

Box # 144

RECEIVED
JUL 13 1943
LONDON PUBLIC LIBRARY

THE AYLMER AIRMAN



VOL. 2, No. 13

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

JULY 9th, 1943

London Air Cadets at Aylmer

Under command of F/L Gordon Ross, the first of three groups of Air Cadets arrived in Aylmer Tuesday, June 6th. The group consisting of 128 Cadets and three Officers are from Beck, South, DelaSalle, Central and Technical Schools in the city of London. The ages of these young Airmen to be, range from fifteen to seventeen and along with their Officer Commanding are guided by P/O H. C. Cox, P/O B. Malachy and P/O Wm. Lawler. P/O Lawler is a relative of one of our instructors on the Station, F/O A. Lawler, at present at R.I.

The Cadets will be with us for a period of ten days and will be schooled in actual duties of station personnel. These duties will include, Armament, Aircraft Recognition, Navigation, Meteorology, Tower Control, Equipment Assistants, Firefighting, Motor Transport, Parachute Packing and Drill.

While the above trades are mostly the duties in which the Cadets take part at this time, when they become of age for active service they will have the opportunity of re-enlisting or remustering to Aircrew to become Pilots.

At such time as their enlistment

in active service becomes possible, by their advance training they will be equipped with the necessary knowledge most essential in the making of good Airmen.

The Cadets will be the supporting squadron on Wings parade when Course 77 graduate and it is very gratifying to Officers and men alike to see the enthusiasm with which these future Airmen go about their various duties.

While the greater part of their sojourn on the station is taken up in actual work, recreation and entertainment is also being provided for them during their off duty hours in the form of Sports, Movies, etc.

Two more groups of these teen-aged Cadets will be with us during the next few weeks from various parts of Ontario. This is part of the United Nations Air Training plan of preparedness for years to come if the need arises when it will be necessary to send more of our Canadian Airmen to aid in the struggle against the Axis Powers and to bring fame and glory to the great effectiveness of the Canadian Fliers in all parts of the world.

New Altar Dedicated



On Whitsunday, June 13th, the new picture which completes the Altar used at the Protestant Church services was dedicated at the morning service in the Theatre. The picture, which is notable for its strength and lovely colouring, was designed and painted by Miss Sylvia Hahn, muralist of the Royal Ontario Museum. The painting is done on natural birch panels which are framed with walnut. To our church services it brings its own gift of beauty and religious symbolism. Appropriately we are reminded of the Good Shepherd, Himself not afraid to lay down His life, reminded of the Good Shepherd, Himself not afraid to lay down His life,

Who's Who at 14

Squadron Leader Shaw was born in Manchester, England, in 1899, coming with his parents to Sault Ste. Marie in 1904. After spending two years there the family went west to Vermillion, Alberta, to farm, returning 1910 to the Sault, when Cec attended school, afterwards going to work for the Canadian Barker Co. in their Machine Shop. Following this he went to the Algoma Steel Cor. as a tool maker. It was while at the Algoma Plant that he completed his course in Mechanical Engineering. Looking for fields with still more scope, he accepted a job on the Queenston Power Canal, erecting cranes at the Queenston Power House. This completed, Cec settled himself with the Packard Electric Co., being in charge of the Mechanical Engineering Dept. During his work here he worked on the design of Transformers, Switching and Metering equipment. After some eight years at this work he went to the St. Catharines Collegiate Vocational School in charge of the Drafting Dept. and then to the Northern Vocational School, where he remained for 10 years, teaching drawing and machine design.



SQUADRON LEADER
H. C. (Cec.) SHAW

On March 4, 1941, Cecil joined the R.C.A.F. as a Pilot Officer and after spending six months in the Aeronautical Engineering School, went to No. 6 R.D. as Technical Adjutant. Briefly the story is—Aug. 30, 1941—Flying Officer, Nov. 1941—Flt./Lt., March 26th, 1943—Squadron Leader. Cec is very highly regarded by the service and those who knew him in civilian life.

The Shaws live at 135 Buckingham Ave., Toronto, Mrs. Shaw

(Kathleen), Bob 18 and Jack 14. Bob is entering Varsity, taking an Honors Course in Engineering Physics, and Jack, at Public School, who is an ardent builder of model aeroplanes. Incidentally we noticed recently a model aeroplane motor being bench tested in Repair Hanger.

We know that No. 14 S.F.T.S. could not do better than have Cec Shaw as its Chief Engineering Officer.

.. Armament .. Bombs and Guns

With Prime Minister Churchill's promise that Germany will be pounded to the very core to eliminate the war production so necessary to the winning of this war, we have a renewed interest in the equipment at the disposal of our Bomber Command. A good conception of a bomb is that of a container for High explosive, Incendiary Gas or other mixture, complete with means of detonating or burning it.

Aircraft bomb design dates back to 1914, with the development of the 112 lbs. High Explosive bomb. The gradual evolution of bombs has been a struggle to obtain a mathematical scale of bombs to use against varied targets with the maximum destructive effect from the filling.

There are two basic types of destruction accomplished by bombs. First, the heavy case bomb may damage the target by its striking force and then broken fragments flying around. Secondly, a light case, containing a greater weight ratio of explosive, will damage the target by blast or a rapid replacement of air at a high velocity.

We shall limit our reference to the old type bombs to the fact that they depended on a central tube running through the entire length

containing a long string of exploders, as a means of ignition. One difficulty was the fact that the case often broke up on impact before the exploder system had a chance to operate.

High explosive bombs used today have 5 basic classifications. Each type is designed to be used against a special target, and a brief summary could be as follows:

1. Armour piercing bombs with specially reinforced cases are used to penetrate substantial protection such as: armour-plated fortifications and ships.
2. A semi-armour piercing bomb has a slightly modified case and is used against lighter fortifications.
3. Anti-submarine bombs are light case bombs which do their damage on under water craft and dock installations by terrific blast effects.
4. General purpose bombs which vary in weight up to thousands of pounds do their damage by both blast and fragmentation and are used against troop concentrations, buildings, etc.

From this brief summary, it may seem that a choice of bombs is available to those planning raids. Accurate tables of abilities of

(Continued on Page 6)

The Aylmer Airman

Published every Fourth Friday at Aylmer under the authority of Group Captain G. N. Irwin Commanding Officer, Number 14 S.F.T.S. Associate Editors:

Louis F. Henry, Y.M.C.A. Supervisor and F/L. D.R.L. Clarke
F/L. F. H. McNeil, Consulting Editor
W.O. A. E. Carver
Photography—Sgt. L. C. Quartermain
Sports—F/O. C. V. Box

AYLMER, FRIDAY, JULY 9th, 1943

One of the advantages of Flying is that it gives you a nice wide view of the landscape, and one of the advantages of a Station paper is that it gives you a picture of what is going on all over the Station. It reminds us that there are other sections on the Station besides our own.

Some people may not think it is an advantage though, that our paper must be a co-operative effort, i.e., people all over the Station are "Joe" for producing the articles that go into it. Occasionally we wonder whether we can use all the material that comes in, but more often we wonder if our writers have taken the "deadline" literally and given up the ghost.

Two things we would ask: that every section will make a point of writing it's half column of news on time, all the time; and secondly, that individuals will help by contributing stories and other articles of interest.

How about starting now to make the next issue a good one.



Since last going to press our popular Squadron Commander S/L James is away on a temporary posting to Ferry Command. We wish him good weather—strong tail winds and the best of luck. In the meantime F/L Treleaven and F/L Gain are efficiently guiding No. 1 Squadron.

Course 81 certainly brought good weather with them—as a result it is developing into somewhat of a problem in keeping their time down. At least it is a pleasant change.

A number of the unmarried instructors are back from annual leave—still unmarried. We heard rumors that at least some of them would "get hitched."

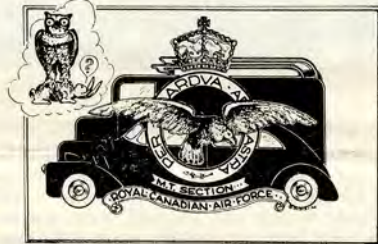
F/O Duck (No. 1 Squadron pitcher) has been acting as if the love bug had bitten him—perhaps that explains his lapse in form when he pitched against G.I.S. We hope that this situation will straighten out quickly so that when we play G.I.S. again "Tickey" will be "in there pitching" (S/L Kress, please note).

C. O.'s Corner

Better weather is now letting us get ahead of schedule with all our courses. Course "77" has finished up with flying colors and we hope that good conditions will follow you as you leave us and go to your various jobs in the Service.

Courses come and go, but we never like to see them go. Having become friends, we do not like to lose you, but you will find comradeship and friendship in whatever part of the Service you go to and we know that wherever you go you will do a good job.

—G. N. IRWIN,
Group Captain



Once again tis Siesta time and our motto now is "In case of work run,—do not walk—to the nearest exit. It's not too hot to run that far."

If you have noticed our back yard is dug up in spots—around the gas tanks to be exact. Now we can't smoke around the pumps unless there is an N.C.O. within 50' of the tanks. Well? It was an idea.

Your writer hopes a part of the Mobile Unit will come in to fix the back yard. Can anyone guess which part?

Don't know where Flight Cookman is right now (probably out on a runway) but I "Hear" he's back, welcome home Cookie.

Have heard from a very reliable source that Sgt. Dassylina is going to "Tie one on." Congrats, Sgt.! From now on we hope all your troubles will be little ones and when they get bigger bring them around; we'll make truck and trailer drivers out of them.

Saw a nice wedding picture in the Toronto Star the other day. A Mr. and Mrs. Fred Ing (Chinese) were married. Wonder why the Major doesn't want to trace his family History.

We are quite proud of our blue-eyed Cpl., who was complimented on her work by the visiting Auditors. Good work Vi.

Well, as someone started to say the other day, just before we did away with him, "It isn't the heat, it's the —; and the coke situations a little grim, it's time to say Over! Over! for this time.

Scribbling From Stores

Hello again! Please don't blame us if that "hello" sounds as if it had a leak some place. There's a reason—believe me! Now just relax in an easy chair with a "Cuba Libre" (or a Mint Julep) and take that smirk off your face because the scene about to be described is drama: unrelenting, heart-rending with a touch of pathos and... we're off!!

SCENE: Equipment Stores
CHARACTERS: (pronounced as in charcoal)
The stores personnel
The Audit Board

The curtain rises on Act I of "Ah Sweet Misery of Life"

As the scene opens, the atmosphere in stores is one of serenity with daily work being carried on as methodically and efficiently as always (heckling from the audience.) The personnel are working diligently but still retain normal temperatures and unfurrowed brows.

Suddenly the sky darkens with clouds and a faint growl of thunder seems to convey disaster. Hardly had the warning reached them when the heavens opened and down fell the tears of generations for centuries past.

The realisation of what was happening was just dawning on the unsuspecting personnel when a door was slammed open by "Gusto," the god of wind, and almost simultaneously, figures appear in the doorway; standing erect and undaunted by this whim of nature—Storm Troopers, no doubt, but a second look assures us that these unwelcome guests are much more disastrous than mere Storm Troopers. —Enter the Audit Board.

(Curtain Falls on Act I)

ACT II* (Same Scene)

The storm has increased to incredible intensity both outside and inside the Equipment Building. The fever is mounting and once normal pulses are now beating to the strains of "Get Out of Town Before It's Too Late." The ever-calm (?) personnel are now caught in a whirlwind of vouchers, tally cards and registers. Too late now for amendments, and last-minute conversions, because even as shaky hands reach for a pencil, the Vultures are swooping down on their prey: registers are opened, tally cards are exposed and the third degree is administered without mercy.

Will our once-steady, reliable staff weaken under this ruthless, machine-man fire?

ACT III (Same Scene, a week later)

The Audit Board (snarling): "We came; we saw; we did not concur" (Exit the Audit Board to the strains of "We Can Get Along Without You Very Well.")

The Equipment staff sit huddled in their chairs with beaten, clogged expressions and numbed brains, but almost miraculously the storm ceased its wild ragings and the sun is penetrating the gloom of the section. Even as the rays linger on our dozed staff—bent backs seem to lose their load and a few are mustering wry smiles. Breaths held too long are relaxed as air from a punctured tire, and there is a fevered scramble for cokes and cigarettes to relax those taut nerves. The Equipment staff en masse congregate to discuss the overpowering mental strain of the past week and the verdict is a unanimous agreement that whoever wrote "Let's fill the unforgiving minute with sixty seconds worth of distance run", must surely have

G. I. S. News

Congratulations are extended to Squadron-Leader Kress on his recent promotion. As C.G.I. he is making life around G.I.S. extremely bearable.

We must again warn all and sundry that G.I.S. has a ball-team which must be watched. In our last article we referred to an outstanding south-paw and his trusty arm has whirled three straight wins. By the time of our next game we hope to be adorned in our new sweaters.

D.A.P.S. must certainly like G.I.S. personnel. F/S O'Heare has departed for St. Johns, Newfoundland. Sarg. Tolfree has returned to Windsor. Cpl. Pettigrew has gone to Vancouver. LAW. Knight is now assisting the officials in the repatriating of airmen at Rockcliffe. "Binks" Manley will join her shortly at the Aircraft Detection School in Lower Rockcliffe.

We are eagerly awaiting the return of LAW's Holmes and McLagan from annual leave to hear about happenings in Owen Sound and Montreal.

Sgt. Quartermain is taking a special instructor's photographic course at Rockcliffe and we hope that no one has designs on this valuable head of our photographic section.

We welcome two new W.O.G.'s, AW1. Johnson and AW1. Hamlin. We submit the following poem written by AW1. Johnston.

An Airman's Prayer

Pilot Divine, and Lord of all on High,
Thine are the starry squadrons of the sky.

Lead us, whose wings for freedom's sake now soar.
Into our hearts Thy faith and courage pour
And hear our prayer.

Set thou our course whose trust is laid on Thee
Oh, Thou who chartest all eternity
Through cloud and sunshine,
through the darkest night
Guide Thou our wings who battle for the right
And hear our prayer.

Father and Friend, in whose almighty name
We dedicate our lives, to freedom's flame
Bless now our wings as on through space we wend
Bless us who to Thy care our souls commend
And hear our prayer.

been a member of some Audit Board.

(THE END)

Despite this grotesquely exaggerated account of our recent Audit Board inspection, better we should tell our shaken readers that actually things were not "arf bad," in fact, we had a "super" group of people thumbing through our vouchers.

However, now that our minds are released for other thoughts, we see Temporary Cpl. Broadbent with that far-away look in her misty eyes and that reminds us that Sgt. "Puddle" has evaporated.

And speaking of lost loves, since the recent posting of F/Sgt. Ferris, there is one W.D. heart to let. Interested applicants please call at the Equipment Office and ask for "Betty."

Velly solly, must go now, chop! chop!

"E" Flight

"E" Flight once again returns to the pages of the Aylmer Airman, after missing one month, a fact which almost ruined the above mentioned publication. Without the jestful wit of the 'best' flight at No. 14 the paper just didn't seem the same.

We have all noted the joyful antics of a small boy when he is presented with a new tricycle, we can all, therefore understand the actions of our deputy flight Commander when "E" Flight finally acquired a new time-keeper. We wish to join our Deputy in welcoming AW2 Slater to the flight. Here's hoping she likes it here and doesn't get overseas before most of us.

F/O Taylor and P/O McKittrick left last week for two weeks leave. We noticed that as they left each was humming, "The West, a Nest and You Dear." Western Canada has by now perceived the return of two of its favorite sons, but why? We wonder!

Another of the West's favorite sons F/O Coward, just returned from leave. We note however the west did not get a break by his return, we wonder why!

We welcome a new Instructor to E Flight, Sgt. Tom Collinson. We hope you like it here Tom and we know you will realize how lucky you are being in this flight.

We would like to hear F/O Early really define "his true inner-self." He claims that beneath the hard outer shell there reposes a different person altogether. We have seen F/O Early in action around the hangar and we wonder if the strange spells that seize him periodically are the "inner-self" in him coming out. Please leave those stones on the roof Al, the hangar leaks badly enough now.

Strange as it seems, LAC. Shute claims formation flying is fun.

F/O Nesbitt still has, three students.

LAC. McLellan wishes that night flying was not finished.

LAC. Turnbull did get a 48 this course.

F/O Powers says formation flying is fun too.

F/L Lipsit hasn't bought a whip—yet.

All our flight rumbles have been paid.

F/O Taylor didn't fly 100 hours this week.

Meteorological Mania

Since last we greeted you through this unsurpassed medium (moderate applause, please!), the Aylmer Met. Section has scored again. Out of the utter wilderness, out of that forsaken countryside which has given to the world Cromarty and Centralia, we have brought another convert. This time we have reached into the depths of Centralia to succour and save. The object of our great kindness at this time is Nora Nedden, a very worthy charge too, I may add. We take this opportunity to welcome her to our ranks and to good old No. 14 S.F. T.S. And, by the way, whenever you're Nedden any expert advice on matters meteorological, just contact Nora at Local L1—I guess that will set the literary tone of this issue back about twenty years, eh!

Last Monday the 28th., the quiet little hamlet of Omeme celebrated

another "lovely event." Mr. Howard S. Vaughan took unto himself a wife and, with that final and sweeping gesture, shattered forever the secret hope of many a fair damsel. But that is life! Although we regret to say, Mr. Vaughan has failed to keep us adequately informed, we are expecting him back in town sometime over the weekend and, by the same line of reasoning, we are expecting him back to work early Monday morning. Congratulations to the happy couple. See you at the house warming!

Joyce McPherson is on her annual pilgrimage to Moncton. Aside from that, nobody has done anything of note during the last couple of fortnights. So, with the mighty roar of the Bomber Command A/C leaving for their nocturnal meanderings ringing in our ears, we take our leave.

Headquarters Highlights

Norm Goes Aircrew

"Adventure in the Skies"—Sergeant Norm Lihou, able commandant of Central Registry, has left us for more colorful activity in the R.C.A.F. He and the five other Aylmerite remusters will undoubtedly bring the E for Efficiency Banner to Lachine Manning Depot. A familiar figure in a variety of sports, including softball, billiards, poker, and the "C. R. Follies," Norm will be greatly missed by all who know him. From all of us, Normie, best of luck and . . . Happy Landings!

The \$64 Question

Who are the two new W. D. Corporals at Headquarters? Well, one is Dottie Ryan, a favorite of long standing on the station whose chevrons are a recent addition. Congratulations, "Corky," and we mean it.

The other two hooks came from Toronto, personally escorted by Corporal Mary Ryerse, the new chief of Central Registry. Mary's friendliness scored a big hit with Headquarters and she is now very much one of the gang. Welcome to Aylmer, Mary, you told us you like it here, and we're all glad you do.

Radiant Rose In Records

Statistics show a rapid increase of applications for Sleeping Out Passes and Annual Leaves. Amazed at such a display of whatever it is, officials immediately probed Records for an answer. "We'll investigate immediately," said they, and attempted to disperse the milling, unruly gathering, that were forced to wait in line. The bewildered officials tolerated the elbows of ambitious line-crashers, suffered bruises and lost the shines on their shoes. Reaching the point of exhaustion, they hung for support on to the edge of the desk at the head of the line. Angry cries of impatience from behind forced them to raise their tired, beaten heads, and there, serene and beautiful sat the object of their search . . . The glamorous cause of chaos! Large soft hazel eyes, set not too far apart in a peaches and cream countenance watched calmly while the officials straightened ties, smoothed jackets, muttered about their dishevelled appearance and, in general, tried to look their best. "Hmph, e-r—we apologise for this, er, intrusion," said the spokesman. "Quite all right," replied Millie Caverly with her usual bright smile, "Next please." Whereupon the line of potential Romeos, with great enthusiasm, surged forward another place.



Y.M.C.A. MOVIES

SUNDAY, JULY 11th
GHOST BREAKERS

Starring Bob Hope, P. Goddard, R. Carlson and P. Lucas

TUESDAY, JULY 13th
ROMANCE OF THE RIO GRANDE

Starring Cesar Romero and Patricia Morrison

THURSDAY, JULY 15th
ROAD AGENT

Starring Dick Foran, Leo Carillo and Andy Devine

SUNDAY, JULY 18th
NEW YORK TOWN

Starring Fred MacMurray, Mary Martin, Robert Preston and Akim Tamiroff

SPECIAL BOOKING MONDAY,
JULY 19th

"DESERT VICTORY"
Story of British Eighth Army in Africa. Keep this Night Open for this Special Attraction

TUESDAY, JULY 20th
WILD GEESE CALLING

Starring Joan Bennett, Henry Fonda and Warren Williams

THURSDAY, JULY 22nd
WHEN JOHNNY COMES

MARCHING HOME
Starring Allen Jones, Gloria Jean and Donald Connor

SUNDAY, JULY 25th
WRECKING CREW

Starring Chester Morris, Jean Parker, Richard Arlen and Arline Judge

TUESDAY, JULY 27th
LITTLE TOKYO

Starring Preston Foster and BRENDA JOYCE

THURSDAY, JULY 29th
SABOTEUR

Starring Priscilla Lane, Robert Cummings and Otto Kruger

SUNDAY, AUG. 1st
BIRTH OF THE BLUES

Starring Bing Crosby, Mary Martin, Brian Donlevy and Rochester

TUESDAY, AUG 3rd
MEANEST MAN IN THE WORLD

Starring Jack Benny and Priscilla Lane

THURSDAY, AUG. 5th
PASTOR HALL

Starring Wilfred Lawson, Nova Pilbeam and Sir Seymour Hicks

flight or a beam approach landing.

Also the recorder is affected by air speed alone as from cruising at 150 or climbing at 110 M.P.H., or with a maximum head wind and the air speed approaching the stalling point the ground speed would be zero or the recorder would actually drift back conversely with a maximum tail wind the recorder travels at a much greater speed.

The big event of this month is a "blessed" event in the home of our O.C. Congratulations to the parents of the new daughter.

The "daily double" with F/O Sinclair still trying to return LAC Lee's fast drives across the ping-pong table.

A new rumble has been added, "annoying the Timekeeper"—25c.

We're sorry to hear the rumor that Blondie doesn't have her boy friend anymore.

It comes to light that LAC. Steele is not a man of iron since he has fallen for a W.D.

"One Gun" Bundy's famous take-off—bang! bang!—hit every runway.

"Pee Wee" De Puy insists there is a white circle out there on the runway, at least he's still looking for it.

N. S. Sullivan's famous "boomerang" landing, combined taxiing with landing so that when he finally came to rest he found himself in parking position on the tarmac—Rumbled twenty-five cents for taxiing with flaps down.

Ground instructor in afternoon period—"Well, is everyone here today?" Voice from the rear—"Yes, sir, there were no cross countries this morning."

A Dragon fly wandered into the flight room the other day—Said an Aussie: "I see your mosquitoes are almost as big as ours back home."

These mornings in ground school after night flying the solitary voice of F/S Campbell is heard in our G.I.S. room—No he's not talking to himself—merely calling the roll.

Link Trainer Flight

All has been quiet on the Link front for some time so we take this opportunity to discuss a new gadget on our trainees, "A mechanical professor," the wind drift device.

We all know that air speed rarely equals ground speed and if you fly from one point to another drift and wind velocity plays an important part; so in order that the student flying in the trainer may have to work under the same conditions as he would in a Harvard, someone conceived an idea whereby the automatic recorder travelling on a chart on the instructor's desk would simulate actual travel and drift under true wind conditions.

The device itself is enclosed in a small box in the trainer base. By a series of gears, differentials, motors, etc., automatically and instantly solves the wind triangle by taking apart four separate components. Heading—by trainer rotation; air-speed—by throttle setting and trainer attitudes; wind direction and wind velocity by manually operating a crank at the side of the deck and out of it comes track and ground speed which is transmitted electrically to the automatic recorder to produce a correct drift angle and track. Of the proper ground speeds for a wind direction of from 0 to 360 degrees and a wind velocity of zero to 60 miles per hour, which may be varied instantly at the discretion of the instructor before or during a problem which may be a cross country

Course 77 "Y" Group



1. Balcombe, D. A.; 2. Beemer, R. C.; 3. Comer, J. S.; 4. Ellis, J. F.; 5. Killaire, G. E.; 6. Letourneau, A. J.; 7. Matthews, K. C.; 8. Morrison, W. C.; 9. Nicholas, A. A.; 10. Parker, R.; 11. Richardson, R. B.; 12. Roach, R. J.; 13. Sandel, D. J.; 14. Schmoyer, C.; 15. Taylor, K. D.; 16. Abercrombie, J. G.; 17. Ackroyd, R. A.; 18. Bellery, R. B.; 19. Campbell, P.; 20. Crewe, R. A.; 21. Dean, H. F.; 22. Engels, T. A.; 23. Hornuth, H. H.; 24. Macdonald, N. S.; 25. McDonald, J. G.; 26. Munn, P. V.; 27. Smith, A. G.; 28. Smith, D. A. V.; 29. Temple, L. D.; 30. Hobbs, W. A. G.; 31. Tams, D. V.

Canada U. S. A. Goodwill Tour

Impressions of the Bell Aircobra Plant, Niagara Falls, N. Y.

At 0830 hours, July 6th, 1943, nine very shiny Harvards, showing the painstaking work on the part of the ground crew of No. 1 and No. 3 Hangars, winged their way to Niagara Falls, New York.

The leading aircraft flown by the Chief Instructor, S/L. Ingram, was ably pinpointed by First Navigator, F/L. MacKenzie, who eventually delivered the flight, despite open switches, enroute. On arriving at approximately 0930 hours, the yellow Harvards were parked, to offer contrast to the numerous rows of camouflaged flighters.

Although our attention was focused on the startling array of P39's, the modernistic factory presented a background not to be overlooked. The delegation of Bell Officials and our genial host, Richard Bonhurst, Manager of the Niagara Falls, N.Y. Airport, kept us ensared among the Harvards while photographs of all and sundry were accumulated for posterity. Our stay at the Control Tower was very brief, and we were presently whisked away to the plant, where our credentials were carefully checked, teeth counted and finally issued with that "open sesame," a resplendent visitors' button.

Then commenced our excursion through the plant. Through corridors entirely of glass and fluorescent illumination galore; girls, girls and more girls; but where are the aeroplanes! Lo, the production line was spread before us.

Photographs will never do justice to an aircraft production line. The unhurried industry of the workers, swarming over the shells, which move relentlessly towards that open door where they emerge as a fully equipped fighter aircraft. Our first view of this world-famed pursuit plane was not too inspiring. Nothing more than a few pieces of Dural, with the appearance of an inverted canoe, swinging on a jig. But as these hulls are transferred to the production line and rapidly grow on their march toward completion, the efficiency of a modern

plant leaves one a little breathless.

Our time was all too short and we moved on to view the sub-assembly divisions where engines are converted for installation in the aircraft; where complete tail assemblies are fabricated; where cannons and machine guns are prepared. It is indeed a strange sight to watch a fragile female manhandling a machine gun with all the dexterity usually employed on a rolling pin.

And so on, into the vast nerve centre that directs and feeds a monster production line. Drafting rooms that seem to be an endless array of desks and blue prints, executive offices, staffed with material to make Earl Carrol envious. A city within itself—restaurants, cafeterias, kitchens, bake-shop, recreational facilities and theatres.

It was 18 very weary Aylmerites who finally sat down in comfortable arm chairs in a small theatre to view work of the Photographic Department of the Bell Plant; and for the next hour held spellbound by a colour movie produced completely on the premises. No thriller from Hollywood has drawn a more entranced audience and the 18 Harvard pilots had a glorious hour disporting themselves in the clouds, firing machine gun and cannon, and generally becoming initiated in the performance of a well-equipped fighter. Animated cartoons displaying the operations of various systems, such as fuel and hydraulic, within the aircraft, enthused the boys on the potentials of this type of instruction.

Our next stop was at a beautifully furnished dining room where justice was done to a tastefully served chicken dinner. And then back to the plant to view test and development, where future models were taking form, engine test stalls, a bedlam of noise, and finally the firing butts for a thorough shocking by the rapid fire cannon. Evidence of the destruction accomplished by these cannon — 12

inch wooden beams torn and shattered to match wood.

Our return to the flying field for close-hand inspection of the finished product, cockpit drill, operate the undercarriage of a machine on jacks, and finally convince ourselves that an opportunity of flying this trim little fighter would be most acceptable. Never-ending testing of new aircraft provided constant display, but after watching a few landings, the increased speed, seemed quite natural. Climbing turns off the deck seemed to be the general practice, and one test pilot obliged with a "shoot up" to prove that 350 m.p.h. is really moving along.

The day was drawing to a close and soon the Wasps were revving up for the homeward trek. After individual take-offs, the three V's formed into line astern and swept across the Bell Airport to say "Au Revoir," and salute our American friends for their hospitality.

All our Aircraft returned safely—and presently 18 pilots were enthusing to an audience in the mess on the entire success of the trip, both from an educational standpoint, and as a relaxation from a job well done.

Eighteen Instructors Visit Wayne County Airport

At 9.40 a.m. July 7th, nine aircraft landed at Wayne County Airport, carrying eighteen instructors from No. 14 S.F.T.S. The formation, elements of three in line astern, was impressive. Said one American pilot, "That was as pretty a piece of formation flying as I have seen and we see lots."

Received with true American courtesy they were immediately embarked upon a tour of the Station, a view of which, from the air, had already promised great interest. Driving along the acres of concrete apron which parallel the 5000' runways, their genial guide,

a pilot of considerable experience, pointed out a variety of different aircraft, Mustangs, Aircobras, P.40's, one or two of the new A.T. 40s and modified Kittihawks. There were Vultee intermediate trainers, B26s, Curtiss Condors, and a host of others too numerous to mention. Our guide was under a constant barrage of questions and proved himself a Pilot's Encyclopaedia. The P.51 received nothing but praise and we were somewhat surprised to have his answer to a question as to how it handled in the air. "It's an old man's aeroplane, look at the width of the undercarriage, and it "stalls out" pretty smoothly. The fighter boys all like it, they think it's a swell job."

The crowning feature of the visit was our inspection of the B19, America's Goliath of the air. While the view was somewhat obscured by a hangar built around the center section, some conception of its size was obtained by climbing the ladder into the belly, ascending two more companion ways, eventually leading out via the aft gun turret which resembled more an emplacement for an ack-ack battery, to the top of the fuselage. From this point of vantage the faint outline of the wing tips could be seen in the hazy distance. Looking back, one could plainly make out the mammoth proportions of the empennage, riding majestically skyward, and contrasting favorably with Detroit's business area. After rounding up one or two members of the party who apparently had lost their bearings in the cat walks which run through the wings, we bid farewell to our long-suffering escort, and taking off in formation, skimmed the field in tight formation.

At all times our American friends were most gracious in their desire to make the trip profitable and interesting. They went to great trouble in obtaining permission to inspect the B19 beside other interesting departments, and a vote of thanks is due them for their hearty co-operation.

Each and every Instructor voted the trip a marvellous "lift" and a very satisfying reward for their finishing the course ahead of schedule.

Library Corner

Our list of new books in the Library grows month by month. We here present our latest acquisitions.

Winters' Tales—Isaak Dinesen

These strange short stories have a fascination of their own. They lead you on to an unexpected ending. The writing is good and the Old World background has a charm of its own. Read first the story called "Sorrow Acre" where a feudal lord makes a peasant woman reap a field in one day to save her son. This is unusual reading.

Darkness at Noon—Arthur Koestler

A fiction story in a true setting. A dramatic novel of the Russians and the famous, or infamous, Moscow Trials.

The Valley of Decision—Marcia Davenport

Here is another novel of the life of a family, an American industrial family this time, in whose life the turmoil of expanding business and modern wars show their powerful effects.

Combined Operations—The Official Story of the Commandos

Everyone knows about this fascinating record of the Commandos. Here is the true story of Dieppe. This book is a "must."

Course 77 "X" Group



32, Booth, J. F.; 33, Boyd, R. I.; 34, Brady, C.; 35, Bridgen, M.; 36, Caulder, J. A.; 37, Eva, N. D.; 38, Gourlay, W. B.; 39, Lawson, G. W.; 40, Lowrie, E. H.; 41, Martin, G. A.; 42, Mitchell, C. D.; 43, Miles, N. W.; 44, Stearman, R.; 45, Wonders, R. R.; 46, Arnold, R. L.; 47, Ashton, F. P.; 48, Bastick, T. W.; 49, Clark, G. D.; 50, Crawford, J.; 51, Dewar, F. H.; 52, Harding, R. N.; 53, Kelly, K. G.; 54, Kirton, G. H.; 55, Litzow, G. D.; 56, McGregor, D. E. C.; 57, Prewse, R. B.; 58, Tapp, M. L.; 59, Tyson, R. G.

Women's Division News

Ah here's to June the month of brides,
In shimmering white—all dewy eyed.
And here's to us in wintry blues,
So glowing hot, but smiling thru.
Oh why—we have so often asked,
Whenever thinking of the past,
And this the answer we have found
(And know the interest will be compound)
Our motto, which no one can buy,
It's 'cause—"We serve that men may fly."

A final, fond farewell was given Miss Bristol at the W. D. Canteen where a few candid shots were taken. We are sure Mountain View will realize our loss is their gain. Good luck ma'am, and may we meet again.

Welcome to Miss Webster, our new officer, who has so aptly taken over, that we no longer think of her as new. We understand that she has been holding out on us as to her prowess as catcher, so we are now hoping she will take over Babs Saunders place on our team, which we have great hopes for this season. We have already had two games with Aylmer, and hope to have more, besides being in a league with Centralia, St. Thomas and Fingal. While speaking of sports we are all expectantly awaiting the completion of the swimming pool, then—watch our splash.

We have had several farewells this month; Pat Farnam a real old-timer leaving for Toronto, Babs Saunders another old timer leaving for her Commission, and Laurence Bruneau, one of the few and fortunate hailing overseas. We say goodbye and good luck to you all. We will be thinking of you.

We have many new faces with us this month, the latest arrivals being six new W. O. G.'s. To all we say welcome girls and we know you will like Aylmer as much as we do.

We are still waiting patiently (?) for our new summer uniforms, which incidentally we think are very smart. We only hope they arrive before summer is just a distant but pleasant memory. We have had some wonderful news this month re civilian clothes on 48's. We hope that raise in pay we have heard about comes through soon, to help take care of our mental visions of wardrobes—Whee—Civilian clothes, here we come. We are also very happy about being able to bedeck ourselves in silk stockings. My dear—it just makes all the difference in the world. Before this sounds like the latest in spring fashions (are we kidding) I will close the subject of wearing apparel.

After much hunting for horses, our Sgt. Simpson has finally found them and is leading the way for future equestrians. We hear she wasn't even eating off the mantle.

With these few (?) words I will now leave you, and say—see you in the swimming pool.

very best of luck in his future battle with the grim reaper.

We wonder what is the matter with "E" Flight. With two instructors on leave, "A" Flight once more comes out on top. The old saying still holds good. "Class will tell."

By the time this is published, good old class 79 will be shaking the instructors at R1. They are a good bunch, but we sure wish that they would learn how to keep their log books correctly for at least one week. So-long fellows, it was fun instructing you.

"Course 77"

It is with mixed feelings we submit, as a Class, our last contribution to the titbits of the Aylmer Airmen. At last after strenuous months of toil, that all important day seems to be in sight, when to the quick flash of one two away, those much prized and valued silver wings become ours—we hope.

During the period of our training we have encountered and hurdled to the great surprise of our instructors, difficulties over which we can now talk freely. It is however with deep regrets and sorrows I have to relate that during one of these hurdles, one of our Australian pals, namely LAC. Col Litzow was fatally injured. Only one consolation can be said to help lighten the burden of this unfortunate accident and that it was during his line of duty it happened.

We will always remember our stay at Aylmer and hope that the stations before us prove equally as happy and efficient.

We would like to take this opportunity to thank our committee and all those concerned with helping to make our Wings Party a grand success.

And in conclusion, we wish to draw your attention to the following orders and awards earned through the period of training.

1. LAC. Homuth H. "The Order of the Irremovable Finger" for his conspicuous operation of the cockpit levers.
2. LAC. MacDonald V. J. "The Order of the Heavy Boot" for the gallant way he applied the brakes in order to elevate his tail.
3. LAC. Cruve R. "The Order of the Grand Inquisitor." His conduct throughout has been of the greatest nature for this High Honor.
4. LAC. Bellerby H. "Grand Order of the Highly Impeachable Advisor" for general assistance.
5. To our O.C.'s and Instructors "The Grand Cross of extreme patience," no need to state why.
6. Last, but not least, to LAC. Abercrombie, that breath of Scotland, we can only award our greatest sympathy, and trust that he can find comfort in that old adage, "Tis better to have loved and lost, than never to have loved at all!"



For Hire

Coupe tops and complete wash jobs our speciality. Complete satisfaction guaranteed. Apply V. Silver & Co., No. 1 Hangar, A. Flight.

Reports from A Flight, according to V. Silver & Co. would indicate that No. 1 Hangar have the cleanest coupe tops on the station! (Bog-off, will you?)

A "pep" talk by our Flight O/C a few weeks ago, in which he mentioned that by some unknown means??? "E" Flight was leading us in Flying Hours, seems to have given A Flight the old spirit and inspired us with the necessary fire to spur us on to a new all time high. It seems A Flight's Wings Checks are all complete and, with only a few more final Instrument Checks to go, will wind us up in record time, while E Flight will no doubt plug along until the last minute.

The students of A Flight would like to take this opportunity to thank F/L Aylett and all of our instructors, who have made it possible for us to complete our flying in such good time. We now have plenty of time to do a lot of swatting for those final Ground School exams. Here's hoping!

Well, Course 79 will soon be pounding the H-1 out of R1's equipment. It seems as though it were only yesterday that we arrived here, filled with apprehension about going solo in those "Harvards." Thanks to the competent instructors we have made it. I'm sure that everyone in Course 79 are thanking their lucky stars that they were fortunate to be posted to the finest Station in the British Commonwealth Air Training Plan, No. 14, S.F.T.S.

Ain't that right Gang??? P.S. Confidentially, they are holding up the second front until A Flight gets there.

"A" Flight lost another good type when F/O Harold Bridges was posted overseas. We were sorry to see him go and all wish him the



Course "83"

Barrack Room Beefs

Reveille— We have no bugler like the army, fortunate fellows, we have big Walt Fraser's familiar!! "Let's go!" and Doug Marsden with his tinkling little alarm clock, whispers O.K.

Dinner Time— Some of us remember when noon meant an hour of rest, relax, etc. Any more it is a rush and scramble from school to mess hall and away to the flights for the next half dozen hours.

Supper— After a good meal like that we will write a couple of letters in our spare time. It is such a long and enjoyable evening . . . First there is Link, Washing Aircraft and then there is the canteen, more Link, the show, a little tussle in Barracks and having completed our evening we crawl to our bunks, rested and relaxed . . .

Then there are the happy characters whose humorous side it tickles, to come in after lights out and without even saying please, dump the bed over, the better to tell you of their evening experience as you sit on the floor, counting to ten. I don't object to an ordinary nightlifer enjoying such one-sided revelry, but Trier, his experiences in one night can go on to the very small hours.

The boys of D Flight X Group, had quite a laugh in classroom yesterday afternoon, when Corrigan dragged himself in about three o'clock. It seems that he had been on a solo cross country and true to the name, ended up heading the wrong way. After using all his gas he managed to squeeze down on Centralia aerodrome—after having dinner there and getting a fresh supply of gas and cigarettes he headed out again. This time the right way.

YES, WE KNOW—"WRONG WAY CORRIGAN."

Crumlin Teams Visit Aylmer

If the opening session of the Inter-station sports league is any criterion of what is to come, lookout for fireworks from here in.

Wednesday was the occasion for soccer and softball teams from No. 4 A.O.S., Crumlin, to invade the quiet and peaceful serenity of Aylmer which before the last kick was made or the last ball tossed turned into what might be called one of the hottest pitched battles to take place on the playing fields of No. 14.

With little or no practice the Aylmer gladiators of the hard boot game of soccer took the field against the hardened warriors from Crumlin and although they went down to defeat by a score of six to nothing they went down with colours flying. When it is taken into consideration that none of the Aylmer lads had had any conditioning it is not to be wondered at that the fast moving Crumlin team came out on top when they were bolstered through postings from another station with three top notch football stars on the eve of the battle.

All in all the game was very well played and it was only lack of condition that made the score seem so one-sided as the Aylmer crowd faded badly on end. This however is only the first game of the season and the defeated team will have to be reckoned with in future games and will be far from push-overs for any opposing team and could quite easily be the one to upset the applecart when the chips are down.

With superb pitching on the part of Cox, even though his arm did wander a long way from his side with that funny snap sidearm delivery of his on occasions, and the excellent hurling of Aylmer's Ace Isles, the ball game was one well worth witnessing. During the first half of the game it was practically a case of one two three and the side was retired with plenty of support for both pitchers, however as tight games such as this are apt to make things tense, in the course of events, both spectators and players began the chant of robber, robber, etc., after Mosynski came through with a beautiful homer with one on to put Aylmer in the lead.

With the great Cox doing the thundering of the Crumlin team from the argumentative angle and the equally great Box leading the Aylmer disputers not an idle minute throughout the game was experienced.

The final score of 5 to 3 for Aylmer was on the play as it should have been, but look out for further fireworks when these two evenly matched teams meet again in the return game on the Crumlin field.

With Fingal and T.T.S., both strong opposition, still to visit this station more fireworks are to be anticipated and bumper crowds are expected to be on hand for all events. Don't pass up these engagements. It is worth the price of admission alone to see that second base sensation and superlative athlete of Aylmer perform.

Old-timer!

"The sarge is an old-timer, ain't he?"

"Old-timer? Say, he can even remember when a girl only got herself in hot water on a Saturday night!"

SOFTBALL

Inter-Section softball began with a bang this month as all teams of the two five team groups got under way. G.I.S., Maintenance, and Works and Buildings head up both groups being undefeated. The former squad almost met their Waterloo this past week however, when R1, sparked by F/O Art Lawler after a four run lead went down 6 to 5. F/L Hewson's pick and shovel gang have lost WO2. Henniger, their "heavy" hitter for a few weeks and may take a beating in their next game when they meet the fast stepping maintenance crew.

The Standing

Group 1.	Won	Lost
Maintenance	3	0
Works and Buildings	2	0
Service Police	1	2
Metal Shop	0	2
Servicing	0	2
Group 2.		
G. I. S.	3	0
Headquarters	2	1
No. 1 Squadron	1	1
R. 1.	1	1
No. 2 Squadron	0	3

WESTERN ONTARIO R. C. A. F. SPORTS

At a meeting held in London, Ont., recently the P.T. and Drill Officers of the stations in Western Ontario, along with Y.M.C.A. Auxiliary Service Supervisors, met and discussed station athletics.

Aylmer was grouped with Crumlin, T.T.S. and Fingal for Men's Sports and with Centralia, T.T.S. and Fingal for W.D. activities.

Later in the summer a track and field meet will be held in London as well as group championships in Tennis, Swimming and Horseshoes.

Our teams should make a creditable showing in all sports. More players are needed, however, to bolster the soccer and softball teams. Watch D.R.O. for notices regarding practices.

SWIMMING POOL

The swimming pool is daily nearing completion and next week should find us bathing in the cool green waters. It has been a tremendous task and will be far from completed next week. The landscaping of the area about the swim hole will continue to the fall. Hundreds of loads of earth will be required to bring the ground level up to the level of the top of the pool. Volunteers will be called for to work at night.

W.D.'s will be romping about in play suits (we hope) which will mean the pool will be quite an attractive place. It will be quite an event to go bathing with the one and only.

Definite hours are being set down with the hours for "free bathing" being 12.00 hours—12.30 hours, 14.30—20.00 hours. It is expected that floodlights will be secured to allow swimming until 2000 hrs. On week-ends the pool will be open at 1000 hrs.

Until next year, showers will have to be taken at the barracks and personnel will be allowed to proceed to the pool in bathing suits covered by a towel about the shoulders or by a dressing gown. Suitable footwear is to be worn to and from the pool.

A way of heating the pool has been discovered so that it will be possible to have good swimming

until the end of September. A metre diving board is being secured for those more adept artists of the spring board.

The whole project has brought a great amount of work upon the shoulders of F/L Ralph Hewson and his Works and Buildings Personnel. This section, coupled with our Commanding Officer's ideas and co-operation have made the whole enterprise possible. The station thanks them heartily.

COURSE "75" LEAVE DONATION

The graduating class in June, in appreciation of all the small kindnesses received while with us at Aylmer, before leaving the Station presented your "Y" Supervisor with a gift of the funds left over after expenses for their Wings party were paid. This gift has been turned over to our sports fund and will be utilized in the buying of further sporting equipment for the use of those remaining.

To the Members of Class "75", please accept the thanks of F/O Box and myself for your thoughtfulness in this regard.

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

Metal Shop Scraps

Thoughts of those cold, sub zero days of winter are indeed far beyond our minds these hot summer days, except of course to those less fortunate members of our organization, whose anatomies, upon excessive exposure to the ultra-violet, have become endowed with a severe rose coloured condition commonly known as sunburn. Nor is "Tiny" Sander, the latest addition to our staff, any exception.

It has been hinted by some that the chilly weather of late can be traced directly to ACI Sanders' attempts to change that crimson complexion to a more becoming hue. Incidentally Mr. Sander, who is very broad of beam and width of girth, tops six feet and tips the scales in the neighbourhood of 235 pounds. After all, even the sun has just so much energy.

Well, the baseball season is at hand. Perhaps it would be just as well to stop there and let it go at that. Our first game of the season turned out to be a huge triumph—for our opponents. A great deal of dissent among the metal shop players was the immediate result. This caused a good deal of shuffling of the executive members, with the result that slight improvement was noticed in the second game—just light! Well, anyways fellows even if we didn't win 'em, we have the right spirit anyway. A "David and Goliath" story comes out of the shop this month. It seems that "Tiny" Sander, previously described in this column, on picking up a loose piece of shop equipment was accosted by "Pee-wee" Stone with: "Put that down or I'll break your arm." What price courage?

Tommy Belsheim, our versatile inventor, who'll argue that black is white, and furthermore'll lay two-bits on it, was the source of a good deal of mirth lately when he was observed operating the forge blower by remote control, by the simple expedient of a single length of chain. "Much cooler this way," was his only comment.

Well, that just about winds up this month's Journal except to mention that Sgt. Payler's short pants took a back seat when who walks into the shop last Monday morning but that fugitive from a boy scout rally, none other than LAC. Stinson!

ARMAMENT

(Continued from Page 1)

bomb aimers are also on record and the planning of a raid takes into account the probable damage attainable by crews based on these tables. Weights and types of bombs are chosen accordingly.

Incendiary bombs play a big part in modern warfare and they vary in size from very small ones dropped in clusters, to larger types containing liquids which spread on impact. Contrary to popular belief, a cluster of small bombs may be aimed very accurately, and thus quantities desired on raids can be estimated.

Gas bombs may be available in large quantities almost at will. Any light case bomb can be filled with liquid gas and thus used. However, a well established gas campaign is in readiness for any emergency. It is sufficient to say here that gas as used from the air will not be hit and miss. The bomb sight may be used in this type of work and tests have shown very accurate results.

High speed, low level bombing fighter type aircraft has been used to great advantage in recent months. This has led to a new type training in single engine S.F.T. Schools.

Now the question arises, how are we preparing for this work at our station. The boys at R1 are using a practice bomb designed from knowledge obtained from actual high explosive bombs in respect to trajectory and time of fall. Thus all knowledge about bombing learned in the last month of our training here is a definite preparation for the work to come.

The development of gunnery on a single engine school has advanced from training on rifles, revolvers and obsolete machine guns in the early stages of the war to where it now occupies the major portion of armament training in this type of school.

The difficulty of hitting comparatively small maneuverable aircraft flying up to 400 m.p.h. has brought about the necessity of developing methods of making attacks on them, and determining the correct amount of deflection allowance (lead) for the different angles of approach of the attacking aircraft. For this the curve of pursuit and fly through methods of attack both using either the angle off or lengths ahead methods of deflection allowance have been developed and are being taught, but no matter how well taught on the ground they remain mere words until the student pilot has a chance to see for himself how they can be employed in the air. To accomplish this there are six air to air, and four air to ground exercises carried out with each student in each course in their last four weeks of training at our R1. This includes dual and solo exercises with live rounds fired from Brownings mounted on the starboard wing of the Harvard and operated pneumatically from the firing button on the control column. The camera gun exercises are operated the same way. This is for training in air to air as well as air to ground firing.

This addition to the syllabus has necessitated the development and installation of live round and camera ranges, as well as tow lines for the air to air exercises.

Contrary to the general consensus of opinion these air exercises were developed to be included in service flying training syllabus and not transferred to these schools from the operational training unit. This was brought about by the fact that a very high degree of skill had to be developed in air firing so that the pilot has some chance of being successful when he gets to the combat area.