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THE AYLMER AIRMAN



VOL. 2 No. 20

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

JANUARY 28th, 1944

Group Captain G. E. Nash Assumes Command of No. 14 S. F. T. S.

This Station has always been extremely fortunate in the Commanding Officers under whose guidance it has carried on the work of flying training. It appears to be no less fortunate in the person of Group Captain Nash. Viewing the background of experience which his life, both as a member of the service and as a civilian, has provided him, he seems admirably suited to the task now in his hands.

In the last war he saw a considerable period of active and successful combat service with the Royal Naval Air Force, followed by a long period spent in German prison camps. In civilian life he engaged in a business which led to the continuing personal assessment of the people with whom he dealt, and since the beginning of his present service in the Royal Canadian Air Force during the present war he has been continually occupied, in work expressly suited to fit him for his duties as Commanding Officer of a Service Flying Training School.

When World War I began, and the young men of Canada were called to the colours, it saw the enlistment, at the age of eighteen, of a young man, born in Hamilton, Ontario, who soon became a Flight Sub-Lieutenant in the Royal Naval Air Force.

At that time the great Canadian ace, Collishaw, was leading his men in historic combats against German aircraft, including enemy units under the command of the German ace, Baron Manfred Von Richtofen. Under Collishaw's command Flight Sub-Lieutenant Nash appeared.

The little book, "Canada's Air Heritage," which gives the service histories of Canada's greatest aces in the last war, includes the following paragraph in the story of Air Commodore Raymond Collishaw.

"Collishaw was the leader of an all-Canadian quintette of black planes that was as formidable as any unit on the Western front. In successive flights they destroyed 66 enemy planes. On June 26, 1917, one member of the quintette, Flight Sub-Lieutenant Nash, was shot down by Lieut. Karl Allmenroeder, Baron Von Richtofen's first man. It was a sad day for the other four Canadians, but Nash was not killed. The following day, while lying in a temporary cell, Nash heard the tolling of a church bell. It was the funeral of the late Lieutenant Allmenroeder who had been shot down by Collishaw in a racing, diving, circling, climbing fight that had been carried out within full view of the remainder of the quintette."

Group Captain Nash spent one and one-half years in German prison camps at Karlsruhe, Heidel-



GROUP CAPTAIN G. E. NASH

berg and Clausthal, and was released at the declaration of the Armistice.

Following his release he returned to Canada and became a dealer for Ford Motors in the city of Welland, in which business he continued until the beginning of his service during the present war. Even now he continues to carry on with it "in absentia."

Getting into uniform again on September 15, 1939, he went to No. 1 Manning Depot as Senior Administrative Officer and eventually became Commanding Officer of that station.

Promoted to the rank of Wing Commander, he was posted to No. 3 Training Command in Montreal on

March 1, 1942, where he served as Senior Personnel Staff Officer and received promotion to the rank of Group Captain in October of that year.

On the twenty-second of November last he was posted to Trenton for a refresher course in flying, and eventually came to No. 14 S.F.T.S., on the fifth of January of this year.

Confidently we may say that he is, and will continue to be accorded, the fullest and most enthusiastic co-operation by the personnel of the station, and receives their sincere good wishes for outstanding success in his post as their Commanding Officer.

Educational Corner

"Wings" Magazine has now been made the official RCAF Publication commencing with the January issue. All station personnel are urged to keep up-to-date on RCAF affairs through this publication as matters of direct concern of the Airforce personnel will be published monthly. It is understood that commencing with the February issue, the Government's Rehabilitation program will be published in "Wings."

Library R.1—Plans have now been completed to modernize and increase the number of books in the R.1 library with the addition of many new volumes and the transfer of others from the main station. This should eliminate the necessity of R.1 personnel journeying to the main station for books. Any ideas on the improvement of the library facilities or method of operation from the R. 1 personnel, will be welcomed by this office and be transmitted to the library committee for any necessary action.

The attendance at the lecture on Rehabilitation by Mr. Goldston of the Department of Pensions and National Health was indeed most encouraging, with the large G.I.S. lecture room filled to overflowing. It is felt that such interest warrants further station speakers and an effort is being made at the present time to bring additional speakers to this unit in the very near future.

(R. B. Whestone) P/O.
Educational Officer.

C. O.'s Corner

When advised of my posting to No. 14 S.F.T.S., it was with a great deal of pride and pleasure that I accepted the appointment.

Having visited most of the Station in Eastern Canada during my Service career with the RCAF, it was so many times brought to my attention what a fine station No. 14 at Aylmer was, both from the standpoint of efficiency and good-fellowship that existed among the personnel.

Since arriving I find this to be true and only ask that each and every individual carry on under my command as you have done in the past.

To the Graduation Classes 91 and 92, I offer my sincere congratulations, and know that wheresoever you may go you will distinguish yourselves in your future duties just as highly as you have done in your service flying while here.

—G. E. NASH,
Group Captain

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The Aylmer Airman

Published every Fourth Friday at Aylmer under the authority of Group Captain, G. E. Nash, Commanding Officer, Number 14 S.F.T.S.

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AYLMER, FRIDAY, JANUARY 28th, 1944

TOMORROW

Nothing in this universe stands still—everything is evolving, changing constantly.

Approximately a billion and a half years ago Tomorrows began for this world of ours.—Perhaps a half a billion years later life began.—About 50,000 B.C. Homo Sapiens (thinking man) as we know him today emerged or evolved.—Successive stages of progress or recession followed—stages which would indicate that a certain shortening of the name would be more appropriate.

The average individual of today can look forward to 25,000 or so tomorrows. In fact a good part of life is spent looking forward to or at least anticipating tomorrow.

Depending on the individual Tomorrow can be beautiful or Tomorrow can be just another hangover. Fortunately for some, Tomorrow never comes, and for those same people Tomorrow, today is yesterday.

Confucius said that by nature men are nearly alike, but by practice they get to be wide apart.

Until today, which was tomorrow, yesterday, we were not quite certain what Confucius meant, but having had the Harbord step test under the supervision of one Flying Officer C. V. Box, the point was brought to us all too clearly. Our relations with Flying Officer C. V. B. have taken a definite spread as of today.

To get back to the serious for a moment.—The fact that there is a Tomorrow, that there is a promise of a chance, a time for improvement and the attainment of ambitions, desires and love, makes life livable, interesting and exciting.

It is the day when the sun will rise on and warm a world at peace when lyrically speaking—the world will smile again.

TOMORROW

When the War drums throb no longer,
And the battle flags are furled,
In the Parliament of man,
The Federation of the World.

—Tennyson.

Ground Instructional School

The New Year brings many changes, the main one being the loss of F/L Brown and F/Sgt. Campbell to the Control Tower.

There are many questions to be answered in the New Year, and we wonder if you too know the answers:

Why Taffy Jones doesn't get so many telephone calls from St. Thomas now. Could it be that the little brunette has lost interest or learned too much?

What is the reason for Lieut. Jackson's keen interest in skating? His enthusiasm in this Canadian sport overwhelms us. Any night you can see him slipping the light fantastics on the local rink.

Why, when Mazie Godwin heard P/O Whestone ask her "Romeo" to give classes in French three nights a week, has she suddenly had the urge to learn that language?

We think Geoff. Mawson should explain himself when he says the trainees ask him to look after their girl friends when they are night flying. Does this include London on a '48, Yeo?

Why does Irene (U.S.A.) Bremser show such an interest in the G.I.S. Canteen when she promised her Johnny she wasn't going to flirt anymore?

And then there was Bob. Spence who lingered in the Station Hospital for a week after his New York Christmas leave. She would live in New Joisey!!!

There is no accounting for Cinch-clinch Shuster—he's a hard man to keep tab on—but we do know that he's got a gleam in his eye when he goes to H.Q. lately.

And why do the F.A.A. trainees take so long to get their publications lately. Could it be that new W.D.? After elbowing your way around six huskies, you peer over the top to see her—and there is, Marion Conlin.

Command has at last recognized the genius of our Yeo. Mawson, by having his "home-made" flat top carrier photographed. Just step down to the Signals Room, G.I.S., and for a nominal fee you too can see with your own eyes, this great marvel!

The Ship Rec. Room is almost completed, thanks to the excellent work of LAC Daly, and Works and Buildings. "Taffy Jones," the Ship Recognition expert, will then be in his element, and the 'Ship of the Day' will be explained in more detail free than by a 10c entrance fee.



"A" FLIGHT

With two new courses in, "A" Flight are once more cluttering up the circuit. The visiting flight are once again in our midst, and what with new students and instructors arguing among themselves concerning the correct answers for the visiting flight's questions, the instructors are all talked out.

Pilot Officer Ellis is very much disappointed because W/C Ingram did not ask for an instrument take-off on his Re. Categorization test since everyone knows that he has been doing them at every opportunity.

Striking a More Serious Note

We wish to welcome, to the ambitious flight two new instructors, whom we think were very fortunate not to be posted to "E" Flight. Namely: Pilot Officer Pratten and Sgt. Stranger, the latter took his training on this station with "E" flight, however we will not hold this against him as he is rapidly becoming one of the boys.

Montreal is just recovering from its biggest boom in history. F/L Aylett has just returned from two weeks leave in said city, where he managed to get a little skiing time in regardless of the fact that there is a shortage of skis. This did not perturb the lanky gentleman. The problem was solved by waxing the soles of his ski boots, and carrying away first prize in a ski jumping contest.

Bouquets to F/O Henderson who did the honors at the desk in the absence of the Flight Commander. So efficiently did he handle the job that the instructors, after a harrowing, nerve-racking two weeks, feel that he should be given a flight of his own, (at another station).

Now the boys from Goderich to Aylmer did go,
Away from the Tigers and the buckets of snow.
At Aylmer the snow has not started to let,
They say it's the best winter they've had yet.

The life at Aylmer is as nice as could be,
With a very fine camp—who said W.D.?
But what good the girls on this super station
When the boys have to study for examinations?

The instructors we've got are decent blokes,
And you get on well over a couple of cokes.
They're real good guys with plenty of wit,
Till you do a bad landing or a lousy circuit.

But with dripping and grumbling and other things,
We'll all feel good when we get our wings.
And then when the instructors' work is done,
They'll have fixed us O.K. to tackle the Hun.

But that's a long way off you'll agree,
The metre has gone as you may see.
Let us just mention before we flee
Whatever our faults—we're above Flight "E."

Library Corner

It is with a great deal of pleasure that we go to press with our Library Corner news this month to advise that further steps have been taken by your Committee to enhance the value of the reading material at the disposal of the personnel.

In November last we were fortunate in being able to add one hundred and twelve new books to our already substantial list and no little enjoyment has been had by all with these additions.

Once again we are able to advise of another windfall to be added this month. These additions have been made possible through the medium of donations, fines and additional funds received for your reading pleasure. In addition to this, funds have been granted for purchase of books each month to be selected through the London Library, and it is the intention of your Committee to continue to add where possible the best sellers and latest editions of current happenings.

THE ROYAL ROAD TO ROMANCE (Halliburton)

Harken lovers of travel. Here is a book that will take you to the heights of the Matterhorn and the heat of the Suez; the pleasures of Monte Carlo, and the wilds of the Burma jungle without leaving your chair. One of Halliburton's best, it is the account of the first of his amazing adventures, a trip around the world seeing all the wonders of his school boy's geography, Gibraltar, The Pyramids, The Shalimar and Japan's holy mountain Fujiyama, all are vividly described in this wonderful book of voyages and adventure. Definitely a book for your must read list.

Some of the New Books this Month include:

The Spanish Lady—Walsh
Out of the Night—Valtin
End of the Track—Weaver
Where There's a Will—Stout
Survival—Bottome
Green Hell—Duguid.
The Royal Road to Romance—Halliburton.
A Smattering of Ignorance—Levant
The Lure of Alaska—Franck
Lest We Regret—Reed
Proceed Sergeant Lamb—Graves
The Good Companions—Priestley
Murderers Holidays—Clarke
Gunmen's Chance—Short
Border Breed—Raine
Mama's Bank Account—Forbes
Charlie Manning—Corbett
Journey Among Warriors—Curie
Of Lena Geyer—Davenport
Boughs Bend Over—French
Burma Road—Smith
Topper—Smith
Riders of the Night—Cunningham
Book of Canadian Poetry—Smith, A. J. M.
My Friend Flicka—Ohara.
Scarlet Pimpernel—Orczy
Murder of Roger Ackroyd—Christie
Diana Cashman—Norris
Jordanoff's Aviation Dictionary
The Robe—Douglas
My Son, My Son—Spring
Down North—MacDonald
Victoria Grandolet—Bellamann
Thirty Acres—Ringuet
Long Long Ago—Woollcott
In Scarlet and Plain Clothes—Longstreth
Wings Over Asia—Thomas

Father—"I don't like to see that airman kissing you like that."

Daughter—"Give him a chance, father. He's just a beginner."

Ferry Command Experiences Told by Squadron-Leader Houston

Nothing Ever Happens, Not Much!

A forced landing on to a Mid-Atlantic Island unknown to him, night landing on to an aerodrome equipped only to handle daytime traffic, sinking of our ships by Axis subs—these are just a few of the incidents in the five-month Ferry Command experiences of S/L V. S. Houston, and he claims nothing very much happened.

S/L Houston returned recently from the kind of Temporary Duty any pilot would like to make permanent business—flying bombers from the United States to Cairo, Egypt. "I insist that nothing very exciting happened," he said, "but it was a great experience nevertheless. I would like to make a peace-time flight of the route we travelled, stop over long enough at various refueling points and really see things, and from what I observed of the steady stream of aircraft and supplies flying through, maybe it won't be too long before I get the chance. No, I didn't see any fighting, although the last time I was there we could hear the rumble of the guns and feel their reaction on the ground. They were just starting the big push then.

"The only bit of actual warfare I saw in the four months," Houston continued, "was near the coast when we flew over a freighter being attacked by two Axis subs. We saw her sinking and flew into Miami to report the action, later I was advised that the loss had been confirmed. There wasn't much we could do about it with just three .45 calibre revolvers between us," he said with a smile. "Heavy armament," Houston explained, "was forsaken on Ferry flights in favour of fuel and supplies."

First reports had it that Houston and his crew of Australians, a Sergeant Navigator and Sergeant Radio Operator, had been forced down into the Atlantic themselves on one trip, but the information was inaccurate. "We were only unreported for thirty hours. We did not have to make a forced landing out there, however," he said, "Our radio went on the fritz and we had to sit down on an island that proved to be the Dominican Republic. It was ticklish business, not only in bringing a bomber down on a 90 feet strip, but also because we did not know what kind of reception to expect from the natives. It was a relief to find they were pitching for our side. They were so hospitable in fact, that in two days we were there, civilian prisoners, guarded by the Army, built us an additional 1300 feet of temporary runway so that our take-off was made possible."

One of the comparatively small group of former barn-storming pilots who constitute an integral part of the RCAF's instructional strength, Houston, with more than 2000 hours behind him, has made a lot of tough landings. But the time he had to ease his Hudson onto the Ascension Island at night was just about tops. "Ascension is exclusively a day-time traffic point," he explained, "but weather conditions prevented a day landing on this particular occasion. It was impossible to land until after the darkness fell, the main reason being a 2,800 foot mountain through the side of which the one and only runway is cut, and a 400 foot ceiling with a tropical storm which stays over land in the daytime, moving out to sea at night. Eventually, however, visibility became more normal and we were surprised to see the field well illuminated.



Squadron-Leader V. S. Houston exhibits his strip of Short Snorters bills—certificates of his travels

"The aerodrome people," he explained enthusiastically, "had lined up a flock of Army Jeeps on either side of the runway and turned on the headlights, and that is the way we came in after twelve hours in the air. Gas supply? . . . Well, we had only enough for about an hour more."

Houston was truly an "allied" flier, in that he was an RCAF member loaned to the RAF, who in turn loaned him to the United States Army Air Corps whose Ferry route he travelled. "Ferry crews are treated royally all around," he said, "both in the United States and along the route, most of the refuelling points were manned by Pan American Airways, and they do a marvellous job."

Although the possibility of encountering a hostile aircraft is negligible, the United States to Cairo route has its hazards. There are difficulties with the planes themselves and bad weather to consider, resulting in possible forced landings in enemy territory. Ever threatening too, are the perils offered by the widely varied tropical diseases and sickness resulting from insect bites, etc.

Regarding forced landings in enemy territory, Houston claims the most hazardous point is on the Gold Coast of Africa where the region is bounded on three sides by Vichy, and on the other by salt water. "That area is extensive enough," he said, "but if weather conditions or anything else sets you down long or short of your mark, it's bad!"

"Cairo really is the only spot the Ferrying men have a chance to see to any great extent, but according to Houston, the place isn't anything to be ecstatic about. The city is by no means beautiful, in fact, at night when it goes into semi-blackout, is pretty garish. However, although most of the population remains unstreamlined, their entertainment, particularly in night clubs, is quite modern. Some places offer really good shows," he said with a knowing smile that added "Brother, you ain't seen nothin'."

Conversation with natives of the various intermediate points in South America, West Indies, and Africa, the flier said, were confined to those working on the aero-

found and lugubrious personal conviction.)

In the wake of the recent batch of overseas postings, it may be recorded here that the marriage bells seem to be in a fair way to lose the race to a troopship, where F/O Ken Lawson is concerned. That is unless two weeks leave suffices to lower his resistance.

The lads in the flight will miss him a great deal. Even a hangover somehow improved when "Chubby" brought his grin into the flight in the morning, and started up his infectious chuckle that lasted all day long. And where is F/O Bayly going to find so eager an opponent for a rough-house. "Geewhozis, Bayly!"

Everyone wishes him all the luck there is, wherever he goes and whatever he does.

The "Damaged Goods" Division of the T.C.A. has finally redelivered F/O Don Kermode to the flight after his two-weeks leave in B.C. The only major changes we have yet observed about him are a very short haircut and a greatly fattened address book. And he still swears they have nice weather out there.

Also welcomed to the flight has been F/O Frank Reynolds, late of North Africa, Egypt, and "Wimpys." It is a great relief to know that the campaign in that region has been concluded, since we have learned from him that the girls there are all natives.



"D" FLIGHT

We open this issue with a note of welcome to P/O Brady from No. 1 SFTS, who has come in in time to fill an empty place in the Flight. Another new arrival is Sgt. Ed. Buck, (no relation to Frank or Tim Buck), and he is just in time to fill an empty space in the control truck during night flying.

Another new arrival in the flight is a '21 Chev. Deluxe Coupe, owned and operated by Bevans and Bennett. Trips to Goderich every second week-end at a very moderate rate and money refunded in the event of a non-arrival.

We wonder where F/O Black received that lovely shiner. He claims it was received during a basketball game, but we know that his better half just returned from Ottawa.

What is it that A/LA's Coombs and Miller have against our station when they refuse to return and end up at some other airport?

It is with deep regret that we note that a certain Major is having trouble with his molars. We suggest that he have them extracted and save any further embarrassment.

A/La Rylatt had decided to test out the forced landing field procedure for accuracy and came to the conclusion that it really works—so it did for two 48's. P.S. He made the field wheels up.

What small boy is going around singing "Somebody loves me" ???

**BUY WAR BONDS
PROVIDE FOR THE FUTURE**



NAVIGATION FLIGHT

In common with the other flights (it may be supposed) Navigation Flight is now in the throes of the "Visiting Flight jitters." There is a great seeking out of gen books and a sudden rise in chain-smoking. All of which probably goes to prove that one of man's deepest dreads is that of being confronted by the horrid spectre of his own ignorance. (We speak from pro-

Course 91 "F. A. A."



Y.M.C.A.

MOVIES

COMING ATTRACTIONS

ANDY HARDY'S DOUBLE LIFE

Starring Mickey Rooney, Lewis Stone and Esther Williams

TWO YANKS IN TRINIDAD

Starring Pat O'Brien, Brian Donlevy and Robert Clark

SOMEWHERE I'LL FIND YOU

Starring Clark Gable and Lana Turner

HIT THE ICE

Starring Abbott and Costello, Ginny Simms and Patrick Knowles

RANDOM HARVEST

Starring Greer Garson and Donald Coleman

CRIME DOCTOR

Starring Warner Baxter and Margaret Lindsay

THE HUMAN COMEDY

Starring Mickey Rooney, Frank Morgan and Van Johnson

A NIGHT TO REMEMBER

Starring Loretta Young, Brian Aherne and Gale Sondergaard

TOP MAN

Starring Donald O'Connor, Susanna Foster, Peggy Ryan and Lillian Gish



"C" FLIGHT

Since the last issue of the Aylmer Airman "C" Flight has become a father, and of a bouncing baby boy! Congratulations are in order for P/O Padfield. Also to F/O May who, a month ago, brought a beautiful, blushing bride to Aylmer. He has been observed recently with F/L. Vic Aylett discussing the deadly effects of Aylmer water and how to avoid same.

Good luck, and good hunting to F/O "Bud" Genge, posted overseas, and welcome to F/O Bob Ernest, a new arrival.

"C" Flight's fun-lined thunder mug has been awarded to A/LA McEvoy of 93 Course for the neat trick of standing one F/O Duck, on his head, while the said Duck was still strapped to a two-ton Harvard. Meanwhile the sad sailors of C Flight study steadily for seven sups, the sorry sequel to several sessions with seven subjects about to be slung their way by the sons of Satan of No. 1 Training Command. Good luck fellows—we trust you won't need it—or the crib notes. Our best wishes are extended also to Course 94 who repeat the above performance in two short weeks.

It is rumoured that fifteen nights in the control truck establishes a squatter's claim. We hereby award to P/O McTurk one truck, control, partly used, along with various and sundry cartridges, signal guns, traffic signal, etc., plus a priority on one electric flare path complete with rain, hail, sleet and snow. Cheer up Gord, 'only three more nights.'



1, Parker, R. H.; 2, Roberts, J.; 3, Stephen, D.; 4, Whitton, A. C.; 5, Tuck, J. H.; 6, Suthers, M.; 7, Jobson, B.; 8, Russell, F. B.; 9, Macdonald, T. A.; 10, Andrew, B. P.; 11, Wilson, K. F.; 12, Cowley, D. M.; 13, Rougier, P. L.; 14, Kerry, H.; 15, Cooper, G. H.; 16, Menzies, T. T.; 17, Jones, G. R.; 18, Taylor, R.; 19, Rodd, G. P.; 20, Spencer, V. H.; 21, Scott, J.; 22, Woodcock, W. J.; 23, Wilson, A. R.; 24, Johnson, H. E.; 25, Nickkalls, T. P.; 26, Norman, P. D.; 27, Smart, T. M.; 28, Rudd, S. C.; 29, Bailey, P. A.; 30, Holway, P. E.; 31, Robertshaw, J. R.; 32, Sanderson, P. A. D.; 33, Thompson, R. C.; 34, Stewart, W.; 35, Dixon, J. S.

Goodbye, Naughty Nineties!

"Vauguan Sub Heusa" (we're not Latin scholars either) but in case you're interested, it means "Never under the table." We say this more hopefully than truthfully with pariacular reference to our graduation party. This marks the fact that Course 90 has at last sprouted reluctant wings and are taking flight for that amorphous mass No. 31 "P" Depot, Moncton. How we'll miss the M.T. Barracks and the morning war cry "come on then, everyone over in the 'angar."

Well, all good things come to an end and we must not forget that a great many words of praise and thanks are due to all the instructors and ground crew, who by dint of patience, perseverance, and perspiration have shoved us through; needless to say not without the normal quota of accidents and damn fool mistakes, all duly castigated in verse or fable by Squadron Leader James. We were shaken to note the inclusion of one of the more meaty pages of these "Gentle Reminders" in an issue of "Mentioned in Despatches." Representing Course 90 in the said page was an A/LA. who, not content with "hitting the silk" at Elementary, succeeded in executing a neat ground loop while night flying, thus obstructing the flare path and occasioning those already aloft a number of circuits without bumps. Mention may also be made of another who, being fed up with the whole business, arrived "bottoms up" in an adjacent field!!! The same gentleman recently made a brief and informal visit to Fingal (reasons withheld.)

Remembering "B" Flight's bitterly contested games of Borden Ball and "D" Flight's liberal application to themselves and their surroundings of every known hue of green paint. Some members of the course not satisfied with these accomplishments along with the shovelling of snow, coal and any other 'shovelable' material, were to be found immediately after duty, in one attitude or another on neighbouring ice-rinks, doing their best to—shall we say—stand up for the "Old Country." Those who had leisure to observe their surroundings were pleased to see Lt. Jackson, who, having done a few circuits (and bumps) with dual instruction by two Naval Airmen,

was allowed to go solo on the Aylmer rink. Commander Stringer has yet to put in an appearance, but we have our hopes.

The population of R. 1 is now back to normal after Christmas and New Year, but even the most unobservant would appreciate that the inmates of "Shangri-La" had been on leave, on noticing the number of people wandering aimlessly on their knees muttering fiercely "it was worth it." We were therefore not surprised to notice that those in possession of 48 passes last week-end elected to spend the entire time in bed. This, on enquiry, was found to be due far more to the financial than the physical effects of the leave. We are in fact all so broke that a subscription to provide P/O Wingrove with a "Coke" in recognition of his services, failed by 3 cents; nevertheless we say thank you. It has also been confirmed that one member of the Course, at least, has been reduced to smoking, in a particularly obnoxious pipe, the discarded fragments of his friends' last remaining cigarettes (moss being unavailable owing to prevailing climatic conditions.)

The fount of inspiration having finally run dry, we are compelled to "bog off." But before so doing, we must again express our deepest gratitude to all at No. 14, of all ranks and both sexes who have filled our time here with so much profit and pleasure.

91 Course Bids Farewell to Aylmer

"Courses come and Courses go, but I go on forever," must, I am sure, be the secret motto of No. 14.

What a pity it is that most Courses come and just go without the old 'drome remembering more than a few dents in her runways and faint echoes of the futile protests of a disregarded wind sock.

Not so the gallant 91! No half measures will do for them. It will be a long time before our record for the shortest flight will be matched, especially as the feat was carried out blindfold. The weather has its work cut out trying to smooth out the pock-marks in the

Aylmer runways, although you must give us our due, we have tried really hard to improve her beauty by drawing pretty designs with the very best of wing tips and torn rubber that his Majesty's Government can supply. R.I, too, has felt our presence as she is still trying to uncoil herself after being rudely wound up the wrong way by vigorous exponents of a left-hand circuit.

Apart from such incidents as these we have left our mark on R.I, by the addition of a skating rink, which incidentally has left some marks on a number of inexperienced skaters. This took firstly the initiative of a few bright A/LA's, and then the helpful co-operation of the Instructors and Ground Staff to make it a success. And a success it is, although at the time of writing the weather has put it u/s. When it gets cold again, we will get to work with the hose and put on another surface and no doubt 92 Course will reap the benefit of our labours. I hope that the example which we have set will be followed by future courses next winter.

I think we have also set an example in air firing, as we have a total of forty hits to our credit, which is forty times as many as last Course!

The Course would like to pay tribute to the patience and courage of the Lysander pilots who have a very tiring and extremely disconcerting job. It only needs an over-earnest A/LA, you know.

I cannot write about our stay here without expressing our gratitude to Chief Petty Officer Wingrove for the way in which he has tackled a very thankless and difficult task. He has helped to make this last month of training a very enjoyable one.

Finally, I would like you to remember also those unfortunate pupils whose stay here was all too short, and join us in wishing them the best of luck in their new jobs. Those of 91 Course who have graduated are very grateful to all concerned in helping them through, and will not easily forget their stay here. Adieu No. 14.

Mother—"Now, before you get serious with your airman, be sure he is always kind."

Daughter—"Oh, I'm sure he is. I heard him say he put his shirt on a horse that was scratched."

Metal Shop Scraps

Picture a car travelling down a hill at a good clip, entirely in the hands of fate, the driver skidding along on his posterior in the wake of the speeding auto, the occupants in a gay mood unaware of his absence. Visualize also the abrupt halt of the vehicle accomplished by the unyielding end of a concrete bridge and you have a blow by blow description of the incident which occurred to several of the Metal Shop Boys the night of the binge. Results: One bruised section of anatomy and one crumpled fender. The reluctant helmsman was none other than LAC. Heaton, that impressario of the wood chisel, who, seems, carries his load, not wisely, but too well! The other merry motorists (or tipsy tourists, take your choice), were Clarence Amyotte, Albert Cable and Dave Ferron. Perhaps Clarence should stick to taxis after all!

We've heard of airmen getting lost due to a low ceiling, but this is probably the first case on record of one getting lost due to a low floor. However such was the case of AC1 LeBarre, who in a sojourn under the shop floor to relieve some frozen pipes, became detached from the rest of his squadron as it were. His far distant voice could be heard proclaiming in decibels of distress that he was lost! Why didn't you just follow the beam, LeBarre? (The beams under the floor. Get it!) Some corn!

Have you heard—about LAC. Pascals new headdress, worn when retiring? On him it looks good they say. . . . about Ruth Clark's unfortunate mishap? Is she burned up! . . . about the Metal Shop's Quiz Kid? Ask him anything! . . . about the dynamic personality with the broad A, recently dubbed "the little English Sergeant"? . . . about Sgt. Trumley's fall? Off the wagon. . . . about F/Sgt. Locke's post-war plans? Seems he wants to build a town or something. Perhaps he should begin with the belfry, for those bats I mean!

All of which brings this column to conclusion, except to advise LAC. Aymotte that when carrying beer in one's jacket, that one should be extremely careful to include the bottle!

Meteorological Mania

On this fine January day I find it difficult to think other than pleasantly. The Weatherman's life has been comparatively a happy one this winter. Remember last year at this time? Oy! Oy! what a headache! Everyone complaining about the weather; everyone behind time on flying because of it. By way of comparison; one year ago yesterday about two inches of snow fell during the day with winds of twenty-five to thirty m.p.h., and temperatures going slightly below zero! There was about ten inches of snow on the ground! There was a winter for you. None of the sissy stuff we are getting now. (What am I saying! Hope I didn't speak too soon. February is yet to come.)

Before another Airman will be issued we expect to lose one of our staff, by way of a further course in Meteorology, and a posting to—quote—"an isolated station somewhere in British Columbia, Labrador or Newfoundland"—unquote. The unfortunate victim, though strangely enough he seems quite happy over it all, is Walter Smith—better known as 'Smitty Mark II'. He expects to leave us about the middle of February. May we take this latest public opportunity to wish you good luck, Walter?

Course 92 "F.A.A."



1, Symthe, J. M.; 2, Mogg, M. I.; 3, Redding, V. J.; 4, Kennedy, D. A.; 5, Wilson, R. J.; 6, Eales, A. E.; 7, Gunn, D. W.; 8, Leonard, S.; 9, Swann, F. G.; 10, Jackson, K. R.; 11, Watson, J. R.; 12, Bell, D. M.; 13, Taylor, J. C.; 14, Thomas, H. D.; 15, Walker, A. J.; 16, Gask, E. J.; 17, Robertson, G. L.; 18, Beaumont, G. A.; 19, Walker, C. H.; 20, Whant, L. F.; 21, McCall, G. K.; 22, Meese, W. F. G.; 23, Armstrong, D.; 24, Kverndal, E.; 25, Parfitt, E.; 26, Stimpson, M. B.; 27, Lane, A. D.; 28, Allen, L. W.; 29, Oakes, D. L.; 30, Christopher, C.; 31, Rimmer, G.; 32, Hubble, R. P.; 33, Robins, D. C.; 34, Williamson, L. J.

Post-War Rehabilitation Plans

After the War is Won — Then?

The interest shown on this station in the subject of Rehabilitation after the outline by Mr. R. G. Goldson of the Department of Pensions and National Health warrants further enlightenment on the subject through these columns. It is hoped, in submitting here the government's program that your questions will be answered. This information is summarized from a booklet issued under the authority of Hon. Ian Mackenzie, Minister of Pensions and National Health.

1. What Takes Place at the Time a Service Man is Discharged?

At the time of discharge, he will be given a thorough medical and dental examination, and if he is found to need any treatment it will be arranged for. All documents necessary for his discharge will be completed, and a certificate containing proof of his service will be issued to him.

His pay account will be settled, and if he has completed 183 days of regular service he will also be entitled to a rehabilitation grant. The rehabilitation grant provides for payment of (a) the equivalent of 30 days' additional pay (less any assigned portion) immediately upon discharge; and (b) continuance for 30 days of any assigned pay, and for one month of dependents' allowances, if his dependents have been receiving them prior to his discharge. The purpose of the rehabilitation grant is to tide him and his dependents over for a period while he is seeking opportunities for re-establishment in civil life.

Arrangements will be made for his transportation and travelling expenses home, in accordance with the financial regulations in force.

Shortly after his discharge he will receive a War Service Badge, which only servicemen who voluntarily enlisted for general service in the present war, and who have been honourably discharged, are entitled to wear.

2. Can the Ex-serviceman be Sure of Getting his old job back, if he Wants it?

Yes: where reasonably practicable the employer is required by law to give the ex-serviceman his old job or one not less favourable to him, in accordance with the Act.

On his part, the discharged man must apply for his old job within three months after his discharge from service or from hospital treatment following discharge in Canada; or as otherwise provided, under the regulations.

3. Will the Ex-serviceman be Helped if he Requires Training for a New Job?

Yes, vocational training will be provided for any discharged person who requires such training in connection with his permanent rehabilitation in a suitable occupation.

The Minister has authority to approve training, including maintenance grant and fees—together with appropriate allowances for dependents—to any discharged person, provided he has the aptitude and inclination, where:

(i) such person is pursuing vocational, technical or other educational training;

(ii) The Minister approves such training as being training which will fit him or keep him fit for employment or re-employment or will enable him to obtain better or more suitable employment, and

(iii) he makes progress in such training to the satisfaction of the Minister.

This vocational training is governed by the length of the man's service in the Forces, with a maximum of twelve months, and such training must be completed within eighteen months after the date of discharge. In determining whether it is in his own and the public interest for a man to pursue some such course, the Department will give consideration not only to his educational and other qualifications at time of enlistment, but also to any increase of his technical or educational fitness for civil employment during the time he was serving in the Armed Forces.

4. May a Discharged Serviceman be Given Assistance in Taking a University Course..

Yes.

1. Under-Graduate.

The Minister has authority to approve training, including maintenance grant and fees—together with appropriate allowances for dependents—to any discharged person who has the aptitude and inclination and who:

(a) has been regularly admitted to a university before his discharge and resumes within one year and three months after discharge, a course, academic or professional, interrupted by his service, or

(b) becomes regularly admitted to a university and commences any such course within one year and three months after discharge; or

(c) because of ill health or because his admission to the university has been conditional upon his fulfilling some additional matriculation requirements or for any other good reason shown to the satisfaction of the Minister, delay resumption or commencement of such course beyond the aforementioned periods.

The opportunity for university training is governed by the length of service. Where progress is satisfactory, the assistance may be continued for as many months, in university, as the man served in the Forces. If the student's progress and attainments in his course are such that the Minister deems it in his interest and in the public interest, the payment of the grant may be extended beyond the period of service to permit the man to complete his course.

However, the grant shall not be continued to any such person who fails in more than two classes or subjects in any academic year, nor to any such person who, having failed in either one or two classes or subjects, also fails in either or both supplementary examinations next offered by the university in such classes or subjects.

(Continued on Page Six)

For King and Country



R 1 Yarmouth

Breathes there a man with soul
so dead
Who never hath turned his head
and said:
"Um-m-m-m, not bad."

Hitler phoned Tojo—"Hello, Tojo, what's wrong? You told me you'd be in America in three weeks."

Tojo—"Solly, Adolf. Where you call from—Moscow?"

It is claimed that Rockefeller was the greatest financier the world ever saw. But how about Noah, who floated stock when the whole world was in liquidation?

Global Phraseology

Waitress—Hawaii, gentlemen you must be Hungary?

Customer—Yes, Siam, and we can't Rumania here long either. Venice lunch ready?

Waitress—I'll Russia a table. What'll you Havre?

Customer—Anything at all, but can't Jamaica little speed?

Waitress—I don't think we can Fiji that fast, but Alaska.

Customer—Never mind asking anyone, but just put a Cuba sugar on our Java.

Waitress—Sweden it yourself. I'm only here to Servia.

Customer—Denmark our bill and call the Bosphorus. He'll probably Kenya. I don't Bolivia know who I am?

Waitress—No, and I don't Carribean. You sure Ararat.

Boss—Samoa your wisecracks. What's got India? Do you think this arguing Alps business?

Customer—Canada noise, it's a Spain in the neck. Abyssinia.

If little Red Riding Hood lived today,

The modern girl would scorn 'er; She only had to meet one wolf—

Not one on every corner.

Post War Plans

(Continued from Page Five)

II. Post-Graduate—

In case any discharged person (a) has entered upon a post-graduate course, either academic or professional, in a university before enlistment, or was about to do so at the time of his enlistment, or, having completed his under-graduate course in a university after his discharge, enters upon a post-graduate course as aforesaid, and

(b) resumes or commences such post-graduate course within

i. one year from his discharge, or
ii. in the case of discharged person who completes his under-graduate course after his discharge, as soon as may be after such completion if the Minister having considered such person's attainments and his course, deems it in the public interest that he should continue such course, the Minister may, subject to the provisions of this Order, authorize the payment to such person of a maintenance grant and fees for as many months as he served. The assistance may be extended if the progress and achievements are so outstanding that it is in the public interest that the grant should be continued.

5. What Grants May be Paid to Ex-Servicemen Under the Post-Discharge Re-establishment Order?

Under this order grants may be provided for ex-servicemen while taking refresher courses, vocational training, university education, awaiting return from crops or private enterprise, temporarily incapacitated or out-of-work, if fit and capable or working. These grants cover:

(a) Tuition fees, students fees, athletic fees or other charges and costs of courses taken.

(b) Living allowances of \$44.20

per month for a single man, \$62.40 per month for a married man.

(c) Allowances for dependents, which may be paid during the time that ex-servicemen are receiving grants under this Order, in accordance with the regulations.

The various grants under the Post-Discharge Re-establishment Order are intended to provide for a man and his dependents, if any, during a period of training or waiting of such length as would normally be necessary before he is able to become re-established in civil life.

For this reason the maximum period of which the above allowances may be paid is one year or a period equal to the length of the serviceman's time in the Forces, whichever is shorter. They will not be available after the first eighteen months following discharge, except as provided for ex-servicemen pursuing university courses and pensioners undertaking vocational training.

6. What will the Ex-Serviceman Have to Fall Back on if he gets a Job and Later Loses it?

Unemployment Insurance—which came into effect in Canada on July 1, 1941. Under the Unemployment Insurance Act, employers, employees and the federal government contribute to the Unemployment Insurance Fund. The contributions in respect of any individual will depend on the amount of his salary or wages.

Normally, any employee (whether ex-serviceman or not) who has made contributions for at least 30 weeks and becomes unemployed, can apply to his nearest Unemployment Office for insurance benefit, provided there is no suitable work available which he is capable of performing.

However, ex-servicemen have been granted special concessions with regard to Unemployment Insurance under the Post-Discharge Re-establishment Order. Thus, if

a man has completed 15 weeks in insurable employment within any 12 months after discharge, the Federal Government will pay all the necessary contributions on his behalf from July 1, 1941 (or from the date of his enlistment if subsequent to July 1, 1941) until the date of his discharge. This is to compensate the serviceman for loss of opportunity to accumulate paid-up insurance for the time during which he was away from civilian employment while serving in the Armed Forces. He will be permitted to count this accumulation towards benefit under the provisions of the Unemployment Insurance Act.

Unemployment Insurance allowances, based in each case on wages received upon the amount which has already been contributed to the fund, will be paid out of Unemployment Insurance funds. These allowances will range up to a maximum of \$12.24 per week for a single man, and up to a maximum of \$14.40 per week for a married man.

7. Will Free Hospitalization and Medical Treatment be Provided?

Generous and far-reaching provisions are made for ex-servicemen who are in need of hospitalization and medical treatment; and these provisions may include allowances as indicated below. Because of many circumstances which may vary greatly in individual cases the regulations are necessarily somewhat complicated; but the following are the chief provisions and should be read carefully.

1. The treatment and hospitalization are provided in Canada for all ex-servicemen for any condition where necessary, within one year following discharge.

In this case, special hospital allowances for the ex-serviceman and his dependents may be paid within 18 months after discharge for a period equal to the ex-serviceman's length of service or for one year, whichever is shorter. Normally these special hospital allowances are at the same rates as grants under the Post-Discharge Re-establishment Order (See Section 12), but they may be reduced if the ex-serviceman has income from other sources.

(Farming Questions Answered Next Issue)

Y. W. C. A. News

We have always been rather smug when a posting panic seized various personnel of the station. We'd say in a confident way, "It just can't happen here." But it has!

We are sure the whole station regrets with us the posting to Ottawa of the beloved "Mother" of the Hostess House. Of course, it's only temporary duty, but most T.D. has a way of ending "S.O.S." on posting," etc., etc. The young people who have become so fond of Mrs. Stavert, were reluctant to say "Good-bye" and merely bid her a cheerio and happy landings in her new field of endeavour.

However, there is nearly always a silver lining to even the darkest cloud. We are most fortunate in the posting to Aylmer of Mrs. Margaret Black, (also on T.D.). She has had a great deal of experience with members of the services and has been at Fingal, Dunville "Beach House," and Galt. There are probably many on our station who knew her at these various places, and will be glad of the opportunity to welcome her to No. 14.

Of course we can never take Mrs. Stavert's place, nor be as proficient, understanding or beloved, but we will do our best to continue the cordial hospitality of the "home away from home."