done a good job. We wish the graduating class lots of luck when they get out in the big, bad world.

The boss, F/L Greene was absent for the second and third weeks of the course, which he spent at Camp Borden learning the intricacies of the Camera Gun. F/L Norwood, who could fill practically any gap short of the Grand Canyon, filled this one very successfully. His only trouble was the time he took a sudden decided dislike to the rear half of a Yale and performed a remarkable amputation. Possibly he bears a grudge against any instructor who would lower himself to riding in the back seat of a Yale. Fortunately this time the rear seat occupant was the little man who wasn't there, so our runways remained unscathed by the remains of main airport instructors.

The instructional staff was greatly depleted halfway through the month by the loss of two of the best—W/O Richter, who mournfully returned to "F" Flight, since they couldn't stand his absence any longer, and F/Sgt. Simmonds who snagged a job flying beeg bombers for a few weeks. The rest of the instructors were "Double-Run" Early, "Two-Key" Sanderson, P/O Preston, P/O Osborne, F/O Hall and P/O Bruce. F/O Aloysius Green spent the time between 48's in the tower recovering. In his absence F/O Mantle was with us to perform his many, many duties.

So far our main complaints have been flies and heat. We started a campaign to wash flying out and swimming in during heat waves, but

the results have been negligible. Never-the-less we've been feeling quite chipper (some days) over here in our outcast state. But by the time this is available for general perusal, the Wings Party will be a hazy memory and our outlook will certainly be less cheerful.

Congratulations are in order to F/L Norwood on his recent promotion.

Congratulations to Corporals Halmö and McPherson on their newly hung hooks. (We'll meet you in the canteen boys).

The boys in course 53 "X" Group (Potato Heavers Club Exclusive), are now wondering if any other personnel would care to join their own little thought up club which is quite the thing for moderns. They are so sick of looking at each other for a week, listening to Ashton beef, answering their name on Duty Watch, and doing the odd job, that they decided they would lower their standards of application in that you only have one potato to throw. So applications will be accepted by any member of this exclusive club. Ask the Adjutant for recommendations or the O. C. of R.1 I'm sure they have only the highest praise towards these boys' new and original club.

We welcome our new staff of instructors at R.1 for Course 53.

F/Sgt. Heap and his boys did a good job in front of the O. C.'s office and hangar with that brick walk and grass planting. Congrats. Flight and let's see the other sections contribute a little towards making R.1 everything 14 S.F.T.S. is proudly boasting of.

#### Heard Around the Canteen

Gilchrist—"Cheer up old man! Why don't you drown your sorrow?"  
Davenport—"She's stronger than I am and, besides, it would be murder."

#### Say So's Around R.1

W/O Sanderson—"Gad, they just rumbled me. I was caught with my flaps down."

P/O Osborne—"Boy! Am I Joe."  
Sgt. Blair—"Now, Now, you know your supposed to be on duty."

Sgt. Woodley—"Them F. 17's went up this morning."

Cpl. Ward—"We ain't got any."  
Cpl. Taylor—"I can't make it)."

"I'll be here on time, Sir."  
Lac. Frey—"O'Dea here."  
Lac. Gilchrist—"Did H..... call yet?"

Ac. Smith—"Sign my Pass, Sir"  
Ac. Forman—"Rumble that man."

By the time this goes to press Course 53 will be another happy bunch of Sgt. Pilots, Commissioned Pilots, Fighter Pilots and memories of Ashton and Davenport, "The Texas Kid." Best of luck fellows!

A little boy was saying his prayers in a very small voice.

"I can't hear you, dear," his mother said.

"Wasn't talking to you," the small boy replied.

## Quips from the Equips

#### EXTRACT FROM THE DARTMOUTH STATION MAGAZINE "THUMBS UP"

This branch of the Air Force is a strange tribe who speak a language all their own. It has developed a new technique for the purpose of confusing other branches of the service and making them think that they are smarter than they really are. This technique consists of saying everything backwards, such as "Boots Ankle Leather," when they mean just a pair of bloody boots; and "Coats, Great Winter Warm" when you and I know they just mean an overcoat. They also have a game which is not generally understood by other branches called "Hide and Seek", or "Button, Button, Who's got the Button!" which game consists of hiding all new equipment which is received from the Equipment Depot in a secret hiding place, so that nobody will know that it is actually on hand. This game is so successfully perfected that nobody in the Equipment Section actually knows what is on hand, on the principle of "Never let your right hand know what your left hand is doing." Occasionally an outsider stumbles on this equipment and tells the Equip. Section that they have it. Even then it is hard to prove your case, because often there is no voucher to show for it. If an equip. asst. is ever caught actually issuing clothing to a trainee, he is severely reprimanded for the first offence; but a second means a Court Martial. Minor offenders are simply remustered to G. D. With reference to equip. nomenclature, it is worded in such a manner that the common man will not understand it. This is, of course, deliberate, so that the average man on entering stores will immediately assume a dazed look and remain in a complete trance or blackout until he finds himself outside the door, exactly in the same manner he arrived. In fact, he will be lucky if he still has everything he started with, on account of the shortage in some items. It is rumored that there is a special branch of signals under construction in which airmen will take a course in decoding equipment nomenclature.

An equipment N.C.O. must be very highly trained in his work, but must have a one-track mind. He must also be very tactful, because it is very difficult to convince the average layman that an article is not available when it is plainly visible to the naked eye. With years of practice, however, and a short course in hypnotism, this can be successfully accomplished, if the subject's mind can be completely dominated. In order to cope with this system it was decided to appoint a liaison officer to investigate matters in the hope that Equip.

Section could be inveigled into issuing some greatcoats when the temperature was 40 degrees below zero. However, it was nice and warm in the Equip. Section that day, so the whole idea was given up for the time being.

Things came to a crisis, however, when an airman was found dead on the parade ground, his body frozen stiff. Upon this being called to the attention of the Equipment Section, there was great confusion because the supply of forms 7&5&7 had run out and it was impossible to remove the body for eight days until the right form had been secured. All clothing of the dead airman was immediately removed and in 15 minutes issued to one of the boys in stores who needed a second issue of uniform because he wanted to see his girl that night and his other uniform was at the cleaners. This system is called "Getting Taken to the Cleaners," but this was an exceptional case.

**Editor's Note—**The above article, though submitted by our Equipment Section, is said by them not to apply to No. 14 S.F.T.S.

#### HERE COMES THE BAND

(Continued from Page 1)

secure only a few members. Then we encountered one of the famous inhabitants of that section of the Sergeants' Quarters, located in the building next the Canteen and renowned from one end of Western Canada to the other for their exploits and escapades, that fiery group of enthusiasts whose feats are comparable only to the famous Don Quixote, the one and only — HURRICANE ALLEY. Well, in less time than it takes to write this epistle, the clan had gathered and taken up their instruments, some because it appealed to them, and some because they were faced with the terrible ultimatum of banishment from the inner sanctum if they refused, but mostly because they realized the Band's need and the Station's. The results were unbelievable. Overnight our numbers soared to 34 and how those boys worked! They realised there was a job to do and did it. Some of the scoffers stood back and said Hurricane Alley would not last, but last they did, the results of their labours surpassing the expectations of even the Bandmaster. So industriously did they practice that we were able to produce a number one band for the Inspector General. A Band that stood second to none. A Band of which a first-class Station like No. 14 S.F.T.S. need not be ashamed.

At this time the bandmaster and all members of the band unite to thank all the Officers and N.C.O.'s for the splendid co-operation we now receive and which enables the men to appear at practice on schedule, and to extend a hearty appeal that they will keep up the good work.

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

MAKE THIS STORE YOUR

**HEADQUARTERS**

When in St. Thomas

**J. H. GOULD, LIMITED**

ST. THOMAS

**DOWLERS**

— LIMITED —

HEADQUARTERS FOR

**Air Force Officers' Uniforms**

Tailored-To-Measure from High-Grade Regulation Materials . . .  
Fit, Quality and Workmanship Guaranteed. (See our Officers'  
Raincoats with the Detachable Linings.)

Stores at St. Thomas—London—Windsor—Kitchener

# THE LINK TRAINER-- "How Does It Work?"

By Corporal Frank Phelps



THE Link Trainer, that fascinating little dummy aeroplane, which now plays such an integral part in our air training scheme, derives its name from its inventor, Mr. Edward Link, who conceived the idea while working in his father's organ factory at Binghampton, N.Y. His original invention, a venture which at the time proved very profitable, was to exhibit his machine at summer fairs and amusement parks. For a flat charge of twenty-five cents, a person could put the Link Trainer through all the manoeuvres of an aircraft without leaving the ground.

Shortly before the outbreak of the war the need became apparent for some mechanical device by which pilots might be instructed in the art of instrument flying, which would not entail the expense, personal hazard and length of time necessary to covering the same ground in actually flying "under the hood." The Link Trainer with a few adaptations and improvements lent itself admirably to this purpose. The Link Trainer is patented in many countries, including Italy and Japan.

The Trainer consists of a fuselage, wings and tail assembly, and is mounted on a universal joint. This permits the fuselage to bank, nose up or nose down or to combine these motions, whether or not it is turning at the same time. The amount of banking or pitching is controlled by four accordion-like bellows mounted under the fuselage. These motions are regulated by a control column which may be a stick or wheel as in an aircraft. The column is linked to a two-way valve by which more vacuum can be applied to one bellows and less vacuum to another. When the control column is moved in any direction, this valve opens and pressure inside one bellows is reduced below atmospheric pressure, the bellows collapses and pulls the side or end of the trainer down.

The universal joint is fastened to a turn-table to allow free movement of the trainer about its vertical axis. Under the nose is placed the turning motor consisting of twenty bellows arranged in two banks. The rate and amount of turn is governed by depression of the rudder pedals which actuate a valve regulating the flow of vacuum to the bellows.

The vacuum supply is obtained by a 3/4 h.p. electric turbine in the base of each trainer.

Vacuum is also used to actuate the trainer instruments. The Sensitive Altimeter and Vertical Speed indicator are connected to a sealed tank; when the trainer is nosed up a valve is automatically opened, to an amount depending on the changed altitude of the trainer. This valve is connected to the vacuum supply and allows air to be drawn out of the tank making the pressure inside lower than atmospheric pressure. The Altimeter and Vertical Speed Indicators connected to this tank measure the pressure differential and indicate the simulated altitude and rate of climb. When the trainer is nosed down, the reverse action takes place and as the pressure inside the tank, decreases, due to valve opening to atmosphere, the meters show a decreased reading. The Air-speed and Tachometer Indicators are operated in the same way by showing an increased or decreased pressure differential in their regulating bellows controlled through linkages by the altitude of the trainer.

Several automatic features are incorporated in the machine such as automatic spin when the air speed drops below a certain point, nose down with turns, turn with bank and a simulated northerly turning error on the compass. This is necessary due to the absence of centrifugal force. Rough air may be produced as when an aircraft is flying through stormy weather and an icing cock used to render useless the Air Speed Indicator experienced sometimes when an A/C is flying in icing conditions.

The cockpit is provided with instrument and radio panels as in a normal A/C, the pilot being able to communicate with the instructor seated at the desk by phone and telegraph key.

The instructor's desk is fitted with a remote instrument panel synchronized with the panel inside the trainer, consisting of Air Speed Vertical Speed and Altimeter Indicators, also a landing path meter. The desk is fitted with a microphone and a transmitter, by means of which various signals used in the beam approach as well as code and phone messages may be sent to the pilot for guidance and instruction. A permanent record of the route which would be taken had the pilot flown an actual aircraft is made by the automatic flight recorder or "crab" which leaves an inked path on a chart on top of

F/L Quint and Mr. Sinclair, Heartiest congratulations! Possessors of young baby daughters,

Adding to the strength of nations. P/O Pieri has accepted Wedding vows so true and gentle, We all hope he'll never find his Married life too temperamental. Some sweet day we'll know we're cooking

With gas upon the old front burner If we're able to locate our Disappearing Sergeant Turner. Certain of our student pilots For example — Higginbotham Seem to find that place Port Stanley

More attractive than old Gotham. If you have a mind to ask him Corporal Bowser sure can tell you Pick-a-back in Yales is thrilling In stirring terms that will compel you.

Maintenance, it seems conspires To keep our aircraft on the ground For tail wheel tires and engine pumps Never, never can be found.

the desk.

Many interesting exercises can be performed in the Link Trainer such as "U", "T", and "Swastika" test tracks. Cross country flights with a beam approach at the end are interesting experiments. The student is given three points on his flight such as Aylmer to Brantford to Mount Hope and back to Aylmer. He is told the wind velocity and wind direction. From this he plots the course to fly and while in the Link Trainer with the hood down he has gyro precession, compass deviations, rough air and other things to think about. All the while the recorder on the instructor's desk is faithfully tracing on a sheet of paper the actual course he is trying to fly. Upon reaching the end of his trip he will approach an aerodrome equipped with radio beam control, he will then switch on his radio and ask for permission to land. If granted, the magnetic track to the aerodrome is given, and the beam heading, the barometric pressure at aerodrome level and the height he is to fly over the station. Then, after contending with outer and inner markers and cones of silence he lands safely on the field—if he doesn't overshoot, in which case he gains altitude and starts all over. Beam-bracketing, Radio compass, establishing a fix and homing on a pre-determined heading are other interesting tasks which can be worked out in the Link Trainer.

The pretty blonde screamed and jumped backwards into the arms of the young man.

"Oh!" she said, blushing. "I beg your pardon."

"Not at all," said the young man. "Let's go over and watch the artillery."

## News From G. I. S.

The halls of G.I.S. are rather quiet . . . No loud bursts of laughter emit from any of the lecture rooms . . . Why? . . . The G.I.S. wit, poet extraordinary and Senior N.C.O. champ "Bridge" player Flt. Sgt. Show is away on a little visit to St. Thomas T.T.S. Hospital for a few days. . . . Stricken while teaching a class last week, Bill is now, at the latest reports, up and around again and it won't be long before he will be back to bug the aircrew and then, and only then, will G. I. S. return to its normal routine. . . . Better hurry up, Bill!

An example of G.I.S. orderly room efficiency is shown in the following conversation between AW1 Rose and a visiting officer:

Officer—"Is the Squadron Leader in?"

AW1 Rose—"No sir, he isn't in." Officer—"Can you tell me where he is?"

AW1 Rose—"He's out!" And then they wonder why people grow prematurely grey!!

Maybe it's the thoughts of a coming event in the life of AW1 Rose which prompted her answer as above to the officer . . . or haven't you seen the sparkler that the young lady is displaying on the hand now? . . . Yes, the service will lose AW1 Rose to civilian life early next month . . . Our best wishes go with you, Elsie.

The Test and Development Flight at Rockcliffe has claimed one of the members of the Armament Section, as Ted Sturgess, on the station here but a month, has been posted to that squadron . . . Keep going Ted, we're with you 100%.

Too bad that a photographer wasn't handy to see the play that occurred in the G. I. S. No. 2 Squadron softball game the other night . . . or maybe there were too many photographers involved in the mix-up, eh, Photo section.

Hot off the press . . . latest bit of news in D.R.O.'s . . . Quote—The unmentioned will report to the photographic section to be photographed, R-72052 Cpl. Quartermain, L.C. . . . Unquote. When the station photographer has to report to his own section to have his mug preserved on celluloid by special invitation, what next? . . . What hapened last time, Len, or does that explain why that camera was found out in the junk pile?

Sgts. Harry "What-will-you-spot-me" O'Heare and Kit "Weeds" Hodgins, the wireless twins of G.I.S., haven't been quite up to par since our first and last party at the Cabin and all they have been clamoring for is a return engagement at the same spot in the very near future—minus the orchids. . . . But of course, both have sworn that they are on the wagon this time for good!

Here's hoping that Bill Shaw will be on deck next issue to hand out the dope on the "brains" of No. 14 S.F.T.S., the Ground Instructional School.

### EMMETT'S

BARBER AND TOBACCONIST

AYLMER — ONTARIO

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

### 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

## "And It Came To Pass"

### A Story in Two Parts

#### CHAPTER ONE

1. In the 7th to the 9th verses of the 12th Chapter of the Book of Revelation it is written, "And there was war in Heaven; Michael and his angels fought against the dragon; and the dragon fought against his angels and prevailed not; neither was their place found anymore in Heaven. And the great dragon was cast out, that old serpent called the Devil, and Satan, which deceiveth the whole world: he was cast out into the earth, and his angels were cast out with him."

2. And it came to pass that for many ages the Devil and his Angels dwelt in a place called Hell. And the Devil did teach his angels all the fiendish tricks of his trade.

3. But there was one among them that learned all the fiendish tricks more quickly than any of the others and even did he devise some of his own that were more fiendish than those taught by the Devil himself.

4. And this one did challenge the supreme lordship of the Devil in the place called Hell, and did endeavour to take such lordship upon himself.

5. The Devil was very angry and did arise up and expel the evil one who was even more evil than the Evil One himself, in order to keep his high and lofty position as supreme ruler of Hell.

6. The one who was cast out was greatly angered and swore vengeance upon the Devil.

7. He journeyed back to earth and dwelt in a land called Germany.

8. Here he called himself Hitler "the fooler."

9. He gathered unto himself a great multitude and spake unto them with words of anger.

10. He bade them to construct huge monsters of steel and iron to fly through the air, to rush at great speeds over the land, and lurk under the waters of the seas.

11. This they did for many years while their neighbours did sleep in peace.

12. Again he spake unto the multitude and aroused them to fall upon and slay their neighbours.

13. He did promise them many things to incite them to deeds of brutality in order to show the Devil that he could make the earth a more hellish place than Hell itself.

14. So doing he sent his steel and iron monsters forth in all directions to spread death and destruction through all the lands on the face of the earth.

15. Many lands fell prey to this evil one.

16. But one great King of many nations who lived on an island called Britain, called upon his peoples to oppose the evil one and drive him from the face of the earth, back to Hell where he belonged.

17. Behold all the people of the great King heard the call and answered. And among them was a country on the North American continent called Canada.

18. Her peoples were descended from many races, but they all heard the call and answered as one.

19. From all parts of the vast country came men of wisdom to a great meeting place near a beautiful city called Ottawa.

20. The wise men then appointed the wisest among them to be called Ministers, one of whom to be of National Defence for Air.

21. He was a man who had performed great deeds in battle many years before but was still a mighty man of valor.

22. He was given a mission to perform, that being to train men and build machines to drive the machines of the evil one from the air.

23. This was a huge task and he needed many men to help him, and many places wherein to train these men.

24. Scouts were sent through the length and breadth of the land. They searched the stormy shores of the Atlantic, the fertile fields of Ontario and Quebec, across the wide prairies, and even beyond the mountains to the sunny shores of the Pacific.

25. Many places were found and many places were used to train men to fly machines to fight the evil one.

26. But among the beautiful farms of the southern part of Ontario, the banner province of the great Dominion, not far from the shores of a great lake called Erie, and near a picturesque town called Aylmer one of the scouts found the best spot of all to train young men to fly machines to battle the evil one.

27. Here, growing in abundance was a weed called tobacco. Great were the boastings of the natives, they could even grow bananas on the land.

28. In great haste the scout of the Minister returned to the meeting place and made his report.

29. And the Minister was greatly pleased and made out orders to have the place made ready with great speed.

30. Many men arrived with great quantities of brick, stone, lumber and cement.

31. Great steel monsters arrived and moved the earth from place to place until all was level.

32. Streets were made and called runways.

33. Huge buildings, called hangars, barracks, canteens, drill halls and messes sprang from the ground, as saws and hammers were wielded by men called carpenters.

34. More machines arrived. One dug a round hole in the ground from which a stream of clear pure water did flow and all were pleased.

35. Other machines did dig huge trenches into which pipes were laid for water and sewers.

36. The Minister, he of National Defence for Air, was greatly pleased with the work of his servants. He sent men in blue uniforms to guard the work of his servants.

37. They were led by one called Oliver who wore stripes on the sleeves of his jacket.

38. The work was well guarded and made great progress.

39. The Minister sent more men in blue uniforms to take possession of the place and prepare it for the great host that was to come after.

40. These men were led by one called Moreton, and with them brought many things called equipment which they scattered far and wide throughout the place and could not find it when other men in blue uniforms did want it.

41. One day there came out of the east, from the Pool of Manning in a distant land called Toronto, a man of high rank with three rows of braid around the cuffs of the sleeves of his jacket.

42. His name was called Irwin, and he was of that rank known to all as "Wing."

43. He closely inspected the land, the works, and the buildings, and was greatly pleased therewith, and he took up his abode therein and has lived there ever since, even unto this day.

44. Many more men wearing uniforms of blue, arrived at the place, men of all trades and occupations, mechanics of aero engines, airframes and mechanical transport among them, and dwelt there until there were many hundreds.

45. Many did not dwell long therein, but departed for other places and others came to replace them.

46. Then came a time when a mighty roar was heard in the sky and the light of the sun was blotted out.

47. Many huge yellow winged machines called "Harvards" appeared overhead and came to rest on the runways and were placed carefully in the buildings called hangars.

48. And the "Wing, the Great One", was pleased and called the place, "School of Service Flying Number 14."

#### CHAPTER TWO

1. Great excitement reigned among the high ones at the School.  
2. Messages had been received from the staff of the Minister.  
3. More young men in blue



C Flight scored again. "Wheels-up" Ryan, formerly known as "Gentle Turn" versus Johnny "Wheels-down" Crozier, have had quite a battle as to whether it is better to land wheels down or wheels up. Ryan landings are kind of tough on coupe tops. So the argument is a stalemate until they can experiment further.

Anson Driver Clarke has returned from leave after flying one of those gravity defying monstrosities to Lethbridge.

No report on High Park this month as we have lost noisy to R1. Flight Lieut. Reid has returned from two weeks of basking in the sand and looking like the cat that had just eaten the canary. We think he must have had fun, at least that is our guess.

As far as Naftel and Campbell, well just don't mention the "Hotel London" when they are around.

P/O Buell and Maynard are upholding the high standards of "C" Flight. Definitely a couple of good little workers.

Our congratulations to LAC. Henderson on his engagement to one of No. 14's WD's.

As for course "57", they are still keeping "C" flight on top, and is Maintenance pleased.

uniforms were to arrive. This time they wore white patches in their caps and were called student pilots.

4. The School was built to teach them to fly and no time was lost in so doing.

5. As month after month passed by, more and more were taught to fly huge machines to drive the "evil one's" machines from the skies so others called the army could drive him from the surface of the earth.

6. Then came a day when a huge multitude of people called civilians were invited to visit the School, and the great King sent his representative called the Governor and also one called Hepburn who is also a Premier.

7. The one called Hepburn made a great speech and was cheered by the multitude, not as the evil one called Hitler was cheered, but with hearty British cheers.

8. And again the "Wing, the Great One," was pleased and did permit three of his servants to take three of the winged machines called Harvards, off the ground, and into the air, and do many evolutions and stunts with them.

9. And behold one of his servants called Grant did do many more things than the other two, the like of which had never been seen before by the multitude, and has not been forgotten even unto this day.

(To Be Continued)

**You too will enjoy-**

**Neilson's  
JERSEY  
MILK  
CHOCOLATE**

*Delicious  
Nourishing  
Appetizing*

**CURTIS' GRILL  
and GIFT SHOP**

AYLMER

R.C.A.F. JEWELRY  
IDENTITY BRACELETS,  
CHAINS, and  
LEATHER GOODS

SMOKERS' SUPPLIES

Try a MALTED or a SODA  
or SUNDAE as WE make  
them.

You'll Appreciate the  
Difference

**AIRMEN!**

We now have the White  
Terry Towel you have been  
asking us for in two different  
sizes.

**Walker Stores  
Limited**  
—AYLMER—



### Headquarters Orderly Room

Interesting changes in personnel have taken place since the last issue. Corporal Day's posting overseas was regretted by all. He was an efficient workman and a good sportsman, and in addition was correspondent for this paper. His successor as N.C.O. in charge of Central Registry is Corporal Lihou, a quiet and apparently unperturbed newly-made husband. Perhaps it is being married that makes him quiet. For the present he is living out. L.A.C. Gent has also acquired married status and is spending his honeymoon at a quiet little place in Prince Edward Island. He expects to stay there for at least six months. A.W. Sturmeay of D.R.O. fame will have left by this time, she being posted to Air Force Headquarters, at Ottawa. A. W. Dewar, Corporal Lihou's right hand man, makes a more efficient display as a marker on incoming correspondence than as a marker on parade. A.W. Scholey, Telephone Operator, has left and her place is taken by A.W. Andrews, a brunette from the northern part of Southern Ontario, to whom we extend a hearty welcome.

Welcome also to Flying Officer Canfield, who is here for a few weeks in administrative capacity. His bearing speaks of previous service in the forces. His desk is near that of the Adjutant's.

After the above professional remarks, the social column may include reference to a weiner roast organized by the Accounts Section to which the Orderly Room staff was invited. The affair was held at Port Bruce and was most enjoyable. Short of one thing, according to the thirsty male, it was consoling to return to the Canteen before the closing hour. It is agreed that those W.D. clerks Accounting really have a flair for figures, if any doubts exist drop in on the next party that they hold on the beach.

be done around Works and Bricks.

Some questions now pop up out of the blue, which require a few answers, namely: What is McIntosh going to do on his forty-eights now Corny and Van are gone?

When is WO2 Ethier going to distinguish one bird from another? Ask the C.O. about particulars.

When is Wallace, our Gas Girl, going to make up her mind as to whose girl friend she is?

When are Cheyne and Moore going to settle down after duty?

Well folks, after hearing about the swell writeup on our M. T. section in most of the country's leading newspapers, direct from Ottawa, we are so flattered that we can't think of any more news, so we will call it quits until next time.



The efficiency flight of the Station has welcomed into its marbled halls the intrepid Airmen from "Down Under" or to put it more picturesquely, the "Cowboys from Australia."

They and the sprinkling of Canucks and Yanks are promising to be the equal of any course to go through this Flight.

We are also pleased to welcome P/O Langmuir and P/O Burgess into our happy home and hope they enjoy their stay with us.

After getting off to a shaky start with F/L Sims being suddenly called away for a week, and numerous aircraft loudly complaining of unserviceabilities, we now at least are smoothed away to our usual selves.

If it means anything to anyone F/O Clark, and your reporter, pride themselves in knowing every square foot of wall in this flight after one year therein, and to say the least are becoming slightly punchy.

The proud Pappy of the Flight F/O Wilson, was presented with a lovely baby girl last week.

Oh yes, the Flight went to North-Bay to pay a social call—Need I say more?

Many will remember the jovial days spent in "B" Flight with P/O Thurston, who was posted to Trenton a few months ago. We congratulate him in "Absentia" for his most recent accomplishment—"a bouncing baby boy!" Something dashed invigorating about "B" Flight we think—and wonder who will be next.

The Flight's new mascot is the property of P/O Bishop, a small dog of unknown breed or origin. (We meant that last phrase to qualify the dog, not P/O Bishop). Either our roof leaks in many places or Mr. Bishop ranks pretty low in canine training circles.

And again, our little, blue-eyed, dark-haired timekeeper is happy. Thirty-two new airmen on whom to practice. Ah! but our Aussies are getting a taste of that famous Montreal training she has had, but so long as she keeps them happy, we won't kick, except perhaps a certain F/O of our flight.

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

Yes, folks, we are really back again and we are sorry to say that "due to circumstances beyond our control" as CBC would say, we were unable to make our appearance in the last issue of "The Airman." However, we shall attempt to catch up "on the doin's."

As usual, changes have been taking place and we find ourselves with quite a change in our establishment. First of all, we are very glad to welcome our two very charming and attractive airwomen, now known as "Cherry and Peg," who, incidentally are replacing the two equally popular airworms known as "Van and Corny," who are our first airwomen to be posted to Newfoundland and we certainly hope all four enjoy their respective stations.

Again we have a list of airmen who have decided to become mechanics replacing their old trade as Drivers, and as a result have taken a course at K.T.S., Trenton, namely LAC. Hogle and AC. Ford. Best of luck boys. Before we go much further we wish to tell you that our old reliable Hairless Joe, who incidentally spent a full year on this station, is now at No. 1 I.T.S., under training as P. or O. Best of luck, Tommy. Tommy's posting leaves only Moore, McIntosh and Sgt. Cookman of the old originals in our section, and of these, Moore and McIntosh hope to join Tommy soon. Now for a little news of our tractor operators. We find that Scott and McMillan have joined Cpl. Snuffy and his gang at Gander Lake. Here's wishing you the best, fellows.

We find that we still have to have a little scandal thrown in somewhere in this column; so as we start looking for some we run smack into the story that our attractive little blonde, who as Curly says, "spends a great deal of her time making our drivers' room a beauty parlour," spends most of her evenings strolling up and down Lovers' Lane with various members of the aircrew. But that can't be true, can it Mac? Or can it?

Here's our Tractor Operators again, and they are asking me if I can do anything about explaining to Flight H and Sgt. C that they are only T.O's, not Easterners. Evidently there is a lot of work to

Greetings one and all of No. 14. This is your Navigation Joe from No. 5 hangar, about to cut loose with some forced draft.

Well, here it is just about the end of July, been quite warm in spots, hasn't it? Well, what would you expect in July, besides isn't it swell to have the coupe top open and let the slipstream flow the cooties out of your permanent? Ah! this is really the season.

Navigation Flight has been undergoing numerous change of late. F/O McKnight has been posted to No. 2 at Borden, and we have acquired two new "Joes," namely P/O Shanfield and F/S Lawson. We take pleasure in welcoming our new O.C. F/L Bradley, who comes to us from the jungles of No. 16, at Hagersville. We hope he enjoys No. 14 and Navigation Flight as much as we do.

Say fellows, have you heard the news? Well this is strictly on the Q.T., but Maintenance have been working on eight brand new Thunderbuggies; Ansons to you, for Nav. Flight. They're just about completed and when they are well have eight more A/C to go navigating with. Won't that be ducky, or won't it?

Hope you all saw F/L Mitchell's picture in the Star. We heard from our operatives 14 and 14X that "Mitch" is having himself a time at Couchiching. He'll probably have a "Dilly" now to show us.

The Month's Bright Remark — L.A.C. Knicklehead 2 Flight, Course 907, when queried by his Nav. Joe as to why he didn't do more pinpointing, replied: "Oh, I can't sir. You see we're rumbled 25 cents if we deface our maps." (P.S.)—Do you think his map should be defaced?—That's all, folks.

**Capitol**  
THEATRE  
ST. THOMAS

—COMING—

AUGUST 1st, 3rd & 4th

RITA VICTOR  
HAYWORTH MATURE

—in—

**"My Gal Sal"**

AUGUST 5th, 6th, 7th

NELSON JEANETTE  
EDDY McDONALD

—in—

**"I Married An Angel"**

AUGUST 8th, 9th, 10th

JOHNNY WEISMULLER  
MAUREEN O'SULLIVAN

—in—

**"Tarzan's New  
York Adventure"**

NOTICE—Reduced Rate to Men and Women in Uniform, Monday to Friday.

A Western Ontario  
Institution Since  
1896

**Andersons**

ST. THOMAS

PHONE 162

INVITE YOU TO VISIT THEIR STORE

Everything for Those in Uniform

Large "GIFT and CHINA" Department

QUALITY MERCHANDISE — POPULAR PRICES

All Home Cooking & Baking

Our Home Cooking and  
Service Pleasing

**HOME DAIRY**

CAFETERIA

Delicatessen

589 Talbot St.—ST. THOMAS

**Graduating Flyers**

You may secure your complete Uniform and Kit from us.

Price—\$150.00 Up  
Allowance Check Accepted  
as Payment

**Orth Limited**

LONDON, CANADA

UNIFORM TAILORS

Cor. Dundas and Clarence

# SPORTS ROUND-UP

By F. E. W.

Congrats to the Station softball team and to the track team in coping the prizes at the Dominion Day events in Tillsonburg and St. Thomas—the softball nine grabbed off \$30.00, while the track team took all but one first at Pinafore Park, and consequently the large majority of the prize money—Despite their recent closely contested game with No. 2 Squadron in the Station League, the G.I.S. management contends that they will remain in the league in order to give the officers a chance to attempt to win a game—The score of the "closely contested game" was only 22-1!—and when G.I.S. finally got a man as far as second base, what happened? The next batter sabotaged their effort by pulling a Brooklyn trick and running the base-runner off base; result—a double play.—Tennis and horseshoes will be in for their share of the station sports whirl, when the proposed tournaments get underway soon—so you tennis enthusiasts had better get warmed up, and those interested in horseshoes might take a few tips from Corporal Sam Leonard in the art.—They say that Sam can ring them without opening his eyes now—and even George Hewitt has learned the game, so there must be hope for all!—The W.D.'s looked good in their recent game with T.T.S., although they dropped a 29-6 decision to the T.T.S. nine—Maybe it was the cheers brought on by the presence of three cheer leaders on the St. Thomas side—something new and different in softball, cheer leaders.—A.W. Saunders, A.W. Hovie and A.W. Kenny have been added to the strength of the G.I.S. team according to latest reports.—Prior to the posting of Cpl. Muir, G.I.S. had but nine men and so were in dire need of replacements, so the signing of the three W.D.'s.—at the regular high G.I.S. salary of course!

### SOCCKER

While others on team are grabbing off the larger share of the credit for the fine showing put up by the soccer team in its recent games, there are three members of the team, who although unheralded in write-ups of the games, are nevertheless "in the game" every second—the mighty mite, Bill Don-



STATION SOFTBALL TEAM

Front—LAC. Davis, LAC. Davidson, LAC. Savage, LAC. Ashleigh, Cpl. Hutchinson, LAC. Frickey. Middle—LAC Wansbrough, Sgt. Nichols, Cpl. Hardy, ACI Strickland, LAC. Tait, Cpl. Turnbull, LAC. Tufford. Rear—Capt. Patterson (Scorer); Mr. Henry (Y.M.C.A. Rep.); Group Captain G. N. Irwin, (C.O. of No. 14 S.F.T.S.); F/O K. Stubbings (Sports Officer.)

aldson, the aggressive Cliff Ince and that Irish lad, Paddy McGarry, are the three I mean.—Each in his own silent, but effective way, has contributed greatly towards the victories chalked up by No. 14—Donaldson, with his fine defensive work, Ince with his heads up play at all times, and McGarry with his exceptionally fair handling of the soccer eleven. Nice work lads, keep it up!

A pair of wins over No. 5 S.F.T.S., Brantford, and the same number of losses administered by No. 1. B & G. Jarvis, comprise the record of the No. 14 S.F.T.S. Soccer eleven to date.

A 3-0 victory over Brantford, on top of the opening 6-0 win over the same outfit on the home pitch, started Aylmer out on the right foot. In these two games, the Aylmer lads looked good in every respect. The second game was the better of the two played against Brantford, with plenty of action during the ninety minutes of play. Although the No. 5 eleven was shut out on both occasions, they came mighty close several times and always made it interesting for our Aylmer squad. Corbett and McAuley, displaying some nice touches between them at times, were the pick of the winners. On Thursday, July 16th, Aylmer's soccer team tasted defeat for the first time, as a fighting, fast moving Jarvis outfit trimmed them to the tune of 2-0. While the score is no real indication of the game itself, the Jarvis team earned a well deserved win in the contest played at the B.&G. school. Playing on ground that did not favour their brand of football, the No. 14 team forced the Jarvis group to admit that they had been in the toughest game of the season, when the final whistle blew. Walker, in the Aylmer goal, gave a fine account of himself on several occasions as the Jarvis forwards pressed into scoring territory, only to be repulsed by brilliant saves.

In a return game with Jarvis here on the new pitch, a good turn-

out of fans saw a contest well worth coming out to watch. When the final minute ticked away, Jarvis held a 1-0 lead. In a contest which was as tough to lose as it was good to win, Jarvis counted on a tainted goal in the first half, and although Aylmer never quit trying they could not dent the scoring column. By far the best game, the two teams played on equal terms throughout the entire contest with the exception of the one lone Jarvis count. Aylmer pressed considerably in the second half in a vain effort to knot the count, but the Jarvis backs held out nicely. Each team failed to count when awarded a penalty shot, Jarvis missing in the opening half and Aylmer in the second. McCauley again gave a fine account of himself, as did Padre Smythe, until he had to be relieved due to an injured knee late in the game.

### INTER-STATION SOFTBALL

The Station Softball team minus its two brightest stars, Bob Strickland and Steve Hardy, visited T.T.S. on July 8th, and once again fell victim to some nice pitching by the St. Thomas team and equally good hitting. The 15-5 setback handed No. 14 S.F.T.S. by T.T.S. was the worst defeat suffered by our nine this season.

Now with the second half of the schedule facing them, and the possibility of gaining a trip to Tor-

onto, to take part in the R.C.A.F. softball play-offs, the Aylmerites will have to settle down and win their next few games. The latest standings of the League show St. Thomas T.T.S. out in front, with Fingal B.&G. in second place, and No 14. bringing up the rear. However, the addition of a couple of new faces to the roster in the hopes of sparking the team on to win their remaining games, should help a lot.

On Dominion Day in Tillsonburg, No. 14 S.F.T.S. was one of the six teams taking part in a huge softball tournament, with a prize of \$30.00 going to the winner. To say that our team brought home the bacon would cut this story short, and that is exactly what they did. Consecutive victories over Gobels, 11 to 10; and Mount Elgin, 7-4, brought the team into the finals. The final game with Tillsonburg, with Strickland on the mound for the second time that day for No. 14, resulted in a 13-8 victory and the capture of the prize money by No. 14 S.F.T.S.

Tufford's pitching against the heavy hitting Mount Elgin nine was one of the standouts of the tournament. Admittedly the best civilian team in the play that day, Mr. Elgin looked weak against "Tuffy's" efforts. Strickland with two wins to his credit, did his share of the

(Continued on Page 10)

## Capitol Theatre

AYLMER  
Phone 408

### COMING ATTRACTIONS

August 7th—8th—"Two Yanks in Trinidad"—Pat O'Brien Brian Donlevy, Janet Blair.

August 10th—11th — "Ship Ahoy" — Eleanor Powell, Red Skelton.

August 12th— 13th—"Roxie Hart" — Ginger Rogers.

August 17th—18th—"Song of the Islands" — Betty Grable

## HALT at "Ray" Lemon's

DRUG STORE - - - AYLMER

## DOAN'S BILLIARD PARLOR

TALBOT STREET — AYLMER

UPSTAIRS OPPOSITE THE CAPITOL THEATRE

# 3

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

PHONE 302-W

Talbot Street

## MILLER & SON

"THE HARDWARE MEN"

Aylmer, Ont.

### The W. D. Angle

Tongues are wagging of the pros and cons of a Gander posting—Airwomen become stars overnight as cameras click on the makeshift sets. Yes, it's the girls again. You may have noticed the impressive array of photographic equipment, and important looking civilians peering into cameras a week or so ago. That is the W.D. movie, "That Men May Fly" and we are pretty proud of it. There are few of you who haven't talked Gander Bay, no doubt adding each his bit of discouragement. We fancy half the thrill lies in flaunting CANADA badges and exchanging our summer dresses for—oh joy—web equipment, but never let it be said that W.D.'s won't welcome the most god-forsaken posting with broad grins.

There are more new faces among us. Cherry Bakewell and Peggy Aird (spelling?) in the M. T. Section, are taking the place of Van Buskirk and "Corny"; two among the first to leave for Gander.

Daily routine never changes, but our personnel rarely seem to see the seasons out in the same part of the country. About all we can be sure of are D.R.O.'s and pay day.

Summertime and sunbathing—The fact there is a deplorable lack of parasols and sandy beaches in no way daunts us. On fine nights the sight of tawny-skinned W.D.'s in brightly coloured bathing suits and shorts with a do or die look in their eye when it comes to a tan is not unusual. One cannot help but think of the amazement an old veteran of, say, the Boer War, would view the service station today. The cadets running happily about, getting into everybody's hair would have still emphasized, his, "What is this world coming to?"

Congratulations are in order to Corporals McIver and McMeans, who left for Toronto and commissions. We have in their place Corporals Jacobs and Marcotte. By the time this goes to press Sergeant Carson will also have her commission, and well earned too.

The topic of sports really deserves a section all its own. We W.D.'s are really proud of the ball team. Last Thursday, the Aylmer girls were defeated, no doubt due not a little to the lusty support of enthusiastic airmen on our side. There is a game forth-coming with Fingal on ??? and we are hoping for the same good record.



TWO MINDS WITH BUT A SINGLE THOUGHT

Apparently summer has brought with it romance as well as sunbathing, or is it the end of that six months stipulation on our enlistment forms? Anyway rumour has it that certain personnel in Clothing Stores and G. I. S. won't be single long. 'Nuff said!

We knew it would happen, what with Spring in the air and the Women's Division on the Station. The "love bug" has finally bitten. During the evening of July 20th, AW1 Lynn Bothwell, of Clothing Stores returned to No. 20 Barracks from the Drill Hall, better known as "Lovers' Lane," exhibiting a "sparkler" much to the envy of all other occupants of No. 20, which she claimed she had received from L.A.C. Ray Henderson of Course 57. Rumour says that Graduation Day for Course 57 will also be wedding day for one of the graduates and thus will end the first romance to start on our Station. Perhaps the Jones-Hindle affair will be the next.

A clergyman noticed a woman named Mrs. Parker, whom he much disliked, coming up his front steps. Taking refuge in his study, he left his wife to entertain the caller.

Half an hour later he emerged from his retreat, listened carefully on the landing, and hearing nothing below, called down to his wife: "Has that horrible old bore gone?"

The woman was still in the drawing room, but the minister's wife proved equal to the occasion.

"Yes, dear," she called back, "she went long ago! Mrs. Parker is here now."

### Smart Capable, Girls Work Well at Aylmer Posts

Airwomen Given Plenty of Hard Tasks at Flying Training School

By Margaret Ecker  
Canadian Press Staff Writer

AYLMER, Ont., July 18—(CP)—From a bomber 1,000 feet up the Service Flying Training School here is a brown patch on the crazy quilt that is Ontario from the air. But as soon as the Anson settled on the runway, you could sense that this is a station where everybody works, and works hard.

There's no spit and polish about Aylmer, but there's a lot of elbow grease going into Canada's war machine.

In the administration building in the women's division office, there's a huge chart on the wall covered with 110 cards. Every card indicated an airwoman at work, the senior officer, Assistant Section Officer Eva Reed, explained.

Reed herself is in the Air Force because her heart's there. Her husband is Flying Officer E. J. Reed and their home was in Victoria before they took to uniform. Now he's stationed in Saskatchewan and they hope to get together

for a long leave this summer.

The tour of the station started in the N.C.O.'s office where hard at work administering the affairs of the women's division was attractive red-haired Sgt. Margaret Carson of Ottawa. Carson has her private pilot's flying license, but the Aylmer S.F.T.S. is the closest she can get to planes these days. Working with her were Cpl. Dorothy McIver, of Toronto, and Cpl. Babs McMeans, of Winnipeg.

#### Keep the Books

Next door in the big accounts office, juggling heavy ledgers at a circular table was Airwoman Barbara Bright from Regina, a clerk accountant, AW2 Audrey Cochran of Shaunavon, Sask., made out airmen's expense claims at a typewriter.

On the way out of the administration office, you pass AW Dorothy McFarlane at the station's switchboard, doing the job she did in civilian life at Fredericton, N.B.

With an owl called "Butch" as mascot, five members of the women's division drive vehicles big and small in the motor transport section. At a desk in the M.T. hut, Corporal Violet Rutherford, Brantford, was directing her drivers.

AW2 Ruth MacGregor, of Chatham, Ont., who looks too blond and fragile to be a truck driver, was taking one out nevertheless as ASO Reed led the way across the road to the Works and Buildings hut. Under the eagle eye of Flt.-Lt. R. R. Hewson, AW. Leona Finlay, of Calgary, was working on a blue print. It was the draft, she said, of alterations to the airmen's recreation hut.

Group Captain Norman Irwin, the station's big, friendly commanding officer, came in just then, and as he left, Reed said: "That's why Aylmer is the happiest station in the R.C.A.F.; the C.O. is so kind."

On the way to the hangars, AW Betty Kierstead, of Moncton, N.B., whizzed by on a bicycle. She's a "runner" for the control tower the officer explained, but does her errands on a wheel.

Saturday, July 8th, at the Rocabore Inn, Port Bruce, was the scene of a very pretty summer wedding which united in marriage Helen Margaret Johnston, of Aylmer, Ontario, to Corporal Donald Seaton Black, of No. 3 S.F.T.S., Calgary, Alberta. Congratulations!

THE AYLMEER AIRMAN'S  
OFFICIAL  
**Meating Place**  
**HUGHES**  
**Meat Market**  
FRESH MEATS AND  
VEGETABLES

**White**  
**Drug Store**  
—  
DRUGS, STATIONERY,  
FILMS, AND  
DEVELOPING SERVICE

**DURKEE & SON**  
**Aylmer**  
MEN'S SWIM TRUNKS \$1.95  
Blue Lastex with R.C.A.F.  
Crest  
Men's Grey Shirts — Black  
Ties, Jockey Shorts, Black  
Socks, Pyjamas

**Modern**  
**Beauty**  
**Salon**  
PHONE 347 — AYLMEER  
Welcomes all Airwomen of  
No. 14 S.F.T.S. to visit our  
Modern Beauty Salon.  
**ALL LINES OF BEAUTY**  
**CULTURE**  
Qualified Operators

**H. Gunstone**  
"where good shoes come  
from"  
AYLMER - ONTARIO

**McGREGOR'S**  
**TAXI SERVICE**  
AYLMER  
**DAY and NIGHT**  
**SERVICE**  
Greyhound & Canada Coach  
Tickets  
PHONE 465 or 183-W

**Sports Round-up**

(Continued from Page 8)

work for the day, while Frickey behind the plate, for the entire three games, was one of the hardest workers on the team. The hitting of Lotimer, Hardy, Turnbull and Tufford stood out in the No. 14 victories.

**STATION LEAGUE SOFTBALL**

Standings to July 26th

GROUP 1	W.	L.	Pts.
Metal Shop	3	0	6
Headquarters	2	2	4
Sr. N.C.O.'s.	1	3	2
No. 1 Squad.	1	2	2
GROUP 2—			
No. 2 Squad.	3	0	6
G. I. S.	1	2	2
Officers	1	2	2
Fitters	0	3	0
GROUP 3—			
Equipment	4	0	8
W. & B.	2	1	4
Servicing	1	3	2
Riggers	0	3	0

With three teams sporting undefeated records in their respective groups, the Station Softball League, in spite of postponed games due to inclement weather, etc., has now taken on the appearance of a real loop, and promises plenty of excitement for the members of the various teams before the teams are drawn together for the post-season play-offs for the Station championship.

Equipment, minus several of the original team, who are now on Canada's East Coast, still are surging along without dropping a game and it will take plenty of hitting power to upset them. However, Works and Buildings, in the same group, has improved steadily and are anxiously awaiting the next meeting with the leaders.

A power-laden, heavy hitting, No. 2 Squadron at present time looks like the team to beat, as they have waltzed through all opposition in Group 2. Great pitching, backed by heavy sluggers, make things rather awkward for the other members of that Group. Even the Officers were trampled on by the Aircrew team in a recent effort, but they gave the top-notchers quite a battle for a few innings before finally admitting defeat. Metal Shop, trimming No. 1 Squadron 8-7 in their latest win, seem to have things pretty well their own way in Group 1. Headquarters, with some more pitching could possibly throw a scare into the Shop team, but at present writing, "Pappy" Murray doesn't seem able to do all the pitching chores himself.

**TRACK TEAM WINS**

On Dominion Day, No. 14 S.F.T. S. represented by a four man track team, walked away, or rather ran away, with the track team honors at the meet held in Pinafore Park,

St. Thomas. Civilian and military teams alike went down to defeat at the hands of four hard running, and likewise hard-working No. 14 track men. Led by AC Sturgess, who grabbed off the major portion of the prize money, and aided by LAC. Waram, Sgt. McClung and AC. Smith, No. 14 S.F.T.S. won the team prize handily. In a second meet at Hamilton, again No. 14 using the same team, with the exception of LAC. Head in place of AC. Smith, again took team honors. This time Waram grabbed off the main portion of the prize money with Sturgess again taking his share and McClung and Smith in the running also.

It is hoped that the Station may be able to see these four chaps in action here in the near future in the track and field competition field day that it is expected and hoped will be held on the Station, with all the Squadrons being represented by their own teams. In the meantime any other airmen interested in track and field, contact F/O Ken Stubbings, at the Sports Office, in the Station Theatre.



That crack in D.R.O., about certain flights take particular notice, finally made an impression. Here we are back again after quite an absence with a little nonsense and chatter.

For about three weeks now we have been a quiet flight due to the absence of W.O.2 Early, who is at RI, which was replaced in a quiet way by the far-away look in our time-keeper's eyes. No doubt Blanche will return to normal on Al's return. Even his frequent visits only act as a tonic that wears off in short order.

Willie James III has found a new playmate in "WASHOUT" and the two barking dogs sound very familiar, in fact very much like a noise our W.O.2 makes.

Very glad to hear of our popular Flight Commander F/L James being chosen for the temporary duty of ferrying a/c here and there.

A welcome to the best flight on the station to our new instructors, F/O McNeil, A.F.C., P/O Conrad and P/O Robertson. May your stay here at No. 14 be long and pleasant.

We are looking forward to F/O White's speedy recovery and his early return to our flight. We miss Russ and his glowing face? and what jokes! Russ is suffering from water on the knee and everyone is quite aware that he keeps as far away from water as Webb

does from hair. We honestly think that a hair transfusion or a good job of transplanting would keep Doug. from getting his pate sunburned.

This is about enough chatter for our first entry in many months and the consequences may be serious enough as it is.

Good luck to Course "55" which will be leaving us shortly and let's hope we have as much fun, and collect as many rumbles off the new gang.

Did you hear about our rumble fund being increased? The "Wheel-less Ace" who thought that when his horn blew it was another aircraft wanting to pass him . . . . And then, there was our friend "RED", who left a certain town a very lovely reddish color after a "48" . . . . Curly W's, or the guy who has a very good head of Skin. Comment on the game between the Officers and No. 2 Squadron, "We was Robbed!" Definition of Mutual Instruments; Each student thinks the other has control. Blackmore's comment after a recent flip in a Yale; "I had to row; great stuff this oil. . . . Did you ever hear of the one about Hunter and the Ferris Wheel at Port Stanley? . . . Hey, Maw! What was the number of that aircraft? . . . Did you ever see a sardine in a can? Well, just take a squint at BIG MAC in a Link Trainer. When they yelled for an L14 the other day, Middleton came running. . . . Collins still insists that the blondes in Montreal are the best. . . .



HAIL!—CLASS 59

And what an assortment you turned out to be—AUSSIES (salt of the earth), RAFFERS (a jolly good crew), YANKS (Stupendous, colossal); CANUCKS (Home boys trying to get along). Pilot Officer D. Henderson—Let us echo the best wishes of a great number of folks on the Station who heard Doug's good news of a long hard row, justly rewarded. Pilot Officer Lenvey. Welcome to the best Station in North America, and to the best Flight on that Station. You will find this quite a relief after your gruelling at Trenton.

Flying Officers Yarnell and Jones have told us that we can still call them "Cy" and "Ken." They are still going to be one of the gang even though they are now sporting the wide braid. Congratulations to them both. Since "A" Flight last went to press we have obtained other new instructors who are now old timers in the Flight, but just the same we would like to welcome them in print.

P/O Tommy Bruce—Out of circulation.

P/O Dick Barclay—Definitely in circulation and glad of the open season.

P/O Hal Bridges — We haven't found out yet.

**FAREWELL**

Pilot Officer Bryan Hughes — Brazil.

LAC Littlejohn—Australia. "You were with us but a short time, but during that time you made niches for yourselves that are very vacant now."

To the Officers and students who participated in the ceremonies for P/O Hughes and LAC. Littlejohn—The spirit that you put into that parade resulted in a most fitting send-off for your pals.

This space is reserved for Roger Hines, who always has the last word. Who started that Abbott and Costello nonsense anyway, after listening to Rog. explain to Keir:

1. How to fly any aeroplane.
2. How to win the war.
3. How to make marriage a success.

**CENTRAL HOTEL**

**Aylmer**

LICENSED STANDARD HOTEL

Weekly Rates \$5.00

Clean, Comfortable Rooms

FIRST-CLASS DINING-ROOM

**Steen's Billiards**

FOR HEALTHFUL RECREATION

Wednesday—Ladies and Gents

**STEEN'S**

TOBACCO STORE

Phone 298 AYLMEER, ONT.

HEADQUARTERS FOR

**Sporting Goods**

AND FISHING TACKLE

**Aylmer Hardware**

AYLMEER — PHONE 205

**Service to Those Who Serve**

A Complete Laundry and Dry Cleaning Service to R.C.A.F. Personnel.

You'll Like the Aylmer Laundry for It's Quick, Courteous and Complete Service — Odorless Dry Cleaning by Expert Workmen with the Newest Methods.

**UNIFORMS 50c** CLEANED AND PRESSED

**Aylmer Steam Laundry**

CLEANERS — DYERS — RUG CLEANERS

SERVICE DAILY AT CENTRAL WAREHOUSE

**AYLMEER DAIRY**

PASTEURIZED MILK AND CREAM

ICE CREAM

DELICIOUS CHOCOLATE DRINK

When in Town Visit Our Dairy

John Street

PHONE 305

**Robt. McEwan**