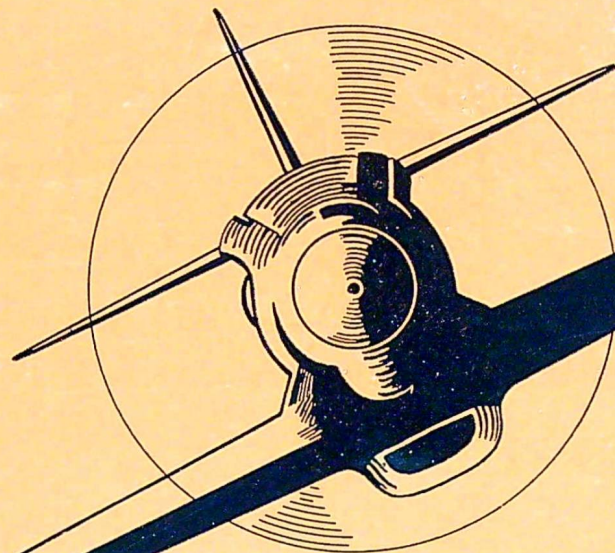




R.C.A.F. STATION, TRENTON, ONTARIO

FEATURING:  
Headquarters  
(Part I)



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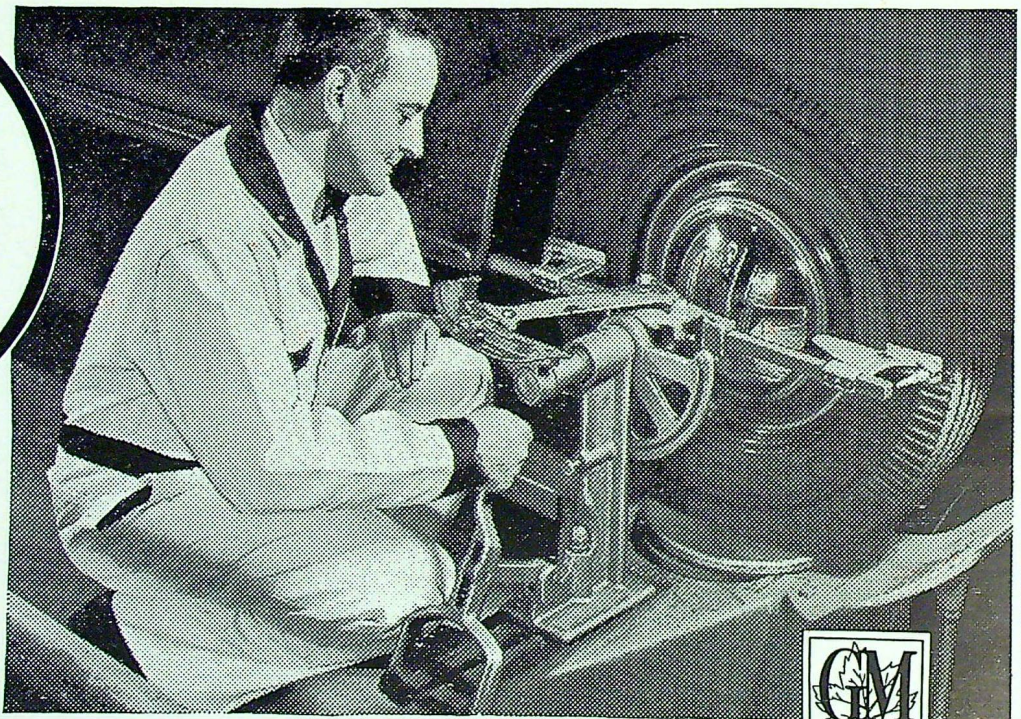
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GROUP CAPTAIN F. S. MCGILL

COMMANDING OFFICER

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

# CONTACT

TRENTON

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Vol. I

Gardenvale, P. Q.

NO. 4

**I**F PAST history is any indication of what may be expected of the future, Trenton can expect great things of its new Commanding Officer. A virile figure, Group Captain Frank Scholes McGill has lived the life of a Merriwell, a Tom Swift and an Alger hero rolled into one. Industrialist, Soldier, Pioneer of Naval Aviation, Sportsman and Troubleshooter, his life is neither a book-length novel, nor a Sunday paper serial. It is an omnibus of activity in every form of worthwhile endeavour that reads like a collection of short, short stories. Each in turn displays another and more interesting side to his character until the eyes of the reader open with amazement and one begins to wonder how any man could cram into a few short years the remarkable series of accomplishments that he has.

Forty-eight years ago the 20th of June, Frank McGill got started in life by emitting a loud war whoop that startled the doctors and nurses who attended his arrival. From his adolescent days until to-day, he has poured his seemingly inexhaustible energies into Aviation and Sport to a degree equalled by few—and at the same time worked his way up from office clerk to become Secretary-Director of the Dominion Oilcloth and Lino-leum Company, Ltd.

As a youth, he followed the exploits of the early birds, Farman, Curtiss, Wright, Bleriot and the rest with avid interest. Graduating from the Commerce Course at McGill, he lost no time in getting himself started with the Royal Naval Air Service, then in its infancy. Frank McGill knew all about the R.N.A.S., but he was one of few. He journeyed to Ottawa and badgered Canada's Admiral Kingsmill into cabling England for information. The reply was favourable—providing McGill could learn to fly and get an Aero Club License. He did just that. Frank Burnside of the Thomas School of Flying, Ithaca, N.Y. (one of the early barnstormers), taught him the rudiments and got him License No. 30 for Float Planes from the Aero Club of America.

He found his way to London and the front door of the Admiralty and was welcomed. Then started a career in aviation that has brought him to Trenton to-day.

There's very little space here to tell of the last war

exploits of Lieutenant Frank McGill. They concern learning to fly at Calshot in single-control Short Seaplanes. Your first handling of the controls was practically a solo flight. They had seaplane carriers in those days—slightly different from to-day. Aircraft and men were lowered over the side by cranes, mapped their courses and took off on raids from the water. Many a daring raid over Germany was made from the carrier, H.M.S. "Vindex", on which McGill later served.

Over the Thames Estuary, the Chief Flying Officer took Frank for a flip that ended up in a vertical spin from one thousand feet and a dive into shallow water over the mud flats. McGill found himself up to his neck in water and the CFO floating away. He reached for him with his right arm but nothing happened—bones shattered. Tucking his right hand into his jacket opening, he did the necessary with the other and waited with the unconscious Officer for the Crash Boats. To the Motor Boat Crewmen, no one could possibly have survived that wreck, so there was no hurry—time out for Chatham Naval Hospital.

Lying there, waiting for his bones to knit, the resourceful Lieutenant proved himself a man of vision. Some one of these days we'll reprint a letter that he wrote from

Chatham to a certain Member of the Canadian Parliament. In it he set forth detailed recommendations for the formation of a vast Canadian Air Force, and when you read it you'll see how a man with a broken arm, lying in a hospital bed, away back in 1915, envisioned the British Commonwealth Air Training Plan of 1939 in all its wide ramifications.

Navigation school followed with recovery, then the Naval Gunners' School at Whale Island. Talk about discipline at Trenton, this chapter might well be skipped. Everything on the double from Reveille to Last Post, strict attention to Mess Department and all that goes with that.

After a short period with the famous Dover Patrol, he was posted to Felixstowe and the twin-engined Flying Boats. He flew Americas on the North Sea Patrol and instructed between operational flights. He was made second in command of the First Mobile Squadron—"mobile" because it had no base hangars—tying up for the night at a regular mooring

Continued on page 20



## Station Adjutant

**T**O the Old Guard, Squadron Leader Alan Kinzie Aspden is as much a Trenton landmark as the beacon light. Just as the returning forty-eighter warms to the sight of the good old flasher, so the returning Officer warms to the sight of the tall, friendly Squadron Leader when he reports for duty.

Although born in Chicago, Illinois, January 28th, 1897, the Squadron Leader is not an American. He was born of Canadian parents, his father being a bank manager. When quite young, Alan Aspden moved with his family to London, England, where his father became manager of the Canadian Bank of Commerce and Alan attended the Ealing Grammar School. The bank brought the senior Aspden back to the foreign department of its Toronto office and young Alan went to St. Andrews College. In 1917, he graduated from St. Andrews right into the 127th Battalion, which went to England and, later, France, arriving there on September 16th of that year.

To the dismay of the erstwhile infantrymen, the 127th was converted into the Canadian Railway Troop and spent its time picking up and laying down untold miles of narrow gauge rail lines. Private Aspden then got busy and asked for a transfer into the Royal Naval Air Service, having always had a yen for things aeronautical and mechanical. Waiting for this, Diphtheria caught up with him and transferred him to the King George Hospital at London, England. It left him pretty well knocked about, from all accounts, for they invalidated him home to the old Toronto Military Hospital on College Street and from there into private life. That was in December, 1917.

He then made his first real contact with aviation for he became an A.I.D. Inspector at Canadian Aeroplanes, Ltd., out Dufferin Street. They were building Curtiss Flying Jennies for the Department of Munitions and Supply at that time. Just a few months back home and Alan Aspden had the Diphtheria licked. This done, he waded right in again, this time with the First Canadian Tank Battalion. With them, he got as far as Bovington Camp in Dorsetshire, England, where the Armistice found him.

Arriving back in Toronto, he followed the Aspden fortunes down to New York City, where his father had been transferred. There, Mr. Aspden worked for the Discount Corporation of New York from 1919 to 1925. From then until 1928, he worked in the New York, Toronto and Ottawa Offices of E. A. Pierce and Co. Ltd., Investment Brokers; from

Continued on page 24

## Assistant Adjutant

**T**HERE'S a salty tang of the sea about this first of the two Headquarters issues. Previously we have written the chronicle of Group Captain McGill and the Royal Naval Air Service. We came close to it again with mention of Squadron Leader Aspden's efforts to switch over from the Canadian Railway Troop to the same R.N.A.S. Now we concern ourselves with Flight Lieutenant "Jack" Plowright, all of whose life, prior to his latest adventure with the R.C.A.F. has been spent in some relation or other with the briny deep.

It began in Liverpool, from whence the Plowrights moved to Wallasley, England. Here young Jack received his early education. He added to this by terms at Grammar School in Northampton and at college in Liverpool.

In 1924, he began his real education, which consisted of travel by the catch-as-catch-can route. He found his way to Canada and the United States, eventually landing in Detroit where he met up with a kindred soul. The two of them journeyed their way by Ford, Model "T", to Mobile, Alabama and thence to Houston, Texas. Here they signed up as seamen with the good ship "City of Weatherford" and made three return trips to Hamburg, Germany. In the summer of 1925, Jack Plowright sailed the Great Lakes from Ashtabula, Ohio to Port Burwell, Ontario. He spent the winter in New York City. The lakes called again in the summer of the following year, but in winter the call of home was stronger. He worked his passage back to England. 1927 found him back on the Great Lakes, sailing down to the British West Indies and at Christmas time he even *paid* for a passage—home in time for the turkey.

You can't go on like this forever, however, and in 1928, Jack Plowright caught the "Franconia" and came out to New York. There he opened an agency for the booking of steamship travel. This venture proved successful and he remained with it until the clouds of war obscured the eastern horizon. In 1940, he made his way to Canada and the Royal Canadian Air Force. He completed the Administration Course at Trenton to everyone's satisfaction and became an Assistant Administrative Officer attached to Station Head-

Continued on page 24



## Station Legal Officer

WHY is a Station Legal Officer? We'll admit that the question occurred to quite a few of us immediately following the appointment of then Flying Officer Samuel Factor, K.C., M.P. to that post, hitherto unfilled at Trenton. We were reminded of the two patriots who journeyed in from the back concessions to enlist when news that there was a war on permeated the rural fastnesses of their abode. Applying to the Recruiting Officer, they were asked if they were Motor Mechanics, Welders, Stenographers, Accountants, Drivers, Wireless Operators, Radio Mechanics, or What-have-you. They were none of these, of course, being plain, dirt farmers. There followed one of those painful, blank pauses while all concerned endeavoured to size the situation up. At last, one of the ruritans vouchsafed a question, "Don't you want any *Soldiers?*"

So, "Why is a Station Legal Officer?" He prepares summaries of evidence for Courts-Martial. He assists in preparation and checking as to the form of Courts, Boards and Investigating Officers' Reports. He assists in preparations for trial by Courts Martial. He handles legal matters and gives legal advice to the Commanding Officer and the Officers Commanding the Station Units. He is good enough to advise Service men on matters pertaining to Civil Law. He checks all Charge Sheets as to the validity of the charges, awards of punishments, etc. He makes Monthly Reports as to Flying Accidents, looks after election routine, leases, contracts, agreements and local rentals.

Quite a busy fellow. Flight Lieutenant Samuel Factor is just that. He was born to excitement, and it wasn't long after he graduated from Jarvis Collegiate in Toronto that he was engaged in a war of words, for he became election manager for the late T. C. Robinette, K.C., Liberal candidate for the Federal House during the stormy days of 1911 and the Reciprocity Treaty. An odd thing about this being election manager for a Liberal candidate in Tory Toronto was that Robinette opposed the late Edmund Bristol, K.C., Conservative candidate, and when Sam Factor decided to study Law he became articulated to the same Edmund Bristol.

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## D. A. P. M.

"RETICENT" is the word for our D.A.P.M. (Deputy Assistant Provost Marshal), recently come to Trenton. We suspect that Flight Lieutenant W. H. Boyd, the new incumbent, has questioned too many other people during his twenty-one years police experience to fall very easily before any barrage of interrogation that we might put up.

After three assaults, he broke down enough to admit that he was born on the 28th inst., but in the year 1898. He belonged to the Royal North West Mounted Police at the beginning of the Great War of 1914-1918, but resigned therefrom to become a pilot with the Royal Flying Corps. He instructed for a short time at nearby Deseronto. A graduation certificate from the Military Wing, Central Flying School, dated August 31, 1917 hangs on the wall of his office. Flight Lieutenant Boyd has been Inspector in charge of Automobiles for the Ontario Provincial Police, Toronto, for the past seventeen years. He threw in his lot with the R.C.A.F. on October 12th, 1939.

His principal prides are his son, a Wireless Operator-Air Gunner with the British Forces in the Middle East, and the R.C.A.F. The Airman who disgraces the uniform in a public place will get very little sympathy from him.

The Service Police must control all traffic to and from this Station, assist local police in keeping service personnel in order while off the Station and many other thankless jobs. When airmen have strayed beyond the folds of the disciplinary staff and the padre, the Service Police must step in and attempt to bring them back. They patrol the nearby towns to enforce Air Force Discipline and Department. They guard the prisoners in the Detention barracks, or "Digger," as it is affectionately (?) termed.

Sergeant Major of the S.P.'s is WO2 George Law, former Ontario Provincial Police Officer and special investigator for a large Northern Ontario mining corporation. Supervision of the Main Gate is under Sergeant A. Lyons and Corporals Aldred, Alexander and Nichols. Down at the "Digger" are Sergeant G. C. Down, and Corporals McMillan, Collins and Hachey.

Chief of the sleuth department is Sergeant E. ("Sherlock") Fry, aided and abetted by Corporals Toop, Littler and Samletzki. Should you become obstreperous within the confines of the neighbouring settlements, look too freely upon the wine when it is red, or decide to shoot up the local beverage rooms, you'll have Sergeant E. A. Thomas to reckon with. He is

Continued on page 24



# MONEY MATTERS \$

## \$ Money – Money – Money. Who's Got the Money \$

**T**HE Accounts Section, known to most personnel (apart from those on the permanent staff) as the Pay Office, has many functions to perform. Perhaps, because we are all so vitally interested in pay, we overlook its other aspects.

For purposes of enlightenment, we are going to take you on a short tour of this department. In the first place, we'll give you a brief account of the duties of the equipment accounting staff.

A record of all supplies and equipment handled on the station is kept through the medium of Main Stock Ledgers, and postings are effected from vouchers which are prepared for every issue or transfer of goods. When you consider that there are at least 25,000 different classes of equipment listed in the R.C.A.F. vocabulary, you have a faint idea of the work this entails.

Flight inventories under the control of unit and section commanders are maintained in this department. Here again vouchers are prepared when equipment is issued to or returned from a flight, and it is these vouchers which form the basis for alterations to the flight inventories.

It must be remembered that in no way is the accounting staff concerned with the handling of equipment, but purely the recording and disposition of vouchers therefor, and

scrutiny of those vouchers to ensure that they are correctly prepared. The recording of vouchers is in itself a considerable task. They are divided into various groups, including receipt, issue, conversion and repayment vouchers, for which registers are kept. These registers follow through the disposition of vouchers from origination or receipt from another unit to the time when action in all respects has finally been completed.

Another function of the equipment accounting staff deals with the passing for payment of invoices relating to the purchase of supplies and services which originate at the station. Local purchases and periodical deliveries under standing contracts for materials assigned to this unit, account for approximately 5,000 invoices during a fiscal year. It is the responsibility of this department to ensure that full benefit has been received for all accounts which are recommended

for payment and to distribute the expenditure to the proper classification as called for by government coding regulations. Invoices, which are submitted in each case in at least four copies for ultimate distribution to the proper authorities, are certified for payment by the accountant officer after examination in all respects is complete.

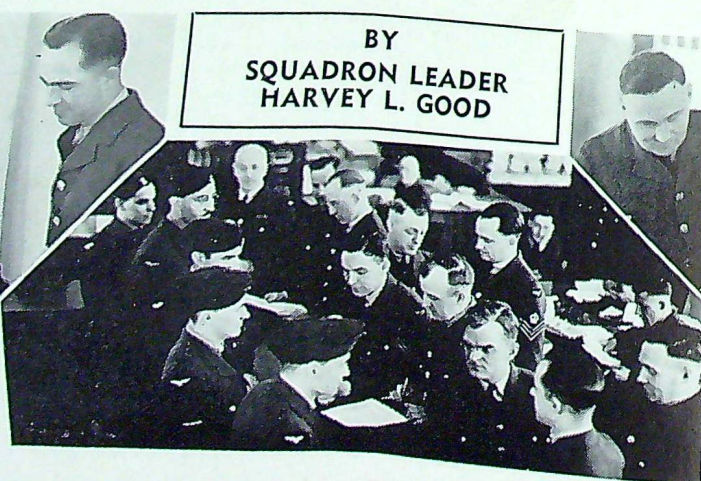
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(Seated) S/L H. L. Good. (Left to Right) P/O H. I. Robinson, F/L M. Axmith, F/O J. J. Carson, F/O J. P. Jones.



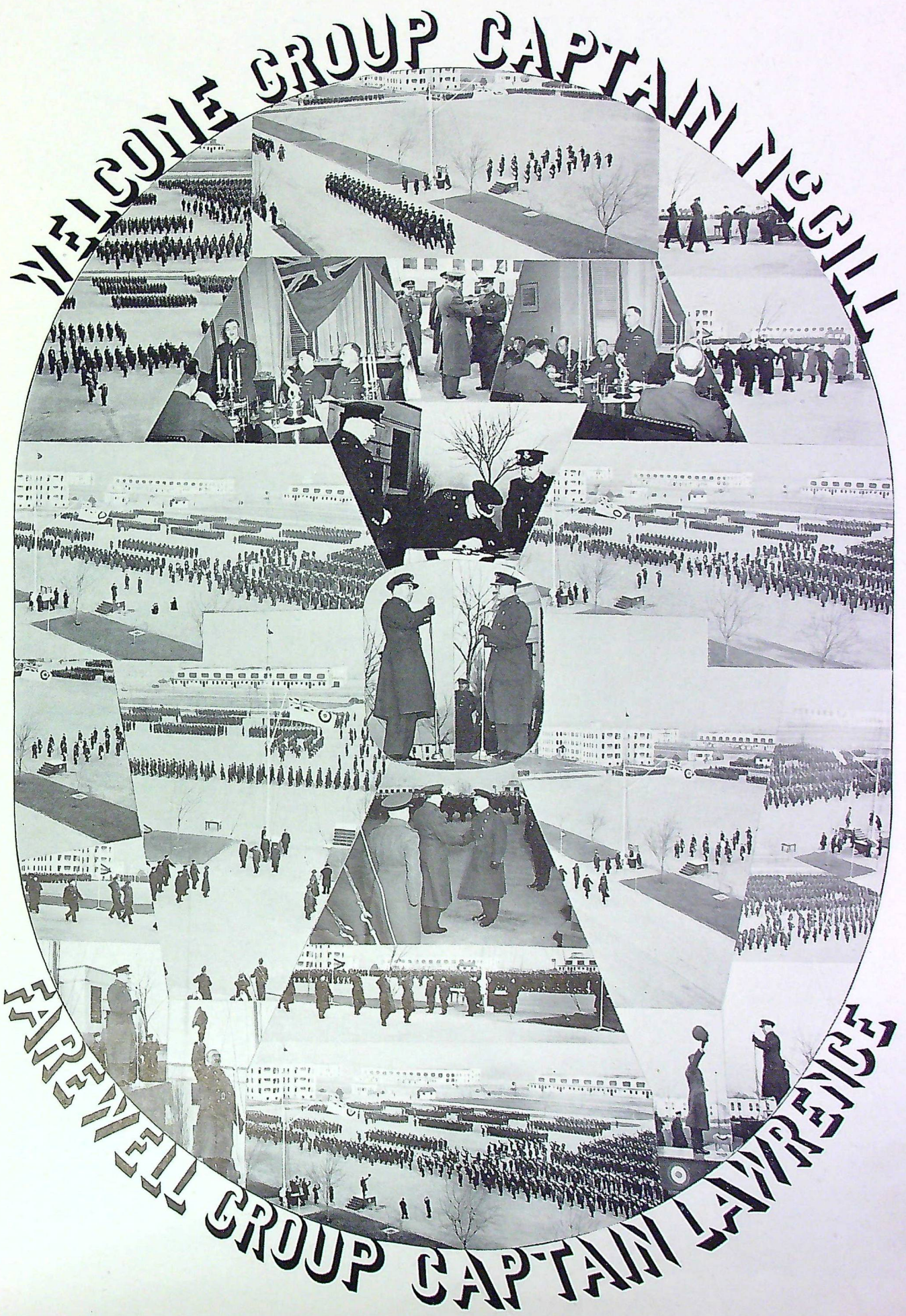
Left to Right:  
Sgt. David Timbers,  
WO2 D. R. Edie,  
Sgt. Norman Maves.



BY  
SQUADRON LEADER  
HARVEY L. GOOD



Left to Right:  
Cpl. Sydney Buckett,  
F/Sgt. Orrie Hannah,  
Cpl. Arthur Walker.





WO2 J. A. SILVER

## STATION WARRANT OFFICER

**A**CTUALLY, there are four stories about Trenton's Station Warrant Officer, WO2 John Silver. There is the story of his origin in an humble London, England, dwelling. There is the story of his leaving school at the tender age of twelve to earn his living. The story of a private of the 96th Lake Superior Regiment, who rose by diligence, study and natural ability to become Warrant Officer, first class, at twenty-two—youngest of the Canadian Forces—is one of our favorites.

There is the story of how John Silver did it all over again, enlisted with the R.C.A.F. as an AC.2 in October, 1940, and in just over thirteen months became Station Warrant Officer of Canada's greatest Air Station.

John Silver spent four years and eight months on Active Service with the Canadian Expeditionary Force. He saw service with the 96th Lake Superior Regiment, the 52nd Overseas Battalion, the 32nd Reserve Battalion, the 15th Saskatchewan Regimental Depot, the 28th North-West Battalion and—following the Armistice—the 1st Lake Superior Regiment. He served in Canada, England, France, Belgium and Germany.

Silver proudly wears the Service Medal, the Victory Medal and the Mons Medallion of 1918. He received Honourable Mention in Brigade Orders, represented his Battalion at the Duchess of Connaught Memorial Service in Westminster Abbey, acted as Corps Sergeant-Major to General Currie when he took the salute from the Canadians crossing the Rhine into Bonn, Germany. He was Regimental Sergeant Major to His Majesty, King Edward VIII, when he unveiled Canada's War Memorial at Vimy, France.

That is one story. Story number two can be started but not finished, we hope, for many years to come. It concerns a man whom you might have said could very well have rested on his laurels, but there's no rest for John Silver while there's a war to be fought. AC.2 John Silver left Fort William with the cheers of his friends ringing in his ears in October, 1940. He proudly refers occasionally to his watch, inscribed as follows: "To John Silver from Employers, K.F.B. Co. Ltd., R.C.A.F. 26-10-40"

AC.2 John Silver joined the Air Force as a Disciplinarian. He arrived at No. 1 Manning Depot, Toronto, and there gained his first promotion—to Acting Corporal, (unpaid). Transferred to Trenton and Disciplinarian Course No. 5 of the Composite Training School he had to revert to AC.2—but only until completion of the course. Complete it he did—coming out as top ranking man with a score of 91.5% and the rating "Exceptional".

That was dated 12-4-41 and John Silver, now an Acting Corporal (paid), came to Station Headquarters as an Acting Sergeant (unpaid). Circumstances brought Silver back to his old school—the one he entered as an AC.2 just 63 days before.

There was this difference—John Silver, no longer a student AC.2, was Warrant Officer, Class 2—Sergeant Major of the Composite Training School—in charge of Discipline for Trenton's largest Unit.

On the 18th of December last, Sergeant Major John Silver became Station Warrant Officer. His assistants shown here and reading left to right are LAC Hume, Flight-Sergeant Cobain and AC.1 Keeting.



## STATION ORDERLY ROOM WARRANT OFFICER



WO2 P. R. FOWLER

**W**O2 Fowler was born in Walton, Nova Scotia. At the risk of mortally insulting all Waltonites, he defines that town as a little "two-by-four" place. This viewpoint may be distorted, however, since he left at the tender age of one year for St. John, New Brunswick, which is rather more than four square. There he spent most of his life until February 17th, 1939, when he joined the R.C.A.F. It may or may not be significant that his first night in the service was spent in a guardhouse, that being the only available place to sleep. He was posted straight to Trenton, was in the accounts section for seven months, then moved to the orderly room. He has seen Trenton Station grow from a strength of about 350 to what it is today. He is married and has a daughter, age one month.

Trenton's Station Orderly Room is synonymous for a tremendous amount of work, plus accuracy to the "Nth." degree, plus a controlling finger on the pulse of all the varied activities of a composite station. The "finger" in this case is WO2 Fowler, whose three years' service in the Station Orderly Room and Records Office makes even the complex problems of the Aircrew Squadron records office simple in comparison. In his spare time, of which there is little, Fowler passes on the benefit of a wide administrative knowledge in the examination of clerks' trades personnel at trade test boards.

From the Station Orderly Room information concerning the life of any airman must be obtainable at a moment's notice. Of course, it is necessary to make regular additions to bring the records up-to-date. These forms include conduct sheets, and the office must look after official correspondence concerning the airmen. Amendments to official publications, supplied from Ottawa, require the careful study of this branch. Another important duty of records office is to supply the information necessary for the daily compilation of Daily Routine Orders.

The WO2's staff is headed by WO2 "Simon" Legris, who joined the R.C.A.F. in 1937, and is a real old-timer. He came directly to Trenton. In charge of Records, he knows just what makes the station "tick" for Records is where every airman signs in, and all documents go through there.

Then there is Flight-Sergeant Charlie Simmons, here since April, 1939, and shown on the right in the photo below, accompanied by AC.1 Milton Wood; and Flight Sergeant "Polly" Poloquin, who can tell you why, when and where every man on the station sleeps, as he is in charge of Barrack Allotment. And we cannot forget Flight-Sergeant Ken Doherty, who although he has been in Hamilton Sanitarium for the past eight months, is still considered a member of Trenton Orderly Room. All hope to see him back soon. Sergeant Bob Watson has charge of records and documents in Station Records. He has a name for work—and his work is spelled with a capital "W". Sergeant Wigney, in charge of Station Central Registry, has been here seven months. The full stories of the Records Office, Central Registry, Barracks Allotment and Daily Routine Orders will be told in our May issue.





W/C D. J. R. CAIRNS

# PHOTOS AND PHOTOGRAPHERS

*A valued Ally - The Photo Section*



WO2 C. E. HARPER

"CONTACT" doffs its "cap, field, service", to the Photographers who have so nobly aided in our production. We bow to them not only for the freely-given aid they have provided for your Station Magazine but also for the important work they do for the Service generally.

Headed by a new Officer in Charge, Wing Commander D. J. R. Cairns, the boys downstairs expect to add new triumphs to the pictorial record they already have set up for Trenton Air Station.

Wing Commander Cairns, whose chief job is Officer Commanding our Administration School, has abundant experience in Service Photography, having acted as an instructor for the Royal Flying Corps in 1917, while he was Air Photographer for the Air Board in 1921 and later the R.C.A.F.

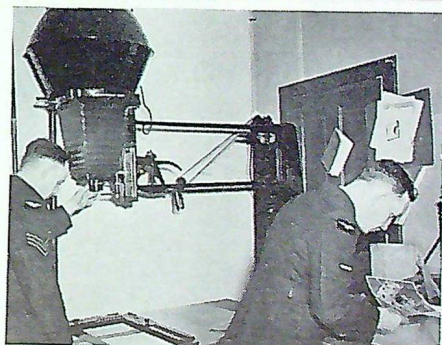
He was staff officer of photography in the Directorate of Civil Government Air Operations, Department of National Defence from 1927 to 1934. He also served as Officer Commanding the Photographic Section at Trenton as far back as 1937, the same year he was named Photographic Instructor to the School of Army Co-operation here. In 1939 the School of Photography opened at Rockcliffe in Ottawa and Wing Commander, then Squadron Leader Cairns, went with it. Our June issue will carry a complete biography of Wing Commander Cairns.

The duties of his Photographic Section here are numerous and varied but chief among them is the work accomplished for the Government's Aircraft Inspection Department, shooting pictures of equipment purchased, damage to aircraft and other equipment, forced landing, modifications, aircraft, motor boats and motor transport.

It is also the job of staff men to

bang away at the scene from all angles. Sport shows and other entertaining features, of which there are many at Trenton, receive the same complete and expert coverage.

Those neat identification cards carried by all ranks on the Station are prod-



ucts of darkroom work in Office 16, the same quarters where photos to show construction work are developed, mosaics for mapping purposes are turned out and black line prints of tracings for construction, etc., are made.

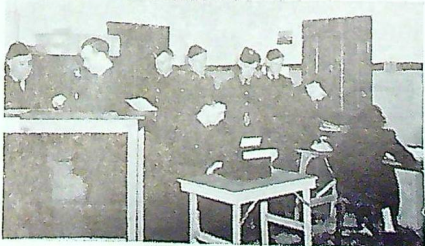
In charge of the Photo Section, under the supervision of Wing Commander Cairns, is Sergeant Major C. E. Harper whose motto seems to be, "You name it and we'll shoot it," for he's ever ready to co-operate in working out any idea presented to him.

A veteran of the last Great War, serving three and a half years overseas with the Third Battery, Sgt. Major Harper is a trained aerial photographer with sixteen years' service behind him. Before taking charge at Trenton, he was stationed at Camp Borden, the Photographic Establishment at Ottawa Air Station, Rockcliffe. He received his early training as a press photographer with the old "Mail and Empire" and the "Sunday World," both of Toronto, while he also worked for the Colonial Press and Legg Brothers, engravers.

Harper's early newspaper training left him with a good news sense as far as pictures are concerned, and he has done a good job of passing on this particular talent to his staff. The result of this is that photos turned out by his department have lots of life and originality, and rank with the country's best. Some of the action shots of Trenton's high flying basketball team, for example, could be termed extraordinary, while the posed studies, snapped in profusion since the birth of "Contact," have unusually good quality.

The sound advice Sgt. Major Harper imparts to his staff also is conveyed to the Aircrew Squadron at K.T.S., and the airmen are learning plenty about aerial photography and

Continued on page 22



photograph graduates from the Station's various classes of Composite Training, Administration and Central Flying Schools. Special events on the Station also are well looked after by these lensmen who even climb atop the Administration Building when a particularly important parade is scheduled and



# Motors Trucks

**F**IRST to say "Hello" and last to say "Goodbye" the Motor Transport Driver constantly serves the Personnel of the Station. To the new arrival, the now familiar blue bus waiting at the Station carries an unwritten word of welcome and friendship, warmly visible from the steps of the midnight train. The comradely smile of the waiting M.T. driver is just as heartening to the traveller in the "wee sma' hours" as is his cheering "Good Luck" to the rollicking crews he speeds on postings.

Not quite so personalized, but probably even more valuable to Airman and Officer alike are the multitudinous other services he performs, quietly and unassumingly as day fades into night and on until the brave flags of dawn herald the coming of the sun. Every day brings new duties and the nights, filled with roaring engines, bring no surcease. Like Time, the Motor Transport Section marches on giving unstintingly of its service, claiming no glamour of wings, yet attaining goal after goal of accomplished endeavour with merely a noted book, "Assignment Completed", to tell of adverse weather, balky engines, murderous terrains covered and obstacles conquered.

Ready, ever ready, with engines warmed and crews alert, the Crash Truck and the Ambulance watch eternally for signs of air disaster. Trained in rescue under fire, equipped with asbestos suits and smothering chemicals, their gaze into the sky never falters as the unblinking eyes of mother eagles sweep the valleys for their fledglings.

When the wild wind wails across the bay and snow piles deep along the runways, Motor Transport men never cease their driving. Whether they roar into the attack on mountainous drifts and smash them to spindrift with the giant Sicard snow-blowers, or buck the depths of the back roads to rescue the winged pilot; whether they race their tractors down the aprons to hustle aircraft into shelter, or man the plows and rollers that speed the aerodrome into serviceability, the M.T. men take it in their stride.

A sight worth seeing is the operation of one of the great Sicard snow-blowers when blizzards have piled snow across the landing field. The Sicard apparatus makes short work of drifts of any size. Rotary knives cut into snow and ice, breaking it up so that a powerful fan can suck it into the maw of the blow funnel. Then, as a thresher blows the chaff through a long tubular shaft, so the snow is blown through a great funnel straight into the bins of a train of dump sleighs in tow of an M.T. tractor.

Motor Transport Personnel are trained in all branches of the Section. Like every good N.C.O. or Warrant Officer, Bill Cousins, Sergeant Major of the M.T., watches carefully over the welfare of his men. Every driver gets his turn at the varied forms of work so that his

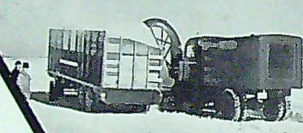
knowledge is constantly being broadened and his skill maintained, whether it be at repairs and maintenance; the courtesies necessary to the operation of the staff cars, or the manoeuvring of the giant Sicard or a Rapiere Crane. The matter of being a Motor Transport driver is not as simple as it might seem. Anyone who thinks that it merely consists of driving around comfortably seated in a shiny black sedan has another think coming.

Here are typical questions asked of an M.T. Sergeant on examination:

"A weight of 80 lbs. is secured to the end bar at a distance of 12 inches from the fulcrum point.

The length of the remainder of the bar, beyond the fulcrum point, is 32 inches. What weight must be exerted at the extreme end of the lever bar in order to maintain equilibrium?

"How many gallons of gasoline . . . .



# Motion



will a cylindrical tank hold, the diameter of which is six feet and the length  $10\frac{1}{2}$  feet, assuming that  $6\frac{1}{2}$  gallons equal one cubic foot?

Flying Officer Harry Rutter treads familiar ground these days as he supervises the varied duties of his men. Just a few miles down the line lies the charming old-world town of Port Hope and that's his birthplace. It was on October 20th, 1895, that he first gladdened his mother's heart. On the same day, twenty-nine years later, he gladdened the heart of Miss Gladys Dyer at Oshawa when she changed her name to Rutter. On the 10th of February, 1941, Harry Rutter joined the Air Force but prior to that time managed to put in twenty years of good work for General Motors of Canada, Limited, in their Parts and Service Division. Starting at Oshawa he later became Assistant Manager of the Toronto



Zone Parts and Service Division, and followed this by becoming manager of the London Zone. Parts and Service Division. Going back further along this biography in reverse we find him instructing in artillery observation with the Royal Air Force at Leaside, Toronto, during the Great War, and still farther back than that there was a period of service with the Cobourg Heavy Battery.

As if twenty years experience with General Motors and a course in Service Management with the General Motors Institute of Technology at Flint, Michigan, were not enough, the R.C.A.F. gave Flying Officer Rutter a course on Equipment at St. Thomas after he was appointed. He was quarantined for the entire six weeks, by the way. This completed, he went to Headquarters last April 30th, and worked in the Directorate of Procurable Equipment under Group Captain Seymour. In November of last year he made a move — across the hall — to the Directorate of Supply; in December went to No. 1 Training Command as Command Motor Transport Officer and arrived in Trenton to take charge of our own M.T. Section on the third of March this year.

The names "Transport" and "Cousins" are almost synonymous at Trenton where Warrant Officer "Pat" Cousins runs the Motor Transport School at KTS and Warrant Officer "Bill" Cousins is second in command where the business is done. The Cousins boys come from Ottawa as do quite a number of their old friends of Permanent Force days. "Bill", with whom we are particularly concerned to-day, was born June 14th, 1907 and early in life apprenticed to I.S. Imlach, who taught him the machinists' trade. September 17th, 1925, Bill enlisted with the R.C.A.F. and on the 18th AC. 2 Cousins, W. G. (William George) arrived at Camp Borden. He was there exactly three years and four hours to the minute and then (Corporal) Bill Cousins went to N. 1 Depot at Ottawa. He had one year at the Ottawa Air Station (Rockcliffe) and came to Trenton as a Sergeant in December, 1938. That was quite a while ago and Bill Cousins has just about taken root here; in fact, Trenton and the M.T. without Bill Cousins wouldn't seem quite the same. As we said, when you think of one you just naturally call to mind the others. His photo may be seen on Page 12 at the right top next to Flying Officer Harry Rutter.



## Khaki Aids Blue

THE boys in blue owe much to their chums of the Army, for three khaki units provide Postal, Provisioning and Dental Services to the camp. No. 36 Company of the Canadian Dental Corps has taken all R.C.A.F. Personnel on this Command under its wing and from Fort William to Ottawa their drills daily bore into the cavities that threaten the Air Force well-being.

Here at Trenton, the Dental Corps provides complete treatment for mouth disorders. It carries modern and adequate equipment—both stationary or portable—sufficient to extract a complete set of teeth, manufacture a complete denture or perform a dental operation of major importance.

Officer Commanding the Dental Corps Detachment at Trenton is Captain John Mathew Gabriel, who, though born at Shelburne, Ontario, on October 8th, 1899, actually hails from Schumacher, where he practiced for a good ten years before he reported to No. 1 Manning Depot on the second last day of the year 1940. Prior to that he had graduated from the School of Dentistry, University of Toronto, in 1921 and had served with the Canadian Army Dental Corps at Seaford and Bexhill-on-Sea, England.

When that molar becomes bothersome and you finally make up your mind to do something about it, when you have actually dragged your reluctant feet the short quarter mile down the Main Street of the camp, you will eventually have the opportunity to meet one or other of Captains Alan Greenfield, Alexander Austin Stewart, John Albert Cummer

or Captain Alexander S. Dunn. You may even meet a Lieutenant, for the Dental Corps has one such. He is Lieutenant Douglas Harvey MacDougall, who does not come from Aberdeen but Indian Head, Saskatchewan. Captain Greenfield is another Westerner. He's from Winnipeg, has a Ba. Sc. from the University of Manitoba, a degree in Dentistry from the U. of T. and a wife, the former Miss Anna Jean Tomlinson of Toronto.



Captain Stewart is a well-known figure along Toronto's Danforth and in Softball circles. For four years he was a member of the Toronto Board of Education, is an ex-member of the Board of Directors of the Ontario Safety League and was manager of the 1937 Toronto City Softball Champions. He was President of the Viaduct Baseball League in 1940 and President of the Toronto Senior Basketball League in 1939. He is also a darn good dentist, in case you're interested.

Captain John Albert Cummer graduated from nothing at all into life on this planet on the 28th of April, 1904, at Hamilton. He graduated from Varsity's School of Dentistry in 1929. His last graduation was from the Officers' Training Centre at Brockville on Guy Fawkes' Day last year. He came to Trenton January 13th, 1942.

Captain Alexander S. Dunn is a man who has been around—seen and done things. A native of nearby Campbellford, he early in life set out for a career of medicine, but on April 12th, 1915, shelved this for the duration of the Great War. He enlisted as a private with the 5th Field Ambulance, reached England by the end of the month and France in Sep-

Continued on page 34



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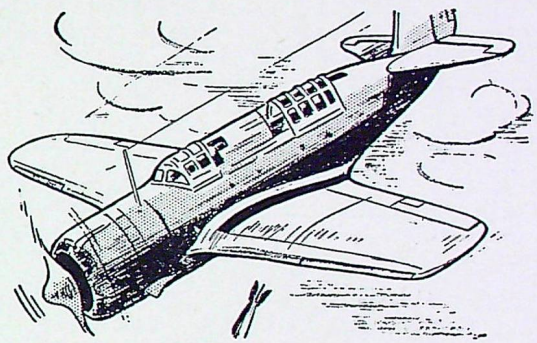
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SINCE the dawn of the ancient art of fighting, medical men have marched with the armies of the world. In earlier English wars, under Henry VIII, they were known as "Barber Surgeons", but medicine progressed with the times. Anaesthetics replaced the pole which the patient used to grasp. The barber shop, notorious for gossip, gave way to the silent service of the Medical Corps, among whose members Canadian physicians hold a place of honor. Capt. Thomas McCrea, who wrote, "In Flanders Fields", Major Sir Frederick Banting, discoverer of Insulin, and many other doctors have served their country at war and paid it tribute with their lives. We have a great tradition to keep up.

When this station first started, the R.C.A.M.C. administered only to mild types of sickness in a set of rooms situated on the second floor of the airmen's permanent quarters. Critical cases were transferred to outside hospitals. Then, to meet the demands of this rapidly growing unit, a new, permanent and modern hospital was built. It was equipped to accommodate upwards of fifty patients. We like to remember some of the personalities of the "old days". Capt. Hugh Stephens, (Noisy?), who was one of the S.M.O.'s before war broke out, and a brilliant pianist as well, had much to do with the efficient set-up of the hospital. As a permanent force officer, he stayed with the R.C.M.C.

The station was growing by leaps and bounds when in March, 1940, Major Ross Tilley took over. A resourceful administrator, many of his orders are still in effect today. Nursing Sisters had arrived on the scene, to the joy of patients and staff alike. Much of our success is due to

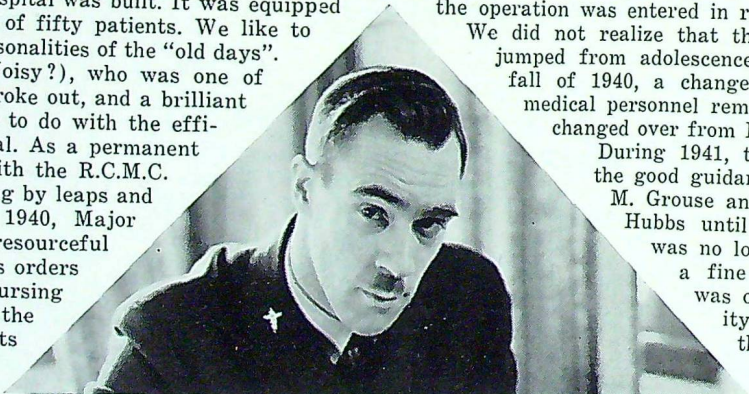
their untiring efforts and vigilance, and to the Women's Auxiliary who have also made a fine contribution.

Then came a red letter day on September 14th., 1940. A patient suffering from acute appendicitis entered the hospital. After consultation, it was decided to wave tradition aside (with discretion however), and operate on him here. Not only was it the first major operation ever performed in the hospital, but the first ever done in any R.C.A.F. hospital in the Dominion. Glowing with pride, the nurses were given the green light to prepare, and so well did they parboil the instruments that the chrome plate nearly came off. Major Tilley rose to the occasion and armed with only a few instruments, deftly removed the appendix. The writer well remembers the patient's look of complacency as the mask was put over his face and the anaesthetic administered. Evidently he was new on the station and thought surgery a regular occurrence. (The specimen is still on exhibition, and the operation was entered in red ink in our "log book").

We did not realize that the hospital had, in a day, jumped from adolescence to full maturity. In the fall of 1940, a change-over took place, and all medical personnel remaining with the Air Force

changed over from R.C.A.M.C. to R.C.A.F.

During 1941, the hospital thrived under the good guidance of Squadron Leader J. M. Grouse and Flight Lieutenant D. R. Hubbs until the permanent structure was no longer adequate. In October a fine new temporary addition was opened, doubling its capacity. On the second floor are the Nursing Sisters' Quarters and Mess. These are truly resplendent,



## OUR NEW S.M.O.



WHEN war broke out Doctor John Donald Sinclair was busily engaged in the private practice of medicine at a place called Warrenton, Virginia. Like many other Canadians, however, on war's outbreak he lost no time in making his way back to the land of his fathers and putting in his oar. It appears that he had been born in Toronto on the 24th of November, 1900, and after two years Arts and four years of Medicine at the University of the same name, he had been an interne at Wellesley Hospital there.

Previously, his brother, James Sinclair, also a doctor, had taken up his domicile and established a practice in Warrenton. The young graduate, therefore, after his internship, followed the trail blazed by brother James. Warrenton was able to

boast not only two doctors, but two doctors who were Canadians and were named Sinclair.

It was the 20th day of September, 1939, when Doctor John Donald Sinclair presented himself to the Royal Canadian Army Medical Corps. He joined No. 8 Detachment of that Unit and entered the Coliseum of the Toronto Exhibition to minister to the ails and ills of the R.C.A.F. At the end of January, he transferred to No. 1 Initial Training School and in April moved to Ottawa to take a course in Aviation Medicine. This knowledge being added to his existent store, he went to Brandon and its Manning Depot for the Air Force. Since then he has been in Montreal with the Wireless School.

The transfer of Squadron Leader Brown to Moncton brought Squadron Leader John Donald Sinclair to Trenton.



★ LIFE AT THE HOSPITAL ★

thanks to the efforts of our former Commanding Officer and Mrs. Lawrence, who have in this and every phase of hospital activity given us their unflinching support.

Geographically well situated, with a ring of stations around us, the Medical Centre has now become the hub of the area and hundreds of patients are steadily coming for treatment from our neighboring stations. Surgical cases are sent to the operating room on the first floor. It is compact and well equipped. At first glance, the operating room reveals a combination of soft coloring and shining chromium. Everything centres around the operating table which can be set in any position while strong lights can be focused on it from any desired angle.

Before an operation, the Medical Officers, Sisters and assistants pass through an adjoining room where they don the traditional white coats, masks, and rubber gloves. Everything they wear, as well as the instruments they use, are carefully sterilized. During an operation, the scene is one of tense excitement. The precision it has taken doctors years to acquire, is then displayed in a period of perhaps a few minutes.

Across the passage, we find the X-ray room. It is fully equipped, completely shock-proof and receives about five hundred patients per month. Around the curved Bucky Table used for spinal, abdominal, and head work, stand the movable cameras, the upright screen used for chest work, and the control stand which handles up to sixty thousand volts.

With fifteen years experience in X-ray work, Sgt. G. H. Guthrie, of Toronto, is the N.C.O. in charge. He is assisted by the son of a pioneer manufacturer of X-ray apparatus, AC.1 S. C. Cox. Further along the passage, we find the physiotherapist, and the diathermist or masseur.

The top floor is divided into a number of dormitories, where special cases are treated. Measles, mumps and scarlet fever cases are sent to a separate building. On the ground floor is the Orderly Room run by Sgt. J. E. Hughes, Cpls. W. A. Flavelle and R. H. Gill. Next to the writer's office are the M.O.'s Room, the Admission and Discharge Office, and finally Records, where files, clearances, medical history sheets, two-nine-tvos, are carefully kept by Cpl. H. R. Mason and his assistant.

The kitchen is just across the passage. A bright room, spotlessly clean, it resembles a laboratory more than a kitchen. Big round containers of aluminum alloy, a mixing machine, electric deep fryer, steam table, "walk-in" refrigerator, electric range, a forty-gallon steam pot, and a steam cabinet with five trays are all found here. Then there is a streamlined marvel (they call it an electrical food conveyor),

in which the food is taken to the South Wing. The isolation ward receives its food in special containers which are sterilized before returning to the kitchen.

Over a hundred patients have their food prepared here. These cover a great variety of cases, from the critical ones fed on the dreaded liquid "A" diet (chicken broth, tomato, and fruit juices), to the ulcer men who do normal work but report to the hospital for their meals. If their condition improves, they are promoted to liquid "B" which is liquid "A" plus egg-nogs, soft cereals, and jello. Further progress places them on the light diet made up of solid food without fats. Convalescents receive the fourth type known as the "chicken diet", which has vegetables and delicate pastries. Now on the way to recovery, the problem is to revive the appetite. The fifth, or "ordinary diet", is very similar to the food served in the mess.

Diet Sheets cover every need. Devised by efficiency experts at Ottawa, they are prescribed by a Medical Officer who visits each case daily. They are then charted by the Sisters and sent to the kitchen. Rations of the highest quality available are drawn twice a week. That is the job of F/Sgt. J. A. C. Smith, the Sick Quarters Steward. He also provides chemicals, surgical equipment and other supplies. The kitchen has a personnel of eight airmen and two civilians, headed by Sgt. S. T. Sims. He is assisted by Sgt. R. J. Cooksley, Mr. P. Marion, Mr. Barrlet, and by a staff of General Duty men. Meals can be served at any time, and food is the same for



both Officers and Airmen.

When a man reports sick in the morning, Cpl. H. R. Mento first takes his temperature and he then appears before a Medical Officer in the Medical Inspection Room. From there, he may proceed to the Laboratory to receive the attention of Cpl. W. D. French, or he may report to the dispenser with a prescription. The Dispensary is a fair-sized room with walls lined with shelves, cupboards and glass cases. Here, we find fourteen hundred containers of every size, shape and color. Sgt. Major P. C. Statia, the dispenser, is a Phm.B., from the University of Toronto. He can even tell drugs by their taste.

Sgt. Major J. K. Chessworth—the hospital supervisor—looks after the personnel, deals with complaints, listens to all stories and is directly responsible to the writer. The Ward Masters, Sgt. R. W. Chase and Sgt. C. Laidlaw, are in turn responsible to him, while the nursing orderlies, Cpls. W. F. Eaton, H. M. Moorhouse, R. E. Porter and M. A. Ferguson, are responsible to the Ward Masters.

The scope of the hospital is steadily growing and all  
Continued on page 30

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Continued from page 5

like any other boat or ship. What's this about Gander Lake? Put yourself away out on the Scilly Islands, thirty-five miles west of Land's End, chasing submarines and meeting convoys. He tangled with five U-boats during these wild careenings out in the "Roaring Forties".

Our American allies next heard from Frank McGill, for he went to Washington to advise on operation of the twin-engine Flying Boats, "H.12's" and "F.5's". His first posting from Washington was to Hampton Roads, Virginia, to advise on matters concerning navigation and instruction on the "H.12's". He went to Pensacola to do the same and followed this by going to Philadelphia and the Naval Aircraft factory to test twin-engined boats. The Armistice found him there, but there was still work to be done and McGill did it. Back on the Scilly Islands things were not so hot and there were plenty of moans. It got pretty bad from all accounts and someone had to act. Frank McGill travelled back across the Atlantic when most of his friends were coming home. He settled that Scilly business and came home himself in August, 1919.

You'd think he might have taken things a little more easily then, but not so. He spent his days working his head off down at the Dominion Oilcloth and Linoleum Co., and between then and now worked his way up to be Secretary-Director of that industrial giant. Off duty there was no let-up, for Frank McGill is a Sportsman and Organizer who simply cannot rest and won't let anyone else rest either. He became Canada's Champion Swimmer and captained the Canadian Champion Swimming and Water Polo teams. He also captained the Montreal Football Team through to trim the hitherto invincible Hamilton Tigers for the pennant of the I.R.F.U. (Big Four). He played Senior Hockey for the Montreal Amateur Athletic Association into play-downs for the Allen Cup finals.

Group Captain McGill has been President of the United Services Club, of the Montreal Football Club and the Inter-provincial Rugby Football Union. He was a member of the Rules Committee of the Intercollegiate Rugby Union and for three years he served on the Athletic Board of McGill University.

As if that weren't enough, he helped to organize the Montreal Light Aeroplane Club and formed the 115 (Fighter) Squadron of Montreal for the Auxiliary R.C.A.F. That old 115 Squadron has been overseas for some time now and has no less than six Distinguished Flying Crosses to its credit in this man's war. Here they are—Wing Commanders E. A. McNab (first Canadian D.F.C.) and G. P. McGregor; Squadron Leaders Pitcher, B. D. Russell, A. D. Nesbitt and V. B. Corbett. Under Air Marshall "Billy" Bishop, he acted on the Air Advisory Committee to the Minister of National Defence.

In September, 1939, Frank McGill became a Wing Commander of the R.C.A.F. and served on Bishop's staff for three months. He became Commanding Officer at Borden and then waded into the organization of Uplands, the first installation of the Joint Air Training Plan. Starting from the first spadeful of dirt, he followed it through to the first Orderly Room case and then moved into Headquarters to

Continued on page 22

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Continued from page 20

become Director of Postings and Records.

Shortly, there began to be troop movements of the Air Force. The vast training machine began to grind out finished pilots, observers, gunners and what-have-you and the first trickle of what is to become a devastating avalanche of airmen began to flow to the east. There was a westward flow, too, as R.A.F. Personnel came to Canada to train. Moncton, Debert, Halifax and the eastern towns became hives of Air Force activity and where there's activity you'll find McGill, now a Group Captain. Organization, organization and more organization were the crying needs of the day, and the same skill in working out operation plans that had strafed U-boats in the last war, instructed fledglings on the flimsy H.12's, made Borden habitable, and all the rest of it, brought order out of chaos and happy landings both in Canada and Britain for thousands upon thousands of posted Airmen. That took six months of the Group Captain's time dating from the first of October, 1941.

That brings us to April, 1942 and April, 1942, brings Group Captain McGill to Trenton. Trenton Officers and Airmen sniff the breeze these days expectantly. There may be big things in the offing, both in Airmanship and Sports. Group Captain McGill tells us that Sports and Recreation on this great Sporting Station will be developed to a point where requests for postings will become as extinct as the gillygallu bird. He had nothing but complimentary remarks about the training programme. Nothing need be said—our imagination is running well ahead of coming events.

## Photos and Photographers

Continued from page 11

aerial cameras. It isn't unlikely more than one of these temporarily-grounded birdmen some day will be flying over enemy territory on reconnaissance patrol, photographing damage inflicted by our bombers on enemy objectives, utilizing the knowledge absorbed during lectures at Trenton.

Regarding cameras, the types most popular with our photogs are the F.24 Aerial, the Pistol Grip Aerial, Speed Graphic and G.1 Ground Camera, while two enlarging cameras also are used. Expert technicians warrant the best in equipment and the R.C.A.F. has given these men just that.

Hailing from Ottawa himself, Harper's staff has, however, a definite Queen City tinge, six of his men calling Toronto their home town, against one from Ottawa and another from Montreal.

The Toronto representatives are Sergeant N. Townson, Sergeant C. W. Graham, Sergeant J. Spear, Corporal L. G. Bibby and LAC A. K. MacLean, while from Ottawa came LAC J. G. Tissott. The Montrealer is AC.1 L. Velleman. All these men were camera-minded before enlisting and under Harper's experienced eye have developed into reliable workmen, and their talent is used not only here but at No. 6 Repair Depot, Mountain View and Kingston, Ont., as well.

"If it's pictures you want," says WO2 Harper, glancing at his bulky filing cabinet, "just name 'em and you can have 'em. I got a million of 'em and they're all for you."

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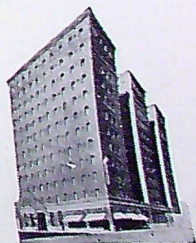
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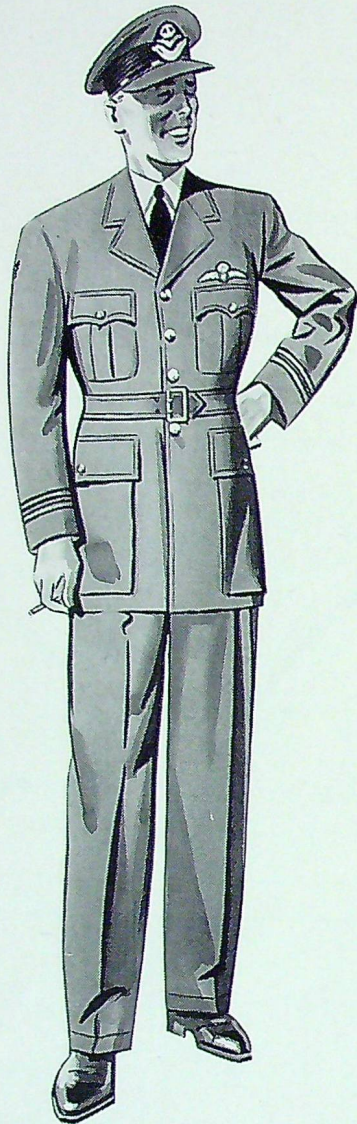
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## Station Adjutant

Continued from page 6

1928 to 1931, he was Assistant Manager of the brokerage office of McCuaig Brothers at Ottawa. He returned then to Toronto to the investment house of W. C. Pitfield & Co., Ltd.

On Armistice Day, 1939 he became Flying Officer Aspden and reported to No. 1 Manning Depot at Toronto. Until May, 1940, he was at the Technical Training School, R.C.A.F., St. Thomas, Ontario, and since then has been here with us at Trenton.

Retracing our trail a bit to September 15th, 1928, we find him marrying Miss Ethel Lush of Ottawa at Ottawa on that date. They have two children, eleven year old Joan Apsden and nine year old Patricia.

## Assistant Adjutant

Continued from page 6

quarters here. The Air Armament Squadron made a bid for the Plowright capabilities in September, 1940, and held on to him for all of two weeks as its Adjutant.

Jack Plowright's place is in the Administration Building, however, and he returned back across the road to become, for a short time, Assistant Administrative Officer, and, in November of 1940, the Station Assistant Adjutant.

As assistant Adjutant, he has a full work schedule every day. He is responsible for the supply and maintenance of office equipment, stationery and inventories. He watches over the weekly, monthly and other periodical reports that have to be made to Headquarters and sees that they get out on time. He looks after the employment of civilians and the allocation of Station duties to Officers and Airmen. He is in charge of the publication of Daily Routine Orders and holds custody over Secret and Confidential papers. One of his chief worries is the matter of arranging transportation for personnel and another little chore is that of keeping track of all keys for every door on the Station—and there are plenty of them.

## Station Legal Officer

Continued from page 7

This all took place in Sam Factor's own bailiwick—Toronto Centre West, now Spadina Riding. In September, 1915, Samuel Factor became a Barrister at Law and a Solicitor of the Supreme Court of Ontario. He remained with Edmund Bristol, K.C., M.P. until 1918, in the meantime enrolling with the University of Toronto C.O.T.C. In 1918, he was commissioned a Lieutenant and embarked for England. The opposition was wearing down about that time, however, and March, 1919, found him back in Toronto ready to hang up his own shingle, which he promptly proceeded to do.

Shortly thereafter commenced that remarkable political career that has been one of the anomalies of two decades. In the very heart of the Conservative stronghold that is Toronto, Sam Factor, Liberal, stood for the Board of Education and was elected. In 1926, his loyal friends and supporters—by this time becoming legion—made him an Alderman for Ward IV. In 1930, he stood for the riding of Toronto, Centre West (Spadina) in the Dominion election and thereafter took his seat in the House. He has repeated that feat without a miss on three consecutive occasions, the elections of 1931, 1935 and 1940.

A year ago last November the 9th, he joined the R.C.A.F. as a Legal Officer and came to Trenton for the Administration Course. On its completion, he moved into his present office in the Administration Building.

## D. A. P. M.

Continued from page 7

ably re-inforced by Corporals Hamilton, Nelson, Lee and Morin. If more are needed there are allies from the Service Police Course at K.T.S. and these constitute the town patrols.

The fact is emphasized, and all Airmen should pay heed, that the personnel of the R.C.A.F. are not only under the jurisdiction of Air Force Law, but also the civil and criminal law. Hence, when a member of the armed forces breaks a local, provincial or Dominion law, he is liable to punishment by either authority.

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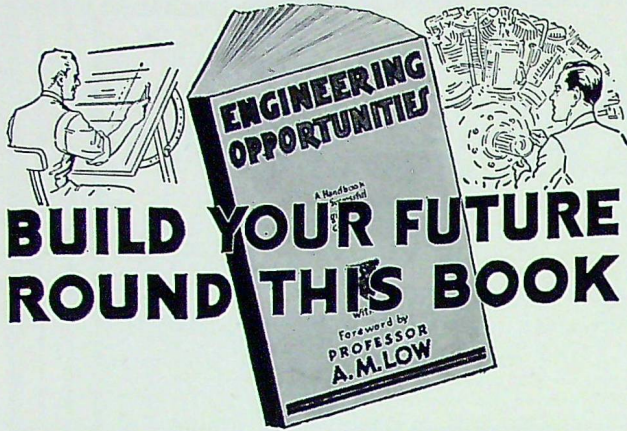
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WE trust W/C Burden had a pleasant leave . . . S/L Mirabelli has been having a well-earned holiday, too . . . It's good to see that third hook, Sgt. Waters . . . Rice and shoes for P/O Lunn . . . also for P/O Burton . . . Here's a toast to F/O's Reed, Harper, and Dillingham — now F/L's all . . . S/L McArthur is back on the job after his recent illness . . . F/L Nunn comparing the Kitty Hawk with the aircraft used in the last scrap . . . Wedding Marches for AC2's Taylor and Cruthers . . . Backslap for Sgt. Neathery on birth of daughter at Belleville . . . The "Welcome" mat is out for P/O Goodland, recently arrived on the station . . . Wedding chimes for LAC Darling . . . AC2's Frankie and Brill have also left their bachelor days behind . . . Here's to F/Sgt's. Poloquin and MacDougall for their recent step up . . . Confetti galore for P/O Gardner . . . another handful for P/O Cranna . . . Cheers for F/L Jacox. It's a boy . . . T/Sgt. Chisholm is a F/Sgt. now . . . Anxious moments waiting for the Trade Test Board. F/Sgt. Towers wielding the whip. AC1 Norm Geary, former halfback for Sarnia Imperials, fidgeting nervously, waiting the call. LAC's Burrows and Barth — "We was robbed" . . . Congrats to Sgt. Tremblay — recently promoted . . . The camp seemed quite empty without WO2 Berenson — an agreeable leave, we hope . . . We trust that WO2 Bowen enjoyed his New York stay, too . . . Cpl. Harry Rule of Clothing Stores fame, now in charge of the I. and R. Section . . . It's a girl for LAC Booth at Findlay, Oh-hi-o! AC1 Hannah's daughter appeared rather nearer home, at Trenton, in fact . . . wedding bells pealing for LAC "Sliver" Russel — star performer in the School of Administration Orderly Room . . . It's Sergeant's stripes for Cpls. Wawrykow, Nick and Henry . . . Parting of the ways in the Provisioning Section when LAC Stonehouse was transferred to Clothing Stores, leaving poor Alvin all alone . . . Cigar for F/Sgt. Gill to celebrate his promotion . . . F/Sgt. Ostapky who starred on the Station Field Day, two years ago, by walking off with most of the silverware, is back with us. In the last two years he's been posted to Ottawa, Montreal and Victoriaville . . . All the best to P/O Davis, married at Hagersville . . . P/O Murray is a Flight Officer now . . . Cpl. Brignell promoted to the ultra responsible position of Gasoline Dispenser . . . LAC Luke is a Canadian at last . . . Handshake for P/O Bell-Irving, married at Montreal . . . We hear that P/O Phelan is a F/L now . . . Sgt. Branscombe peering anxiously at Green Orders . . . T/Sgt. Macrea becomes a F/Sgt. — congratulations! . . . Best wishes to P/O Jasper and P/O Currie on their recent marriages . . . LAC Mumery looking altogether too seedy after a week's duty watch . . . Wedding bells for LAC Hill . . . Parachute Section's Cpl. Gerow, will, it is rumored, join the benedicts in the near future . . . LAC McCarthy not in trouble . . . All the best wishes to P/O Moir, married at Prince Albert "Daddy Matthews" still talking about his little Charles Atlas Junior. Congrats to WO2 Palmer, due for Flying Officer's commission in mid April . . . AC2 Benny Shepherd spent enjoyable holiday in Detroit . . . Cheers for Cpl. McLennan on receiving stripes . . . Happy to see S/L Good back from sick leave . . . Accounts Section visited recently by Air Member for Accounts, Air Commodore Nairn . . . Back to the farm movement is taking LAC Wright from Central Registry for month . . . Church bells for Cpl. Valentine recently . . . Get well quick AC1 Angier, in hospital for long stretch . . . Handshakes for WO2 Fowler, father of baby girl recently . . . Regrets on retirement of Hon. F/L J. J. O'Reilly, R.C. Chaplain . . . Congratulations to Hon. F/L Michaud, his successor . . . Sgt. Major Legris, spent furlough in Rochester, N.Y. . . . Noticed P/O Wally Mayers, former Pacific Coast basketball star, taking P.T.I. course . . . Also Harry Hurst, outstanding Canadian lightweight boxer . . . Welcome sign for F/L Bill Budge, on temporary duty from Camp Borden . . . Cigars from AC2 Romeo Chevrier, on birth of an heir . . . That figure pounding around the track in early a.m. daily, is Cpl. Walt Greenlay . . . Rice and old shoes for LAC Dunn, married recently . . . Paint and whitewash getting big play from "D" Flight, in No. 3 Hangar . . . Organ chords for LAC "Andy" Anderson, just married . . . Ask Sgt. "Jack" Allen what the Order of the Brass Ring stands for. Perhaps Jimmy Webber might know . . . Congrats to "Art" Dunbar on his wedding speciments . . . They say S/M McLoskey is writing a sequel to the "Philadelphia Story". Perhaps cigarettes are cheaper in Pennsylvania . . . F/S Songhurst was presented with a clock by the personnel of No. 6 Hangar, occasion — his Matrimonial Flight . . . F/S "Ed" Bracken is studying child psychology of late, also Sgt. MacLachlan . . . LAC Kendall, formerly of G. Flight, now overseas, writes that a "Mickey" is already en route . . . Wedding bells will soon be pealing for Sgt. "Bob" Hammond C.F.S. We can't understand why he doesn't play Bingo.

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# SPORTS ROUND-UP

Of the three, the Saturday night game (April 11th) was to us the best. We're speaking now of the basketball games at Montreal, where Trenton "Flyers", Champions of Ontario, went down to glorious defeat at the hands of the Montreal "Oilers" in a "best of three" series. The three games were Eastern Canadian Basketball semifinals. Previously, through a long season, the Trenton "Flyers" had consistently kept up a winning string of victories over all and sundry of the Ontario opposition and brought fame to the home Station by capturing the Ontario Championship from Toronto's vaunted "Tip Tops".

That brought them up against the famous "Oilers" for a "do-or-die" scrap that will go down in basketball history. On that first night, Friday, the 10th instant, the Oilers played a nip and tuck game with our boys, losing their lead time and time again but finally winning to the tune of 30-26. The game was notable in that both sides got right in there punch-in' and staged offensives that would almost merit the title "blitzkrieg". Main spearhead of the Trenton attack was AC2 Pat Flynn, University of B.C. shock trooper. He scored three field goals, collected seven points and shone at centre. Just about six hundred people paid hard cash to see the show and that is this season's attendance record for Montreal basketball.

Saturday night at the Sir Arthur Currie Gym, the Airmen got their own back and evened the series with the armistice terms 34-31. It was some game. Only in the last few minutes were our lads able to nose the Quebecois out with a final spurt. It was agreed that what licked the Oilers was the loss of their Joe Richman because of three personal fouls. The Oilers

thought a lot of Joe, having used him as a substitute for the famous Johnny Ferraro the previous night when Johnny missed a few good ones. There was plenty of hot blood in the Saturday night game, starting with referee trouble and almost ending in a free-for-all on the floor of the house. Brian Casey and Pat Flynn did stellar work for the blue boys. The Patter led the scorers with 12 points. A Trenton hoopster who did good work was Eddie "Busher" Jackson, himself a former Oiler.

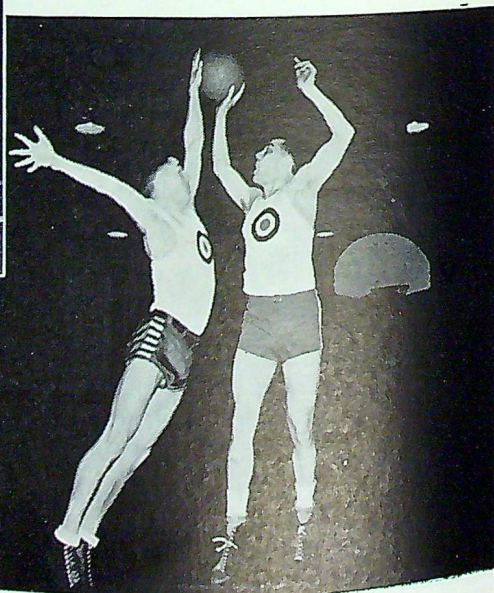
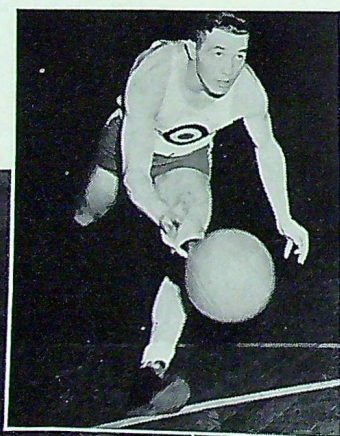
Winner of the series was scheduled to play off the Eastern Finals with Dalhousie University at Halifax, but Monday night's decider was against us. The Oilers claimed point after point against stubborn resistance by the Ontario champs to add up a final vote of 47-38 and collect that Halifax trip. Later the Oilers won the best-of-three series with the Dalhousie Tigers, and will meet the Western champs for the Dominion finals and the Montreal Trophy. The Trenton representatives were Jackson, Casey, Myers, Flynn, Wansborough, Weese, Green, Freedman and Phibbs.



Left to right, Back row: F/S Lloyd Muirhead, Manager; AC2 Bill Brimms, AC2 Stan Jackson. LAC Frank Wansborough, P/O "Buff" Horton, coach; LAC Pat. Flynn, LAC Norm Phibbs, F/O Ross "Tiny" Davis, sports director, Trenton School. Front row: Corp. J. Crighton, business manager; LAC Ken. Bundy, LAC G. Weese, Flight-Lieut. Brian Casey, LAC Benny "Butch" Freedman, F/O Archie Green, AC2 AL. Simm. Courtesy—The Brantford Expositor.

The R.C.A.F. in general and Trenton R.C.A.F. in particular are proud of their basketball men. Considering that team make-up and personnel were constantly changing during the season due to postings and that all games played were on foreign soil, the record they set up was truly remarkable. Trenton hoists a figurative ensign for her redoubtables and gives them a victor's welcome home.

Exemplifying the spirit of the Air Force, "Per Ardua ad Astra", Trenton's Cagemen will march on to new glories next season, gaining confidence from their victories and turning their adversities into conquests. "Marchons, mes enfants, marchons".



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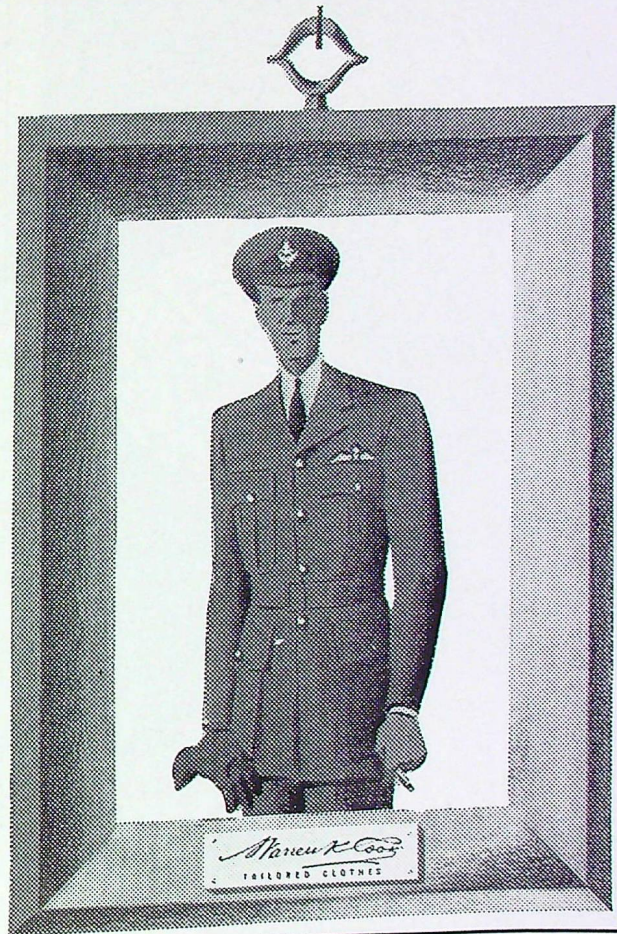
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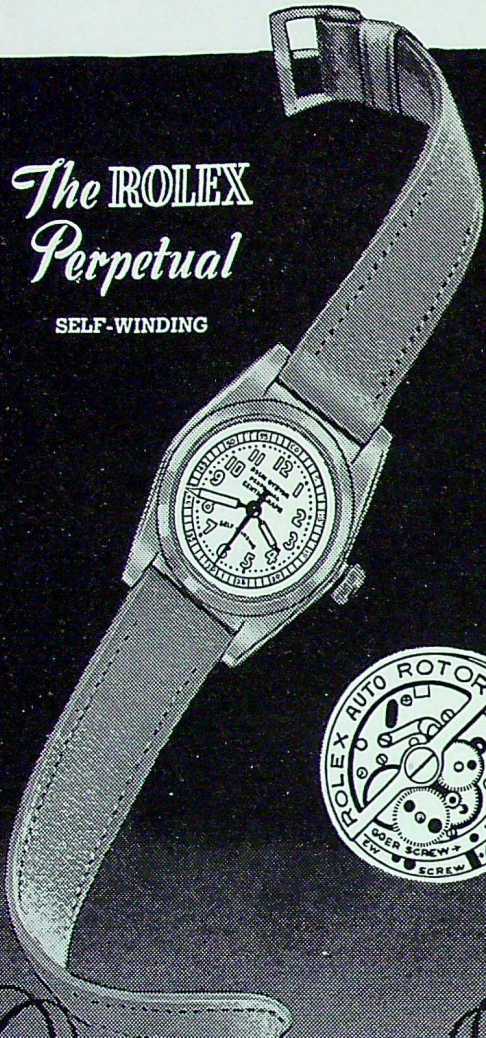
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Continued from page 18

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We who work here, wish it well. Its future is bright and growing like the station with which it serves and is indelibly interwoven, in the task it performs for humanity.

HOSPITAL STAFF

Trenton has just bid farewell to its Senior Medical Officer, Squadron Leader Wilbur Franklin Brown. Squadron Leader Brown took over this position in July, 1941, on being posted here for the second time. Born on the last day of March, 1906, in St. Mary's, Ontario, the son of Doctor and Mrs. W. F. Brown, he attended St. Mary's Public and High Schools. Later, he went to the Collegiate Institute in London and to the University of Toronto, where he received his M.D. in 1931. There followed two years as an interne, then England for further studies. First, he went to the London Hospital in the East End of London and later he studied at the Royal Infirmary, Edinburgh, where he became an M.R.C.P.

Dr. Brown returned to private practice in Stratford, Ontario, in 1934. On the advent of war, he was appointed to the R.C.A.M.C., was attached to the R.C.A.F. in March, 1940, as Lieutenant and posted to Lansdowne Park, Ottawa, for a two month course in aviation medicine. He was sent from there to the R.C.A.F. Recruiting Centre, London, Ontario, where he became a Captain. He was a Medical Officer on the Station in August, 1940 but left us for No. 12 E.F.T.S., Sky Harbour. Soon after, Flight Lieutenant Brown was sent to the Technical Training School, St. Thomas. He left there with the rank of Squadron Leader—bound for Trenton. Sqdn. Ldr. Brown is shown in the upper left hand corner of page 16.

The University of Toronto and Queen's University, Kingston, Ontario, have provided the R.C.A.F. Station, Trenton, with its Medical Staff. Toronto, Hamilton, Oshawa, Millbrook, Lachine, Quebec, Fort William, Napanee, Carlton Place, Weston, London, Ontario, Oakville and Windsor, Ontario are represented in the Medical and Nursing Staffs.

From London, Ontario, comes Flight Lieutenant Ross Robertson, a St. Andrews College and U. of T. Graduate. He practiced in nearby Wellington and has taken courses in Pathology at the Banting Institute, Toronto and in Surgery at Edinburgh and London, England.

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Flight Lieutenant E. Harvey Doney is from Toronto and he, also, is a Varsity man. He, too, took a post graduate course in London England,

The Ambitious City of Hamilton and Queen's University have given us Flight Lieutenant George H. Emery. Flight Lieutenant Emery practiced with the Port Arthur Clinic at Geraldton, Ontario, before coming to practice with the R.C.A.F. Trentonites.

Oshawa has given us Flight Lieutenant W. G. McKay, a graduate of the class of '34 of the University of Toronto. He came with the Air Force on August the 8th of last year

We mentioned Millbrook heretofore and, no doubt, some will wonder where it is. Flying Officer Thomas William Frederick Spencer, another Trenton Medical Officer, can tell you. Millbrook is his home and it is in the vicinity of Barrie. Flying Officer Spencer joined the Royal Canadian Army Medical Corps in 1931 as a buck private and has worked his way up from the ranks to occupy the position of Adjutant of the Station Hospital at Trenton with a Flying Officer's Commission.

Flying Officer John Leo Murray completes the Medical Staff. He is a Weston, Ontario, boy, a graduate of the University of Toronto and served his internship at Victoria Hospital, London, Ontario.

Last fall, the hospital acquired a new Wing, and a new Flight Lieutenant in the person of Nursing Sister Mabel T. Montgomery. Born at Brighton, Ontario, she graduated, aged twenty-three, from the Wellesley Hospital, Toronto, where she was attached until January 1941.

She then enlisted in the R.C.A.F. received a commission and was posted to Trenton as Nursing Sister in charge of the Operating Room. Her present title is just "Sister in Charge", but with the shorter title came heavier responsibilities. She is shown in the upper right hand corner on page 16.

Stand in for Nursing Sister Montgomery during her several absences on duty and second to her in authority is Nursing Sister Alberta Lamonte. "Monty, Mark II," as she is called to distinguish her from Nursing Sister Montgomery—"Monty, Mark I"—Sister Lamonte hails from the Head of the Lakes and the town of Schreiber. "Monty, Mark II" joined the R.C.A.F., February 10th, 1941.

Other modern Nightingales of the Air Force at Trenton are Nursing Sisters Reta Leach of Regina, Catherine McLean of Toronto, Anne Campbell of St. Thomas. Trenton misses its three late departures, Nursing Sisters Corinne Lessard, Louise Laganiere and Lucy Turner.



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## MONEY MATTERS

Continued from page 8

treasury officials for payment. Claims for uniform allowance for newly appointed officers are also forwarded through this department.

When cheques are received in payment for claims submitted, they must be immediately distributed. Due to the constant movement of personnel from one unit to another, in many cases it becomes necessary to re-mail these cheques to all parts of Canada. This fact, of course, results also in the receipt of numerous cheques at this unit from other R.C.A.F. centres, both for settlement of claims outstanding and balances due for pay and allowances.

Documentation for the issue of dependants' allowance is another duty of the accounting staff. Each applicant must be personally interviewed and submit certificates of marriage and birth of his children. Factors regulating entitlement to allowances are numerous and in many instances involved, and the accounting staff must decide on the merits of each case. Assignments of pay as required and allowed by regulations must be brought into effect and recorded on each Officer's and Airman's pay documents. This is necessary in order to ensure that only the proper amount of pay is issued directly to service personnel, since payments for assignments in effect are effected by the Treasury Department in Ottawa. Voluntary assignments of pay are made for such items as insurance, war savings certificates, victory bonds, etc. Many also assign pay to relatives, even in cases where not required to do so by regulations. In all cases for the issue of dependants' allowance, it is the accountant officer's duty to examine the forms which are required by the Dependents' Allowance and Assigned Pay branch as completed under his supervision and, after certification by him, forwarded to the department in order that action may be taken to put payment into effect.

The problems of civilian pay on a station as large as Trenton, place another responsibility on the accounting department. All casualties affecting the pay of civilian employees—the dates of employment and its termination, absences without pay, reclassification, etc.—are reported regularly to treasury officials who assemble the facts submitted and issue salary cheques in payment. During the interval between the time the cheques are prepared and distributed to the employees, circumstances often arise which necessitate a partial recovery in order to guard against overpayments. In addition, paylists are prepared at the station for employees under the supervision of the station resident engineer, and the accountant officer is here required to ensure that amounts are properly computed. Such items as "cost of living" bonus, unemployment insurance and National Defence Tax add considerably to the work involved.

Supervision of the accounting work, preparation of financial statements and quarterly audits of all the non-public funds at Trenton are other phases of work performed by the accountant officers and their staff. At Trenton, the volume of sales of all messes and canteens is close to half a million dollars per year.

Finally we come to the operation of the pay department. The average number of R.C.A.F. personnel on strength at this unit runs into thousands and several thousand are taken on strength and posted to other units during each month. This necessitates forwarding documents, arranging pay parades at odd times for large drafts going out and maintaining a steady stream of payments during each day for individual postings. In addition, payments are made to personnel before they proceed on annual leave. Unfortunately, there are also numerous requests for casual advances of pay, a good many of which are not granted because, in the opinion of the accountant officer, sufficient reason is not given.

Regular pay parades are held at the mid-month and the end of the month. Four officers with twelve clerk accountant assistants are busily engaged for close to two hours. Accuracy is of prime importance, since every cent of shortage that develops must be "put up" by the accountant officers personally. Needless to say, it is very seldom that they find that there is an overage.

In addition to the payment of R.C.A.F. personnel on the strength of the station, Trenton is peculiar in having several hundred R.A.F. men on attachment. Their pay and allowances are forwarded to the accountant officer for disbursement, so that his cash account becomes rather involved at times because of the amounts he has received from the R.A.F. schools and which he has to take into consideration in balancing his cash.

The total cash handled by the accountant officers at Trenton in a month runs into eight figures for regimental pay alone. Payments by cheque are not included in this amount. Other cash accounts for public funds under the control of the accountant officer include the imprest account for the payment of travelling advances, the petty cash account for the payment of sundry small purchases of supplies for Station Stores, the unemployment insurance account for the purchase of unemployment insurance stamps for civilian employees, the postage account to cover the purchase of stamps by Central Registry and the cash received on the sale of transportation warrants to personnel on posting who are moving their families.

The matter of effecting recovery from airmen whose accounts are in debit at the time of their discharge from the Air Force also raises, in some cases, rather a nasty problem. Any overpayment on discharge which arises through an error in computing the account becomes the personal responsibility of the accountant officer to collect or "make good" out of his own pocket.

The actual posting and computation of each individual's pay account is made primarily from Daily Routine Orders. This, of course, involves the need for a thorough inspection of orders. All items affecting each person's account, however, are not recorded there, as in the case of repayment vouchers which are charged directly upon receipt of the vouchers. The accounts section also receives daily notification from previous units of matters pertaining to individual pay accounts, action on which must be immediately taken.

Continued on page 34

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Continued from page 14

tember of the same year. Judged worthy of promotion, he was sent to a cadet school at Ste. Omer in France and then discharged from the Canadian Forces. Reason for the discharge was his appointment to commissioned rank with the 17th Lancashire Fusiliers. He took an Observer's course at Brooklands and joined the 52 and later the 34 Squadron of the R.F.C. to sail over France and Italy. The end of the war found him on his way to Egypt to train as a pilot. Arriving, he acted as Observer during the post-war disturbances there. In 1926 he took up dentistry at Varsity, practiced at Kapuskasing, and joined the Canadian Dental Corps last November.

Sergeant E. A. Wainman of Toronto is head of the Dental Mechanics and responsible for repairs and manufacture of dentures. He is ably assisted in his Trenton laboratory by Corporal M. Lauder, former Boston Bruin player, and Private K. R. Castle of Toronto.

### ATTENTION OFFICERS

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is now located on the Main Floor of the Officers' Mess (next to the Orderly Room).

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### MONEY MATTERS

Continued from page 32

No attempt has been made here to give you a complete analysis of the operation of the Accounts Section, but rather an outline of the work which they try to accomplish. Such personal problems as explaining why John Doe received only \$20.60 this pay day when he received \$21.90 last month are some things which we encounter constantly.

### ACCOUNTS OFFICERS

SQUADRON LEADER HARVEY L. GOOD

Harvey L. Good was born in 1910 at Lethbridge, where he attended public and high schools. Following Kitchener Collegiate, he was employed until 1930 at the chemical laboratory of the Dominion Rubber Co. and spent his evenings digesting an accountancy course from Queen's University. He was employed for four years by a firm of Kitchener accountants and later by a Toronto firm. Enlisting in June 1940, he was transferred to Trenton in May 1941 from St. Thomas. That September he became Squadron Leader in charge of the accounts section. Married in September 1940 to Marion McKenzie of Galt, he now has one daughter, Margaret Leslie.

FLIGHT LIEUTENANT MURRAY AXMITH

Murray Axmith was born at Toronto in 1915, and graduated from Humberside Collegiate. Following five years employment as a chartered accountant, he enlisted in January 1940 and came to Trenton from Toronto in March of last year. Last December, he became a flight lieutenant. In January, Miss Yvonne Hicks of Bobcaygeon, Ontario, became Mrs. Axmith.

FLYING OFFICER JOHN P. JONES

John P. Jones first saw the light of day in Toronto in 1896. Following an accountancy course, he enlisted in 1915 for service overseas. For some years he headed the Avon Battery Co., Toronto. Enlisting in January 1940, he came to Trenton in April, 1941, from Toronto. Married in 1925 to Enid E. Grew, they have two sons.

FLYING OFFICER JOHN J. CARSON

Hastings, England, was the birthplace of John J. Carson, and he sailed for Canada in 1921 at the tender age of five. He attended Kingston schools. Before enlisting, he was assistant manager of Metropolitan Stores, Halifax. Following a clerk-accountant course, he came to Trenton from Calgary.

PILOT OFFICER HUGH I. ROBINSON

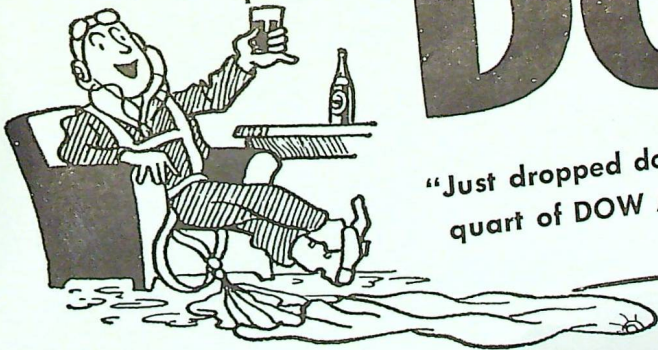
Hugh I. Robinson was born at Morrisburg, Ontario, in 1909. Normal school, then dispensing the "Three R's," was a stepping stone to B.Com. at Queen's. For five years he worked in Toronto as an accountant, and joined the R.C.A.F. in January of this year. He has since been stationed at Trenton.

# Where's Joe?



Gone for a  
**DOW**

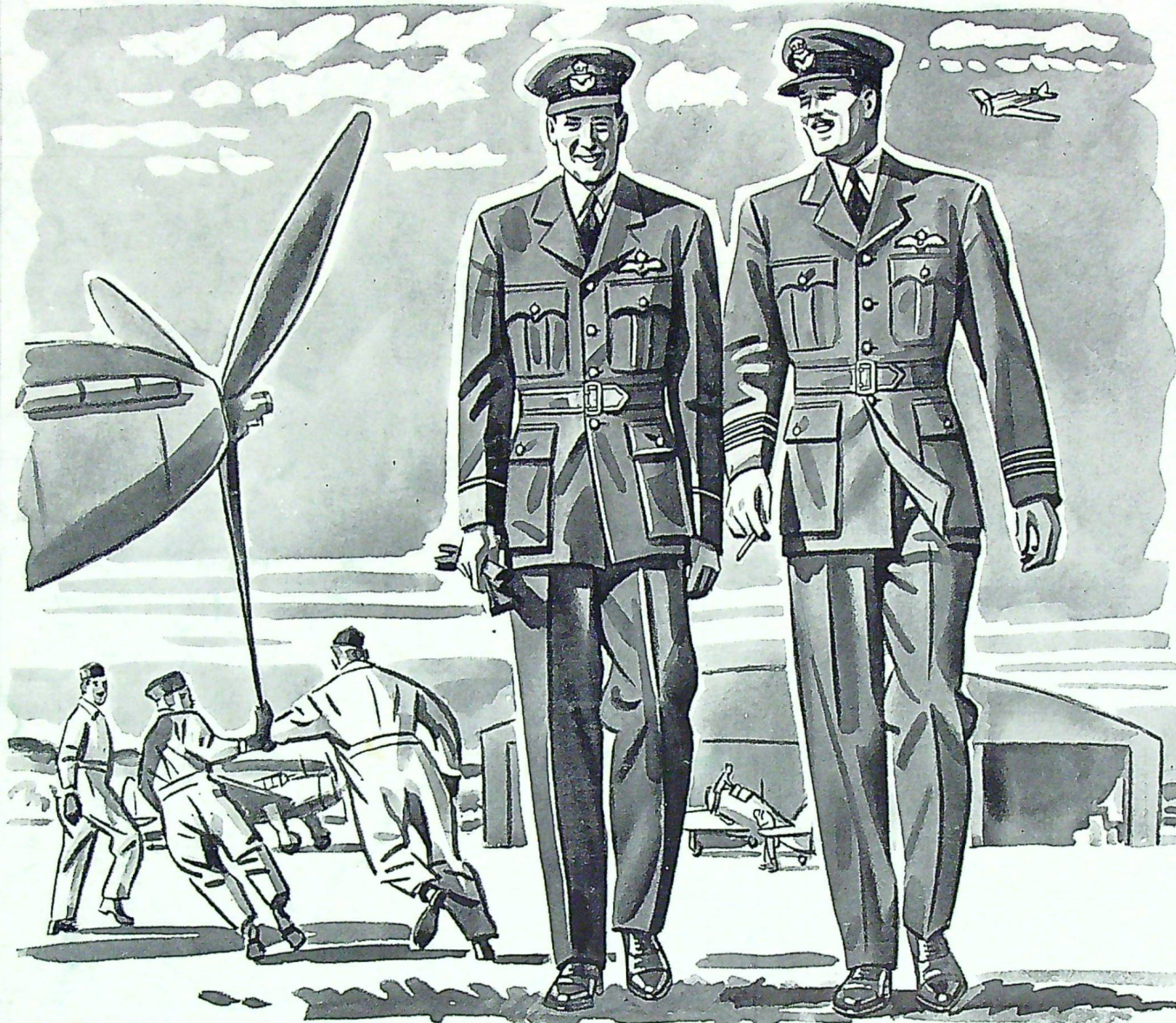
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