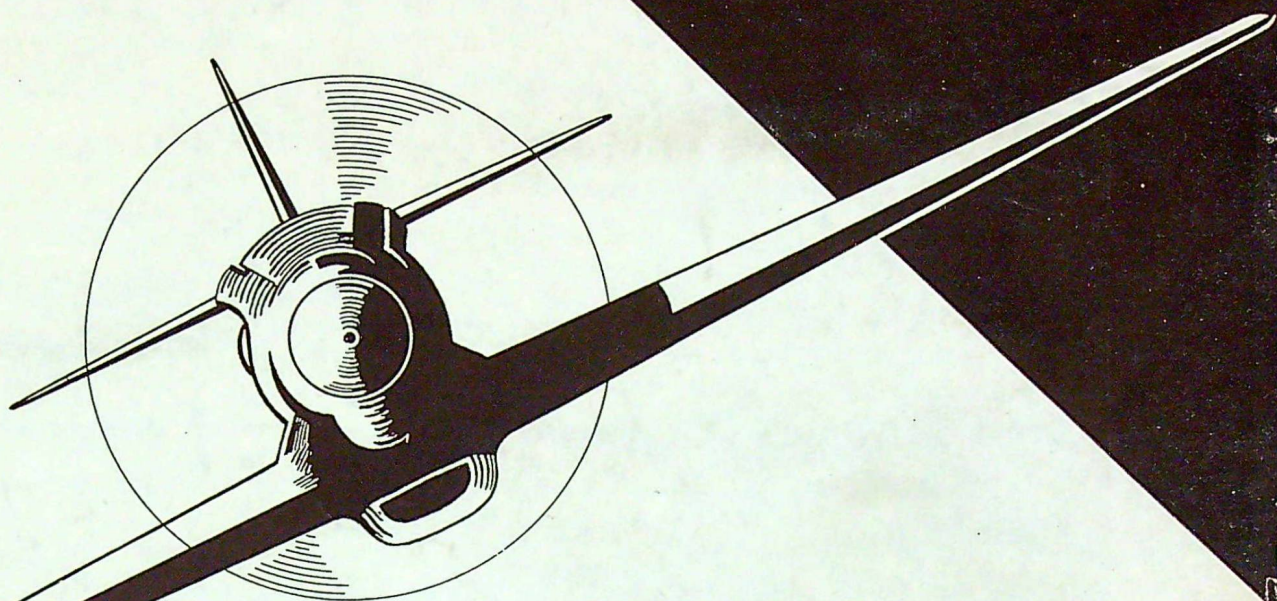


R.C.A.F. STATION, TRENTON, ONTARIO



FEATURING:

Composite  
Training  
School



**CONTACT**

10c PER COPY

MARCH 1942

K.T.S. OFFICER COMMANDING



WING COMMANDER H. J. BURDEN, D.S.O., D.F.C.  
OFFICER COMMANDING  
COMPOSITE TRAINING SCHOOL



Official Organ of the Royal Canadian Air Force Station, Trenton, Ontario

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Vol. I

Gardenvale, P. Q.

No. 3

# Great War Fighter— World War Commander

Wing Commander H. J. Burden O. C.'s Trenton's Largest Unit

WE must admit to having been a bit awed during our visit with the O.C. of KTS on a recent occasion. For the benefit of the uninitiated the "O.C." is the Officer Commanding a Unit of a Station. KTS stands for Composite Training School, which is the largest Unit of this Station. Wing Commander H. J. Burden is the Officer Commanding the Composite Training School.

Be that as it may, we were, as we say, somewhat awed. The famous Burden moustache (vide photograph) bristled rather fearsomely as we crossed the threshold of the inner sanctum after the initial introduction by "Outer Guard" Flight Lieutenant Carscallen. Then, too, there was the Burden record of service that precedes him like an aura of majesty. Yes, we'll admit to having been a bit awed, or something of that nature. But you never know, do you? We gathered together our last shred of bravado — it couldn't have been courage — presented the Wing Commander with our very smartest salute and — there we were.

Wing Commander Burden met us with a studied courtesy and a quiet smile entirely becoming to one of his position and rank. We particularly noted the unobtrusive ease of his conversation and his reticence about such matters as his D.S.O. and D.F.C. On that subject of reticence, our favourite complaint about these interviews is that the more our interviewee has to talk about the less talking he wants to do. We did, however, manage to draw the O.C. of KTS out a bit and here are the results.

It all goes back to the 28th of April, 1893, when Henry John Burden first opened his eyes to sunshine over Toronto. The natural course of events led him through Upper Canada College and then to the University of Toronto for a degree — Bachelor of Science (Architecture). From that date — spring of 1915—H. J. Burden has been lining up initials after his name until we find the present imposing list and no sign of any cessation.

Architecture took a back seat for awhile when the 11th Machine Gun Company took Lieutenant Burden with it through the Battles of the Somme and Vimy and the Ypres Salient. The exploits of the R.F.C. always held a peculiar attraction for young Canadians, however, and Lieutenant Burden later became Captain Burden of 56 Squadron under Major McCudden, one of the Air Force Victoria Cross holders. Captain Burden's own exploits during 1918 flying SE5 single-seater scouts earned him the Distinguished Service Order and the Distinguished Flying Cross. As previously stated, he's a bit reticent about that. He even smiles a bit now about the time Richthofen, German Ace of Aces, got him. He ended up in a spin, coming out just in time and facing the sun to give him direction. That saved him for another crack at the Boche twenty-odd years later.

The intervening years brought the erstwhile eagle back to Toronto in 1919, over to Chicago with a big firm of architects, down to Princeton for post graduate work and another degree — Master of Fine

Alan N. Carscallen — is a man of hobbies.

Born at Red Deer, Alberta, on the ninth day of February, 1907, he attended Public and High Schools at Calgary and, later, the Normal School there. Not satiated yet with knowledge, Alan Carscallen continued on through a course at the University of Alberta, Edmonton, to gain a Bachelor of Commerce degree. That was in 1931.

His avocation — his hobby — tells the story of Alan Carscallen. Show us a chap with a hobby and we'll show you a man who is companionable, an interesting conversationalist, understanding of other people's foibles, withal careful about whatever work or other endeavour he undertakes.

Alan's hobby is his beloved Rocky Mountain country and from this it fol-

Arts. It was "Burden and Gouinlock, Architects" on the shingle in front of a Toronto office for the first five years of the 20's. Ill health occasioned four years of travel and architectural study in Europe, followed by another three years in practice alone at the old home town. His Alma Mater, the U. of T. claimed him as Assistant Professor of Architecture from 1933 but his old love, the Air Force, claimed him from the day the World War broke out.

Those early days were hectic ones for the boys on the ground floor. Flight Lieutenant Burden busied himself at No. 1 Training Command Headquarters; then the initial work getting things going up at Eglington, our No. 1 Initial Training School. That done, there were No.'s 2 at Regina and 3 at Victoriaville, Quebec, to open.

On August 20th, 1914, Burden, now a Wing Commander, arrived in Trenton to become the Officer Commanding the Composite Training School. Aircrew Squadron and Training Squadron are both his responsibility. The manner of its fulfillment form the subject of other articles.

## KTS ADJUTANT



FLT/LIEUT. ALAN N. CARSCALLEN.

**T**HE buffer between Wing Commander Burden and the outer world — the detail man — the confidential secretary — Flight Lieutenant

allows that he is a camera enthusiast and a follower of the ski trails. He was such a thorough enthusiast about these hobbies that his tal-

ents became recognized by the Canadian Pacific Railway. Alan Carscallen was engaged to publicize the scenery, the sports, the magnificent hotels and resorts of the Rockies, Banff and Lake Louise.

The R.C.A.F. has made good use of his talents since November, 1940, when as Pilot Officer Carscallen he attended Trenton's School of Administration. He has served the Service at No. 2 Initial training School, Regina and—from the date of its inception—at Trenton's Composite Training School.

A KTS original, he opened up the Clerk's Course there, but on the advent to Trenton of his former Regina C.O., Wing Commander Burden to become the O.C. of KTS on August 20th, 1942, our former mountain climber-publicist, now a Flight Lieutenant, became its Adjutant.



"RICKY"

## Ricky Returns

**T**HIS is a short, short story, complete on this page. It concerns a lad who wanted to be Aircrew, learned, as others have, that it was not meant for him—arrived, as others have, at Trenton's KTS Aircrew Squadron—and ended up with a commission and a posting to Headquarters.

Hugh Rickard, known to untold thousands as "Ricky",—Official Cartoonist to the R.C.A.F.—enlisted June 13th., 1940, at Vancouver. Summer found him on Security Guard at Trenton and he paced the seaplane hangar apron. At last came his posting to No. 2 Initial Training School, Regina, and later to No. 2 Wireless School at Calgary, as Wireless Oper-

ator—Air Gunner. But it was not to be and June, 1941, brought him to Trenton's Composite Training School.

Cartoons done in spare time came first to the notice of Squadron Leader Baxter at Brandon where they appeared in the Station Magazine. Later in KTS, Trenton, Squadron Leader Massey and KTS Officers put them to use.

Massey didn't stop there. "Ricky's" good work was brought to the attention of Headquarters. The Squadron Leader's consideration of his man brought two worthwhile results—"Ricky" got a commission and "Ricky" Cartoons educate and build morale throughout the Service. Today we welcome him back to Trenton for a short stay from Public Relations at Ottawa. Here, he is taking the Administration Course.

# An Revoir

To those it may concern —

For sixteen months it has been  
my privilege to command this station.

During that time many officers, airman  
and civilian employees have come

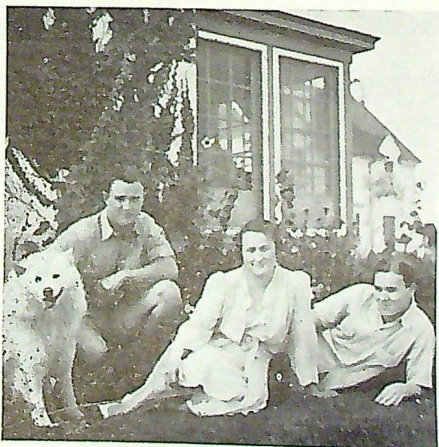
and gone. Many still remain who have been  
here throughout that period.

To all of you, wherever you may be, I  
extend my sincere appreciation for the support and  
co-operation you have given me. I am confident  
those still here and those to come will continue to give  
that support and co-operation to my successor, whom I  
know you will respect and advise.

Through the medium of "Contact" I shall  
follow the continued progress and  
story of this station with no small  
amount of pride and no end of  
interest.

Yours faithfully  
R. C. T. Stewart

R. C. T. Stewart, Trustee.  
March, 1942.





## Composite Training School Celebrates a Year of Accomplishment

IT'S not a long way back to the conversations at Ottawa between D.C. Hume, Group Captain Curtis and Squadron Leader Massey out of which evolved the Composite Training School, but it's a way fraught with dangers, difficulties and obstacles, all of them overcome by dint of hard work and perseverance on the part of all concerned.

From the arrival of the first small group of Officers, non-commissioned officers and airmen at Trenton in the early part of March, 1941, to today, there has been a steady march of progress—a rapid advance in method—forming a record of which any Unit might be—and KTS certainly is—proud.

The original purpose of the Unit was the consolidation into one school of several ground courses then operating at Manning Depots and elsewhere. The advantages to be gained from such a consolidation of effort were obvious. Command of the new Unit was given to Squadron Leader Denton Massey. The problem of remustering of grounded Aircrew was then assuming proportions of considerable im-

portance, and it was decided that the new formation should take this important work in hand. That called for two squadrons and the result has been the two squadrons of KTS—the Training Squadron (now commanded by Squadron Leader H. C. Spence), and the Aircrew Squadron (now under command of Squadron Leader Denton Massey). Since August, 1941, the two Squadrons as one Unit have been under command of Wing Commander H. J. Burden, each retaining its identity and command as a squadron under its own Squadron Leader.

Composite in name, the Composite Training School became composite in character. Conversation in the Messes took on new and varied forms as Clerks argued Air Force Law with Service Police, Firemen and Disciplinarians, mingled with Motor Boat Crewmen and Physical Training Instructors. There were Pilots, Observers, Wireless Operators, and Air Gunners, each with his own idea about the respective merits of No. so-and-so I.T.S. and Sergeants Such-and-Such and Such-and-Such.

## WHY THE "K" IN "KTS"

*In the Services, where initials stand for everything and a man could stay up all night reciting them—to say nothing of doing the same thing to memorize them for an examination—the greatest of care must be taken to avoid confusion. At Trenton's R.C.A.F. Station, there was already existent at the time of the birth of the Composite Training School,*

*another Unit—Central Flying School, familiarly known as "CFS". The possibilities of confusing "CTS" with "CFS" are apparent. Further, there is the Conversion Training Squadron, formerly of Picton and now at Rockliffe, bearing the initials "CTS". For these reasons, the official abbreviation for the Composite Training School has been . . . . . KTS.*

Colour came to Trenton, too, for it became not uncommon to see Australians in khaki and broad-brimmed hats, others in the now familiar navy blue. There were New Zealanders, more English than the English, the self-same English with their accents strange to new chums from south of the border. U. S. A. shoulder badges became the rule and not the exception and you could hear every accent of the Commonwealth and then some in the canteen on pay night. Even sailors stride the streets of Trenton town these days as Able Naval Airmen, fresh from Pensacola, stop off at the Composite Training School for a new lease on life in the air.

Composite Training School Officers, with pardonable pride, like to discuss the exploits of their graduates. KTS alumni, such as Flying Officer A. W. Ruby, have remained at KTS to carry on the good work. There's valuable material down there for a stop-over on its way to better things.

There at the Aircrew Squadron they'll tell you about Flying Officer Carmichael, who topped his course as an Air Observer. Carmichael was an R.A.F. lad who stands for the best that's in

KTS. Here, at the magazine offices, we'll mention Sergeant Observer Brian Cavendish, formerly of the Sydney, Australia, Herald, now occupying a mighty fine job with the Australian Liaison Officer to the RCAF. Incidentally, Brian gets congratulations on another score—his very charming Canadian wife.

There's another Australian who has added to the laurels of the Aircrew Squadron. He's only one of these, but we mention now Pilot Officer O'Riordan, who led his course at Mountain View's Bombing and Gunnery School and, we quote, "Was one of the outstanding Air Gunners to pass through the school". Mountain View has this also to say about Lockhart, another Composite Training School product, "He topped his course and by his conduct set an example to the men".

Thursday, March 12th, 1942, the originals of KTS still remaining at Trenton after numerous postings, gathered round the festive board to celebrate their year of joint endeavour and the first birthday of the Unit. Cameramen were

on hand and the picture tells the story. Toasts to the King, the Station and the Unit were followed by others to past comrades, their memories kept alive by happy reminiscence.

From left to right are seen Corporal Fred Yalden, Sergeants "Butch" Freedman, "Joe" Brown and J. G. Cater. Flight Sergeant W. S. Haddow is there alongside WO2 W.R. Palmer, Unit Sergeant Major. At the left of the head table is Sergeant Major John Silver, who came to KTS as an AC.2 pupil Disciplinarian, later became the Unit Sergeant Major and now sits in the seats of the mighty as Station

Warrant Officer.

Officers from left to right are Flight Lieutenant Frank Fulford, now of No. 5 I.T.S. at Belleville, Wing Commander J. H. Burden, Officer Commanding the Composite Training School, Squadron Leader Denton Massey, Officer Commanding the Aircrew Squadron of KTS, Flight Lieutenant Alan Carscalen, Adjutant of the Composite Training School and Flying Officer L. H. O'Neill, Officer in charge of the Clerks' Course at KTS.

Coming down the right hand side, there are Sergeant Major "Mike" Be-

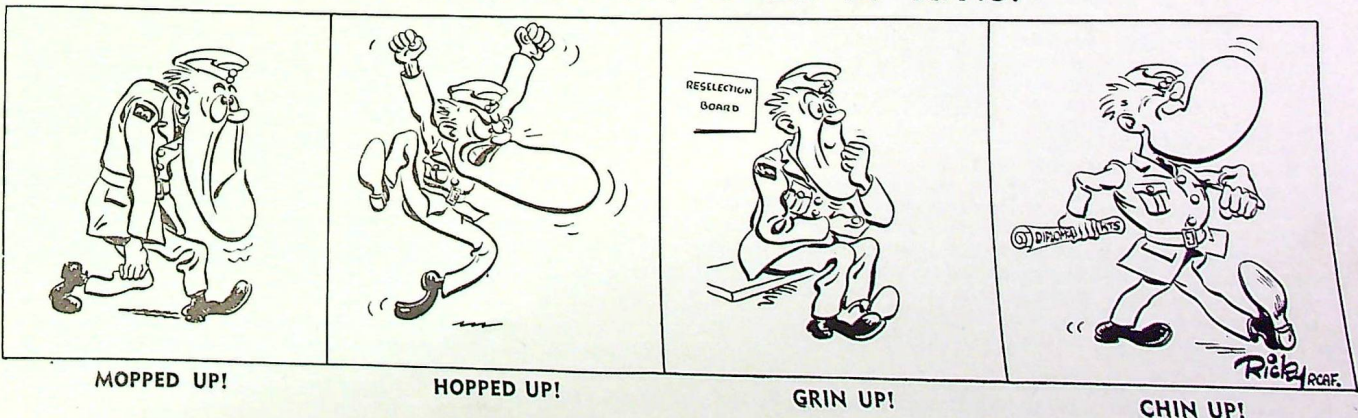
renson of the Aircrew Squadron, Flight Sergeant Jack Pinckney, now an instructor at the School of Administration, Sergeants Jones, Weatherbe, G. L. Lovett, J. J. Krochko and Corporal D. V. Roberts—the latter just about to leave for No. 2 Training Command at Winnipeg.

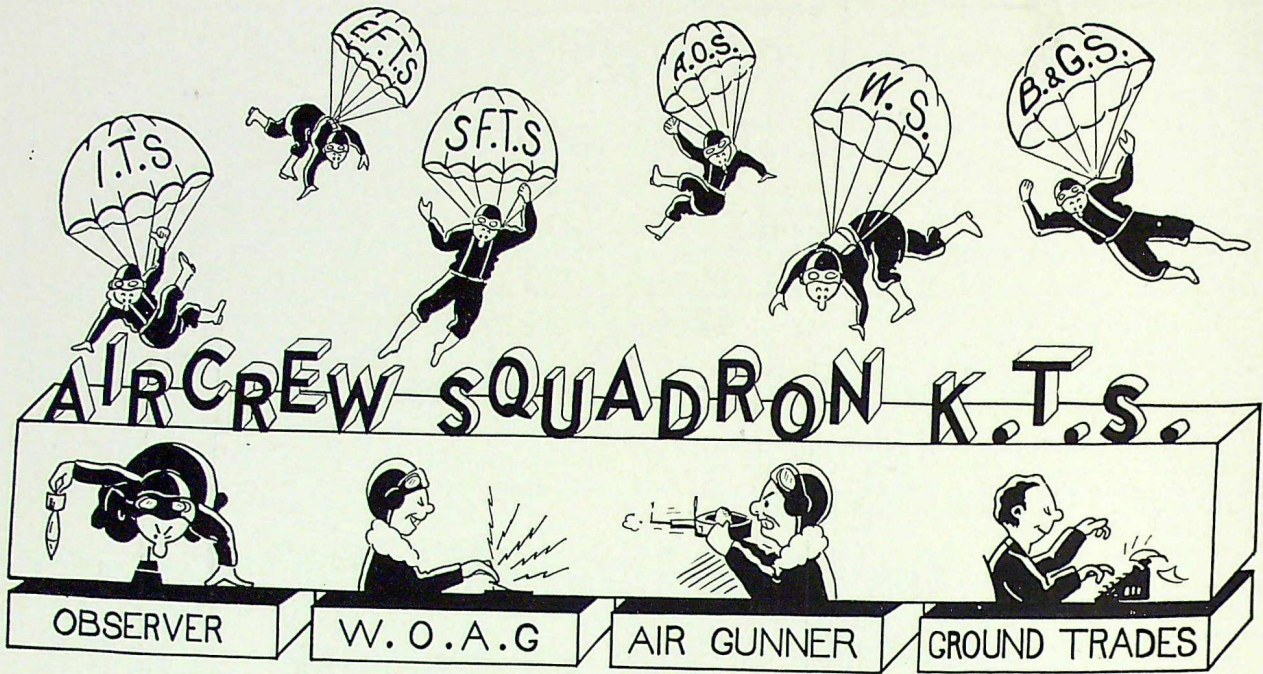
Nothing need be said here about Squadron Leader Massey's tales of the hard going in the beginning and his voiced appreciation of unstinted cooperation by Officers and Airmen—we needn't elaborate on Wing Commander Burden's remarks, overlaid with typical Burdenian humour that failed completely to cover up his real feeling—and we won't go into the grand time had by all concerned, nor even "Joe" Brown's sick parade in the morning.

We at Trenton who know K.T.S. and all it stands for; who can watch its operation and know its worth; who can realize its goal and visualize its splendid achievement, have only praise for those who conceived it and those who continue its development. So to KTS we say, "Nice going, Gentlemen—carry on."



## THERE'LL ALWAYS BE A K.T.S.





## A New Deal for Airmen

*"It's a free country, isn't it?"  
"A man can say what he thinks, can't he?"*

*"What are you going to do about it?"  
"Put me back as Pilot—or else."*

THE impressions that have seeped abroad since the Composite Training School experiment started would make your hair stand on end. Weird tales float across the country about grounded aircrew and what happens when they get to Trenton. There are weird tales brought to Trenton by the self-same grounded aircrew and everybody has a story to tell.

There is a real story — a fine story — behind this Aircrew Squadron and we intend to tell it here. It's a story about Officers, N.C.O.'s and men who work hard and long every day in the year—work, strive, puzzle, pry, enquire, talk, write, and think—all for one end, to "keep 'em flying". This is the story of what happens to an airman when he is "grounded". Airmen do get grounded—for any one of a hundred reasons. An Airman may be taken out of his aircraft because his sight is faulty, his mathematics poor, his stomach aches, his girl friend doesn't write, or because he's lost his "flying sense".

Put yourself in an Observer's seat while your Blenheim hedgehops across the Netherlands or dodges "flak" over Berlin. How would you like to know that your pilot had lost his sense of balance? What about the thousands poured into War Savings Certificates to produce that self-same Blenheim?

What about the folks back home, praying every night for their boy—the Air Gunner—and never dreaming his Pilot was colour blind.

Yes, we ground them. Wherever the Commonwealth Air Training Plan operates, whether at Initial Training Schools,



SQUADRON LEADER DENTON MASSEY

Elementaries, or Service Flying Training Schools; at Air Observer, Air Navigation, Bombing and Gunnery and Wireless Schools scattered across and up and down the continent, instructors watch endlessly for the unmistakable signs that a pupil is in the danger zone. When something goes wrong with a man's flying ability, they ground him promptly. Thank Heaven and some vigilant instructor for that. When that happens the Airman comes to Trenton and the Aircrew Squadron of KTS.

What now? What are you going to do about it? The man wants to fly. He insists he can fly. He claims his instructor "gypped" him. He's scared, he's sore, he's got a grudge. He's wary, he's tired by his long train ride from Horse's Neck, Saskatchewan. What are you going to do about it?

Only in Canada will you find it, this Composite Training School Aircrew Squadron that builds and rebuilds men. Only in Canada will you find this experiment in personnel

control that has ceased to be an experiment and become a fact. Only in Canada—at Trenton in Canada—will you find an actual system in full operation for taking the square pegs of industry out of round holes and putting them where they belong. That's KTS.

### MASSEY—MAN BUILDER

The story of the Aircrew Squadron begins with the story of Denton Massey—the man who has personalized youth guidance. The amazing record of accomplishment rolled up to the credit of this KTS Unit will come later, but something

must be said—and should be said—about the years of painstaking, unstinting, altruistic study and public service of Denton Massey that have culminated in and formed the background for that great record.

It seems to be a far cry to go back to the arrival of a small sailing vessel at Salem, Massachusetts, in 1632, with the original Massey settlers, in order to show what is responsible for the new and successful endeavour in personnel relations that is KTS. One might well ask what the trek of Massey United Empire Loyalists from Salem up into Ontario's Midlands has to do with grounded World War Aircrew. Where does the growth of the great manufacturing company of Massey-Harris from a small town smithy come into the R. C. A. F. picture?

The answer is that this history of the Massey family in general—and that of Denton Massey in particular—shows an inherent quality of initiative, perseverance and pure endeavour through successive generations that have gone into the origination, planning, organization, development and operation of the KTS experiment—and made it successful.

Grandfather Hart Massey at neighbouring Newcastle was the first North American manufacturer to sell his product in Europe under his own name. Massey implements were sold to prairie farmers before there was a railroad to carry them. Both Grandfather Hart Massey and Grandfather Wilfred Denton crossed the prairies in covered wagons about the same time and unbeknowns to each other. With the blood of the pioneer Dentons and Masseys flowing through them, it is small wonder that actor, Raymond Massey, Canadian High Commissioner to Britain, Vincent Massey and Aircrew Commander, Squadron Leader Denton Massey had added and continue to add new laurels to the name.

Denton Massey was born in Toronto June 20th., 1900. His early schooling was at St. Andrew's College and the Bissell School in Munich, Germany, just before the last Great War. He served with a Battery in that affair. A special, short, post war course in engineering at the School of Practical Science, University of Toronto, got him started on that interesting subject and gave him an appetite for the intensive syllabus of engineering instruction provided by the Massachusetts Institute of Technology. He became a Bachelor of Science in the spring of 1924.

Massey was not above getting his hands dirty in the pursuit of knowledge. For eighteen months following his graduation he worked his way through the shops of the Massey Harris Company doing everything from operation of a tapping machine to moulding. Starting in 1923, he used his knowledge of engineering and shop-work as a field service man and trouble shooter on farm machinery. Doing this he travelled throughout Canada and the United States.

The year 1925 saw the organization of that remarkable religious institution, the York Bible Class. Starting with 18 members in Hope United Church, Toronto, under Denton Massey's leadership, it grew to mammoth proportions, demanded his full time to the exclusion of company business in 1931 and in that same year opened in Maple Leaf Gardens to an audience seventeen thousand strong and fifty thousand turned away. That's leadership!

There was a lot of talk about that time concerning trade agreements between nations



**NEW SECOND IN COMMAND FOR AIR CREW SQUADRON.**

Known to Tavistock in Devon, where he was born September 25th, 1898 — known to the burghers of Frankford, Kaiserlautern, Metz and Stuttgart for the reprisal bombing raids he made on them — known to British officials attached to the Egyptian Government — Flight Lieutenant George Pearce Dymond is also known to the R. C. A. F. as Personal Staff Officer to the Inspector-General.

Now he becomes known to the Aircrew Squadron as its second in command and permanent Chairman of the Re-selection Board. R. C. A. F. Station, Trenton.

of the British Commonwealth which brought fruition in the form of an Imperial Economic Conference at Ottawa. Denton Massey was chosen as a host to the agricultural delegates to that very important conference. Radio next felt the impress of the Massey qualities. Joining hands with now Flying Officer D. M. Philp of Moncton, Denton Massey formed the Advertising Agency of Philp, Massey and Co., Toronto, producing such outstanding programmes as the Wrigley Variety Show, 1932-4.

Massey's years of travel through Europe and North America, his studies in engineering, his peculiar knowledge of farm problems, his tremendous interest in youth — then faced with years of depression and a black outlook — that powerful driving force by which he was constantly impelled to work for others brought him into public life. He felt that only through legislation could satisfactory solutions be found for the enormous social problems of the day. In 1935 he was elected to Parliament.

From 1935 he gave all his time at his own expense to the study of labour and youth problems. In 1936 he was at the World Youth Congress at Geneva, Switzerland. He studied the Swedish and Danish industrial and housing systems. He worked with the late Dr. Banting on public health. He made speeches, he travelled, he talked, he wrote, he argued in Parliament (once for over four hours) all to the end of industrial and social re-organization.

War found Massey clamouring again at Recruiting Officers and on February 18th., 1940, the R. C. A. F. called him to service. There was time out while he stood for election in the constituency of Toronto-Greenwood. He polled the largest vote of any National Government candidate in Canada. That completed, Denton Massey donned the Air Force blue on March 28th., 1940.

A coincidence is that Massey shared the same study table with his friend and KTS colleague, Squadron Leader Spence, on the first of the School of Administration courses. He became Adjutant of the Air Armament Flight under Squadron Leader Humphries. Later Air Commodore (then Wing Commander) Sully brought him back across the road to become Adjutant of the Trenton Station. In December, 1940, he was posted to Air Force Headquarters to act as Liaison Officer with the about-to-be-formed Air Cadet League.

Shortly, Massey was given the job of effecting the consolidation of the various ground schools operating at Manning Pools and elsewhere. Later, there was brought in the subject of re-selection and re-classification of Aircrew grounded for of any various reasons. The result was the formation

of the Composite Training School at Trenton with Massey, now a Squadron Leader, at its first Officer Commanding.

**ADMINISTRATION OF THE AIRCREW SQUADRON**

Not at the moment—he's enjoying a well-earned leave up at Goderich—but under ordinary circumstances, Flight Lieutenant J. E. Pinch, Squadron Adjutant, is one of the busiest men of the Aircrew Unit. Besides being a sort of aide-de-camp to Squadron Leader Denton Massey, he has under his jurisdiction such matters as Leave and Passes, Personnel Matters, Movements of Personnel, Promotions, Re-musterings and Re-Classifications, Discharges, Reports and Returns, Documents and Records,



**F/O LANCASTER**



**F/L PINCH**



**F/O WAINRIGHT**



**F/O HOOK**

Secret and Confidential Documents and Correspondence and the Supervision of the Orderly Room.

Pinch hitting for Flight Lieutenant Pinch just now is Flying Officer Wainwright, Assistant Adjutant. Alfred Leslie Wainwright, an Englishman from Bramford, Suffolk, came to Canada in 1910 and enlisted October, 1914, with the 21st Battalion. He travelled into France as a driver of a gun team of the 14th Battery, Fourth Brigade Artillery. In the summer of 1918 he transferred to the Royal Air Force and went to the cadet school at Hastings. Second in command of his Unit there was Captain, His Royal Highness, Prince Albert, now King George the Sixth. Back in Canada after the war, Mr. Wainwright was associated with the Montreal Daily Star and, for 15 years, The Financial Post, prior to his appointment. Since July 12th last year he has been with us—100 per cent.

The Orderly Room supervised by Squadron Leader Massey's Adjutant is another such place as the Disciplinarian's Office presided over by Sergeant Major "Mike" Berenson. The President, in this case, is Flight Sergeant Bill Haddow. Vice-President-in-charge of Postings is Flight Sergeant Doug Todd, while the Second-Vice-President-in-charge of the Re-Selection Control Board is Sergeant Johnny Krochko, small but smart.

Administration Officer for the Aircrew Unit is Flight Lieutenant W. J. "Joe" Lancaster, an old London, Ontario, boy. Old friends of the Aetna Life Insurance Company and new friends of the R. C. A. F. will remember his breezy friendliness, as will the writer. He is probably well remembered also by his wife, the former Sally Muir of London, his three girls and two boys, all back in the former Forest, now Electric City. Flight Lieutenant Lancaster, since he was appointed on September 10th, 1940, has been at Trenton (School of Administration), No. 1 Initial Training School, Toronto, No. 2 Initial Training School, Regina, and No. 15 Service Flying Training School at Claresholm, Alberta. On March 6th, 1942, he succeeded Flight Lieutenant Ellis Clark as Administrative Officer of the KTS Aircrew Squadron.

Completing the foursome, whose likenesses will be found on page 9 is an Officer who came up the hard way and holds a warm spot in the hearts of Trenton. This is Flying Officer William Leslie Hook, Officer in charge of Physical Training and Games. "Les" Hook is one of the Old School of the R. C. A. F. — in other words, Permanent Force. He spent the first few years of his life up at Barrie, but since January 3rd, 1935, he has spent it with the Air Force. Originally, AC.2 Hook was to be a Wireless Operator, but this didn't come through and he changed over to Disciplinarian. This was a good idea, apparently, for it took him to England in the Spring of 1939 for



**INTERVIEWING OFFICERS**  
Left to right: F/O G. D. Wolley, F/O P. C. McGuire, P/O Coles-Webb, F/O J. O. Jenson, F/O J. M. Calnek, F/O R. M. Howard.  
Seated — F/O V. W. Shouldice.

a course at Uxbridge. By the summer of 1940 he was Sergeant Major in charge of the famed R. C. A. F. Exhibition Squadron at Toronto, after a stop at Camp Borden. The lights of the "Ex" being fled, the garlands dead, he returned to Borden and arrived at Trenton and KTS on March 8th, 1941. We had him as Station Sergeant Major for awhile, but a commission given to him about that time resulted in his transfer to Brantford. But that was only for three weeks and then "Les" Hook came home. Home, incidentally, is where the former Margaret Osborne, now Margaret Hook, and two-year-old Marilyn Hook reside in nearby Trenton town.



**PADRES**  
Hon F/L G. P. Gower & Hon.  
F/L J. M. R. W. Michaud.

### THE INSIDE STORY OF THE KTS AIRCREW SQUADRON

Harking back to the beginning of this KTS symposium we mentioned that there was a real story to tell about this refinery of the Air Force—a story of hard work and patient endeavour. This is it.

What happens to a Wireless Operator-Air Gunner, an Observer or a Pilot when he's grounded? Before the days of KTS, his local Commanding Officer would recommend his re-mustering to another branch of the Service, get this con-

firmed by Ottawa and that was the end of that. Now he comes to Trenton, no doubt with fear and trepidation in his heart, because, as we said, some weird stories have spread abroad about the Aircrew Squadron. Loaded with blankets, bags and baggage, he views with alarm the Railway depot and inauspicious approaches to the nearest minor metropolis. Where is the Station? How far do we have to walk? Is there a street car? What'll I do about checked baggage?

It's all taken care of. A KTS non-commissioned officer usually is there to meet every train. In any case, there's transportation from the depot to the Station. Arriving at night, there's a

friendly Assistant Orderly Sergeant—himself Aircrew—to fix him up with pillow, blankets and bed. In the morning, there's a short visit to the Station Records Office and his first real view of Trenton. In the morning, too, there's a tiled bathroom with showers, tub baths, hot and cold running water to wash away the grime of that long journey down from Horse's Neck. And then, there's KTS.

There are preliminaries to go through, naturally. Names have to be taken down and documents checked, there must be allocation to a Squadron and a Flight—for the Aircrew Squadron is actually composed of three squadrons on the parade ground. There's a little speech by Sergeant Dent about how to behave at the R. C. A. F. Station, Trenton. Local regulations are explained and some idea given of the recreational facilities available here. There'll probably be a word or two about discipline—important at Canada's premier Station. Later, there's an address by Flying Officer Ruby on what KTS has for the "grounded" Airman. Many Airmen arrive with chips on their shoulders and a "What has the Air Force got for me?" attitude. This address of Flying Officer Ruby—himself grounded and sent to Trenton—changes that. It becomes "What have I got to offer the Air Force?" and that's the way it should be.

This done, the KTS recruit has to wait his turn for an interview with an Interviewing Officer. In the meantime there'll be a certain amount of drill, physical training, a few work details, a great deal of rest and organized recreation. He gets a bit settled down and rational—he's ready to talk business.



**MEDICAL OFFICERS**  
Left to right: F/L W. N. F. McKee, F/L G. D. Temple, F/L R. Livesey, F/L W. B. Mitchell, F/L A. G. Crisp.  
Seated: W/C H. D. Mitchell.



**TRADE TEST OFFICERS**

F/Lt. G. Gorrill & F/O W. Skelding

Graduating from the University of Toronto in 1925, he has been engaged in psychiatric work ever since. He joined the Canadian Army Medical Corps March 3rd, 1940, and the R. C. A. F. November 16th, that year. Wing Commander Mitchell came to KTS and Trenton May 10th, 1941, and re-organized its medical section.

Should the documents accompanying an Airman show that he has been grounded for medical reasons, or should he, himself, complain of medical disability, he is immediately referred to the proper specialist Officer for diagnosis and treatment. Immediate hospitalization may be ordered, an operation may be performed (subject to the Airman's consent), special tests and advice may be sought from other medical centres. If the disability can be removed then our eagle flies again.

There are other doctors at KTS to help the winged birdman. There's Flight Lieutenant William M. Mitchell, formerly of Toronto, graduate of its University, later of Collingwood. Another U. of T. graduate is Flight Lieutenant George Donaldson Temple, a Brantford boy. You may have met him at No. 1 Manning Depot in Toronto or the Recruiting Centre at North Bay. Flight Lieutenant Temple besides bringing his University training and practical experience to the rescue brings the knowledge he gained at the School of Aviation Medicine. Queen's University and Kingston have given us Flight Lieutenant "Bob" Livesey. He's a specialist in urology.

The trouble may be a matter of psychology or psychiatry, in which case there's a reference to Flight Lieutenant Alan Gow Crisp. Flight Lieutenant Crisp was born in Vancouver December 9th, 1909, and is a contribution to the war effort of the Universities of British Columbia and Toronto. He has had post-graduate work in Neurology and Psychiatry with the Queen's Square Hospital, the English Civil Service, the Commonwealth Fellowship and the Child Guidance Clinic, all of London, England. Since the war started he has been a police surgeon in battle-scarred London and returned to Christie Street Hospital at Toronto, Canada. There he was consulting Neurologist and Psychiatrist. He was called to the R. C. A. F. on Armistice Day, 1940, and has served at No. 1 Initial Training School, No. 31 Service Flying Training School, Kingston, No. 17 Elementary Flying Training School, Stanley, Nova Scotia, the R. C. A. F. Recruiting Centre at Toronto and now at KTS.

"Ceiling Zero" — the medical disability is incurable—or—it's not his health that holds him down. It may be any one of a hundred other reasons. What now?

Don't get downhearted. There's a long way to go yet and KTS has not one but many an ace in the hole—many a trump card to play—and win the game. Don't forget this. The main idea is to "keep 'em flying" and KTS never loses sight of that.

There may be a bit more of waiting around, there may

Before any action is taken there is a complete check of each man medically. Every man in KTS — or the R. C. A. F. for that matter — is an individual and treated as such. The newly arrived Airman has, first of all, a private interview with the head of the Medical Section of the Aircrew Squadron. This is Wing Commander Hugh Douglas Mitchell, who, though born at Victoria, B. C., on the second last day of 1898, has studied medicine and men across the continent.

be some more drill and P.T., there's sure to be some more time spent in waiting rooms and there might even be an odd additional Station detail; but eventually there's the friendly, sympathetic, understanding Interviewing Officer.

Chief over these and the Re-Selection Boards is Flying Officer Harry B. Hunter. You'll know him by his quiet, sincere attitude, his real interest in every problem whether it be the girl friend's defection or that " . . . . . " instructor. Being an Irishman, born in Castle Dawson, Northern Ireland, Flying Officer Hunter has a sense of humour too. That's invaluable in Interviewing Officers. He has been a teacher for 16 years, has a B. A. from the University of Manitoba, was principal of Winnipeg's Windsor School and a Director of the Manitoba Department of Education for three years. He came to the R. C. A. F. a year ago last January 15th with the idea of following personnel work. He pioneered in the re-mustering of grounded aircrew and has served at Brandon, and Air Force Headquarters. He has two hobbies—his own two boys, "Rip" and "Tear" and the boys of the Aircrew Squadron. He knows the score.

Flying Officer Hunter takes all the documents and looks them over. He sees the report of the instructor and the Record of Service. He looks over the answers given to a hundred and one questions already asked by Recruiting Officers. He sees the Medical History Sheet and the report of the original medical examination. He scans with particular care the report of the KTS Medical Officer. He talks to our would-be flier across the table—at ease—man to man. He looks for an angle, some way to get this man back flying again, if not as a pilot, as an observer, a wireless operator-air gunner or straight air gunner. You can give this man your confidence because he's like a big brother. He really WANTS to help, as everyone at KTS does, not so much for your sake as that of the Service, but partly for your sake too. He finds a lead.

Now he'll turn you over to one of the Interviewing Officers, possibly Flying Officer R. M. Howard, former personnel man for the big Bertram plant at Dundas, Ontario, and a veteran of the Royal Flying Corps and Royal Air Force. It might be Flying Officer John Calnek, an observer in the last Great War with the R. F. C. and R. A. F. He's from down in the Annapolis Valley but Flying Officer Calnek is really a western gentleman having squeezed a B. A. out of the University of Saskatchewan, made his home in Regina and taught school out there for several years. Everyone knows how Rotary Club members have an altruistic view of life and go around doing good turns for people, especially young people. Your Interviewing Officer may be a new arrival at KTS, Flying Officer P. C. McGuire, former president of the Belleville Rotary Club, and a native of nearby Stirling, Ontario.

Westdale Secondary School at Hamilton, Ontario, gave the head of its Economics Department to the R. C. A. F. for this all important job in the person of Flying Officer "Bert" (Continued on page 28)



**RE-SELECTION BOARD**

Left to right: F/Lt. H. B. Hunter, F/O A. W. Ruby, F/Lt. G. D. Temple, F/O L. S. Fraser. Seated, F/O D. S. Florence, D.F.C.



**EDUCATIONAL OFFICERS**

F/Lt. G. K. Wynn — F/O R. W. S. McEwen — F/O H. A. Doran.

# TRAINING SQUADRON K.T.S.

By Leading Aircraftman A.J.C. John

**W**HETHER Officers or AC.2's, fliers or ground-technicians, many Airmen are being served by the men who fill what are called the non-technical trades of the R.C.A.F. They drive the buses that bring new arrivals from the train to the Station; they are the Service Police who verify their entry at the main gate, clerks who take their names and allot them their new quarters, disciplinarians who direct them there. And while most of the men are asleep, the Security Guard and Firefighters watch over their safety and that of the Station. The next morning they meet the Physical Training Instructor for the first time.

It is the object of the Composite Training School's Training Squadron to insure a continual flow of ground personnel to staff these trades. The Squadron is part of the Joint Air Training Plan, and is comprised of eleven different types of training, with the necessary instructional and administrative staffs.

In the charge of the Squadron is Squadron Leader Howard Clements Spence, whose job it is to co-ordinate the work of these various sections. The Squadron Leader is an intensely practical man with a long record of Public Service in Western Canada where he lived until he joined the Air Force. However, to get him to talk about it is quite another matter. He received the usual line of questions with courteous attention, and then suggested with Spence-charm that we would be more profitably employed if instead of interviewing him we spent an hour looking for a local advertiser to fill this page.

We expressed our complete ignorance and dislike of such financial transactions, and urged him to talk about Trenton, for, when Spence joined the R.C.A.F. two years ago, it was here that he first reported. It is therefore logical to suppose that his recollections of the early days (minus of course, facts and figures) would enable us to produce a popular serial over an appreciable number of years. But these memoirs are, in the Squadron Leader's own words, "to be left unwritten until after the war."

A Civil Engineer from the University of Manitoba, Spence was Secretary of the Municipal and Public Utility Board for that Province. His technical training was a great advantage in his Civil Service career, but his activities began to diverge from the technical to the semi-legal and financial. He became Supervisor of the City of St. Boniface and of the suburban municipalities of Manitoba which were in financial difficulties.

So that when Spence first thought of joining the Air Force, he not only hoped it would mean a great change in his life, but also hoped he had seen the last of an office desk for a while. Now office desks are a tenacious and closely-bound "clan". You have only to be given a good report by one of its "members" to be sure of the entire "family's" good

will. If "they" become attached to you, "they" unfailingly do their very best to see that you are attached to "them." Like that other great family, the elephants, they never forget a face, and they always insist that your business is their concern. It is, therefore, not surprising that when Spence arrived at his first Station, he was promptly escorted to a desk at which he attended a course of lectures at the School of Administration. Incidentally, its first course.

Trenton was then a very cosy place. It was possible to know everybody by their nickname and still possess a normal-size memory. Today, the Squadron Leader confesses that he had even been known (when taking an evening stroll) to collide violently not with a person, but with a building, the existence of which he had never suspected. We suggested he might have kept track of the sudden expansion of this Station and avoided contacts of that nature, had he not left us for a few months in 1941. Upon completing the Administration Course, Spence, then a Flying Officer, was posted to the Air Armament School as Adjutant and moved with them to Mountain View in the spring of 1941. But he returned in September to become Officer Commanding of KTS Training Squadron.

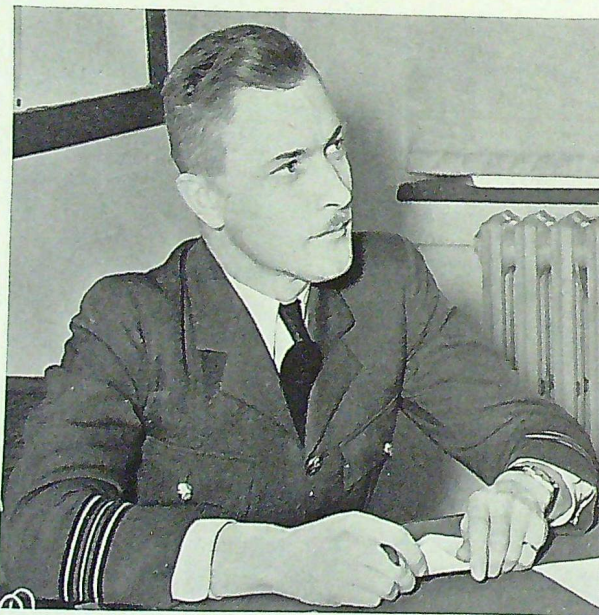
The Training Squadron had officially come into being on March 8, 1941 and F/O Spence, now a Flight Lieutenant, found it just getting into full swing.

Today it not only trains Airmen in nine different trades, but also Officers in Physical Training work and as Deputy Assistant Provost Marshals. The longest course (ten weeks) is that of Physical Training Instructor. We should perhaps say a few words about the oldest, the Motor Boat Crew Course. Its staff, though not at Trenton at present, is still attached to the Squadron. To trace the beginnings of the Motor Boat Crew, we have to look back five years to the peaceful days of 1937, when Chief Petty Officer Zanelli was in charge of training. He stayed with the Squadron until October, 1941, when expansion of the Royal Canadian Navy made his return to the Senior Service imperative.

Warrant Officer Donnelly then took over, adapting the training to the experience gained by the Air Force in the last two years. The course

lasts six weeks and includes visual signalling, crash-boat procedure, operation and maintenance of marine engines and first aid. The work tends to be routine for long periods, but suddenly there might be an emergency calling for all the alertness and initiative of the crew. In that respect the task of the Motor Boat Crew resembles that of the Firefighters and Service Police. Their motto, like that of the remainder of the Squadron, might well be: "To serve with modesty."

Under the leadership of Squadron Leader Spence, the Training Squadron has a notable past and an even brighter future.



SQUADRON LEADER H. C. SPENCE



F/O J. H. PASSMORE

room procedure in order to pass this strenuous one of ten weeks.

Parallel with the airmen's PTI's ten-week course is the five-week course for Physical Training Officers. Subjects taught include the theory of physical training, the organization of sports programmes and various other activities. Special attention is given to the requirements of the station to which the new P.T.O. may be posted.

Flying Officer J. H. Passmore, who is in charge of both the P.T.O.'s and P.T.I.'s has served as P. T. O. and Drill Officer at No. 2 Wireless School, Calgary, and No. 4 Training Command Headquarters. A native of Hamilton, Ont., he was educated at McMaster and Marquette Universities.

### CLERKS

To be successful on the Clerks' Course, the trainee requires a quick brain and nimble fingers. Divided into two classes, the graduates emerge as "Steno's" or "Generals." Stenographers must type at least 45 words per minute and take shorthand at the rate of 80 words per minute. Clerks General require only 35 words typing. Both are given lectures on Administration, Central Registry, Documentation of Airmen and Officers, compilation of D.R.O.'s, the finer points of Air Force Law and Orderly Room procedure are a few of the subjects, taught on this course.

Every five weeks a course of Airmen Clerks arrives at Trenton. Among them we find educational qualifications including degrees from all Canadian and many U.S. universities.

Few understand the Airmen better than Flying Officer I. H. O'Neil who supervises both courses. He joined the Air Force in 1924 as an AC.2 and spent ten years as an Airman.

His work has taken him to Vancouver, Winnipeg, Camp Borden, Rockcliffe and other R.C.A.F. Stations. Recently he was employed by D.A.P.S. on the reorganization of Orderly Rooms and General Registry in Canada. On receiving his commission in May, 1941, he became Adjutant of No. 15 E.F.T.S., was then posted to the Manning Depot, Toronto, and finally to Trenton. He is assisted by F/Sgt. A. Holley.



F/O I. H. O'NEIL

### P.T.I.

PHYSICAL Training is an essential part of Service routine. The aim of the modern P.T.I. is no longer that of building big muscles, but to exercise the whole system and to get mind and body working in greater cooperation.

Airmen learning to be instructors are required to know athletics, swimming, life-saving, physical anatomy, team games, drill, and orderly the course, which is a

### M.M.M.T.

INTERVIEWING Sgt. Major L. R. Cousins above the roar of engines, is just a little hard on the human eardrum. No wonder we hear so little about the M.T. section.

The M.M.M.T. School is to be found in a small wing of the main Administration Building. There, trainees learn the theory and practice of engine operations. In one room we find three engines for illustration purposes. In another we find students dismantling an engine under instruction, while in the third room Airmen are listening to a lecture on first-aid. Other subjects include drill, esprit de corps and P.T.

They graduate either as AC. 1's with a triple "M" and a

"T" after their name, Driver Transports, or Driver Transport Standard.

Now nearing its twentieth graduation, this course is conducted by jovial Sgt. Major Cousins who has been in the service for more than twelve years. In his spare time he operates the Station Moving Picture Theatres.

He is assisted by WO2 D. J. Ing. in operating the M.M.M.T. School.

### SECURITY GUARD

THE Security Guard Course is short and varied. Airmen are trained as shock troops to meet the first impact of local enemy action and give the Station personnel time to prepare. Lectures deal with Firefighting, Civil and Service Law, First-Aid and co-operation with the Service Police. Many hours are spent at rifle, revolver, and shot-gun practice. Instruction is also given in the use of various machine-guns, as well as in the detection of sabotage.

D.A. P.M. and S.G. courses are run by F/Lt. A. W.

Rogers. He served in France in the last war with the First Canadian Mounted Rifles, won the Military Medal on the Somme in 1916, and was awarded a commission in the Royal Welsh Yeomanry. Later he transferred to the Royal Flying Corps. Between wars he worked with the Bell Telephone Co. "Buck" joined the R..C.A.F. in August 1940, and upon arriving at Trenton was posted to K. T. S. Aircrew Squadron as Interviewing Officer. He has been in charge of these courses since July 1941.

He is assisted by F/O. G. C. Shedden, who served in the Kent Regiment until he joined the Air Force. Before that, he was in the North West Mounted Police and later a Special Agent to the Department of Labour. He served in France with the "Fort Garry Horse" and the R.F.C. during the last war.



WO2 L. R. COUSINS

## ADMINISTRATIVE OFFICER

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F/O A. B. Crawford is the Administrative Officer of K.T.S. Training Squadron. A highlander born in Golspie, Sutherlandshire, he was educated in Glasgow and came to live in Canada in 1930. His Scottish accent shows no sign of weakening and has earned him the name "Scottie" among fellow officers.

In January, 1942, he left the London Life Insurance Company, where he was Superintendent, to take a course at the School of Administration. He was then posted to this Squadron.

His hobbies are golf, badminton, fishing and still more fishing.



F/O G. C. SHEDDEN & F/L A. W. ROGERS.



WO1 G. E. BAILEY.

The modern Service Policeman is known today for his tact and courtesy. He is taught to be and really is the Airman's friend. The Service Police Trainee is also given revolver practice, King's Regulations and Air Force Law, drill and Orderly Room Procedure. Some of the trainees are veterans of the last war.

The course which is run by WO1 G. E. Bailey, lasts five weeks. The W.O., a man of action, is naturally a man of few words. He was engaged in farming until he joined the R.C.A.F. about twelve years ago. We congratulate him on his recent marriage. His hobbies are bridge, horseback riding, and, we assume, the detection of crime for there is an unmistakable touch of the sleuth about him. Yet he finds time to be a most popular man with his assistants and pupils. He is seconded by F/Sgt. F. H. Hough, Sgt. D. Metzger and Sgt. T. J. Miller.

## K.T.S. SERGEANT MAJOR

WHEN we first met WO2 W. R. Palmer he was a Corporal but it made no difference because "Corporal" Palmer then was every bit as much a disciplinarian as WO2 Palmer is now—and then some.

"Bill" Palmer is a "Down Homer," a New Brunswick boy from Newcastle. A "natural" for matters military, he joined the Non-Permanent, New Brunswick Rangers at Moncton, and by dint of hard work, among other things, eventually rose to the eminence of Quarter Master Sergeant. On the 26th of August, 1939, the Rangers were called up on Active Service and spent quite a bit of time mucking around in Atlantic fogs while they guarded the East Coast railways and bridges, etc.

It might have been those dank, dismal fogs or it might not, we don't know, but on the 25th of October, 1939, Quarter Master Sergeant Palmer became AC.2 Palmer, W. R. and went to No. 1 Manning Depot, Toronto, for fourteen months. As a Flight Sergeant Disciplinarian he occupied the position of Station Warrant Officer at Moncton's No. 8 Service Flying Training School until the middle of March 1941. The opening of a school for Disciplinarians at our own KTS brought him here at that time as Physical Training Instructor and also brought him a WO2 on the first of April of that year. For a Christmas present last year they made "Bill" Palmer Unit Warrant Officer of the Composite Training School, and any of these mornings you can hear his stentorian voice booming out commands to the day's malefactors as they parade before the Officer Commanding.



WO2 W. R. PALMER.

## SERVICE FIRE POLICE FIGHTERS

THE Service Police is mainly concerned with maintaining the good behavior of the air force personnel when off the Station. They patrol trains, railway stations, streets and other public places where they see to it that Airmen are properly behaved and dressed. As it takes but one Air-

man to give an entire Station a bad name, the S.P.'s position is one of great responsibility. One of these is the making of charges against an airman when he must be extremely careful and positive of his facts.



F/SGT. T. H. MATTHEWS.

IN wartime the Fire-fighter's job assumes much greater responsibilities than in peace time. To him an Aerodrome is nothing more than a place where the greatest number of inflammable materials have been accumulated. Too, he must fight the additional hazard of sabotage.

Yet the "fire-eaters", as they like to be called, only have a few weeks in which to become experts. Following the wisdom of the well-known adage, "An ounce of precaution" they are taught first to be technicians in fire-prevention. They are given lectures and practical experience in the handling of fire-fighting equipment, volatile liquids, ladder evolutions, crash tender operations and the usual routine Air Force lectures.

There are four instructors representing sixty-seven years of Fire-Fighting experience between them headed by F/Sgt. T. H. Matthews. A former member of the Toronto Fire Department, he actually wished to be a pilot, but was found too tall for the cockpit and is now constructing a plane of his own in his bedroom. His assistant is Sgt. C. W. Pollard, a proud westerner from the Regina Fire Department. Third in charge we find Cpl. C. A. Theberge, the "daddy" of the instructors, once Lieutenant in the Ottawa Fire Department, and finally there is Cpl. F. Wilson, gardener to the King and Queen at Balmoral until 1925. All four miss the presence of their former chief, Flying Officer W. McCallum, now stationed at Winnipeg and for whom they have great admiration.

## AIRCREW SERGEANT MAJOR

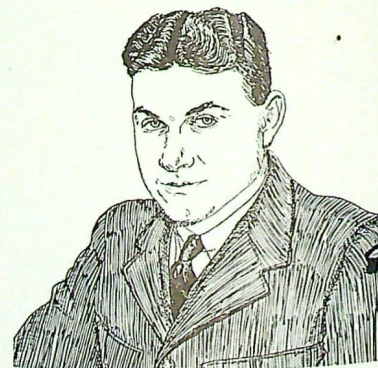
TO watch WO2 "Mike" Berenson and his assistants in full operation is a scene not to be missed.

The Disciplinarian's job is to keep track of the Airmen. He must know where every man is at every minute of the day, and be prepared to produce him at a moment's notice. In addition, there is discipline to be watched and enforced, parades must be held, dress and department supervised, records must be kept.

When an Airman is posted to the KTS Aircrew Squadron he first reports to Sergeant Dent at New Arrival Headquarters for a little talk on "How to Get along at KTS and Trenton." Flight Sergeant "Stan" Jones and No. 3 Squadron then take him over pending interviews and a hearing before the Re-selection Board. Should our erstwhile flier be remustered to a ground trade or decision on his case be deferred, he comes to Flight Sergeant Grant Cater, who looks after No. 2 Squadron. With them, he awaits final decision or posting. Flight Sergeant "Andy" Anderson and No. 1 Squadron claim him if he should be remustered back to flying duties. While under "Andy's" wing he gets ground instruction while he waits for his posting.

To Sergeant Bob Ross falls the duty of keeping track of all the Aircrew Squadron while Sergeant "Pete" Peterson is in charge of the "Joe's"—Airmen detailed to various Station duties. He directs them to their destinations—and their duties.

Keeping a watchful eye over all—being everything from father confessor to commander-in-chief of this hive of industry—stands the redoubtable Mike Berenson—Sergeant Major in name—Sergeant Major in deed.



WO2 M. BERENSON.

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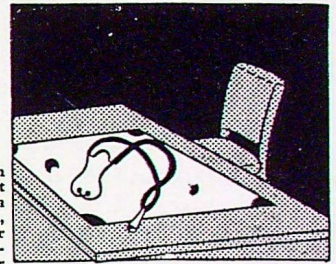
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FILMS



**B**EST wishes to **W/C G. P. Dunlop**, former O/C Central Flying School posted west . . . Welcome back "**Ricky**" . . . Greetings to **F/L A. A. Lampert**, new C.F.S. Admin. Officer, and assistant **P/O J. H. Wright** . . . Congrats to **J. W. Sargent**, "Contact" cartoonist on promotion to Corporal . . . Have a good time on leave, **Bill** . . . Signs of Spring, with Duty Watch picking up little bits of paper . . . Bows to **LAC. J. Connelly**, Headquarters, on birth of son at Hamilton . . . We saw the **G. C.** in Toronto this week-end enjoying a well-earned rest . . . Wedding bells echoed for **Cpl. R. Clemens** . . . **F/L Armstrong** hailed as new officer in charge of Airmen's Lounge . . . Handshakes to **P. Statia, C. M. Laidlaw, R. W. Chase, A. Holley, G. Cole** on boost to **F/Sgts.** . . . Welcome sign out for **N/S's Joyce and Campbell**, just arrived . . . First R.C.A.F. post for the latter . . . Wedding Bells for **P/O C. M. Hay** and **AC.1 W. F. Tripp** . . . Visited our Admin. Officer, **S/L Atkinson** on leave (off and on) at home . . . Cheer **F/L H. W. Reed** on recent promotion from Flying Officer . . . Also **F/L's W. H. Harper** and **M. S. Dillingham** for same reason . . . Cigars from **Sgt. Chase** on new arrival his home. Boy! . . . Did you hear **N/S Montgomery** is out on R.C.A.F., (W.D.) recruiting . . . Congratulations to **F/Sgt. Simmons** named Contact's secretary-treasurer . . . **F/L V. S. Houston** has been named O/C "F" Flight . . . Did you know **F/O Gordon Cooper**, Administration School, is Rhodes Scholar . . . Take a bow **F/L Nunn** as new President of Officer's Mess Committee . . . Whatabreak for **F/L Harris** now Secretary of above committee . . . Congratulate **Sgt. Marcel Lepellee** — and Mrs. Lepellee on birth of sixth girl . . . Handshakes for **WO2 E. Simbalist** on promotion from Flight Sergeant . . . And to **WO2 J. H. C. Bowen**, same thing . . . Backpats for **F/L B. W. King** named Chief Technical Officer . . . Handshakes to **AC.1 T. C. Burrows** and **R. B. Stinson** on marriages . . . Congratulations to **W/C F. C. Carling-Kelly**, new C.F.S.-O/C . . . Also to **N/S Lamont** now in charge of our nurses . . . A toast to **J. F. Pierce** leaving **F/O's** for Flight Lieuts. . . Fill up once more for **F/L's G. C. Cooke** and **M. L. Giles** for same reason . . . It's a junior at **AC2 G. H. Gebbie's** home . . . and a girl at **AC2 W. G. Evans'** . . . We just heard that **W. J. Lancaster** is now a **F/Lieut.** . . . No. 1 Visiting Flight is back, cheers to **S/L A. A. J. Shelfoon**, **F/L's R. Bannock, W. J. Wood, J. M. Stroud, L. E. Logan** . . . Cheers for **F/L G. I. Wonnacott** new O/C "E" Flight . . . Congratulations to a new Wing Commander, **D. J. R. Cairns**, new O/C Administration School . . . Confetti recently sprinkled on **Sgt. M. A. Taverner** and bride . . . Nicegoings to **F/L B. A. Casey**, now an examining officer . . . Thumbs up to **S/L J. C. Mirabelli**, new O/C No. 1 Squadron . . . Also to **F/L D. G. C. Chown**, new O/C "H" Flight . . . Congratulations to **P/O W. L. Marr**, its a boy . . . Hand-shakes for **F/L G. L. Ingram** named O/C No. 2 Squadron — (where's his Adjutant?) . . . Just heard No. 2 Visiting Flight is back: **S/L W. M. Foster** posted to H.Q., **F/L D. M. Gillespie** "H" Flight, **F/L G. A. Blunden** "D" Flight, **F/L G. K. Preston** "E" Flight, **F/O W. J. Harper** "A" Flight . . . We noticed a little party in the Sergeants' Mess the other noon — occasion — **F/Sgt. "Bus" Tyre's** leaving for Moncton — the convivial farewellists — **Sgts. E. T. Crossley**, of No. 1. I.T.S., Toronto, **Chapman** (Accounts Section), **Steeves** and **Mikkelsen** of C.F.S., **Flight Sergeant Smith** of the same along with **George Cole** and **Flight Sergeant Finkelstein** — remember "**Fink**", **Sergeants Kemp** and **Rogers** of C.F.S., completed the picture. Ad-journed for lunch and the 12.55 . . . St. Patrick's night we dropped in at Supper Dance Party given by N.C.O.'s . . . Good food (By **Chief Cook Hugh Ormand**), good dance-band (**F/Sgt. McGuirl's**), good chaps . . . Noticed **Sgt. Wigney** (H.Q.) **WO2 Ing.**, (K.T.S.), **F/Sgt. La Flamme**, (C.F.S.) having a wonderful time . . . Enjoying "**Chicken a la King**" were **WO2 Harper**, **F/Sgt. A. Holley** and **WO1 Turland** . . . Smacks of the lips from **WO2 J. Silver** . . . also ate Petits Fours: **WO1 E. A. Kahala**, **F/Sgts. Lowry**, (H.Q.) and **C. Chapman** . . . incidentally **Sgt. S. Fraileigh** got his "hooks", had first meal and went to first Dance in Sergeants' Mess on same day . . . "Cutting a Rug" were **F/Sgts. G. Druce** and **J. Cobain** . . . also there **Sgts. W. F. Fowler** and **Saddlemyre** . . . **F/O W. N. Hoyer** returned to see old friends in Sergeants' Mess.



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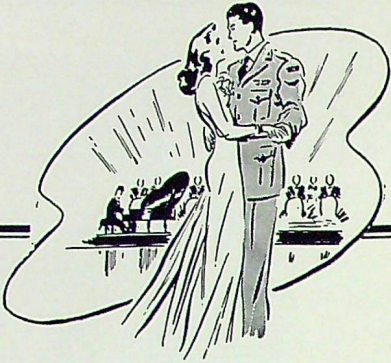
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## HOCKEY

Flying Officer L. W. Hook's inter-unit hockey league got under way in late January and went great guns until the ice gave out last week. Old man weather apparently hasn't too much respect for our programmes and the lack of artificial ice in either of the two nearby towns is going to deprive us of finding out who really is the champion of this collection of players of one of Canada's leading sports.

Warrant Officer Legris' Headquarters gang wound up in first place, having gained for themselves, a total of 11 points, 5 games won, 1 lost, and 1 tied. In second place, Central Flying School has the record of two teams tied for the second rung position. Nos. 1 and 2 Maintenance Squadron teams have 5 wins and two losses apiece for ten points each. The staff team from Composite Training School is in the "show" position, with 7 points for 3 won, 1 lost, and 1 tied. K.T.S. teams of No. 1 and No. 2 Training Squadron, and C.F.S. Workshops bring up the remainder of the entries with last but by no means last, our own tried and true Motor Transport Section, who although beaten seven times in as many starts have always proved to be very much the aggressor type and have more than made it worth their opponents while to emerge the victor.

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### "A PRICE ON ITS HEAD"

"Contact" Magazine comes to you this month for the first time with a price mark. This was found necessary because of its own popularity. Hereafter, all personnel at Trenton will receive one free copy. Those desiring additional copies may purchase them in the Canteens, Officers' Mess, and at Room 136, Administration building. If you are leaving us, keep posted by having "Contact" follow you each month. Subscription price—\$1.00 per year.

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# SPORTS ROUND-UP

## BASKETBALL

## BOXING

TRENTON'S R.C.A.F. Basketball Team has engaged in 24 games since organizing in the latter part of November. Although defeated in the first game with No. 5 Initial Training School, R.C.A.F. Belleville, our boys thereafter got started on a winning streak that has carried them through to the Ontario Finals. With the solitary exception of one close-fought engagement with the powerful Western Ontario University Team of London, the Casemans piled up the imposing record of twenty straight wins against all competition. Teams defeated, in the order played, are as follows:

December: Mountain View RCAF.—Queen's University.—Peterborough Outboard Marines.—Queen's University.—Albert College.—Royal Air Force, Picton.—West End "Y" Seniors, Toronto.—Central "Y" Seniors, Toronto.

January: No. 6 Repair Depot, RCAF Trenton.—No. 5 Initial Training School RCAF.—Tip Top's, Toronto.—Kodaks, Toronto.—Mountain View, RCAF.—No. 5 Initial Training School RCAF.—Albert College.

February: No. 6 Repair Depot, RCAF, Trenton.—Royal Canadian Navy, Toronto.—No. 1 Initial Training School, Toronto.—Peterborough Outboard Marines.—No. 6 Initial Training School.—All Stars, RCAF, Toronto.

The personnel of the team has changed considerably since it was organized, starting the season with LAC Alex. Breathe and Sergeant "Butch" Freedman on defence, AC. 2 Doug. White, a smooth working centre, and Sergeant-Pilot Jack Muir and the versatile Flt/Lieut. Brian Casey holding down the forward positions. In January, both White and Muir were posted, but their places were well filled by AC2. "Pat" Flynn of last year's Canadian title holders, University of British Columbia "Thunderbirds," and regarded the outstanding centreman in Canadian basketball, Ken Bundy of last year's Toronto Simpson Grads, Bill Brims and Al. Simm, two smoothies from the coast. The biggest blow to the team was the posting of LAC. Alex. Breathe overseas in the middle of February, and the loss of the well-known and popular "Stumpy" was a severe one. Flying Officer Archie Green, formerly of Belleville I.T.S. and now at Trenton and a former star of the famous Windsor Alumni, has strengthened the team to a great extent.

The team has scored a total of 926 points as against 566 for all other teams played. This is an average of 40.2 as against 24.6 per game.

The Globe and Mail, Toronto, March 15th., 1942 says, "Sparked by big Pat Flynn, Trenton R.C.A.F. Fliers blasted Tip Tops from the Ontario Senior Basketball picture Saturday night at No. 6 I.T.S. gymnasium, handing the Toppers, classy Toronto champions, a decisive 49-28 beating and took this final round by a 74-58 count. They meet Windsor Alumni for the Ontario Title.

Trenton's Ace's have been entered in the play-downs for the Canadian Senior Title and have been established by the experts as prime favourites to win the highest honour in Canadian Basketball, "The Championship".

THE crowd viewing the boxing show in the Sports Hangar on the night of November 26th, 1941, were there for various reasons. Some because they were broke and had nowhere else to go; others who were curious because they had never seen a boxing show; those agnostics who went only to see how bad it would be, and last but not least, those who would rather swap leather than eat.

It is sufficient to say that by the time the bell had rung "finis" on the last of the nine boxing and wrestling bouts, poverty, curiosity and agnosticism had merged into one unanimous opinion, that it was as fine a boxing and wrestling card as anyone could wish to see anywhere.

Since that night, under the able direction of F/O "Tiny" Davis, two more evenings of the noble art have been presented. The second was held January 14th, 1942, while the third took place before a capacity audience of some 200, which included many of the Khaki clad force, on February 19th, 1942.

These station boxing shows have a twofold purpose. First, to provide clean vigorous exercise through which a man can learn the fundamentals of this noble art, and second to entertain the entire station.

At least three times a week, boxing lessons are given to anyone interested, by Cpl. Tom Sullivan, an old hand at the game and an able instructor. Watch D.R.O.'s for the place and time.

These evenings of entertainment just don't happen. They are the result of days of preparation with only one thing in mind—your pleasure—so keep your eyes open for the next boxing show.

PRESENTING 10453, CPL. HUBERT (HUB) SMITH

At the ripe age of seven, Hub and his twin brother, the two then known as the "Cough Drop Twins," made their debut in the world of fisticuffs. That was 'way back in '27. Now, in 1942, Hub is twenty-three and a veteran in professional ringcraft. Through the years, from the "Cough Drops" first appearance until the Olympic finals in '36, Hub had a total of 127 amateur bouts, losing only thirteen and losing in the 'Pic finals to none other than Bill Marquart, now ranked as one of the best lightweights in the world.

In '37, Hub turned pro and signed a contract with Johnny Connolly of New York, whose stable has produced such boxers as Jimmy Webb. After two years with Connolly, barnstorming in the southern States, Hub fought forty-three professional bouts, losing only four.


Then came the war and Hub enlisted in the R.C.A.F. Aside from doing his part in the M.M.M.T. Section, R.C.A.F. Station, Trenton, Hub has had fifteen bouts losing only one to Andy Andrews, former lightweight champion of London, England.



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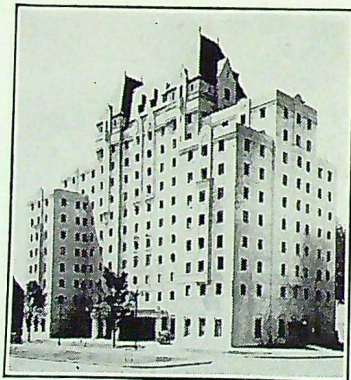
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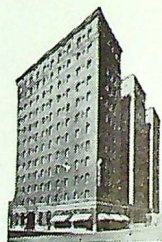
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# STATION THEATRES

## THEATRE "A"

April 2nd, 3rd.  
**ALL THAT MONEY CAN BUY**  
 Edward Arnold, Walter Huston, Ann Shirley.

April 6th, 7th.  
**SEA WOLF**  
 Edward G. Robinson, Ida Lupino, John Garfield.

April 9th, 10th.  
**SERGEANT YORK**  
 Garry Cooper (Acadamey Award), Joan Leslie.

April 13th, 14th.  
**INTERNATIONAL SQUADRON**  
 Ronald Regan, Joan Perry, Olympe Bradna.

April 16th, 17th.  
**SON OF THE NAVY**  
 Jean Parker, James Dunn  
**DRUMS OF THE DESERT**  
 Ralph Bird, Lorna Grey.

April 20th, 21st.  
**SAN FRANCISCO**  
 Clarke Gable, Spencer Tracy, Jeanette McDonald.

April 23rd, 24th.  
**MILLION DOLLAR BABY**  
 Priscilla Lane, Jeffrey Lynn.

April 27th, 28th.  
**WATERLOO BRIDGE**  
 Robert Taylor, Vivian Leigh.

April 30th, May 1st.  
**HELL BELOW**  
 Robert Montgomery, Walter Huston.

## THEATRE "B"

April 1st, 2nd.  
**REMEMBER THE DAY**  
 Claudette Colbert, John Payne.

April 3rd, 4th.  
**THEY DIED WITH THEIR BOOTS ON**  
 Errol Flynn, Olivia de Havilland.

April 5th, 6th, 7th.  
**BAHAMA PASSAGE**  
 Madeline Carrol, Stirling Hayden.

April 8th, 9th.  
**FATHER TAKES A WIFE**  
 Adolph Menjou, Gloria Swanson.

April 10th, 11th.  
**SON OF FURY**  
 Tyrone Power, Gene Tierney, Frances Farmer.

April 12th, 13th, 14th.  
**LOUISIANA PURCHASE**  
 Bob Hope, Zorina, Victor Moore.

April 15th, 16th.  
**SONG OF THE ISLANDS**  
 Betty Grable and Victor Mature.

April 17th, 18th.  
**PARACHUTE BATTALION**  
 Robert Preston, Nancy Kelly.

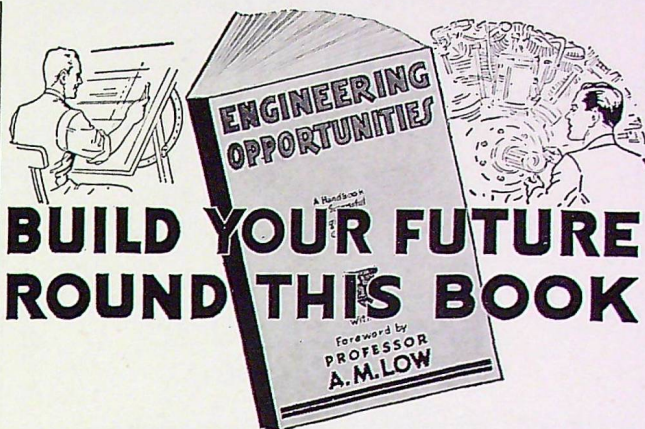
April 19th, 20th, 21st.  
**LOOK WHO'S LAUGHING**  
 Fibber McGee and Molly, Charlie McCarthy.

April 22nd, 23rd.  
**SKY PATROL**  
 John Trent, Martha Reynolds.  
**THAT GANG OF MINE**  
 East Side Kids.

April 24th, 25th.  
**ANDY HARDY MEETS A DEB.**  
 Mickey Rooney, Judy Garland.

April 26th, 27th, 28th.  
**DUMBO**  
 Walt Disney.

April 29th, 30th.  
**FOUR MOTHERS**  
 Lane Sisters, Jeffrey Lynn.



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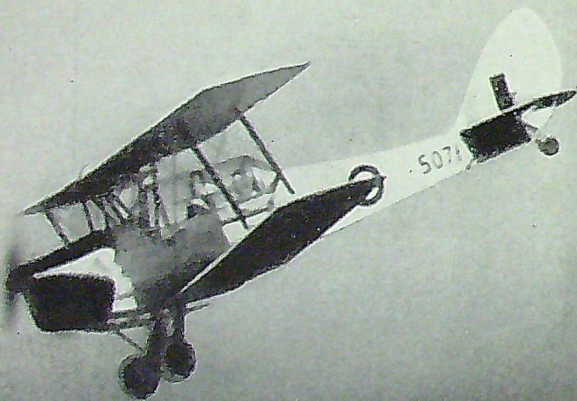
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(Continued from page 11)

Lillie. He's a Torontonion and a B.A., M.A., from McMaster. After his appointment to the R.C.A.F. March 28th, 1941, he took a Link Trainer course at No. 1 Initial Training School, followed this with the School of Administration Course at Trenton, and spent July and August of last year with the Royal Air Force at such delightful spots as Jacksonville, Pensacola, Dallas and Phoenix, travelling over twenty thousand miles.

Another Interviewing Officer who has been around is Flying Officer Valentine M. Coles Webb. The "Valentine" is because he was born on St. Valentine's day in 1900. Someday we've promised ourselves to write a real story on Coles-Webb because he has a real one. Can you imagine enlisting one day and leaving for overseas the next? Coles-Webb did in February, 1915. He was with the Canadian Field Artillery. Three months later he was in France and, with the exception of three short leaves, he stayed in France until after the Armistice. He was demobilized in England. The wanderlust got him then. He raised sheep in Queensland during the three-year drought, he was an accountant in Rhodesia. He holds Royal Aero Club ticket No. 1954. He was head of an insurance investigation and claims office in Montreal. Now he's in the Air Force.

For final mention there's Flying Officer "Doug." Woolley from Simcoe, Ontario. Doug. was a banker and he's known through most of the towns of Southern Ontario, having worked in them. Since he came with us last August 8th he has been at No. 11 Service Flying Training School, Yorkton, Saskatchewan, Course No. 29 of the School of Administration and since he completed that at the Aircrew Squadron of KTS.

All the vast experience of these men, in business, in flying, in training, in the Service, is there and is used to one end—to "keep 'em flying".

If our man is tired, nerves a little shaky—losing his grip a bit—the Interviewing Officer can give him a week's leave. His mathematics may have been weak—coaching by an expert can be arranged for. Navigation may have floored him—there's an expert for that too—and when we say "coaching" we mean coaching—individual instruction. The main thing is that KTS has things to give, wants to give them. Does the trainee want to take them—and make use of them—that's important. If a man is really determined to give his best to the Service, if he really wants to fly, if there's a way to do it, the Interviewing Officer will find it and open it up to him. That's his job and he's trained to do it—he WANTS to do it. That's KTS.

It may be of interest to know just who does this coaching. These coaches are specialist officers, each an expert in his own line. There's Flying Officer "Bob" McEwen from Ailsa Craig, Ontario, with a B.A. from Western. He taught math' in Trenton High School, joining the R.C.A.F. February 15th, 1941. He coaches Math at Trenton still but this time at the Air Station. If our chum is weak in navigation, Flying Officer Gordon Wynn will help him out. He has a B.Sc. from the University of Alberta dated 15-5-36. He lined up with us back on September 23rd, 1940, as a Navigation Instructor. When the Air Navigation School was here, Flying Officer Wynn was with it. He followed A.N.S. to Rivers, Manitoba, and later stopped at No. 5 Air Observers' School, Winnipeg. KTS got him just a few days ago, March 9th, this year.

Back at the beginning of this story there was mention of Airmen being winged because "the girl friend didn't write". Some one of these days we'd like to write something about the part that wives and sweethearts have to play in keeping them flying. To them belongs the job of keeping spirits and morale high not only for Airmen but for Soldiers and Sailors as well. Someday, as we say, we'll pay tribute to the Service wives and sweethearts who keep the home fires burning.

But sometimes there's trouble at home—all is not the way we'd like it. Someone is sick, someone's letters are growing infrequent and cool, domestic difficulties or financial worries come like a cloudy mass across the Pilot's eyes. His mind wanders just a trifle—there's a faulty landing—and a twisted mass of metal where once the shining airscrew spun—KTS.

You might feel a bit diffident about confiding your troubles to the Padre and you may hate to admit that such a thing as a balky girl friend could bring you down, but if you are—get over it. To begin with you'll warm to Padre Gower and before you know it you've got it off your chest and you're starting to feel better already. But usually that's not enough; something may have to be done about it and the Padre usually does it. He listens carefully, he

(Continued on page 30)



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(Continued from page 28)

suggests, he advises and where necessary he acts. The effect is like the clean, strong wind that follows the thunderstorm, chasing the clouds away.

Honorary Flight Lieutenant Godfrey Philip Gower is just forty-three years old and looks about thirty. He came to Canada in 1925 after being educated as an Engineer at the Imperial College of Science and Technology of the University of London. He found himself out in Alberta and took a course in the Agricultural School at Vermilion. He farmed then on the Dominion Experimental Farm, fourteen miles beyond the end of steel at Beaver Lodge in the Peace River District. It was Bishop Henry Allen Gray of Edmonton who pointed out the pathway for him that led to St. John's College, Winnipeg, for Theology and a Bachelor of Arts. That's a five-year course, but Padre Gower did it in three. In July 1941, Air Force Headquarters started him on the way to Trenton and the Aircrew Squadron.

If you're Roman Catholic, there's a friendly priest to help you in the same way. Just as Padre Gower stands ever ready to be your friend in need, so does Honorary Flight Lieutenant, the Reverend Father J.M.R.W. Michaud. Father Michaud comes from Montreal, but early in life went to Rigaud, Quebec, and earned a B.A. at Bourget College. His theological training was received at Joliette, Quebec, and he was ordained there. He taught then at Bourget College and later was spiritual director of the new seminary of the Clerics of St. Viator at Gaspé. He was appointed to the Air Force last October and before coming to KTS did a bit of good work for the cause at St. Thomas.

Well, young fellow, the great day has come. You're feeling rested, fit as a fiddle and right on the bit. Your math, navigation or armament have been brushed up until they sparkle. The overcast has rolled away, the Harvards over at Central Flying School are sending out a tempting roar—and you're up before the Re-selection Board.

Surprise! This is no august tribunal, blackgowned and awesome. There's no fuss or furbelow or blowing of trumpets. You simply walk into a small room to meet three or four friendly fellows, talk things over in a nice, quiet way and eventually reach a decision with them as to what is the best thing to do.

You'll probably meet Flying Officer A.W. Ruby, himself a grounded pilot and a product of KTS. He's from down London way. You'll get a warm smile from Flying Officer "Les" Fraser of Ottawa, who has been around a bit himself having worked in a lumber camp up in Temiskaming, as a chief chemist, as manager of a brokerage house and as an insurance broker at Ottawa. If you're R.A.F. you'll find Flight Lieutenant F.S. Isaacs of the R.A.F. Volunteer Reserve, there to see you through. You'll find a veteran of this war, too, a man who knows just what it takes to fly over Germany—a man who has been there and seen things—and won the Distinguished Flying Cross. That will be Flying Officer David Stewart Florence, an Edmonton boy who made good.

These figures are approximate but pretty close. Two percent of the Aircrew squadron become pilots, fifty per cent go back as Observers, Wireless Operator-Air Gunners, or straight Air Gunners; thirty per cent are remustered to ground trades and the rest go home.

Everyone can't fly an airplane. Everyone can't play a zither, either. Look in and see Flight Lieutenant George Gorrill, who was a second lieutenant in the R.F.C. and has worked his way up from AC.2 in the R.C.A.F. You'll find with him, Flying Officer "Bill" Skelding, another former AC.2. These chaps are Engineer Officers and their job is to fit you into a ground trade, if flying is definitely out as far as you're concerned. Theirs' is another story we've promised ourselves to write some day. We couldn't begin to do it justice here.

But always remember this—it's no disgrace to be grounded—we're grounded ourselves.

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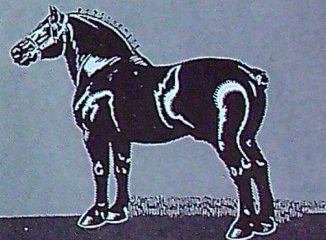
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