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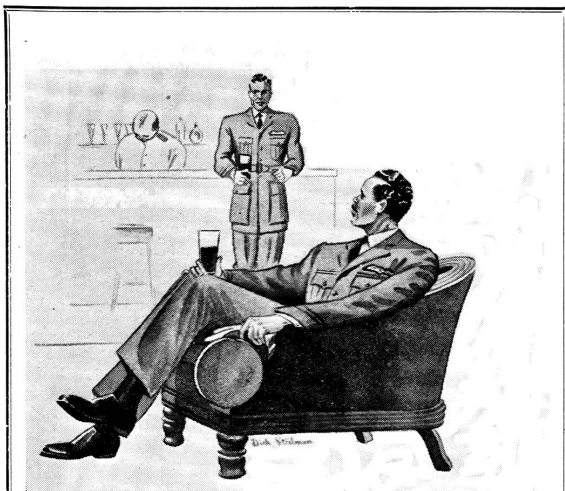
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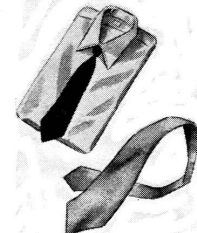
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OFFICER COMMANDING

A.D.S.



WING

COMMANDER D. J. R. CAIRNS

*Officer Commanding
School of Administration
R. C. A. F. Trenton, Ont.*

CONTACT

TRENTON

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Vol. I

Gardenvale, P. Q.

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VERSATILITY PLUS

*Wing Commander J.R Cairns Heads
School of Administration and
Photographic Section.*

“VERSATILITY” is certainly the word for the new Officer Commanding of Trenton’s famed A.D.S. Wing Commander Cairns’ interests range from photography in all its ramifications, with particular emphasis laid upon aerial work, to such administrative items as Equipment and Accounts, Air Force History and Organization with Drill and Department and a dozen other subjects added to it all.

Based upon what would appear to be an unparalleled service experience covering operations over the whole of Canada, from his home in British Columbia to distant Dartmouth, the Wing Commander will undoubtedly prove an invaluable asset to Trenton Air Station, not only in his dual capacity as O.C. Administration School and O.C. Photographers, but in the many other station activities that will demand and get his attention.

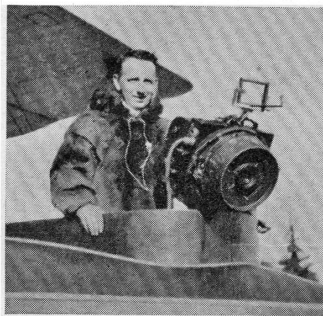
We should like to say here that it was a very real pleasure to interview Wing Commander Cairns preparatory to the writing of this article and we found him most co-operative. He seemed to sense just what was wanted from him and he was ever ready with the facts and figures that were needed. His two so widely divergent main interests, photography and administration, offered a problem to the raconteur, that at first appeared formidable, but now that we sit down to write with our copious notes spread out before us, the difficulty would appear to be to refrain from writing a book-length novel rather than a dearth of material.

He is a Scotsman by birth, but a British Columbian by inclination. Despite his diffidence about putting his personal and family history on parade, we deem it only fair that we here, at Trenton, should know the unvarnished facts thereof before getting down to the real story which, to put it in his own words, is “The job in hand”.

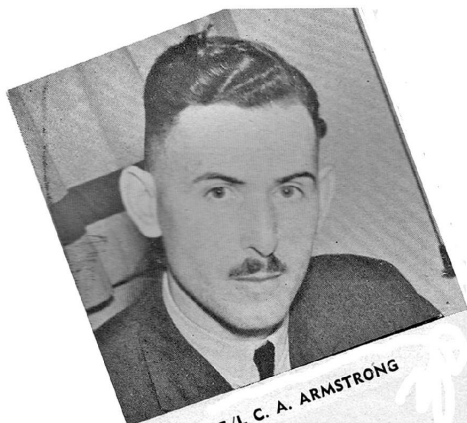
An ancient historical Scottish School, George Heriots, founded in 1628, which stands almost in the shadow of Edinburgh Castle and was a lodging place for Cromwell’s Ironsides, gave him primary education. This was added to by the Heriot Watt College and Royal Art College, Edinburgh. It was at the George Heriot School that the Cairns’ flare for photography first evidenced itself and David James Robertson Cairns, to give him his baptismal name, became the enthusiastic secretary of the Heriot Camera Club.

In 1913 at the age of nineteen, he and others of his family migrated to Vancouver where the photographic avocation became a full fledged vocation and there he practised studio, portraiture and commercial photography.

That was all very well back in 1913, but the World War of 1914-1918 called for a sterner role and the Wing Commander of today became a cadet of the Royal Flying Corps. He had to give up his first ambition to become a pilot, on medical grounds, and he transferred to the photographic section where he became an instructor in aerial photography at Leaside, Toronto, and Borden attached to the 44th Wing. War’s



W/C Cairns, “snapped” during aerial photography expedition in 1923.



F/L C. A. ARMSTRONG

F/L W. M. E. CHESTER



F/L J. S. HARRIS

“Strictly Business”

ADMINISTRATION School Officers have universal characteristics gentlemanly, Officer-like bearing, unflinching courtesy—confidence. Their manner to the neophyte Officer and to the N.C.O. on a Course is such as to inspire assurance followed quickly by the engendering of an immediate and all-absorbing enthusiasm and desire to learn purely for the sake of learning. Adjutant of the School is Flight Lieutenant W. M. E. Chester, of whom more later under the title—“ADS Adjutant”. The Officer instructors are Flight Lieutenants John Samuel Harris, Charles Alexander Armstrong, and Ellis Wickham Clark, together with Flying Officers George William Morrall and Arthur O. Klein.

Flight Lieutenant Armstrong brings a wealth of Service experience to the Administration Course, he having enlisted as an AC2 back on September 2nd, 1930. He was then clerk to the present Air Officer Commanding No. 1 Training Command, Air Vice Marshal G. E. Brookes, then Officer Commanding the original Flying Training School. He has been at Camp Borden, Military District No. 2 Headquarters, Toronto, the School of Army Co-operation at Trenton, No. 3 Bomber Squadron at Calgary and Halifax, Eastern Air Command and Air Force Headquarters. In January 1941 he became the first Adjutant of No. 8 S.F.T.S., at Moncton having been commissioned on the 15th day of December, 1940. Last November 30th, he came to ADS to lecture to both Officers' and N.C.O.'s Courses.

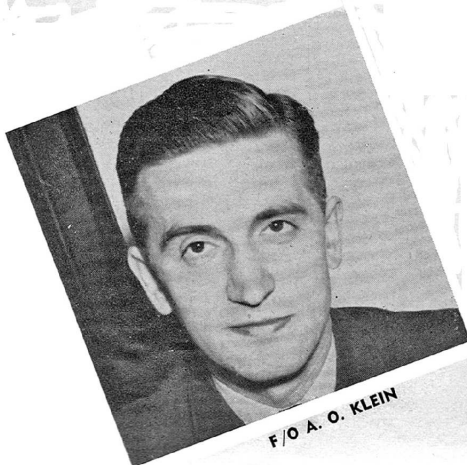
Flight Lieutenant Harris is a native of Toronto. He was born, educated and raised there and for many years occupied actuarial and managerial positions with the Imperial Life Insurance Company. He was appointed to the R.C.A.F. February 15th, 1941, and came to Trenton for the Administration Course. He graduated from there to St. Thomas but the long arm of Trenton reached out promptly and brought him back within half a day to become a KTS original and its Administrative and Equipment Officer. He later commanded its Training Squadron, then became Administrative Officer

of the Aircrew Squadron. He was recalled to ADS in August of 1941, which makes his record of service with that Unit the longest of any member of the present staff. He is Officer in charge of the N.C.O.'s course in addition to his instructional duties.

Flight Lieutenant Ellis Wickham Clark is the law expert of ADS and is an Osgoode Hall Law School graduate of 1921 and served three years in Canadian Army ranks in that other war. He had had considerable legal experience in Detroit and Toronto before joining the R.C.A.F. on the 12th of April last year. He calls Toronto his home and since his Air Force appointment has ranged as far afield as No. 3 B & G School, Macdonald, Manitoba, No. 7 B & G School, Paulson, Manitoba (he was its Adjutant) and Trenton. It should be mentioned that he graduated from the Administration Course himself in May of last year standing second in his class.

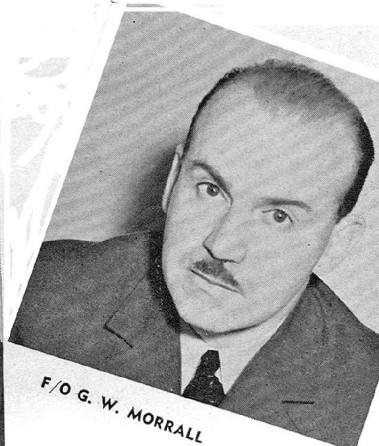
Another lawyer on the staff is Flying Officer Arthur O. Klein, also of Toronto in late years, though previously of Walkerton, Ontario, his birthplace and Brantford, Ontario, where he practised for some time before being appointed to the Department of the Attorney General of Ontario. He has served the Air Force since July 4th, 1941, at Halifax, Uplands, and Trenton and has acted both as Judge-Advocate and Prosecutor in several Courts Martial.

Flying Officer (“Phil”) Morrall is the Englishman of ADS, hailing from Birmingham, and a graduate of St. John's College, Cambridge, in 1917, with a Bachelor of Science degree. He served twenty odd years ago with the Royal Engineers Field Company as instructor on field works and bridging. By profession both in England and Canada Flying Officer Morrall is a chemical engineer attached to the paint trade. Since 1926 he has made his headquarters and home in Montreal. He was appointed an Officer of this Service October 3rd, 1941 and has since served at Air Force Headquarters, Halifax, and now at Trenton.



F/O A. O. KLEIN

F/L E. W. CLARK



F/O G. W. MORRALL

In the Beginning....

Air Force Administration Training Has a Travelled Long Road In Comparatively Short Time

BACK in the good old days of the Canadian Air Board, its successors the Canadian Air Force and the Royal Canadian Air Force of peace time the matter of Administration Training was well attended to by short courses in Air Force Administration held at intervals at the Royal Military College, Kingston, Ontario. Rapid expansion of the Joint Air Training Plan and the mass production of new Stations across the fair Dominion created a demand for Administration Officers with a thorough grounding in Air Force procedure that could not be filled from the strength available. As was to be expected the call went out to the R.F.C. and R.A.F. veterans of the last Great War, now too old for flying, but still loyal to the old traditions and possessing knowledge peculiar to the Service. Service nomenclature in itself is a study and in this respect these former Pilots, Observers and Gunners were already versed. They besieged the R.C.A.F. Recruiting Offices from the beginning and while champing at the bit waiting their call talked old times and old fights over with old comrades they had not seen for years. Many were the re-unions of those early days and the old battles were fought over again in preparation for the new.

The great problem was absorption and training in the new practises of the new war. To meet this problem there was established at Trenton the School of Administration for commissioned Administration Officers which opened its doors on the first day of April in the year of our Lord, 1940. Headed by Group Captain F. J. Mawdesley, now of Western Training Command its Adjutant and Chief Instructor was Wing Commander H. H. Atkinson, now Station Administrative Officer of this Station. Also on the staff was Squadron Leader W. G. Dever, who is presently at No. 1 Equipment Depot, Toronto.

To these three fell the work of organizing the School, its courses of instruction and preparing its syllabi and its precis.

Orderly Room work promised to amount to magnitudinous proportions owing to the fact that newly appointed Officers reported directly to the School from the Recruiting Centres. That called for everything in the way of Officers' Documentation and further, as the School was a model for Orderly Room practice the work had to be nothing less than perfect. More than this, the new Administrative Officer would likely find himself in charge of an Orderly Room some place eventually and it was essential that his experience with the ADS Orderly Room should be such that he should always bear it in mind as something to strive to emulate in the way of efficiency.

One thing aided these ADS originals and that was that the number of men in each class remained fairly constant and

so time-tables that could be rigidly adhered to were set up. There was a time and place for everything with the result that such things as waiting around were eliminated—something that has caused an occasional rude shock to some arriving N.C.O.'s. Daily programme including everything from the first reporting to the issuance of the travelling warrant to the new Station were set up and from the moment of the first early morning parade everything clicked along with an absolute minimum of confusion and wasted time. This was no accident—it had to be that way to get the course covered in the time allotted—and, as we say, to set an example worthy to be followed.

In the beginning Flight Lieutenant Dever taught the subjects allied to Equipment and Accounting, the others being divided between Group Captain Mawdesley and Wing Commander Atkinson. Demands from outside upon both their times made it necessary that both of these latter be prepared on occasion to substitute for the other. The effect of this was to double the amount of daily preparation for each, but the extensive Service experience that each had already had was their ever-present ally and this was accomplished with little difficulty.

In December of 1940, ADS opened its first course for Non-commissioned Officers. The object of the course was to provide for such general training in Discipline and Administration as would bring all pupils attending up to a higher standard than currently existed among N.C.O.'s and to standardize throughout the Service, the general principles of Orderly Room Routine in all its phases together with inculcating a sound working knowledge of such kindred subjects as Air Force Law.

The course was of four weeks duration, commencing December 9th, 1940 and finishing January 4th, 1941. The course was interrupted by the loss of Christmas and New Year's Day, but extra evening and Sunday lectures and studies took care of most of the time lost. The N.C.O.'s successfully completed the course and their examination papers show that they gained a good working knowledge of all subjects, and that all, irrespective of trade, appreciated the importance of standardized administration and procedure.

The report to Air Force Headquarters states that the results were very gratifying and it was seen that a great spirit of keenness and rivalry existed from the start. It was felt that all graduates benefited from the course.

Since ADS commenced its operation a trifle over two years ago a great deal of water has gone under the bridge, hundreds of Officers and Airmen have graduated from its classes, there have been additions and modifications to the curriculum, but the original scheme or organization remains as it was at the beginning—basically sound.

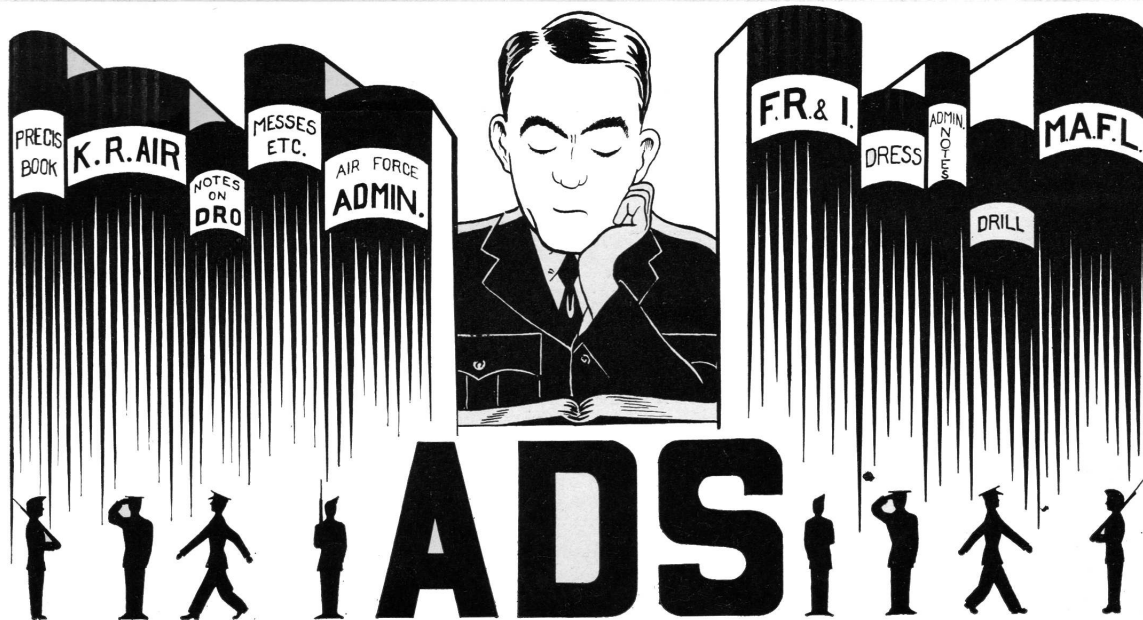
(Continued on page 33)



LEFT: WO1 Ernest Andrew Kahala, ADS Instructor in Orderly Room Procedure and allied subjects; Born in Dundas, Ont., his home is Ottawa and his Air Force service dates from July 28, 1928.



RIGHT: F/Sgt. John Pinckney, ADS Drill and Department Instructor to NCO's. Modern in viewpoint, he teaches Discipline with Discretion — Department with Diplomacy.



Precepts and Precedents

Administration School Courses and Instructors Teach the Principles of Airmanship

FIRST you'll get to know the Dean of the Administration School, the soft-spoken, genial Wing Commander Cairns and his ever present, ever pleasant Adjutant, Flight Lieutenant Malcolm "Bill" Chester. You'll have a private talk with the Wing Commander during which he'll size you up for just what may be expected of you and you'll receive a sizing up of what ADS can do to make you a better Officer or N.C.O. N.C.O.'s are interviewed by (Flight Lieutenant John Harris, Officer i/c N.C.O.'s Course). Flight Lieutenant Chester will talk to you about that all important subject—Discipline—coupled with lectures on morale and esprit de corps. Flight Lieutenant Chester will define Discipline for you as "The immediate and unquestioning compliance with all orders given by a superior Officer, in a cheerful spirit" and will state its objective, which is "Reliability".

Flight Lieutenant John Harris, if you are an Officer, or Flight Sergeant John Pinckney, if you are a Non-commissioned Officer will teach you how, when and whom to salute, how to convey a message to an Officer and methods of addressing Seniors. You will be instructed in how to conduct yourself on leave. Non-commissioned Officers will receive a talk by Flight Lieutenant Harris on the responsibilities of their calling and their rank. They will be told that they constitute the liaison between Aircraftmen and Officers, Officers and Aircraftmen. These are the attributes of a good N.C.O. as outlined by ADS heads;

"His ability to control men in a cheerful but firm manner treating them as fellow men, not as mechanical men, but at the same time making them realize that when an order is given it must be carried out cheerfully, willingly and without question. He must at all times have the respect of the men under him gained from his own cheerful spirit and wholehearted application to his duty. His conduct should be at all times—on duty or off—beyond reproach, always exemplary."

"Morale" will be defined for you at ADS as the strength of will of a body of men to achieve a common purpose or resist a common danger. In the Air Force, individuals are required to carry out work on the quality of which lives

depend, which necessitates the cultivation of a high standard of conscientious endeavour. In the Army and Navy, men are bound to their Officers, to a certain extent, by dangers shared in common. In the Air Force this bond is not so strong. There is only a stern sense of duty. This is perpetuated through the agency of tradition and accumulates strength as the years go on. Let it be said in this war, as in the last, of our British people "The graves were uncovered; the dead came to war; the nation proved itself to be that which its forefathers had made it".

The qualities conducive to successful leadership will be instilled in you—Personality, Sympathy, Resolution, Courage, Energy and Self-confidence. Every ADS Instructor is pledged to this work and the pledge has never failed of fulfilment.

Organization and Administration

The Organization and Administration of the Air Force is the study of such ADS Instructors as Flight Lieutenant Armstrong for Officers and Warrant Officer Ernest Kahala for N.C.O.'s. The vast Air Force structure of administration will be made known to you and as the magnitude of the great plan unfolds you will marvel at its complexity withal its simplicity—the culmination of years of organizational experience by thousands upon thousands of Army, Navy and Air Force Personnel both of this country and the Motherland, each of whom has contributed his little or big bit to the monumental whole. The divisions of Headquarters Administration are in themselves a study, yet so clearly are they mapped for you by ADS teachers that they quickly appear as something more than a list of high sounding titles—each becomes the keystone of a mighty arch through which pours unceasingly the massed Air effort of the mighty Commonwealth.

Flight Lieutenant Ellis Clark and Flying Officer Arthur Klein are the Law Deans of this Air Force College. Their handbooks are the Manual of Air Force Law (British) and its Canadian ancillary, King's Regulations and Orders for the Royal Canadian Air Force. Wing Commander Cairns will already, in his opening address, have told you some-

thing of the history of the Service but here in the Law School, you learn more of that; how the system of Air Force Law was developed from the Military Codes and adapted to our own use, of how the British Law was adopted in most part here in Canada for our own Service and made operative by our King's Regulations and Orders (K. R. (Air)). You'll learn the relation of Air Force Law to Civil Law and that we are not a law unto ourselves.

Flight Lieutenant Armstrong's forte, as it is that of Sergeant Major Kahala is the matter of Orderly Room Organization and operation with its attendant studies, operation of Central Registry—Internal Post Office of the Air Force—the Conduct of Correspondence, Ordinary, Secret and Confidential. The care of documents of all kinds, the making of reports and returns, the recording of events and casualties, re-musterings, re-classifications and promotions. These and similar subjects come under their aegis and call for the lugging to and from classrooms of mighty tomes, while the mind quails in appal at the incredible amount of detail it is expected to absorb. Have no fear; if you are an Officer you may rely on the Flight Lieutenant, if an Airman, the Sergeant Major will see you through—you might even do a little something yourself by way of quiet hours of study in the cool of the Quinte evenings.

Many civilians are employed by the Air Force in various capacities and these, for record purposes, are divided into two classes, i.e.: those under the Civil Service Act and those exempt therefrom. The former must be selected from the Civil Service lists but others, such as Cooks, Carpenters, Electricians, Firemen, Labourers, Machinists, Messmen, Motor Transport Drivers, Plumbers, Sheet Metal Workers, and Tailors may be hired locally. Flying Officer Morrall teaches you how to handle their hiring, discharge, discipline, pay and accounting.

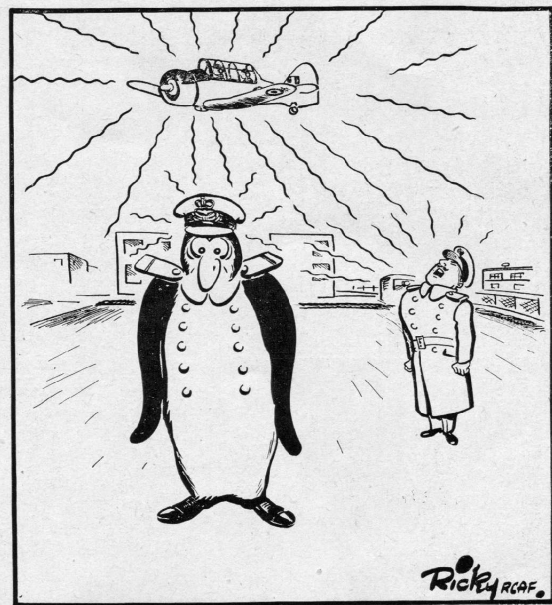
Orders, Orders and more Orders are the Order of every day in the Services, whether they be Air, Land or Sea. There are General Orders and Routine Orders, Command Orders, Standing Orders, Operation Orders, Instructions, Information Bulletins and Cash Accounting Notes. Each Station has its own Daily Routine Orders. Orders in all their manifold forms are within the province of Flight Lieutenant Armstrong for Officers and Warrant Officer Kahala for Airmen. It all sounds very complicated, doesn't it, but in the immortal words of Flight Sergeant Pinckney, remembered by everyone who has taken rifle drill under him, "There's nothing to it"—after your course at ADS.

Pay and Accounts, Dependents' Allowances, Financial Regulations and Instructions—these would fill a book and they do, a small grey affair containing very small type—easily read, but not so easily understood, that is until Flight Lieutenant Armstrong, who has met about every financial situation the Air Force can provide explains it all. There's nothing to do then but study and that calls for some effort on your part.

When it comes to Equipment and Equipment Accounting, Clothing and Clothing Records, Barrack Stores, et cetera, you're under the jurisdiction of Flying Officer Morrall again. He goes farther than that and explains how Service Institutes, Messes, Canteens, Committees and Non-public Funds are operated. That's worth knowing too, for you might be elected one of these days.

One might well say that this is not the place to talk about trouble but facts must be faced. There have been known to be cases of dereliction of duty among Air Force Personnel. This is the point to touch wood and then brush up on Service Law and Procedure. The Commanding Officer or the Court Martial generally looks after the Law end of it but the procedure is all-important both to the Officer and the Airmen. What is the proper method to be followed in making an arrest? When is a close arrest made and when open? What are the rights of the accused? How are the charges and Charge Sheets made? Who makes them?

These and a hundred and one other questions on the subject will be answered for you by Flight Lieutenant Clark or Flying Officer Klein, depending on whether you're commissioned or not. Further, they'll go into the powers of various Officers to award certain punishments, the procedure at Courts Martial, Courts of Inquiry, Boards of Officers and

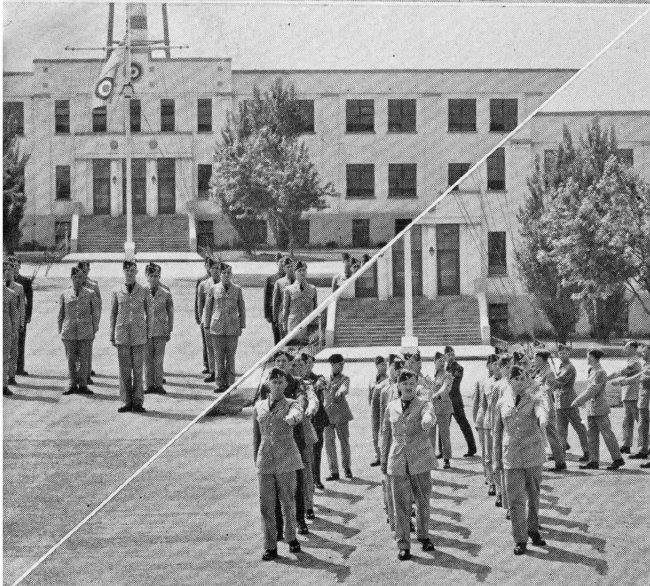
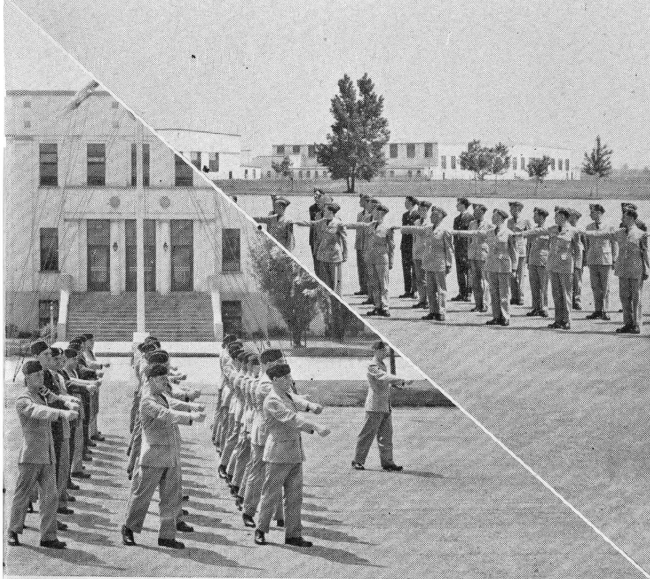


what an Investigating Officer should do to earn his salt.

A word to the about-to-be ADS student: Decide now not to be grit in the cogs of the RCAF fighting machine—that is not the kind of grit for which Britishers are renowned; Decide now to work hard and intelligently; to work cheerfully and to ostracize the moaner; to cultivate and inculcate in others the splendid spirit of "Pride of Achievement"; to gain the spirit of competition and remember your T. 20 (Report on Completion of Course); to ask questions of competent authority if in doubt; to realize that procrastination is a potential aid to the Axis powers, at all times, and particularly while you are at Trenton, to be smart, cheerful, respectful and courteous. These are the identification marks of the Air Force.







Commands... Commanders

LEADERSHIP depends upon simple human qualities. Above all, a leader must have the confidence of his men, and he will only gain this by commanding their respect, respect for his personal character and his professional knowledge; for his sense of justice and his common sense; for his energy, keenness and forethought; for his indifference to personal danger and his readiness to share the men's hardships; for his cheerfulness in the face of difficulties; for the clearness and simplicity of his orders and his firm insistence on their execution; for the pride which he takes in his command.

(Extract from RAF Drill and Ceremonial, A.P. 818)

The ADS Drill Course for Officers under Flight Lieutenant John S. Harris and for Non-commissioned Officers under Flight Sergeant J. H. Pinckney is the foundation for successful Airmanship and considered an essential part of their training by all who have taken it. It is the work of the drill square that builds the quality of Discipline into a man whether he be Officer or Airman and it is the possession of these qualities that brings successful endeavour and resultant advancement. Under the tutelage of the Flight Lieutenant and the Flight Sergeant ADS students can be seen to grow each day in the attributes of the Air Force—smartness in appearance, bearing and deportment and prompt, cheerful obedience to the word of command.

ADS teaches Squad Drill to give alertness, self-reliance and smart bearing. It enables individual instruction. Arms Drill, to give ease in the handling of weapons, parallels the course. Squad Drill is followed by Flight Drill wherein the Airman becomes a part of an organized body. Here is engendered pride—pride in himself, and his Flight. That accomplished, the Flight takes its place as part of the larger organization—the Squadron and the Wing. When he has mastered Squadron and Wing Drill the student is able to handle large numbers of men—move them about and maintain their integral organization without confusion or delay. These larger formational movements aim at maintaining high standards of individual discipline and mutual confidence, proof against the trials of discomfort, fatigue and danger.

These are the important points insisted upon by ADS instructors—immediate obedience to orders; absolute cleanliness and correctness of arms, accoutrements, clothing; alertness, concentration, smart bearing, silence. The precept is laid down that the commander must himself set a good example for he who would command must himself obey. These points foster the twin attributes of leadership—self-discipline and self-respect.

Of prime importance in drill is the manner of giving commands. Indistinct and slovenly words produce slovenly movements, commanders must stand alertly at attention gaining attention and alertness by their own bearing. Faulty and slack habits undermine discipline without which no unit can train or fight efficiently.

Familiarity with commands brings confidence and celerity of movements. Memorize the movements and commands detailed for Squadron movements on page 16 of this issue of "Contact".

A. D. S.

Adjutant

THE popular ADS Adjutant, Flight Lieutenant William Malcolm Everett Chester came from the Western Ontario Metropolis of London originally but was schooled in Toronto at the Jarvis and Harbord Collegiates. Having been born October 6th, 1894, he was just right for the army, when things got hot a few years back, and enlisted with the 34th Regiment, later going Overseas and to France with the 75th Battalion, C.E.F. In action on the Somme with them, he was wounded which gave him time and opportunity to obtain a transfer to the Royal Flying Corps and that accounts for that Observer's wing on his uniform. He got that at Hythe, England and returned to France with the 20th Squadron, R.F.C. There, he flew in FE2R's and Bristol Fighters and on his first operational flight managed to run smack into the Richthofen circus. He was wounded, several months later and returned to Canada where he later became Adjutant of No. 1 Cadet Wing at Long Branch, Ontario, which would amount to an Initial Training School of the present day RCAF. Hundreds of young fellows on their way to R.F.C. training passed through his hands there
(Continued on page 36)



A. D. S.

Orderly Room

SMALLEST Unit on the Station in point of numbers, the Administration School nevertheless provides work for an Orderly Room second to none in the amount of work accomplished and the quality of Airmen required to accomplish it.

In the accompanying photograph you'll find them hard at work, this ADS Orderly Room staff. At the desk, left foreground is LAC Wilfred Rutland, member of the Airmen's Recreation Room Committee and a native of Sudbury, Ontario. Behind him at the window stands LAC Hubert Clarke of Mimico, who looks after amendments to Publications; beside him seated is Sergeant Alfred Bishop of Norwich, Ontario—a recent acquisition since posted and at the last desk is AC.2 Kenneth Hester. Standing by the filing cabinets is the ADS Corporal, Robert Lamont Smith while standing on the right hand side of the room is AC.1 John Koski of Sudbury. Flight Sergeant Newman former R.C.M.P. constable and former citizen of Halifax dictates a letter to LAC Gordon Horenstein of Winnipeg. The unobtrusive gentlemen away at the back near the door is none other than LAC Stanley Russell of Toronto.

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Air Ministry Exams for Ground Engineers, A, B, C, and D

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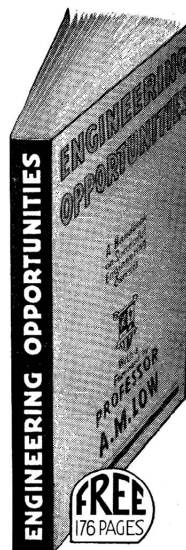
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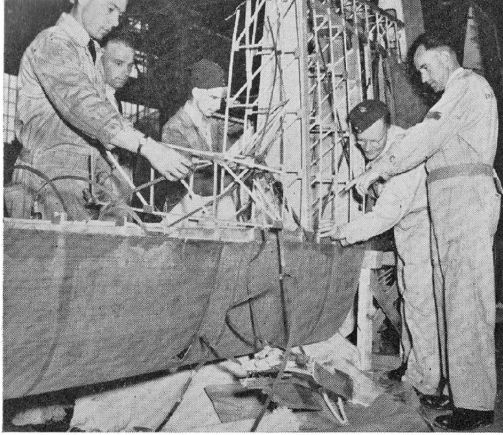
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219 Bay Street, Toronto, Ont.

Please forward free of cost or obligation of any kind your 176-page Handbook, "ENGINEERING OPPORTUNITIES."

Name

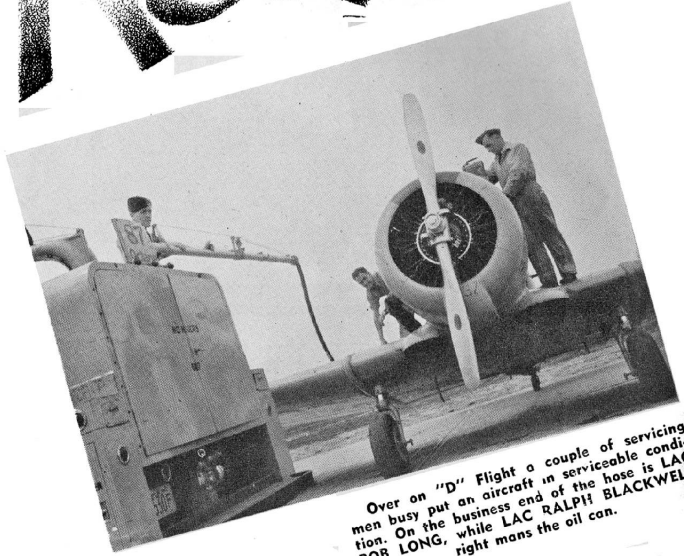
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Course interested in

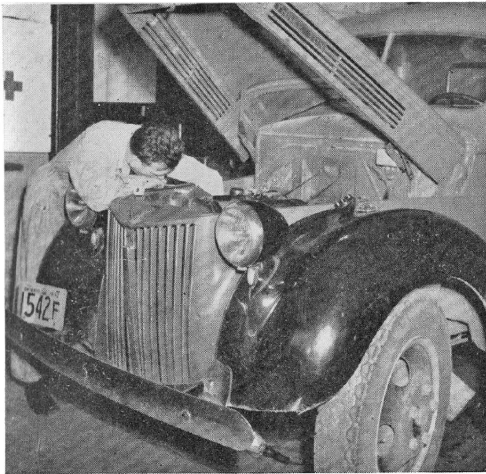


The aircraft mainplane shown here looks to be in pretty bad shape but soon was reconstructed as good as new. The workers are, from left to right: LAC J. WOOD, SGT. W. HODGE, LAC DAVIES, LAC SCARBOROUGH, SGT. D. McLELLAN.

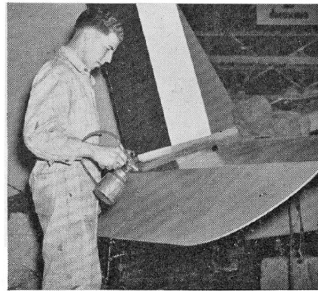
Keep 'em



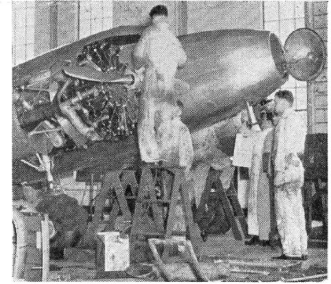
Over on "D" Flight a couple of servicing men busy put an aircraft in serviceable condition. On the business end of the hose is LAC BOB LONG, while LAC RALPH BLACKWELL right mans the oil can.



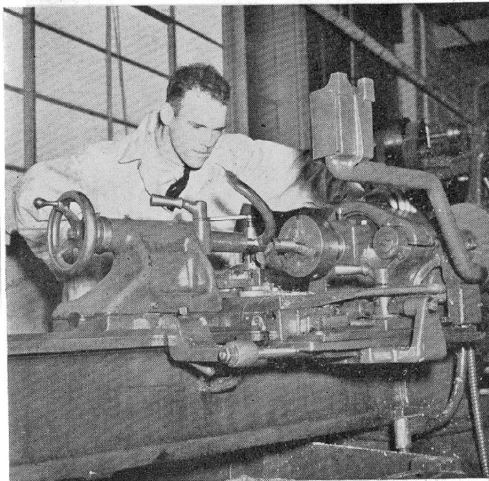
Trouble-shooter LAC E. STEPHENSON, attempts to put one of the M.T. Section's three-tonners back into good running order. The foot shown in the lower right-hand corner belongs to LAC I. F. LILLYCROP.



LAC MIKE LEARMONTH, is the trigger-man here. Learmonth is spraying paint on the tail-plane of an aircraft, one of the numerous jobs falling to a fabric worker.



CPL. H. A. DALE supervises his crew at work on a periodic inspection. Atop the step-ladder is AC1 G. ALLEN, while next in order are LAC C. R. HAGERMAN, CPL. BARTON SGT. D. McLELLAN and CPL. DALE.

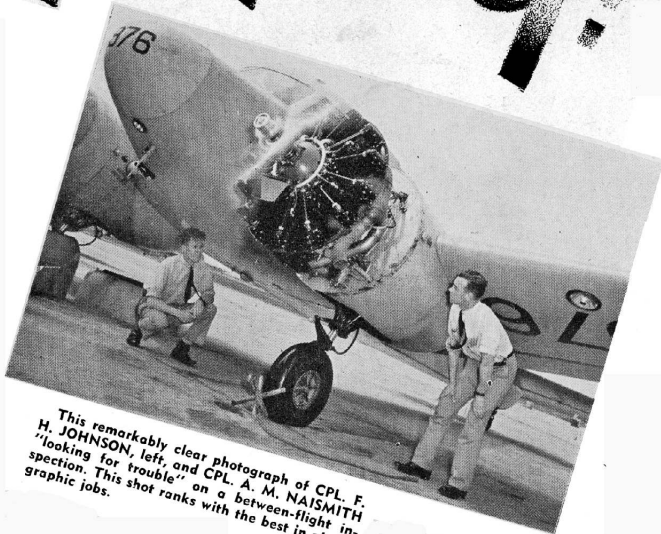


Down in workshops we find CPL. G. LEARMONTH turning out a job on the lathe. Note how the camera has recorded the highlights and small metal filings.



These men, SGT. H. F. GEROW and LAC A. E. FOWLER, are members of the vitally-important parachute section. They're shown "in the well," lacing 'chute shroud lines.

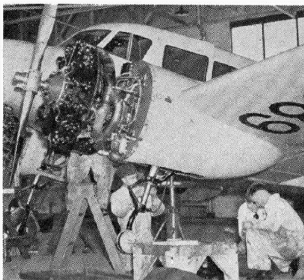
Fluving!



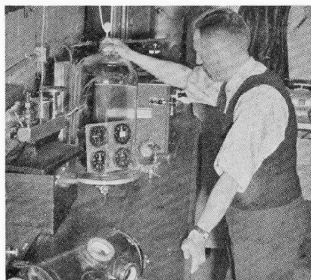
This remarkably clear photograph of CPL. F. H. JOHNSON, left, and CPL. A. M. NAISMITH "looking for trouble" on a between-flight inspection. This shot ranks with the best in photographic jobs.



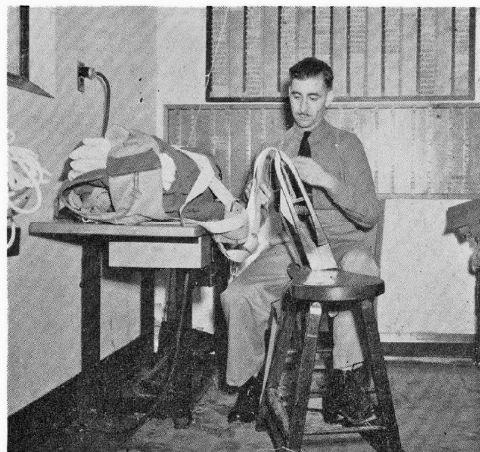
In the welding section of Workshops we find LAC A. DUNBAR, left, and SGT. J. ALLEN, doing a cutting job. The substantial injury hazard in this type of work is indicated by Sgt. Allen's use of goggles.



Here's another crew hard at work on a periodic inspection. They are, from left to right, LAC R. BOWDEN, working on the undercarriage, AC1 N. S. POULTON and CPL. N. G. COLLINS.



Pilots depend tremendously on men like CPL. H. MCGINNIS to keep them "on the beam," once they climb into the cockpit of an aircraft. Cpl. McGinnis is seen at work in the Instrument Shop.

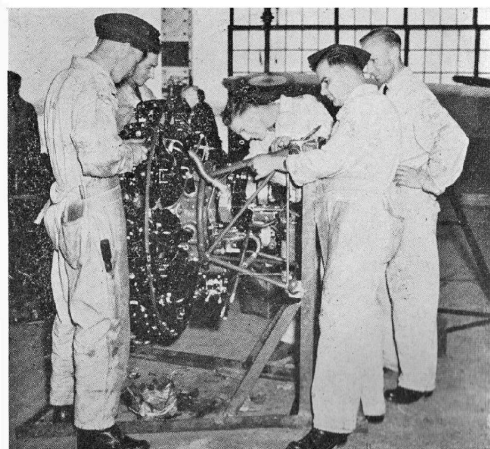


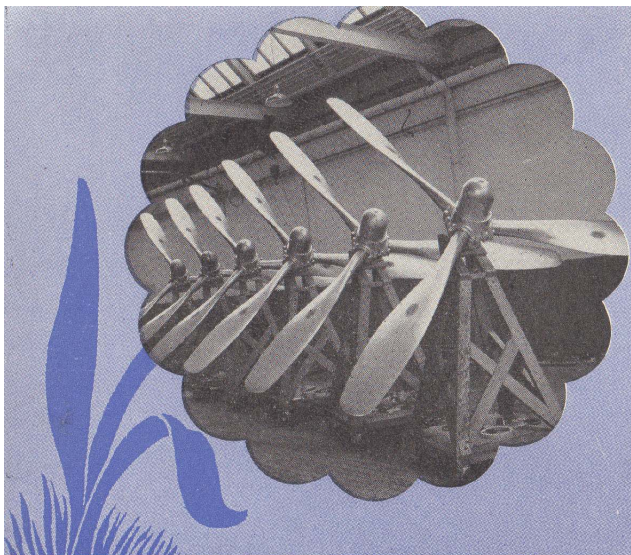
LAC GEORGE MOFFATT, is repairing the harness of a faulty chute. The vast amount of work done by the parachute section is indicated by the huge number of cards on the allotment board behind Moffatt.



"Sign here, Bud," is probably what CPL. E. MORLAND is saying to LAC LEN THOMPSON as the latter takes an article from M.T. Stores, on his charge.

This group is in the process of making an engine change in Maintenance. Gathered around the engine, from left to right, are LAC G. COLTON, LAC A. MAYCOCK, AC1 BISHOP, LAC COCKBURN and CPL. P. D. SMITH.





Strange Crops that Grow in Wartime

Here's a crop of propeller blades sent back to the Canadian Pratt & Whitney propeller plant for repair. And repaired they will be — annealed, angles corrected, straightened, heat-treated, ground and buffed — made just as good as new.

When in need of overhaul, practically all the Hamilton Standard, De Havilland and Fairey Reed propellers used by the R.C.A.F. are being sent to the Canadian Pratt & Whitney plant at Longueuil. Overhauls there have been and are being handled in much greater volume than that for which the plant was originally designed.



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"If It Wasn't For The War"

(Administration Class 31 Theme Song)

By P. O. John Stanley

(To The Tune of John Peele)



At the halt into column on the left form flight



The peer old blighters study all night



If it wasn't for the war, it wouldn't be right,



But we're writing our exams in the morning.

In the Main Stock Ledger we enter the junk
If we don't get it right, we'll all be sunk,
If it wasn't for the war, we'd say it's all bunk.
But we're writing our exams in the morning

Our K.R. (Air) we thumb with haste
The amendments flying, curse that paste
If it wasn't for the war, Good Lord what waste,
But we're writing our exams in the morning.

The D.R.O.'s most gravely tell
Of some poor blighter catching Hell
If it wasn't for the war, we'd think it all a sell
But we're writing our exams in the morning.

As through our drill we slowly churn,
Our red embarrassed faces burn,
If it wasn't for the war, we'd never learn,
But we're writing our exams in the morning.

From poking too long in A.F.A.O.'s
We get funny flat corns on the end of our nose
If it wasn't for the war, we'd never get those
But we're writing our exams in the morning.

Through the Harvard's roars the instructors drone
Tell how Airmen reap where they have sown
If it wasn't for the war, we'd never have known
But we're writing our exams in the morning.

We study all the details of the Sergeants' Mess,
But regarding these mysteries we must confess
If it wasn't for the war, we'd like it much less
But we're writing our exams in the morning.

And just when we're feeling tired and sticky,
They say, "Now gentlemen, here's a quicky"
If it wasn't for the war, we'd think it pretty tricky
But we're writing our exams in the morning.

At the bar in the green room in the mess last night,
We all did our best to get a little tight,
If it wasn't for the war, we'd have missed the delight,
But there were no exams in the morning.

So here we are time flies so fast
Administration blokes at last
If it wasn't for the war, we'd never have passed
The exams that we wrote in the morning.



Meet The Killdeers Contact Photographer Turns Naturalist For This Shot

A CHARMING pair of visitors to Trenton are Mr. and Mrs. Killdeer, who have taken up light housekeeping quite close to the southern boundary of the K.T.S. parade ground.

Oxyechus Vociferous, or Ringed Plover, to give Mr. Killdeer his proper name, is a graceful bird about the size of a snipe, of sooty brown plumage with two alternate white and black rings adorning his neck.

When "Contact's" photographer invaded the serenity of his carefully concealed nest, Killdeer paterfamilias put on a well-rehearsed act—feigning a broken leg to lure the cameraman away from the precious nest and its four sharp-pointed, stone colored eggs. In so doing he obligingly spread his attractive white-tipped tail feather (See Cut).

Plovers usually nest in the furrows on ploughed land, ditches, etc., merely scraping a small hollow in the bare ground in which to deposit their eggs. In this hemisphere, to which they are native, they range as far south as Bermuda and Peru, while in Canada they do not usually migrate north of the Fifty Sixth parallel of latitude.

222½ FRONT ST.

PHONE 490

SHAW'S MEN'S WEAR
BELLEVILLE

FAMOUS WARREN K. COOK UNIFORMS

The Rudiments of Drill

USE ordinary wooden matches placing three for each of three Flights, with the heads to the right. The heads of the matches correspond with Right Guides and Markers. For convenience, the matches may be glued to small cards which may be moved about the surface of a table by the right hand, while the left hand holds the following instructions. Repeat the Commands while reading to a regular cadence equal to foot movements on the march—120 to the minute. A metronome will help in this.

Movements of a Squadron The Movement

By Squadron Commander

A Squadron Halted in Close Column, Advancing or Retiring.

"By the Right (or Left):
Quick March." | No Commands.

A Squadron Halted in Close Column, Changing Direction.

"Change Direction Right:
Rightwheel" "Quick—March"
When Squadron has Wheeled
Required angle. "Squadron-
Halt" or "Mark—Time or
Forward" | No Commands.

A Squadron in Close Column,
Halted, Moving to a Flank with
Flights in Sections of Threes.

"Right (Left) in Threes"
"Right (Left)—Turn."
"Quick—March". | No Commands.

Squadron Halted, in Close Column
Changing Direction When Facing
a Flank with Flights in Sections
of Threes.

"Change Direction Right:
Right—Wheel" "Quick —
March". When Squadron has
Wheeled required angle
"Forward" or "Mark—Time"
or "Squadron—Halt". | No Commands.

A Squadron Halted in Close Column
Advancing or Retiring in Column
of Route.

"Advance (Retire) in Column"
"No. 1 (or 3) Flight — Left
of Route; Right (Left)—turn."
"Wheel — by the Left—quick
March." The Other Flights
are Given Similar Commands
When the Correct Distance
Between Flights is reached.

A Squadron Halted in Close Column
Forming Line Facing in the Same
Direction.

"On the Left, Form—Line".
"Remainder Left — Turn".
"By the Right — Quick —
March." | As each Flight reaches its
Position in line. "No. —
Flight — Halt," Into Line;
"Right — Turn".

A Squadron in Close Column
Halted, Advancing (Retiring) in
Column.

"Advance (Retire) in —
Column" | "No. 1 Flight—By the Right:
Quick — March" Remaining
Flights are given Identical
Commands When the Flights
in Front have Reach
"Column Distance."

Proving the Squadron

"Tell Off — By Flights." | "No. 1 Flight" — "No. 2"—
After the Flights are Told off | "No. 3 Flight."
"Nos 1 and 3 Flights; Stand
at — Ease" "No. 2 Flight;
Stand at—Ease."

Squadron Inspection

"Flight Commanders Prepare"
"Your Flights For Inspection." | "Open Order — March."
"Right Dress". "Eyes Front".
On Completion of Inspection.
"Close Order — March". —
"Right Dress". "Eyes —
Front".

Squadron Advancing from Column of Flights to Close Column.

"At the Halt—on No. 1"
"Flight—Form Close Column." | "No. 1 Flight — Halt".
When Close Column Distance
is Reached. "No. 2
Flight — Halt" "No. 3
Flight — Halt."

A Squadron in Column Changing Direction on the Move.

"Change Direction — Right"
"(Left)." | "No 1 Flight — Right (Left)
Form" "For—Ward" Each of
the remaining Flights on
arriving at the same point
will give similar commands.
(Directing Flank must be
ordered).

A Squadron Halted, in Column, Forming Column of Route.

"Advance (Retire) in Column"
"of Route; Right (Left) —
Turn; Flights Left — Wheel
— Quick — March" | No Commands by Flight.
Commander.

A Squadron in Column Halted, Forming Line Facing the same Direction.

"On the Left; Form Line."
"Remainder, Left Incline —
Quick — March" | When Each remaining Flight
No. 1 Flight Stands Fast
Arrives in Rear of its pre-
scribed Position in Line. "No 2
Flight Right — Incline" Then
When Alignment is Reach
"No 2 Flight — Halt."

A Squadron in Column, Halted, Forming Line Facing a Flank.

"By the Left: Into Line:"
"Flights, Left—Form, Quick—
March." | No Commands.

A Squadron in Line, Halted, Form- ing (Close) Column Flights Facing the Same Direction.

"On the Right, Form (Close)"
"Column: Remainder, Right—
Turn: Quick — March." | No Commands.
As Each Flight Arrives at
the Prescribed Position in the
New Formation, its Flight
Commander gives the com-
mands. "No — Flight—Halt"
and "Into Line — Left —
Turn".

A Squadron in Column of Route Forming Column of Flights Facing Right.

"Into Column: Flights,
Right — Form". When
all the Flights Have
Changed Direction
"Squadron — Halt or
Forward". | No Commands.

A Squadron in Column of Route Forming Column of Flights Facing the Same Direction.

If the Squadron is Halted in
Line — The Command is to
be "Into Column: Flights,
Right — Form: Quick —
March" | No Commands.

A Squadron in Column of Route Forming Close Column of Flights Facing the Same Direction.

"Into Column: On the Left:"
"From Flights" | No Commands.

(Continued on page 26)

<p>For Gifts</p> <p>Elizabeth Arden Helena Rubenstein Yardley Adrienne R.C.A.F. Stationery Bill Folds Money Belts</p>	<p>SIMMONS' REXALL DRUG STORE TRENTON, ONTARIO PHONES 46 AND 765</p>	<p>Cameras - Films, Photo Flashes and all accessories for night and day pictures.</p> <p>Our finishing is done daily on the premises by expert operators.</p> <p>Bring us your camera troubles — we can help you.</p>
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	<p style="font-size: 2em; font-family: cursive;">Smooth</p> <p style="font-size: 2em; font-family: cursive;">Quinte</p> <p style="font-size: 0.8em; font-weight: bold;">WELLINGTON</p> <p style="font-size: 1.5em; font-weight: bold;">ICE CREAM</p>
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There are deep pools and quiet reaches of river and lake to tempt the fisherman who would try his luck among the bass, pickerel and rainbow trout that lurk there. Golf courses, from hillput nine-holes to full-dress links planned to test the powers of a pro are located close to the principal resorts. The landman who cares not for sailing with a brisk wind or following the water highways in a powerful speed-boat, can find tennis, bowling and badminton aplenty to beguile the happy hours. Or maybe just a wide shady verandah with the right kind of easy chair.

Warm days and cool nights are the rule in Muskoka, and who can deny the charm of evenings spent in congenial company before an open fireplace bright with crackling logs. Or the romance of moonlit waters seen from hurricane deck of a lake steamer as she silently ploughs her way through familiar waters. Such is the famous One Hundred Mile Cruise, which takes the holiday seeker from Muskoka Wharf, near Gravenhurst to such scenic pens as Natural Park and Mirror Lake via Lake Joseph and Lake Rosseau, touching at ports of call like Bala, Footie's Bay, Beaumaris, Minnet, Rosseau and Fort Carling.

Whether you stay a week, a week-end or a month, you will never shake off the spell of Muskoka. A week-end spent in the Land O' Lakes will remain a never to be forgotten memory. Air conditioned trains and buses run regularly between Toronto and Gravenhurst, Bala and Bracebridge, making connections with the principal schedules of the Muskoka Navigation Company steamers plying the lakes and serving the principal resorts. Choose your spot on the map and holiday in Muskoka!

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"ROYAL"
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Its Service
Private Golf Course
Swimming - Tennis - Bowling
Nightly Supper Dance
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Excellent meals, comfortable
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One Night
— Full day of Royal Muskoka—
SAT. NITE SUPPER DANCE
\$18.50
INCLUDING THE FAMOUS
100 MILE CRUISE

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One of Muskoka's Good Hotels
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GOOD FRIENDS - GOOD FUN
DANCE ORCHESTRA
Golf - Tennis - Riding - Bowling
All Water Sports.
Rates From \$30.00
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Dark sandy beach, tiller house,
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RESORTS
GOOD BEDS — GOOD EATS
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IT'S POPULAR
BANGOR LODGE
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OR BUS AT BRACEBRIDGE
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Lake Muskoka's Newest Hotel
Bracebridge
Rates from \$18.00 to \$25.00
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Good Food, Bright Rooms, Run-
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A Happy Holiday, Special June
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THE BEST MILK CHOCOLATE MADE

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VERSATILITY PLUS - - - -

(Continued from page 3)

end sent him back to Victoria where he and a band of intrepid R.F.C. graduates "scrounged" one of the famous—"notorious" is probably a better word—Curtiss "Flying Jennies"—and embarked on the business of becoming commercial aerial photographers. A faulty landing one fine day ended the "Flying Jennie", the aerial camera and the hopes of the pseudo business men.

"Jimmy" Cairns joined the Canadian Air Board then forming, as an air photographer and after passing the Civil Service examinations was posted to Dartmouth. There, he and his colleagues busied themselves mainly with installations and repairs of aerial photographic equipment, the building of camera mounts on aircraft and the taking of experimental air photographs. American HS2L and F3 Flying Boats were the vehicles of those days. In 1921 he transferred to Victoria Beach Air Station at the south end of Lake Winnipeg, Manitoba, and engaged in operational work under Major Basil Hobbs, R.N.A.S., now Group Captain Hobbs, Commanding Officer, Dartmouth Air Station. In addition to making fire patrols over the northern wilderness, considerable experimental work in the making of aerial exploration was carried out. It was then established that a camera equipped plane could produce oblique photographs that could be used in the making of accurate maps over territory that cartographers travelling by canoe would take years to chart. This system of mapping was first introduced and perfected in Canada at that time. Engaged in this work, he covered practically the whole of the vast North West Territories reaching such points as Hudson Bay, Churchill River, Reindeer Lake and other little known territories. He has some great tales to tell of those adventures into the unknown—of Indians who had never seen the great "Thunderbird"—of landings in drift wood infested water—of wonderings about whether that gasoline cache was still there. The whole story is tersely told in the report of one such expedition to Reindeer Lake in 1924 when flights totalled twenty-five hundred miles, fifteen hundred photographs were taken with a resultant mapping of fifteen thousand square miles of hitherto unknown territory, lakes and rivers.

"To Flying Officer Cairns fell the heavy work of operating the camera. The physical labour entailed in this, when everything is working smoothly is sufficient to try the strength of anyone (operating and sighting a 56 lb. camera in the open cockpit of a flying boat) and when it is considered that on the majority of flights made, he had, owing to the failure of the electric mechanism, to work the camera by hand, the strain imposed by this task can well be imagined. Too great praise cannot be given for the way in which the photographic work was carried out."

(Sgd.) B. D. Hobbs, S.L.

Later, the erstwhile explorer became Staff Officer, in charge of photography in the Civil Government Air Operations Branch, Department of National Defence, Ottawa; then Adjutant of Ottawa Air Station, Rockcliffe, and in 1937 he came to Trenton as Chief Photographic Instructor with the School of Army Co-operation under Group Captain T. A. Lawrence. In 1939 he became Chief of the Photographic Establishment at Rockcliffe and directed the work of the School of Photography there, where Officers and Airmen were trained as photographic instructors for the British Commonwealth Air Training Plan. He was Chief Ground Instructor at No. 9 Service Flying Training School, Summerside, Prince Edward Island, and came to Trenton to head our own School of Administration February 1st of this year.

Wing Commander Cairns married Elsie Sampson of Victoria, B. C., in 1919 and has two sons, Norman Douglas Cairns, 19 years of age, who has just recently enlisted as aircrew to become a pilot and is at present stationed at Lachine, P. Q., and Ross (Bud) Cairns, 15, who is still at high school.

Questioned about his work at Trenton, Wing Commander Cairns said he "co-ordinated" the work of the instructors of the School of Administration. That word needs a bit of amplification in our opinion and it should be explained that the mapping out of the courses of Air Force Administration

(Continued on page 26)



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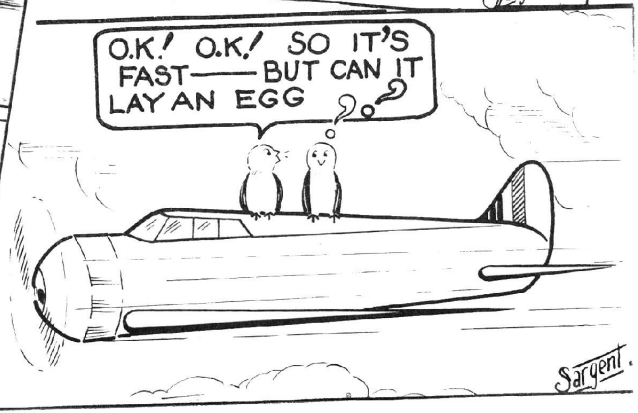
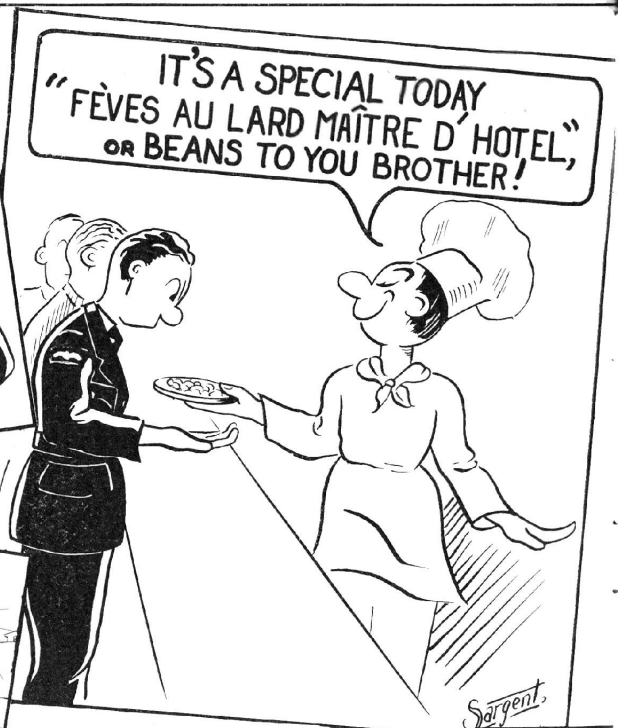
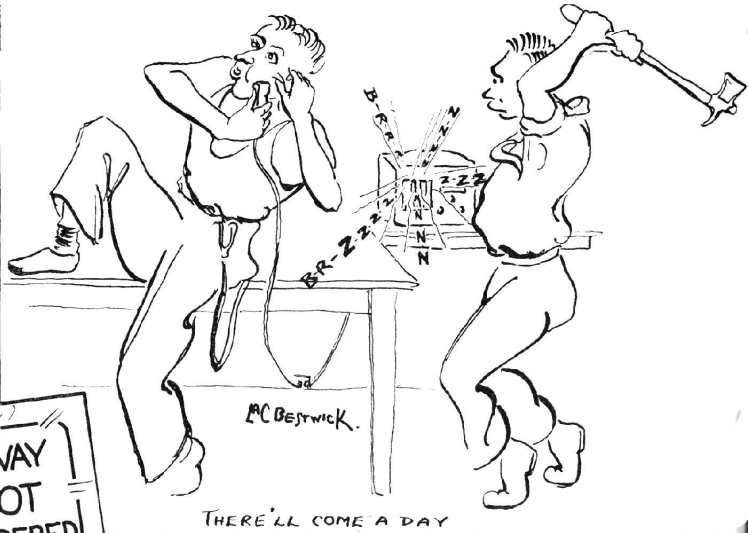
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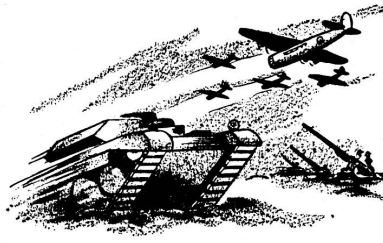
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of the Cross!*

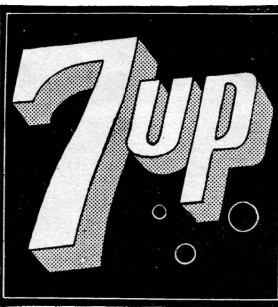
WHEREVER CHRISTIANITY HAS BROUGHT THE LIGHT OF CIVILIZATION TO PEOPLES LIVING IN THE DARKNESS OF IGNORANCE, MEDICINE AND PHARMACY HAVE STOOD IN THE SHADOW OF THE CROSS, PERFORMING THEIR PARTICULAR SERVICE TO MANKIND. THIS SAME SPIRIT OF CO-OPERATION EXISTS ON THE BUSIEST MAIN STREET OF CANADA JUST AS IT DOES IN A LONELY OUTPOST OF DARKEST AFRICA.

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1 ounce of lemon juice
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Fill glass with 7-Up,
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Garnish with a cherry —
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delicious!

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Is Vital Factor
In Life At
Trenton**



LT. J. N. WOOD

Close to the heart of the Airman is the soldier of the Royal Canadian Army Service Corps, for upon him depends the Airman's sustenance. Immediately following roll call on the morning parade, the Disciplinarian of each Unit forwards to the Station Warrant Officer a document known as the "daily parade state". This shows the number of Officers, N.C.O.'s and Aircraftmen on the Station. A copy of the parade state goes to the Messing Officer and he thereupon draws rations for the number of men indicated from the R.C.A.S.C.

Of considerable interest is the new order which adds one ration of ham, one of oranges and three of grapefruit juice per man per week. In addition, the quantity of milk has been trebled. These changes took place June 1st, 1942. The Department of Munitions and Supply from time to time contracts with provision firms for certain quantities of materials to be drawn over a period, usually of one month. Copies of the contract are sent by the Department to the local R.C.A.S.C. detachment and these constitute their authorization to draw against the contracts.

Officer Commanding the Trenton detachment is Lieutenant James Norman Wood, who has been attached to the Air Force now for four years. He is a native of Aberdeen, Scotland, and had served with the Territorials before coming to Canada in 1913. The advent of the Great War brought him back into military service and he went overseas with the first Canadian Mounted Rifles, where he saw action at Ypres (1916), the Somme, Vichy, Hill 70, Paschendaele, Arras, Amiens, Cambrai, Valenciennes and the advance into Mons for the Armistice. He has been with the Army Service Corps since March 29th, 1920. Heading his list of khaki-clad assistants are Sergeants K. E. Harrison, D. D. Delisle and Corporal R. J. Mooney, all of Kingston, Ontario.

"COLOR SERGEANT"

CYNOSURE of all eyes on the morning parades is that integral part thereof, Sergeant Oliver Bilodeau, official hoister of the ensign. A native of the City of Quebec, he has sailed the seven seas and lived to tell tall tales of his adventures to members of the Sergeants' Mess. Exemplifying Anglo and French-Canadian rapprochement is the date of his enlistment—4-1-40—and his pride in the blue ensign is apparent in his attitude towards his duties. Our photograph shows him as Trenton's thousands view him each morning, ready, aye ready, for the call of the bugles—"General Salute".



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VERSATILITY PLUS - - - -

(Continued from page 21)

would tax the powers of any cartographer. The A.D.S. instructors must take Officers, fresh from civilian life, to whom everything about the service is a closed book, and in four short weeks turn out products fully versed in such intricate and important subjects as Air Force Law, Organization and Administration and Institutes, Equipment and Equipment Accounting, Issuing of Publications, Forms and Stationery, Office Organization, Drill and Department. Actually Wing Commander Cairns and his staff have only three weeks to complete this honest-to-goodness job of work as the fourth week of the course is taken up with examinations.

He keeps his finger constantly on the pulse of the School and is never found very far from it. If not engaged in his own office working out details of plans to build the syllabus into conformation with the latest in orders, he may usually be found engaged in conversation with one or other of the officers of his staff and the conversation will have but one subject—the School of Administration.

THE RUDIMENTS OF DRILL

(Continued from page 16)

A Squadron in Column of Route
Forming Column (or Close Column)
of Flights Facing a Flank.

“At the Halt: On the Left,
Form Close Column”

“No. 1 Flight: At the Halt:
On the Left: Form—Flight”.
Each Remaining Flight will
Receive Identical Commands
When it arrives at Close
Column Distance from the
Preceding Flight.

“At the Halt: Facing Left;
Form Column (Or Close
Column)”.

“No. 1 Flight— Halt — Into
Line — Left — Turn” Re-
peated by remaining Flights
when Position is Reached.

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TRENTON



Mackie Trophy, awarded in memory of P/O G. F. Mackie, by Hugh F. Mackie of Vernon, B. C.

“Take Up The Torch”
Trenton Student Instructors
Supplied Impetus By
Mackie Award

The Mackie Trophy for Student Pilot Instructors will shortly take its place in one or other of the Messes. It is presented to R.C.A.F. Station, Trenton, by Hugh F. Mackie, of Vernon, B. C., in memory of his son, Pilot Officer G. F. Mackie, who died in a flying accident near Belleville whilst in training, February 15th, 1941.

Pilot Officer Mackie is kept well in mind by many of us at Trenton. While here he was under instruction at “B” Flight of No. 1 Squadron.

The Commanding Officer on behalf of the Station and its Personnel accepts with gratitude this trophy, knowing that it will go far towards inspiring us, who carry on, to rededicate ourselves to the task in hand.

Our former Commanding Officer, Group Captain T. A. Lawrence, to whom this gift was originally made by Mr. Mackie, set up the following Rules of Award:

- (a) Trophy to remain permanently at R.C.A.F. Station, Trenton, and to be held either in the Officers' or the Sergeants' Mess R.C.A.F. Station, Trenton, depending on rank of pilot to whom last awarded.
- (b) Name of each winner to be inscribed on plaque provided on trophy and suitable miniature to be presented to each winner for retention.
- (c) The trophy is to be awarded to the top Officer or N.C.O. Pilot graduating from each Instructors' Course, Central Flying School, R.C.A.F. Station, Trenton. Winner to be assessed on:
 - (i) Flying Ability.
 - (ii) Ground School Qualifications.
 - (iii) Qualities of Leadership, Department and Character.
- (d) Award of Trophy to be decided by a Committee composed of Officer Commanding, Central Flying School, the Chief Flying Instructor and the Officer in charge of Ground Instruction School, Central Flying School.
- (e) Should Central Flying School be removed from R.C.A.F. Station, Trenton, the awarding of the Trophy is to cease and it is to remain permanently in the possession of the Officers' or the Sergeants' Mess, depending on which Mess it may be held by at that time.

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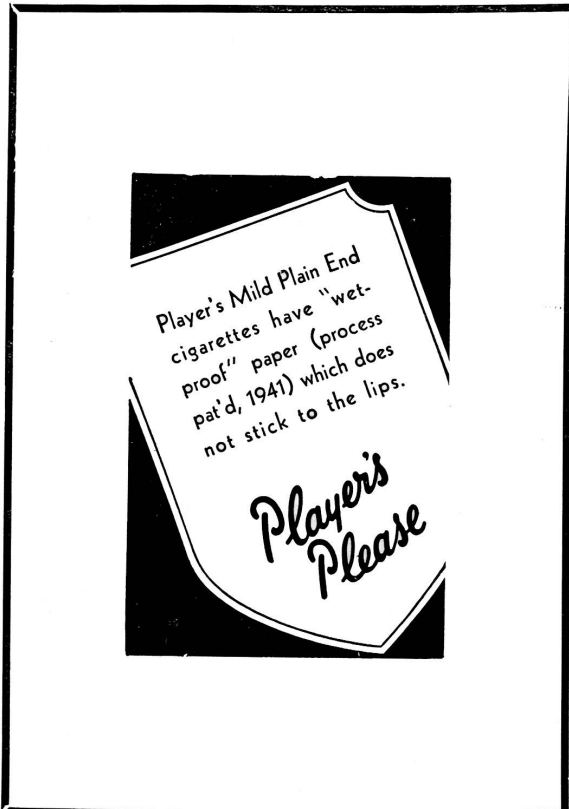
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Trenton Topics

WO2 R. C. (Bobby) McGibbon now becomes a **WO1** or all things . . . "They're biting" reports **F/Sgt. Hebert** of the Motor Boat Section, but a bent pin isn't enough; these fish are educated . . . **F/Sgt. Cater** has chosen next month for that happy ceremony in Toronto . . . A promotion for **Sgt. Bennett** of the Signals Corps, now a **F/Sgt.** . . . **K.T.S.** bids farewell to **F/Sgt. Jones**, who goes to Rivers, Man. . . . We welcome back **Cpl. Boyle** of Works and Bricks, from that sick leave . . . It's really heartwarming to see the new arrivals respond to that broad smile, **F/Sgt. Dent** . . . **LAC Keirstead** of C.F.S., is the proud father of a baby girl . . . We liked **WO1 Silver** as Master of Ceremonies at the Boxing and Wrestling show . . . There was nothing verbal about the punches **Cpl. "Hubb" Smith** handed out on the same occasion . . . Quite a contest between **F/Sgt. "Bob" Cunningham** and **F/Sgt. Wilf Inman** of the P.T.I. boys for the coveted title of "most handsome discip." . . . The "Nifty Nine" have fallen far short of the high standard set on the diamond by **Group Captain McGill** and **Wing Commanders Burden** and **Carling-Kelly** . . . **LAC Bowden** made a matrimonial flight recently . . . We are happy to welcome **Wing Commander E. C. Noble** from No. 7 I.T.S., Saskatoon, Sask. . . . It's rumored that **F/Sgt. Gilders** of the Motor Boat Section is spending his leave on a canoe trip . . . Felicitations to **Flying Officer Fowler** of C.F.S., it's a boy . . . We trust **Flight Lieutenant J. M. R. W. (Padre) Michaud** spent a pleasant leave. We understand he leaves us shortly . . . May we congratulate the **Fire Fighters** on the business-like way in which they subdued the smoke bombs in Barrack Block No. 2 the other day . . . **Sgt. Wilburn** of the P.T.I.'s literally ran away with the honors of the Sports Meet, turning in the best individual performance . . . We heard all about that leave **Cpl. Coolican** . . . Welcome back **Sgt. Botham**, after an extended sick leave . . . Although his duties never require it's use, **Sqd. Leader Boyd**, D.A.P.M., is a dead shot with a bow and arrow . . . Three musketeers of C.F.S., **F/Sgts. Russel, Widess** and **Hurley** are all promoted **WO2** but which is **D'Artagnan** . . . Congratulations to **Squadron Leader Atkinson**, now a **Wing Commander** . . . Contrary to popular belief the **Security Guard** did not make turtle soup out of that 25 lb. shell-back found in their backyard the other morning: It beat a rapid retreat to the Bay; despite all "Contact's" cameramen could do the snapper refused to be snapped . . . We like **Flying Officer "Buff" Estes'** torrid swing version of Liszt's Fifth Hungarian Rhapsody . . . Works and Bricks and Maintenance are out-bidding each other for the winning **Security Guard** tug of war team. We may see the police uprooting trees before long . . . **Flight Lieutenant G. L. Ingram** of C.F.S. has been appointed to the rank of **Squadron Leader** . . . **WO1 Turland** is back from leave we see . . . C.F.S. bids farewell to **Flying Officer J. M. Connell**, who goes to Hagersville . . . **AC1 Pearce** made matrimonial news at Winnipeg, Man. . . . **Capt. H. S. Dunn**, Canadian Dental Corps, returns to us after a well-earned leave . . . Equipment Section's **Cpl. Rogers** now wears three stripes . . . **Flight Lieutenant D. F. McTavish** forsakes C.F.S. for No. 15 S.F.T.S., Claresholm, Alta. . . . A lot of the lads would like **WO1 Silver** to tell them where they COULD get "a dollar's worth of haircut" . . . We trust **AC1 Bill "Oh! Doctor" Cham-**



Player's Mild Plain End cigarettes have "wet-proof" paper (process pat'd, 1941) which does not stick to the lips.

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TRENTON TOPICS

(Continued from page 28)

bers spent an enjoyable furlough in Philly . . . Montreal Repertory Theatre's "**Tin Hats**" are tops with Trenton. One charming songstress captured hearts by the score . . . Quite a gala party was tossed by "**C**" Flight in honor of **Flight Lieutenant Sparks**, their departing O.C. . . . Congratulations to **Pilot Officer Starkey**, married recently in Montreal . . . **AC1 Ducharm** is just back from Kirkland Lake; object — Matrimony . . . Success of the Track and Field Meet owes much to **Flight Lieutenant Bannock** for his nifty organization work . . . Looks like good hitch-hiking weather — or does it . . . **AC1's "Milt" Schmidt** and "**Woody**" **Dumart**, two thirds of the famed Kraut hockey line, and members of the R.C.A.F.'s Allan Cup title club, still pack a lot of autograph appeal, as evidenced by the throng of youngsters about them whenever the Station softball team plays at Trenton's Legion Park . . . Two other members of the Allan Cup team currently taking the P.T.I. Course are **Jack Cain** and "**Buddy**" **Hellyer**. Welcome back **AC1 Henry** of C.F.S., that was a long sick leave . . . **Cpl. Hatch** now wears Sergeant's Stripes. **Squadron Leader McFayden** leaves C.F.S., bound for Western Air Command . . . To **Flying Officer Gillis**, a son and heir . . . **Capt. J. J. Stewart** of the Canadian Dental Corps, leaves for No. 6 R.D. His going leaves a gap, but very few cavities . . . **Sgt. A. Tremblay** boasts of a son, born at Chicoutimi, Que. . . . Congratulations to **Flying Officer W. O. Brown**, recently married at Hamilton, Ont. . . . Here's hoping **Flying Officer Maguire** spent a pleasant leave . . . **AC1 Campbell** now sports Corporal's stripes . . . "We hear there's a troop ship that's leaving Bombay" — but enough's enough . . . **F/Sgt. Hannah**, freshly returned from leave, has a thing or two to tell . . . **Squadron Leader Stephenson's** "Jeep" soon will bear a jeep insignia . . . Station boxers regret the loss of **Cpl. Tom Sullivan**, who coached our battlers for several successive years. He goes to the Gaspé . . . Dear "Worried": We have not as yet, found a remedy for early morning static due to electric shavers . . . but a well-aimed boot could do no harm . . . **Sgt. Downey** must take full credit for the excellent showing made by the Security Guard entry in the Drill contest . . . **Trenton Music Hour**, conceived and planned by **Flight Lieutenant Doney** of radio fame, is rapidly becoming a Station institution . . . K.T.S. welcomes **Squadron Leader Williams**, who comes from the Technical Training School, St. Thomas, Ont. . . . Congratulations on the birth of a son, to **LAC Taylor** . . . K.T.S. bids farewell to **Flight Lieutenant W. L. Hook** . . . We trust **WO2 Pattison** enjoyed a pleasant leave . . . Since Summer Issue was taken into wear the **K.T.S. Disciplinary Orderly Room** has presented an orgy of sartorial splendour . . . We are glad to see **Cpl. Lang** of C.F.S. back from sick leave . . . Dear "Disappointed": We didn't mean it was a good thing to try hitch-hiking, we merely observed that the weather was favourable for hitch-hiking . . . We join with **F/Sgt. Pinckney** in welcoming his sister, **Nursing Sister Jean V. Pinckney**, to the Station . . . Promotions are in the air at K.T.S., with **Sgts. Peterson and MacLean** now wearing crowns and **Cpls. Hinch, Lee, Benson and David** stepping up to the rank of Sergeant . . . Works and Bricks missed **Cpl. Bolton** during that leave . . . Best wishes to **Pilot Officer Goff**, married at Agincourt, Ont. . . .

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STATION LIBRARY

Reading Matter on Hand To Satisfy All Types Of Literary Taste

TRANTON can now take first place among the Air Force Stations of Canada in the matter of Service institutions, by reason of the progress made in creating a library that performs a very real service to Airmen. Leisure hours that might otherwise have benefitted little are now enriched with that special treasure that is in the gift of good reading—knowledge. The present Library Committee has striven consistently to build an efficient, well-balanced library unit which will provide the diversified literary diet demanded by the varied tastes of men in the Service.

In December, 1941, the library, as we know it today, came into being, when the then Committee, headed by Flying Officer G. V. Nicholls, completely redecorated and re-furnished the existing premises. The 1,200 volumes, mostly fiction, which composed the "library" were expertly catalogued by Miss Grace Reynolds of the McGill University Library School, and their dwindling numbers saved from further depletion through losses due to non-return of books borrowed. This work formed the basis for the present system of indexing and cataloguing in use in the library. At that time also, the decision was made to set an objective of six thousand volumes, divided between fiction and non-fiction, in the proportion of sixty to forty, with emphasis upon special technical reference works dealing with the whole range of aeronautical and allied subjects. This plan has been faithfully followed, and, in addition, a section dealing with British Empire history and affairs, has been added, along with a balanced selection dealing with travel, military history, autobiography, current events, politics and sports.

Every unit on the Station is represented on the present Library Committee, which is well equipped to tackle the task before it. Flight Lieutenant H. G. Williams, Headquarters, as President, supervises library equipment and re-furnishing; Flight Lieutenant G. P. Gower, K.T.S. Padre, as Secretary, directs purchasing and publicizing; F/Sgt. V. Cobain, Headquarters, is in charge of discipline and inspection; F/Sgt. D. R. Cameron, C.F.S., Sgt. C. E. Parsons, Headquarters, together with Cpl. W. N. Coulter and AC1 L. Gareau, are responsible for indexing, classifying and the issue, receipt and safe custody of library books.

As a direct result of the unflinching efforts of Flight Lieutenant Gower, valuable contributions of selected works have been received from such outside organizations as the Canadian Legion, the Canadian Y.M.C.A., the Municipal Chapter, I.O.D.E. (Toronto), the Toronto Public Library, including complete sets of the classic novels of Balzac, Thackeray, Dickens, Dumas, Conan-Doyle, Kipling and Sir Walter Scott. Of great value is the gift of two hundred books by the American Library Association, presented through the good offices of the Executive Secretary of the International Relations Committee of New York, a Rockefeller foundation. This includes a new edition of the Encyclopaedia Britannica, Rand & McNally's World Atlas and Webster's International Dictionary. A generous gift from Father O'Reilly, formerly Roman Catholic Padre on the Station, enabled the Committee to replenish the Station Hospital Library and also begin a collection to be known as the Canadian Literature Section.

As set forth in Library Orders, which are incorporated in Station Standing Orders, the Library is open to airmen and officers from 1000 Hrs. to 2100 Hrs. daily on week days and from 1300 Hrs to 2100 Hrs. on Sundays. One book only may be borrowed by any individual at any one time and a fine of 2c. per diem is levied on books overdue above the seven days permitted. This is the only cost to the users of the Library.

A brief browse about the well stocked shelves reveals many interesting items. To list a few—Pearl Buck's "Dragon Seed" for those who remember "The Good Earth"; "The Doctors Mayo" by Clapsattle—a biography; Julian Duguid's "Green Hell", an epic of the South American jungle; Ernest

AIR FORCE QUIZ NO. 2

How Much Do You Know About The R.C.A.F.

Answer True or False

- 1—A Warrant Officer Class 1 is not an Airman.....
- 2—Pay may not be assigned to provide for life insurance premiums
- 3—Wireless Operator Air Gunners take a course at a B. & G. School and then proceed to a Wireless School
- 4—An Airman drawing crew pay receives an additional 75c. per day for each day he flies on duty.....
- 5—An Airman forfeits pay for the time spent in close arrest while awaiting trial on a charge of A.W.L. for which detention is subsequently awarded.....
- 6—Squadron Commanders are responsible for stores and equipment on charge to their units
- 7—An Airman may sit for more than one examination or trade test during each quarter
- 8—An A.C.1 may be remustered to an L.A.C.
- 9—The Commanding Officer has no responsibility for the provision of Airmen's meals
- 10—Fuel salvaged from damaged aircraft should be used for M. T. purpose.
- 11—An Officer can be tried by a District Court Martial.
- 12—An "airframe" is the same as an "aircraft".....
- 13—An Airman charged with an offence must always be placed under arrest.
- 14—A Commanding Officer desiring to see an Airman's service record would consult his Record of Kit.....
- 15—It is necessary for all members of the Sergeants' Mess to attend the monthly Mess Meetings.....
- 16—A Warrant Officer Class 2 is not subject to a monthly kit inspection.
- 17—Any Officer, if he so desires, may drive any M. T. or Service vehicle.
- 18—A Commanding Officer may dismiss any charge, even though the evidence shows the accused is guilty.

Hemingway's "For Whom the Bell Tolls", an unforgettable of the Spanish Civil War; Richard Hillary's "Falling Through Space", the personal history of a fighter pilot during the Battle of Britain; Another South Seas romance is Nordhoff and Hall's "Bounty Trilogy"; John Steinbeck's "The Moon is Down"; Deems Taylor, dean of the critics is there with "Of Men and Music"; "No other Road to Freedom" by Leland Stowe, is a correspondent's view of the dangers that beset democracy at home and abroad; "People Under Hitler" by Wallace R. Deuel, is an 'I saw it happen' account; Alexander Woollcott's "While Rome Burns"; Upton Sinclair's powerful novel "Between Two Worlds"; Mark J. Gayn's timely "The Fight for the Pacific"; and delving more deeply into history we find "A short History of the British Commonwealth" by Muir.

Of interest to technicians and aviation aspirants are these up to date works: "Aircraft Electricity" by Norman J. Clark; "Aircraft Propellers" by Carl M. Harlacher; "Practical Air Navigation" by T. C. Lyon; "Meteorology for Aviators" by R. C. Sutcliffe; "Machine Shop Training Course" in 2 volumes, by Franklin D. Jones; "Television To-day" by Lee De Forest; "Aircraft Engine Maintenance" by Brim and Boggess; "Handbook of Aeronautics" by Pip-pard and Pritchard; "Aerodynamic" by Green; "Metal Aircraft construction" by Langley; Also "Principles of Radio Communication" by Morecraft and "Aircraft Radio" by Morgan.

IN THE BEGINNING - - - -

(Continued from page 5)

Group Captain Mawdesley was succeeded in May, 1941 by his former Adjutant, Wing Commander H. H. Atkinson, the Wing Commander being himself succeeded as Adjutant by Flight Lieutenant V. M. Lynch-Staunton. In November of 1941, the Squadron Leader left ADS to become Trenton's Administrative Officer and Flight Lieutenant Lynch-Staunton moved up to command the School. This situation prevailed but a short time, however, for in February of this year Flight Lieutenant Lynch-Staunton was posted to No. 4 Wireless School at Guelph, Ontario, and Wing Commander D. J. R. Cairns arrived from Summerside, P.E.I. to take over.

Flying Officer G. V. V. Nicholls, presently busily engaged on a revision of Regulations for the R.C.A.F. at Ottawa, who had occupied the Adjutant's chair during the Lynch-Staunton regime had vacated about the same time in favour of Flight Lieutenant W. M. E. Chester, the present incumbent.

First Officer in charge of the N.C.O.'s Course was Squadron Leader J. F. Bythell, well remembered for his gentle humour and excellent instruction, who eventually achieved his ambition to get back on the General List and was posted to Brantford. He was replaced by Flight Lieutenant John S. Harris, the present N.C.O. Prexy.

Other ADS Instructors from time to time have been Wing Commander E. B. Pitblado of Winnipeg, Wing Commander W. G. Webber, now at Lachine, Quebec, Flight Lieutenant K. C. M. Dalrymple, Special Drill Instructor, Flight Lieutenant C. E. Arnold, Flying Officer A. G. Cooper, Flying Officer F. P. Downey, and Flying Officers T. W. Reid commissions at ADS.

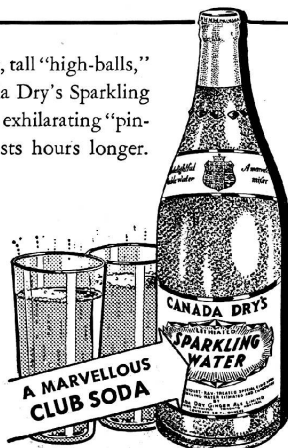
QUIZ ANSWERS

1—False 2—False 3—False 4—False 5—True 6—True 7—False 8—False 9—False 10—True 11—False 12—False 13—False 14—False 15—True 16—True 17—False 18—True.

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SPORTS

COMPARATIVELY subdued during winter months, the Station's sporting scene has taken on a lot of color in recent weeks and a four-star athletic program is in progress, featuring inter-unit and inter-station competition in practically every branch of summer sport.

Behind the "warm weather drive," so to speak, is a virtually new P.T.I. staff, headed by F/O Bill Bodrug and P/O Buff Horton. Their committee has been sub-divided so as to provide each man with the opportunity of concentrating on one sport, thus enabling closer supervision. Following is a list of leaders and sports under their direction: P/O Horton, baseball; Sgt. Fulton, boxing and wrestling; Sgt. Hickey, track and field; Sgt. Dickens, tennis and lacrosse; Sgt. Ross, lawn bowling; Cpl. Prince, softball; CPL. Campbell, soccer, rugger, cricket; Cpl. Bynkoski, swimming; Cpl. Parfitt, horseshoes.

SOFTBALL

Softball interest is mounting higher each week with 19 teams participating in inter-unit competition. In the C.F.S. loop, Sgt. Gord Snape's No. 1 Maintenance club is unbeaten in three starts, while Administration and K.T.S.-P.T.I.'s have met with similar success in the Inter-Unit League's "A" and "B" Sections, respectively.



The standings (June 14):

C.F.S. LEAGUE				
	W.	L.	T.	
No. 1 Maintenance	3	0	0	
No. 1 Squadron	2	1	1	
Officers	1	1	1	
No. 2 Squadron	1	2	0	
No. 2 Maintenance	0	3	0	

Section "A"

	W.	L.	T.
Administration	3	0	0
KTS Security Guard	2	1	0
KTS Firefighters	2	1	0
Equipment	2	1	0
Band	0	2	0
KTS, M.M.T.	0	3	0

Section "B"

	W.	L.	T.
KTS P.T.I.'s	3	0	0
PTI Staff	1	0	0
KTS Aircrew	1	1	0
C.D.C.	1	1	0
Officers	0	1	0
Hospital	0	2	0
Works and Bricks	0	1	0
Disciplinarians	0	0	0

Undefeated in two leagues, the "Flyers" Station team is getting stronger with each contest and if the present lineup remains intact, the club should bring home at least one title. Led by the potent hitting of AC's Moose Matthews and Dave Samme, and the talented hurling of LAC "Bus" Cockburn and AC Capalbo, "Flyers" top the Trenton Town League with four straight wins and the Inter-Station League with two consecutive victories, defeating No. 5 I.T.S., Belleville and Mountain View. The squad suffered one loss, a 9-4 decision to the H.M.C.S. York team, May 25, when the Toronto outfit came down for a softball-hardball-basketball duel with Trenton teams. The sailors also won the hardball contest 5-1 but dropped the cage tilt, 34-33.

A bit of the action when Inter-Station competition opened. Left-hand photo shows Picton and Trenton soccer teams, while at the right we see SGT. ROGERS, heating out a hit in the "Flyers'" softball victory. In the inset, W/C Spence greet teams from visiting stations.



ROUND-UP

SOCCER

An eight-team league got underway the first week of June, with Wing Commander Burden and Wing Commander Coath officiating at opening ceremonies. In all likelihood the circuit soon will expand to take in teams from the P.T.I. and Disciplinary courses. Currently leading the race is LAC Baxter's eleven with two straight triumphs, but the remaining teams are whipping into shape quickly and promise to make it tough for the leaders. The standing after four days' play follows:



	W.	L.	T.
Baxter	2	0	0
Norrie	0	0	1
Reynolds	0	0	1
Kidger	0	1	0
Snook	0	1	0
Reid	0	0	0
Aiston	0	0	0

RUGGER

Under the guidance of Cpl. Campbell, ably assisted by F/O Inglis, LAC Heydon and LAC Williams, the season's first rugger match was played Wednesday, June 10 with a squad composed of "Anzacs and Aussies," blanking a strong R.A.F. team, 14-0. LAC Heydon starred with his running, while LAC Williams gave Canadian onlookers a lesson in the art of drop and place-kicking. The following day a composite team of R.N.A.F., R.N.Z.A.F. and R.A.F. players from Trenton lost a tough, 11-8 decision to representatives of No. 33 Navigation School, Mt. Hope, Ont. Sgt. Nester, LAC Harris and LAC Black were outstanding for the losers who never before had played as a unit.



BOXING AND WRESTLING

With Sgt. R. Fulton in charge, boxing has taken a fast upswing (not an uppercut) since mid-May and the attendance at the last show, June 11, topped the 1,000 mark, a good criterion of the increased interest. The opening spring show was held May 26 when a band of swingers from Manning Depot and No. 1 I.T.S., Toronto, invaded our camp. Best bout was the 126-pound joust between Toronto's AC2 Booth and LAC Bird of Trenton, the latter scoring a technical K. O. in the third and last round after both boys had hit the deck and come up for more. Sgt. Fulton and Sgt. Miller staged an hilarious "wrestling" match to round out a good card.



The results: 126 pounds—LAC Bird, Trenton, defeated AC2 Booth; 135 pounds—AC2 Ouimet, Trenton, defeated AC2 Alba; 135 pounds—Cpl. Smith, Trenton, defeated Cpl. Lovelitch; 147 pounds—AC2 Longstaff, Trenton, defeated AC2 Gow; 155 pounds, LAC Kirk, Toronto, defeated LAC Collins; 160 pounds—AC2 Storga, Toronto, defeated AC2 Kornuta.

The action-packed second show, June 11, saw a quartet of Mt. Hope punchers operating against home talent and gaining two victories against as many losses. Trenton uncovered an exceptionally good light heavyweight in LAC Fuller who displayed a potent right hand in outpointing LAC Youlden of Mt Hope. But the evening's best scrap was a "home brew" affair between LAC Graham and AC2 Kornuta, a pair of 160-pounders who tossed a lot of leather before Graham copped the decision on his strong finish.

The "wrestling match" between AC2 Sillen, a Canadian champion at 123 pounds, and AC2 DiLabio at 160 pounds, was a scream with Sillen taking the decision by "two grimaces and three groans."

The result: 145 pounds—LAC Moore, Trenton, defeated LAC Mayne; Trenton; 130 pounds—LAC McCartney, Mt. (Continued on page 36)

Below is another scene during the opening softball clash, while at the right can be seen a portion of the big opening parade. In the inset, Group Capt. McGill addresses the men as part of the official opening.



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Hope, defeated LAC Snyder; 135 pounds—AC2 Ouimet, Trenton, defeated LAC Cornish; 165 pounds—LAC Burn, Trenton, defeated LAC Rae, Trenton; 160 pounds—LAC Graham, Trenton, defeated AC2 Kornuta, Trenton; 170 pounds—LAC Fuller, Trenton, defeated LAC Youlden; Heavyweight—Sgt. Bentley, Mt. Hope, defeated AC2 Vickers.

TRACK AND FIELD

Working unobtrusively, almost every night, Sgt. Hickey, aided by Flt.-Lt. Bannock, has come up with one of the strongest track and field teams Trenton has had in a long while, judging from performances in the first inter-station meet held here June 9, with teams from Mountain View, Picton, No. 6 R.D. and No. 5 I.T.S., as visitors. Two new records were established by Trenton performers, Sgt. Wilburn touring the half-mile course in two minutes, three and eight-tenths seconds, and our medley relay entry reeling off a half mile in one minute, 45 seconds. One other record-breaker was Blais of 6 R.D. who had a 46-foot, one and a half-inch toss in the shot put event.



On June 3, the first Inter-Unit track and field event was held, results of which follow:

100-yard dash—Cummine, P.T.I., won; Barrett, KTS Aircrew, second; Craven, Security Guard, third. Time, :11.0. 220-yard dash—Wilburn, P.T.I., won Barrett, KTS Aircrew, second; Craven, Security Guard, third. Time, :25.1. 440-yard dash—Wilburn, P.T.I., won; Croft, KTS Aircrew, second; Bannock, C.F.S., third. Time, :56.3. 880-yard run—Wilburn, P.T.I., won; Croft, KTS Aircrew, second; Nowagek, KTS Aircrew, third. Time, 2:17.4. High Jump—Thompson, KTS Aircrew and Schmidt, P.T.I., won; Gunter, KTS Aircrew, third. Height, 5' 5" Broad jump—Thompson, KTS Aircrew, won; Gunter, KTS Aircrew, second; Tackney, P.T.I., third. Distance, 19' 5½". Shot put—Brodie, KTS Aircrew, won; Hellyer, P.T.I., second; Ostapyk, H. Q., third. Distance, 41' 6". Discus throw—Ostapyk, H. Q., won; Brodie, KTS Aircrew, second. Distance, 134' 5". Totals, KTS Aircrew, 37½ points; P.T.I., 28 ½; Headquarters, seven; Security Guard, five and C.F.S., three.

A. D. S. ADJUTANT

(Continued from page 10)

and he is constantly meeting with old friends who have, like himself, come along to take another crack at Jerry. He eventually became Squadron Commander of "A" Squadron of that Unit and when the war ended was attached to the British Consulate at Chicago. He later engaged in casualty insurance work until the present shindig got under way when the old urge got him. It was not until March 15th, 1941, however, that he was called up and he then arrived here at Trenton as Chief Ground Instructor at Central Flying School. Just about six months ago he became Adjutant of the School of Administration and once again he is back at the old Long Branch job, greeting newly appointed Officers and trying for the life of him to remember that chap's name, whose face he remembers so well.

Jumper Wire and the War

Six million feet of wire, or 12,000 pounds of copper will be saved in 1942 by a new method of re-using wire in central offices of The Bell Telephone Company of Canada.

The wire from a subscriber's telephone is terminated on a huge frame in the central office. This terminal is connected to the switchboard itself by means of "jumper wire". During 1941, twenty million feet of jumper wire were used in Bell Telephone offices.

When a telephone is disconnected, the jumper wire is removed, coiled up, and hung on a rack according to its length. When another telephone is to be connected, the central office man looks up a table to find the length of jumper needed from its particular terminal, and picks up a coil of that length from the rack.

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