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THE AYLMER AIRMAN



VOL. 2, No. 9

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

MARCH 19th, 1943

Flying Officer "Buzz" Beurling, Fighter Ace Visits Aylmer



F/L. Ralph Hewson at the milke quizzes F/O. "Buzz" Beurling before a crowd of 2000. Topics ranged from "The Women of Malta" to principles of good deflection shooting.

F.O. "Buzz" Beurling Addresses Crowd of 2000. People of Aylmer Invited.

On Friday, March 12th, Aylmer was fortunate in having Flying Officer George "Buzz" Beurling, D.S.O., D.F.C., D.F.M., and Bar, visit the Station.

"Buzz" or "Ric" as he is called by the other members of the party, is quite a youthful, unassuming individual for one who has attained such great renown. Much of his leisure time, while on the Station, was spent around the billiard table, and the leading fighter pilot of Malta proved without a doubt that his deadly accuracy is not confined to the use of cannon and machine gun equipped Spitfires.

As he casually leaned over the green cloth and rapped the black ball in the corner, it was hard to believe that this azure eyed, fair haired lad was only recently shooting down the Luftwaffe and Italian Air Force with the same coolness and greater skill. His performance on the snooker table (it seemed as though there were grooves to the pockets when Buzz shot) was only interrupted when someone would question him about some flying matter and then he would pause briefly, lean on his cue, sip at a coke (he does not drink alcoholic beverages) and expertly de-

scribe the flying and fire power of any one of the Allied or Axis aircraft. His description of his experiences was always spicy and to the point and it soon became apparent that his life was confined to only three interests, flying and fighting, the fair sex, and the billiard table. "Buzz" arrived at the station late Friday afternoon, and after a short tour of the hangars, where he unsuccessfully tried to congratulate one of our budding aces on an eight circuit, one landing hop, he settled down at the Mess for a little well earned rest. From eight o'clock on, (Continued on Page 4)



G/C. G. N. Irwin and F/O. "Buzz" Beurling, D.S.O., D.F.C., D.F.M. and Bar entering Drill Hall. Mr. T. L. Barnecott, Mayor of Aylmer, seen in the background.

W. D.'s Celebrate First Birthday at No. 14 With Dinner and Dance

On Wednesday, March 10, the remaining members of the Original Squadron (W.D.) who arrived at No. 14 S.F.T.S., one year ago, held an anniversary dinner and dance. The decorations were in accordance with St. Patrick's Day and the Head table was further enhanced by a beautiful bouquet of spring flowers, presented to the Originals from the other girls. The guest speakers were Group Captain Irwin, S/O Bristol, F/L Hewson, S/O Legget, F/O Milne and A/S/O 'Spurr. LAW. Widdowson spoke on behalf of the Air-

women. At the suggestion of F/L Hewson, each airwoman gave her first impression of No. 14 and Aylmer. The majority, to quote them, said "They were scared to death and didn't know what to expect." The dinner was followed by a dance, greatly enjoyed by all present. The Original Squadron wishes to express to G/C Irwin and the personnel of No. 14, our deepest thanks and appreciation for all that has been done to make our life at No. 14 a very pleasant and enjoyable one.

The Aylmer Airman

Published every fourth Friday at Aylmer
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AYLMER, FRIDAY, MARCH 19th, 1943

As the war goes on our air power increases, the super plane of last year is superceded by another even more amazing this year. Space and time are conquered by our inventive genius. The world shrinks and all parts of it become easily accessible to us.

So Clare Boothe Luce starts talking about "globaloney" and competitive grabbing for the airways of the future begins.

It is of the utmost importance for us at this time to concentrate all our energies on producing fliers to man our aircraft, and fliers in training must concentrate all their energy on becoming proficient in their job: it holds the centre of the stage.

But it is folly if we do not at the same time perceive the changes that are taking place and adjust our mental outlook to the new world which is being born out of the war. A cockpit is a cramped place, but our minds must not be confined and cramped. If we are awake at all we will see that it is no longer possible for the people of one country to take no interest in the people of other countries. The aircraft which today are being used for destruction can be used in the future to bind the whole world together.

That process will be beneficial or disastrous in accordance with the attitudes of ordinary people all over the world. It will be beneficial if we are prepared to extend the hand of fellowship to the people of other nations. The new age calls us to be citizens of the world rather than citizens only of our own small part of it.

The Use of Oxygen at Altitude

F/L R. McMillan

1. The need for extra oxygen at altitude is due to a decrease in atmospheric pressure with increasing altitude. Since the percentage of oxygen present in the air is constant up to 50,000' its partial pressure decreases proportionately with the total atmospheric pressure. In plain language then there is enough oxygen at altitude but there is not enough pressure in the lungs to force it into the blood stream and thus aircrew suffer from oxygen lack.

2. Of all parts of the body, the brain is the most sensitive to oxygen lack. Some individuals suffer only from slight abnormalities at say 15,000 ft. while others suffer loss of consciousness and consequent death. Slight abnormalities are all the more dangerous in that the individual is not aware of them and his consequent loss in efficiency. It was a common practice of aircrew when returning from an operational flight over Germany to remove their masks at say 12,000 ft. on the homeward journey. Very often they fell prey to interceptor aircraft and it is normal practice now to keep the masks on until near home and at an altitude of less than 10,000'. At present it is laid down by the R.A.F. that oxygen shall be used at altitudes above 10,000'

and by night fighters at all altitudes. This latter measure has been put into effect because medical science has proved that "night vision" is definitely improved improved by breathing pure oxygen at altitudes less than 100,000'.

3. It might be well too to explode the fallacy which some of us still hold that breathing pure oxygen is injurious to the lungs. Experiments carried out in Toronto by the Research Committee have definitely proved that breathing pure oxygen for as long as 6 hours produce no injurious effects to the lungs or any other part of the body.

4. The amount of oxygen which must be supplied to the individual does not depend alone on altitude, but also on the amount of air a man breathes per minute. This varies from 8 litres per minute when sitting quietly to about 80 litres per minute when working hard (lifting flares or ammunition, crawling into gun turrets, or operating guns in combat). Because so much more oxygen is required when exercising, portable oxygen bottles are supplied for use when work has to be done at some distance from the crew position.

5. There are at least four methods of supplying oxygen to aircrew, only three of which are in common

use in the various air forces, both United Nations and enemy.

CONSTANT FLOW TYPE: The R.A.F. uses this type for its fighter pilots. Oxygen is delivered at a constant rate to the pilot and he has a manually controlled regulator by which he can increase the rate of flow as he increases his altitude. The most common practice is to put your mask on when you take off and turn the regulator to 10,000 feet. When you reach 10,000 feet you again set the regulator, this time at 15,000 feet. In other words you set the regulator each time at 5,000 feet above your altimeter reading. When you engage the enemy in combat a flip of the wrist gives you maximum oxygen flow. This type of equipment is simple in design but extremely wasteful of oxygen, since we breathe in about half the time and breathe out the other half.

RESERVOIR TYPE: The R.A.F. uses this type in bomber aircraft. The oxygen flows from the bottle through a regulator to an accumulator bag. During inspiration the bag is emptied and during expiration the bag fills. There is no oxygen flowing into the mask during expiration (a valve takes care of this) so that there is no oxygen waste. However any manually controlled regulator by which the pilot sets the oxygen flow produces waste, for the flow is always adequate to take care of an altitude much greater than that at which the aircraft is flying. To make it even worse the careless pilot says to himself, "I may forget that regulator," so when he leaves the ground he turns the oxygen on fully and great wastage occurs. Your oxygen regulator should be part of your cockpit check before going into action just the same as your gun buttons.

DEMAND TYPE: In the demand system a man's own breathing controls a valve which delivers oxygen to him. The demand valve automatically mixes oxygen and air in the correct proportions at the various altitudes, by means of aneroids incorporated in the valve itself. When a member of aircrew exercises he automatically gets the additional oxygen required. The demand valve is in use in the German, British and Canadian Air Forces and at the present time the R.C.A.F. type is considered the best of the three. Demand valves are just now going into general use overseas.

REBREATHING SYSTEM: The closed circuit or rebreather system embodies a further refinement over the demand system in that little oxygen is allowed to escape. The expired air passes through chemicals which absorb the water vapor and carbon dioxide, thus enabling the oxygen remaining to be rebreathed. After a few hours use the bottle containing the chemicals is replaced and the contents of the used bottle reclaimed. At the present time no satisfactory apparatus of this kind has been developed which meets R.C.A.F. service requirements. The rebreather system is used extensively in mining operations.

5. WHEN TO USE OXYGEN: The present ruling in the R.C.A.F. is that oxygen shall be used after an aircraft reaches 10,000 feet. At 34,000 feet pure oxygen must be breathed to ensure the same efficiency of aircrew as at ground level. Beyond 34,000 feet even pure oxygen will not maintain efficiency because as was mentioned in para 1 of this article the partial pressure of the oxygen in the lungs is the determining factor. Until pressure cabins and pressure suits are available in quantity, pilots may not go above 40,000 feet without suffering



Y.M.C.A.

SATURDAY, MARCH 20th
"BUY ME THAT TOWN"
starring Lloyd Nolan, Constance Moore and Albert Dekker

TUESDAY, MARCH 23rd
"FOREIGN CORRESPONDENT"
Action drama with Joel McCrae and Lorraine Day

THURSDAY, MARCH 25th
"MY FAVORITE SPY"
Kay Kyser & Orchestra, Ellen Drew and James Wyman

SATURDAY, MARCH 27th
"ARE HUSBANDS NECESSARY"
Ray Milland, Betty Field, Patricia Morrison and Eugene Pallette

TUESDAY, MARCH 30th
"SILVER QUEEN"
Starring, George Brent and Priscilla Lane

THURSDAY, APRIL 1st
"STAGE SHOW"
LONDON LIFE TROUPE—High class variety show. "Don Wright" and his Orchestra and a complete cast of high class entertainment.

SATURDAY, APRIL 3rd
"WEST POINT WIDOW"
Starring, Anne Shirley, Richard Carlson, Richard Denning

TUESDAY, APRIL 6th
"PALM BEACH STORY"
Starring, Claudette Colbert, Joel McCrae and Rudy Vallee

THURSDAY, APRIL 8th
"SING YOUR WORRIES AWAY"
Musical, starring Bert Lahr, Buddy Ebsen and June Havoc

from severe oxygen lack. At 40,000 feet breathing pure oxygen aircrew are about as well off as at 10,000 feet without oxygen. It should be remembered though that changes in altitude are not directly proportional to the oxygen requirements of the individual. Pilots will often point out that they have ascended to 15 or 20 thousand feet without the use of oxygen, and without suffering any loss in efficiency. Such statements should definitely be withheld since experiments performed in decompression chambers which simulate altitudes up to 45,000 feet definitely prove that the

(Continued on Page 3)

C. O.'s Corner

Course "69" leaves No. 14 S. F. T. S. today proudly bearing newly won "Wings" and with our heartiest good wishes. Your training has been interrupted frequently due to continued bad weather making it necessary for you to concentrate the larger part of your flying in a few short periods. The cheerfulness with which you accepted difficulties, and the energy you showed in getting down to work when the opportunity offered itself, makes us certain that you will win distinction and honour on the far-flung battlefields of the world.

Wherever you fight, in Egypt, Africa, India or England, we wish you happy landings and "good hunting."

—G. N. IRWIN,
Group Captain

Y.M.C.A. News "To The Canucks!"

The past month has been one of new ventures with a reassuring response from the station personnel.

Since the graduation of Courses 65 and 67 the station has been without an orchestra; however that state of affairs no longer exists and the new station band, under the leadership of F/Sgt. Bud Philp is slowly growing into what appears to be an up and coming accomplishment.

Regular practices have taken off the rough edges and in the very near future we will be able to boast of a very fine band which has been made possible by the co-operation of all Anyone wishing to try out for a place in this group is invited. See your leader, Flight Philp or your Y Supervisor or bring your instrument to the next practice and get in the swing. Sax players particularly wanted.

Another group has been formed in our Dramatic Club and with such leaders as Sgt. Barney Ross, LAC. Spear and LAC. Ordell there is little doubt as to the ultimate success of this group. Invitations are extended to anyone with talent to join. If you can sing a song, do a dance or interested in any kind of entertainment let us hear from you.

Under the leadership of F/O Don Awde another group has been formed for which we believe increased space will have to be made available very shortly. This group is the Hobby Club and a great number have already expressed their desire of joining this group. Model Aircraft and woodwork, building, etc., will be featured. Tools have been secured. Watch DRO for announcements of Hobby nights.

Plans are being made for the beginning of a Picture Developing Club. This is as yet in its early stages but further announcements later will advise those interested what is planned.

Once again may we remind all personnel that by failure to return books to the Library you are the losers. Books held over the time limit, subject the holder to a fine. Books lost, subject the loser to the amount said book may be valued at as decided upon by your Library Committee. There are a number of books now outstanding considerably over the time limit and for which you will be held responsible. It is the intention to publish a list of the defaulters from time to time in D.R.O. Don't let us see your name on the blacklist.

We were delighted to have as a visitor to this station for a short time recently our old friend Travis "Chappie" Chapman, who prior to his posting to Labrador was our Y Supervisor. Chappie spent considerable time in renewing old acquaintances both on the station and in Aylmer before his return to the lands of ice and snow.

Many were the regrets on the station when our Librarian "Jeanie" Moir was posted. Jean was one of the originals of the W.D.'s on the station and was most popular with all ranks. We trust she will like her new posting and head her remuster class at Rockcliffe as a hairdresser.

L. Henry,
Y. M. C. A. Supervisor.

Reading "TO THE AUSSIES" in February's Airman, I felt that such genuine feeling could hardly be let pass without something in the nature of a reply from The R.A.A.F. of this Station.

I don't know who wrote "TO THE AUSSIES," but it was, to me, a fine expression of the relationship that is now firmly established between you and us, one of real and lasting friendship springing from common ideals and common thought.

Before this war the average Australian knew very little of the average Canadian. True, he had learned at school that your Dominion was a Country rather larger than his own, bounded on the west by some mountains known as the Rockies, and apparently owned by a Railway Company; then there were plains called prairies with a big wheat silo at Winnipeg before you came to the Great Lakes, the mighty St. Lawrence and Quebec, where everybody spoke French.

We were surprised and smugly satisfied to learn that our Australia had two cities larger than Montreal, and the fact that there had never been barbed wire on the U.S.—Canada Border appealed to us. In fact, we could speak in detail of the history and geography of our partner in the Empire idea. We knew that Captain Cook sounded the St. Lawrence for Wolfe and could rattle off the names of your provinces, but that was about as far as it went.

Now since the inception of the Empire Air Scheme, which brought thousands of young Australians to your Country, you might say that Canada has been discovered by the Aussies. They have lived with you and come to know your way of life, not only in the service, but in your folks' home where Canadian hospitality has been at times really embarrassing.

For all his easy-going manner the young Australian is a keen and

critical observer, and from the millions of letters he has written home his people are coming to know and appreciate more of you Canadians. How much more so will this be after the war when Young Australia returns home to tell of his stay here.

The Empire is in for a tough time after the peace is signed, with many forces threatening its unity. It is not too much to say, I think, that the new bond between Canada and Australia, formed through the personal contacts and friendships of those who today fight in the same cause and tomorrow will govern their countries destiny, will be a real factor in preserving that unity.

So here's to you Canucks, to your weather (Ugh!) your food, and that "Foreigner in the back seat," with cheers from the Aussies.

LAC. Ulm, J.A.—An R.A.A.F'er.



F/O. "Buzz" Beurling, D.S.O., D.F.C., D.F.M. and Bar, whose azure eyes cause the hearts of our enemy to tremble with fear, and the hearts of our W.D.'s to flutter with romantic yearnings.



Last skirmishes in the Battle of Aylmer are taking place. Everything is popping right along in orderly (?) fashion, and all being well we should hit R.I. on the 18th. Our stay at No. 14 has been really enjoyable, particularly in Don Flight and we only hope our luck holds on future postings.

Since last edition we've lost old "Hosepipe" Reynolds—two weeks hospital, just enough to have him put back a course. Our former columnist and prodigy, mental giant Gremlin Spear, has been working nights on some mysterious idea connected with photography, and his efforts in achieving success have forced him back a course. Our loss is 73's gain. Good luck Bert and Jim.

Other Personnel changes at D—Sgt. Renaud posted to Bagotville O.T.U.—Hurricanes, the lucky stiff. Go do it Sarge. P/O Spencer and P/O Stringer, the latter of the R.A. A.F., are new faces in the Instructors' Room and as you can plainly see, both they and the flight will benefit muchly. And by the way, has anybody seen F/O Cockburn of late? Some old original D Flighters have vague recollections of seeing him in the dim, distant past, but most of us are still trying to place him.

Navigators please note: New route R.I.—Aylmer, amended for night flying, R.I.—London, Jarvis, Long Point, Aylmer. For further reference consult a certain D Flight U.S. (don't misunderstand us!) P.O.

Somebody has been smelling a rat over here lately—well anyway, somebody's been smelling — but with the ubiquitous Goldie on the job all will be under control Sir. Next course flying with D will probably find this rat. Here's hoping they tell you of it.

Stop Press—Welcome, P/O Falconer.

EXTRA Fer-LASH!!— Re-enter F/O Cockburn, who says he fell somewhere. Well, O.K. Red, if that's what you say, But My My! That Eye!!

Ex. Editor Writes Home

Your commentator is in receipt of a letter from our old friend and Ex-Editor of our Station paper, G. A. L. (Gibby) Gibson, which once again would indicate our oft-said remark, once at No 14 and the memory will linger forever. Gibby is still at A.F.H.Q., and passes along word of others who were at one time on this station and who look forward to each issue of our monthly edition for news of all here.

He sends greetings from F/O "Roly" Neil, and John Farguharson, whom he states has been saying great things about how good a billiard player he was while here. "It Ain't So Gibby," he's a push-over.

News that does not surprise us however, is that our ex basketball star, Frank "16 Point" Wansbrough is one of the leading scorers for the Rockcliffe team according to all press reports and that Cpl. Sammy Leonard has been doing off season drill in the snow to get in shape for the Horse-shoe season coming up.

Since reading the last issue of the Airman and particularly the "BOOSTER'S" column, he says knock-rummy is all the rage now in that metropolis.

With the return of our Iron horse from the capable hands of those master mechanics at the M. T., we are literally able to roar into action each rosy dawn. Although life has returned to a certain degree of normalcy we still miss the happy tunes whistled by 'Fearless' Fodchuck, that venerable bandsman whose mania for removing L6's endeared him to the hearts of our pilots. His departure left LAC. Peterson with a sad look on his usually happy puss. Now, quoth Pete, I know how "Tail-spin" feels after losing six of her loved ones. At times we even fear for the health of our nerve wracked Corporal and feel sure that the return of crew pay would solve the endless wrestle with the F17's.

The welcome mat has been rushed out for the momentous occasion of honouring the arrival of F/O Nield to our great organization. We hope your stay will be a pleasant one, we need the hours, so keep 'em flying. Also we greet LAC's Woodhead and Robinson reporting from Maintenance. Pull up your socks fellas' and let's get crackin'.

We bid adieu to Sgt. Cook, who has departed and is now stationed at No. 6 S.F.T.S., Dunnville. Best wishes Cookie. It is with regret we announce the posting "Overseas Pease." F/S Pease has done a great job in the Flight and will be missed by all. (Eh Tommy)? Our very best wishes go with you old top and we will be watching the news to read of your great bombing raids over Germany. Happy landings Pip Pip and all that old boy.

Upon entering the den of the Free French Pilots, the mutterings to something like this:

F/O French—Let's Bogg Off.
F/L Bradley—Not till 530.
P/O Haylock—Hello dees place.
F/O Bayly—What's the deal?

Congratulations to WO.2 Ker-mode on his recent promotion.

By the way, what Nav. Instructor on being asked by a hopelessly lost student, "Where are we Sir," replied, "I don't know where you are, but I'm on page 28."

Think of the Future—
Buy War Bonds and
Certificates

A Number of These Will Graduate



COURSE 69 "X" GROUP

1, Ashdown, S. W.; 2, Benbow, N. W.; 3, Bellamy, J. G.; 4, Boulton, J. T.; 5, Broad, J. H.; 6, Field, W. R.; 7, Fountain, R. E. R.; 8, Heferen, K. R.; 9, Lees, A.M.; 10, McCahill, J. F.; 11, McElhore, J.; 12, Miller, R.; 13, Overend, G.B.; 14, Robertson, C. J.; 15, Zolomoff, N. G.; 16, Bruce, R. B.; 17, Francis, S. F.; 18, Greene, R. B.; 19, Hadfield, R. G.; 20, Laidlaw, D. B.; 21, Lemoine, R. C.; 22, Ley, A. T.; 23, Miller, A.; 24, Moss, A. H.; 25, Schofield, T. N.; 26, Schram, W. F.; 27, Thompson, H. S.; 28, Thompson, B. J. W.; 29, Wickes, W. H.; 30, Craig, J. M.

Link Trainer Flight

Observations by D. R. D.

Our heartiest congratulations to S/L Southam, who recently displayed far above average ability to orient himself on a radio range and fly unerringly on the Beam to the Cone of Silence and Aerodrome. Admirable instrument flying, sir, we are looking forward to your next visit.

By the way fellows, we will be happy to acquaint you with Radio Range procedure if and when you master the Standard Beam approach, which at present is all important.

A Memorable Day, Monday, March 8th, 1943

F/L Len (Hells' Bells) Watt, after having his memory jogged by phone that he was on schedule for instrument flying, arrived at 510 p.m. and executed a perfect Standard Beam approach. Great work Len, we were so elated over the fine job you did, we forgot to rumble you for being late. Drop in at the first opportunity and make your donation. Incidentally, after much controversy about the perfect way you maintained a constant A/S during the approach, we concluded that you know the Gyro Horizon, and how to use it, Right?

Queer Interpretations

The Instructor told the student to turn 30° to the right and fly for one minute. The student promptly applied 30° of bank and turned for one minute. Then again, after being instructed to turn 180° a student caged the gyro, turned it 180°, then informed the Instructor he was on the heading. If that system would only work. (If the cap fits.) When informed his turns were flat, skidding, he replied in all seriousness,—why that's the only way to make turns in a machine like that. Well, try turning a Harvard without applying bank. Treat a Trainer like you do a Harvard and it will respond, but, try flying a Harvard as a Trainer is sometimes flown. Oh boy, a good thing the good old Link is nailed to the floor.

F/L Gain leads the parade with 7.45 hours instrument time to his

Meteorological Mania

It wouldn't do to let the boys of Course 69 leave the station without wishing them the very best of luck in all of the experiences that will be theirs in the months and years to come. Also I would like to offer them an apology for the bad weather conditions against which they had to struggle to complete their courses of training here. Of course we in the Met. Section really have no control over the weather, even though we do get all the blame and plenty of dirty looks when it goes bad. (Except from the instructors who always welcome a rest—until their students get away behind). Nevertheless, I would like it to be known that there was no archconspiracy in this office with

credit. Very commendable Morley.

Next month we expect to publish a complete report on progress and time of all instructors, I mean April, on second thought, perhaps we had better make it April 1944. Loud Cheers!!! We do though, appreciate the fact that you boys are very busy, making up for lost time, due to adverse weather conditions, but, when the hot weather arrives, well, our building is air conditioned. Don't rush.

The Instrument Flying Instructors, and many other friends he has made during his short time on this station, extend to F/Sgt. Field heartfelt sympathy for the tough break he had in falling ill two days before he was to be married. Best wishes for a speedy recovery Flight, don't keep the little Gal waiting.

We welcome our O.C. home after a week's leave, looking fit and fine, right in there punching too, examining four and five students each day, at 1.30 minutes per student, quite a job. Watch that right arm Chief, you will be developing a muscle from cranking up that wind-drift regulator.

A lad from Texas, flying on instruments under bad weather conditions, mumbling and spluttering, finally broke out in that beloved Southern drawl with, "Gad, Ah'm gitting nutty as a fruit cake."

the object in view being that of sabotaging the war efforts of '69'.

The prize for bright sayings in the classroom for this course must go to LAC. Zolomoff. When the class was asked what significance they would attach to a situation in which there were no thunderstorms in the vicinity but there was a deep humming and crackling on the intercom the above-mentioned LAC. Zolomoff promptly answered: "It just means that the ball is off centre and your instructor is telling (?) you about it."

With the spring coming on to inspire romance we are beginning to wonder how we are ever going to get any work out of our staff of W.D.'s. Even now, in what might still be called the 'bleak mid-winter' there is many a sigh and tear dropped for the benefit of Commandos in Bermuda, Wireless students in Guelph and S.P.'s. on course at Trenton. Only our ever-reliable Corporal, Mary Hamilton, has so far been able to attend to her duties calmly, and goodness knows when she will become afflicted in like manner to the rest. Oh well, girls will be girls, even when serving so that men may fly.

Well, since I have run out of the wherewithal to manufacture small talk for this issue, and there is a great host of isobars, Coriolis Forces, Adiabatic Lapse Rates, tephigrams and what not claiming my attention for the next few moments, I must sign off for another month without further ado than to repeat with even greater emphasis my best wishes for the fine fellows of Course 69.

"Buzz" Beurling

(Continued from Page 1)

his well timed answers brought war in the air a little closer to both the staff of No. 14 S.F.T.S. and the citizens of Aylmer who were grouped in the Drill Hall, two thousand strong.

On Saturday he attended lunch at T.T.S., St. Thomas; and then returned to Aylmer, where he left by Lockheed for Toronto in the afternoon, leaving behind memories of many thrilling experiences, a host of amazed men and many slightly bewildered W.D.'s.



Hello Everybody:— Here's "B" Flight coming in again this month with all the news from the training front.

As we sit here and ponder on this beautiful "Washout" day with the queer sounds of a knock rummy game in the background and Lou Henry standing over us with a black whip to get this written we think of our old Flight Commander F/L Frank Clark, who now is on his way to No. 1 O.T.U. We wonder how he talked the Boss in the Tower into letting him go, but all in all we wish him the very best of luck and to F/L MacLean who took over this honourable flight all the best.

We've had two new additions to our happy home, one P/O Bob Anderson and a "Cobber" from down under, P/O Jeff Curry. As we have always said the more instructors the better, or as they say in "Russia" the more new instructors the less we "olduns" have to fly.

The best news of all is that our little timekeeper from Montreal got herself engaged to an Aussie who got his wings today. May she be very happy in that barren island.

We're really "Crackin'" down here these days, what with our new N.C.O.'s, Sgt. Thorn, Cpl. Richards and Cpl. Topp, trying to keep both flights happy with serviceable A/C. Keep up the good work there.

We hope LAC. Clegg and LAC. Simpson are soon back flying again. We are sure the hospital staff share our sentiments.

Well I am afraid we can't write very much this month as worry is upon us all. Final exams have a way of doing that to people, but "B" Flight will be there when the whips are cracking.

Accounts Section

Once more the time has rolled around to give you the up to date Matches, Hatches, and Despatches on the Accounts Section.

Firstly in respect to Matches—as the Accounts stick strictly to business (during office hours) and as the male species of the staff is outnumbered 100 to 1, we will have to dispense with same and quickly move on to Hatches, where we would like to welcome our two new male members, Jim Ranahan and Bob Patterson, who have helped greatly to make the Accounts Section look less of a harem to our distracted Flights, Berube and Wright.

As to despatches I am fortunate to be able to report this month the grand sum of nil. After the wholesale emigration of last month, our new reinforcements have enabled us to get our second wind, which we hope to maintain for a brief span anyway.

FLASH—No longer will our ears resound to "Little Joe," "Snake Eyes," "Box Cars" and etc., as alas! Flight Berube has finally parted with those instruments of degradation, and I can assure you it was not because he was losing.

At this point, with these few words we will leave you for this month, but before we close we should like to raise three cheers and herald what appears to be the coming of Spring.

BUY WAR SAVINGS
CERTIFICATES REGULARLY

A Number of These to be Winged



COURSE 69 "Y" GROUP

31, Alison, W. T.; 32, Austin, W. G.; 33, Carter, W. H.; 34, Cowie, J. M.; 35, Edwards, W. A.; 36, Gallagher, P. J.; 37, Horsefield, P.; 38, Laughner, J. C.; 39, MacDonald, J. F.; 40, McLaurin, J. L.; 41, Minahan, J. T.; 42, Mudie, J. W.; 43, Rendall, H. M.; 44, Slater, E. A.; 45, Turner, W. P.; 46, Barton, R. W.; 47, Berryman, L. F.; 48, Blake, L. A. E.; 49, Dell, F. J.; 50, Evans, J. R.; 51, Huber, A. W.; 52, Johnson, W. J.; 53, Kidd, S.; 54, Knowles, W. M.; 55, Marshall, C. H.; 56, O'Neil, D. F.; 57, Purser, H. R.; 58, Robb, V. H.; 59, White, G. T.; 60, White, J. H.

in this doover or that doover or some other doover, that brings a rumble if it isn't signed) we have lightheartedly decided that there's nothing looks quite so silly as a Harvard with its nose buried in the snow and it's tail in the air, and that there won't be anything of that kind in "F" Flight.

The Australians amongst us depend for and on "FOO" spiritual guardian, mentor and stooge for all Australian Airmen. We are happy to say that "FOO IS HERE."

In conclusion we'd like to say that with the help of the swell bunch of Instructors that we have, we intend to make this the best course through No. 14 S.F.T.S.

Bill, the Boomerang Thrower.

Flt.-Lt. R. McMillan

(Continued from Page 1)

one affected is the poorest judge of whether he is suffering from a loss of efficiency. After 10 minutes at 17,000 feet most category A1B, A3B aircrew cannot write their name well, their muscular co-ordination is poor, their vision is impaired and their reactions to stimuli in general are slow.

Intercommunication Equipment in its Relation to Oxygen Equipment

6. Most aircrew are already familiar with one or two types of oxygen masks. All the masks in service in the R.A.F. and R.C.A.F. cover the nose and mouth. The microphone is built into the mask just opposite the mouth and at present the electrical leads and accordion tubing of the oxygen equipment are being embodied in a single unit to reduce the number of wires and straps the pilot has to contend with. A single operation frees the pilot from his intercommunication equipment and oxygen out let when he bales out. Bale out oxygen bottles are not in common use yet, and most pilots who bale out at high altitudes allow themselves to drop freely until they reach a less rarified atmosphere. There are tremendous improvements too in the installation of earphones in helmets and in the design of the helmets themselves; all of which is motivated by the desire to provide aircrew with the best equipment that scientific investigation can develop.

7. In conclusion may I impress on the student pilot the importance of being familiar with each detail of his personal oxygen equipment. Learn how to check the valves and the flow of oxygen. Conserve your oxygen supply—You may need it very badly later in your flight.

"AD ASTRA"

Roll the aircraft out from hangars,
Gas them up while there's still light,
Light the flare path, set the wind tee,
Aylmer lads must fly tonight.

Upstairs the night is starry clear,
There's a light wind from the north,
Runway one you use to-night boys,
Hurry out and taxi forth.

There's a green light from the tower,
It's your signal, up you go—
Now we see you rise and level,
As we watch from here below.

There are worlds for you to conquer,
With you I feel that strange elation,
And my heart goes winging upward,
With the ships of Aylmer Station.
LAW. Joyce McPherson.



Every time our Flight Commander yells for COPY for the Aylmer Airman I just sit back and wait, with fingers crossed to see what mischief they have been up to. So far "Sign the L.14" and "hook in the rumble book" has been quite appropriate, because no matter how many new signatures I develop our sharp-eyed O.C. never misses a blank space on the F.17's.

It is with much sorrow we bid good-bye to our top Course 69. It was a pleasure knowing and working (did I say work) with you all. The funds of the Rumble Club will suffer a big loss when you leave, but we all understand you always took pleasure in contributing to its welfare. We had proof of that on the 10th when a certain LAC. was going to contribute an extra half dollar toward its upkeep.

Nine happy months I've spent in "C" Flight and they tell me I'm a good, timekeeper, but not wishing to take up too much space I will leave out any further words of self praise. Cheerio.

Well our timekeeper "Rose" seems to have done a very good job of this so far. Will just take enough space to welcome F/O Jerry Maffre to "C" Flight. He comes from Summerside and Centralia. We are very glad to have you with us Jerry. We are also happy to have Jerry Duck back again with us after his stay at R.1.

It won't be long now until there is a great ringing of bells for our own Bert Buell, he takes his dive into the sea of matrimony in two weeks. Best of luck and congratulations Bert.

Well again we will thank Course 69 for the good show they put on while they were with us and say we are going to feel a bit proud too when they pin those wings on you on the 19th.

The new and original alibi for ground looping—namely, getting a foot caught in the rudder—bears out the old proverb that "An ill cross-wind blows someone good." P/O "Shorty" Taylor has a wonderful excuse now for a rough landing. With a cherubic smile that illuminates the stratosphere he explains "I had my bloody hip caught in the rudder."

We would like to welcome two new Instructors to "E" Flight P/O McKittrick and P/O Luther. We would like to wish you "Good Students," but I guess "Good Luck" will have to do boys.

Congratulations to F/O Coward on the new wide band. Good work Geoff. Never let it be said that the Air Force doesn't appreciate a good O.O.

When an Instructor returns from a 48 with a front tooth missing, it arouses suspicious speculations in the hearts of his fellows. You are going to look funny John, going overseas with a slug from Hop-Along Hewitt's trusty colt, in place of the missing tusk.

We hope our loss to R.1. in the person of F/O Nesbitt, is but temporary. What are you going to do with your hands, Jim, when flying an A/C equipped with radio?

The days of the hardy barnstorming pilot is not over. Their feats were recalled a few days ago when our O.C. flew 160 pounds of quaking humanity out of a farmers' field near Norwich, P.S.—The flight was made solo.

F/O Collard (alias S/L, alias lipstick, alias dimples) is enjoying two week's leave in Brandon. Since plasticine?? is rationed you had better bring back some picture hooks for your numerous girl friends. Bill. Your friend Don, is nobly carrying on with the work you left unfinished and is awaiting your reports on the public schools of the West.

Metal Shop and Headquarters Lead Five-pin Bowling League

Stiff Competition Promises Fight To the Finish

The regular season in the Station Bowling League finished last week with the Metal Shop in Group No. 1, and Headquarters in Group No. 2 leading their respective groups by a six point margin. Works and Buildings and Service Police in the final weeks climbed into second place, while in Group No. 1 Maintenance just managed to nose out G.I.S. in the last scheduled games by one point for third position.

Competition was exceptionally keen throughout the season with honors for high single and high triple changing frequently, finally being won by Sgt. Steve Hardy for high single with a score of 339 and Sgt. Slim Moulder with a grand three strings of 792 for the triple.

The play-offs appear to be a natural with every team a contender for the final honors of Station Champions held last year by Headquarters Squadron.

FINAL STANDING

Bowling League

Group No.	P	W	L	T	P
Metal Shop	48	29	19	11	40
Works & Bldgs.	48	27	21	7	34
Maintenance	48	24	24	10	34
G. I. S.	48	25	23	8	33
Officers	48	15	33	3	18
Group No. 2					
Headquarters	48	32	16	12	44
Service Police	48	28	20	10	38
Equipment	48	23	25	6	29
R. I.	48	19	29	7	26
Rehall	48	18	30	5	23

Sports Gossip

GREMLINS CHALK UP TWO VICTORIES TO WIN TITLE

Wednesday, March 3rd, T.T.S. visited the home of the Gremlins and after a rugged forty minutes of basketball left the floor on the short end of a 21-16 score. At half-time T.T.S. held a 9-3 advantage and it looked as though the Gremlins, who were without the services of Playing Coach Wiseman, were going to lose their first league game.

In the last half some good shooting by Duck and McLeod put the Gremlins in the lead with but two minutes to play. Black made victory certain with a nice pot shot from just outside the black line.

Monday, March 8th, T.T.S. played hosts to the Gremlins and a large crowd witnessed a good game of basketball. Led by Elmer McLeod, who hung up 23 points, the Aylmer gang were always in the lead, but were threatened two or three times in the late stages of the game. For T.T.S. Herb Moore, right guard, was outstanding. Beside playing a stellar game defensively, he led his team with 16 points. Final score Gremlins 37; T.T.S. 30.

Victory on Monday night clinched loop honors for the Gremlins for the second year in succession.

FLOOR HOCKEY

Wednesday night, March 10th, the Senior N.C.O.'s whitewashed the Officers in a bang up game of floor hockey, by the score of four to nothing. Both teams were somewhat out of condition and most of the players were suffering from various aches and pains the

High Single, Hardy, Metal Shop—339.

High Triple, Moulder, Service Police—792.

Play off games begin Wednesday and Thursday, March 17-18. First and third teams and second and fourth in first round.

GAMES THIS WEEK

Wednesday, Mar. 17 1900 hrs. Metal Shop vs. Maintenance.

2030 hrs. Headquarters vs. Equipment.

Thursday, Mar. 18 1900 hrs. Works and Buildings vs. G. I. S.

2030 hrs. Service Police vs. R. I.

All play-off games will be bowled from scratch no handicaps being allowed. No new men are permitted to bowl on any team, players must be confined to regular men used throughout the season. Team Captains will be responsible for keeping scores and turning in results of games and score sheets to Y Supervisor the morning following games.

following day.

A large crowd was on hand to see the game and from all indications the cheering sections were with the N.C.O.'s. Everyone is waiting for the Officers to challenge the winners for a return match. DO THEY DARE?

The "Gestapo"

Since our last issue of the Airman we certainly have had our share of postings from the Guard House. Our genial D.A.P.M. F/O Davies has departed to Summerside, P.E.I. after a short stay at No. 14. The Service Police are certainly at a loss without their P.T., but as yet none of our secret agents have shown the symptoms of deterioration.

Along with our departures we have lost F/Sgt. Hamilton, Sgt. Clay, Cpl. Bedard, Cpl. Condos, Cpl. Lamb and Cpl. Kurnick, who have all left for Trenton to become aspiring Service-Policemen. Lots of luck fellows on your new venture. Accompanying the boys to Trenton, was Sgt. "Slim" Moulder, who is taking a short refresher course, but will be back with us in the near future.

During the past months we have also said farewell to a couple of our newcomers by the names of Cpl. Lucas and Cpl. Mortimore, who have departed far across the pond.

We have in midst at present, five stalwart men from No. 1 Training Command here on temporary duty. We welcome you fellows to a fine station and hope your stay here will be pleasant. Also a welcome to another newcomer, LAC. Foster.

Flash! Flash! And at last our long lost wandering boy, Strike, has come back to No. 14 after an extended pass.



SMOKE EATERS NO. 14

Hello Folks: Well here we are again with our little red wagon heading our column. Spring is here and we will soon be out with our red buggy and hose lines getting some practice in. Beware girls, don't walk into a hose stream or too near, the boys do like to turn the water your way.

"Red" our only female member is still waiting for that letter from overseas. I guess the Corporal has forgotten all about you "Red," and did I see McKim inquiring about some of the new boys. Be careful lads or we will be getting another member from headquarters.

Well the boys are slowly creeping back from the hospital and sick leave and the last course is over at Trenton. Our (seal beam headlights) Dan Wright, has just returned with honors. Congratulations Dan.

Lind, who is this telephone operator I hear the boys talking about? You want to watch out, I hear there is a big fellow on the same track.

I think the tall lady in Headquarters is out of luck, for Benson tells us the wedding bells will soon ring in Toronto.

Cpl. Andreas, if the saying is true, an apple a day will keep the Doctor away, that dozen you eat should keep you on a healthy path forever.

We hear that Bangay is going to remuster to Aero Engine Mechanic, that is, if they will put model A Fords in aircraft.

Did you hear the siren about four o'clock in the morning some two weeks ago? The fire picquet and everyone was right on the bit and boy were we mad when it turned out to be just a short circuit caused by the wind.

Attention Navigation and Maintenance, those cigarette butt tins are for cigarettes only. Anyone wishing manufactured ashtrays may get them by calling at the firehall.

You will be seeing big red signs in the near future around the hangar areas, please co-operate with the verse on the signs, the hazard is very great. Do not wait for something to happen to make you change your mind about smoking.

Well folks we will sign off now with a good deed thought in mind. If there are any fire extinguishers or fire equipment you don't understand please call in and we'll be only too glad to demonstrate. This goes for W.D.'s too, so come on girls.

Next season we will try to keep off the bottom of the Bowling League.

Quips from the Equips

The heavy hardware of "B" being handled efficiently by F/Sgt. Beaupre and LAW. Jacques—Corporal Camplin away on leave.

Corporal Camplin will have to explain some of his peregrinations to and from New York City.

LAC. Smith—Maintenance shock absorber, is in company with Campin. Smith claims he is going to

study the subway system.

All members are advised to be sure and attend No. 14's great dramatic production, colossal, stupendous, rollicking. All star cast. Be sure and boost. Let's hope the star, scheduled to be, Lynn Minter, is awarded an "Oscar." Do not miss this theatrical treat. Admission no cents to whatever ticket speculators can get.

Early in the week—One LAC. Miles, was observed to laboriously drag himself to his bunk. Happy felicitations welcome his return. LAW'S. please note he is off the single list.

LAC. Reed commenting on the raucous call of a crow, observed signs of spring. Seems he calculates whether to seed onions or alfalfa on his lone prairie farm.

The tonsorial display of ringlets per coiffure, does LAW Harding attribute this to P.T. or the possible allurements such might add to her feminine charms administering to Aircrew.

We regret LAW. Woolley is in the hospital, and trust the advent of milder weather will have her soon on the job.

LAC. McLeod, coal technician of Equipment Section was off to Port Stanley. Seems he has a dark subject placing bituminous and anthracite on the station.

Class lectures for Equipment Assistants. "Jefferson" Bottrell will be "Professor." Good morning dear teacher.

Can the U.S. Army Air Corps. swing the LAW'S? Ask an Equipment one.

Vi Broadbent is not telling, but it looks like the workshops.

Women's Division

As this is being penned we are still trying to recover from the sudden shock of losing S/O Bristol, and even though it be for only a few short months we will miss you M'am and be hopefully awaiting your return.

Wednesday night, March 10th, was a gala evening for all ye olde-timers, and I believe there were many funny (both funny ha! ha! and funny queer) moments of reminiscing on first impressions and happenings when No. 14 S.F.T.S., Aylmer, was in the happy? position of receiving the first of the Women's Division.

We are very happy to report that our Canteen will now be open to our better halves both Wednesday and Sunday evenings, one more thing for which we say "Thank you, Miss Bristol."

We wish to welcome many new arrivals to Aylmer this month, but am afraid that unless our walls expand overnight, we will be having to say, "move over boys." Space is something that apparently went the way of tires and gasoline, but we can dream can't we.

There have been several postings of late amongst the Senior N.C.O.'s that we hope will not grieve our sisters in uniform too much or too long, but unfortunately cupid has very little say over ole' man Mars.

We all welcome with open arms the warm rays of ole' Sol and those gentle spring winds, which brings to mind "Breathes there a man with soul so dead, who never hath turned his head and said /—/ Whew! ! Not bad eh?" Speaking of Spring of course. Well, we will leave you now and let spring take over.