



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



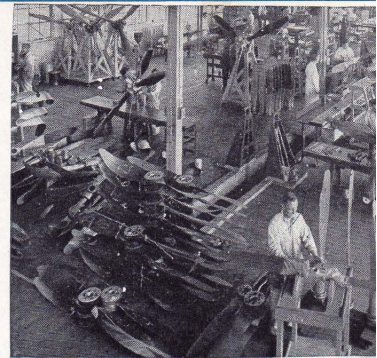
CONTACT

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August 1942



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To Keep Them Flying

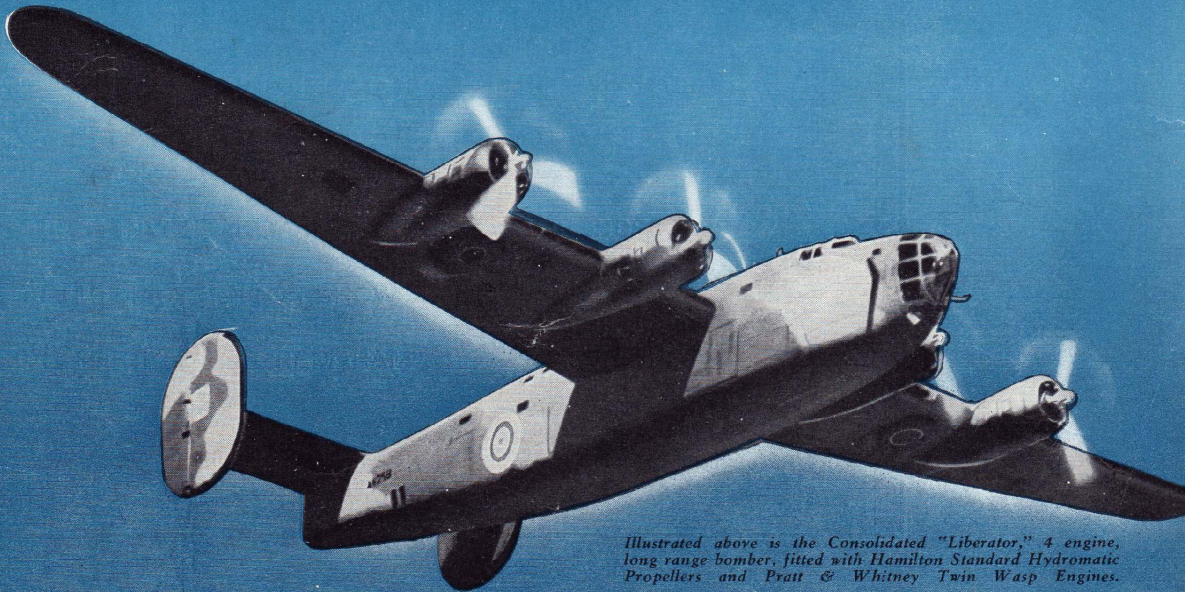
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1. Delivery of completed engines, propellers and spare parts months ahead of scheduled promises.
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Illustrated above is the Consolidated "Liberator," 4 engine, long range bomber, fitted with Hamilton Standard Hydromatic Propellers and Pratt & Whitney Twin Wasp Engines.

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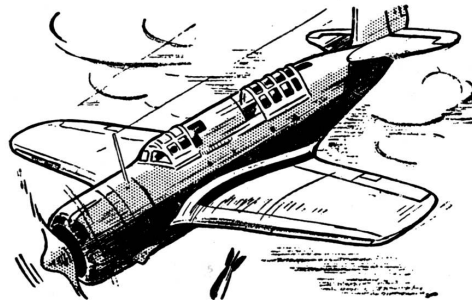
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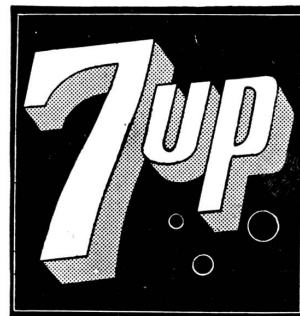


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The 7-Up Collins
And How It Goes
1 jigger of Gin
1 ounce of lemon juice
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Fill glass with 7-Up,
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Garnish with a cherry —
and sip. Ah-h-h, is that
delicious!

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"Coke"

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Go refreshed

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CONTACT CONTENTS

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Editorial Page

It's Yours, Chums!

Are you a poet? A writer? Or an artist? No, the questions aren't \$64 jackpotters on a quiz program but they do constitute an urgent request for contributions to "Contact" Magazine. The Station publication can fulfil its policy of being "a book for the men" only if given such support.

Launched in January of this year, the Magazine in its first six issues presented a cross-section of the station; illustrated through printed word and picture, the history and functions of Trenton and described the men behind the scenes, the men responsible for keeping the Station one of the biggest factors in the Commonwealth Air Training Plan.

With the July issue, however, a new phase in "Contact's" existence began. Background was replaced by foreground and the articles became more topical. Instead of "what happened then," it was "what happened just now" and "what's going to happen." And so that policy will remain.

It is hoped the Magazine will help build a better spirit on the Station, make everyone aware of what's going on and cognizant of what is being done to make their stays here pleasant ones. Our gossip column, "Trenton Topics," has proved popular but hasn't presented all the news it could if representatives from each section would jot down a few notes and drop them into "Contact" headquarters.

But the book isn't intended solely as a medium of entertainment for Airmen. More than that it is designed as a means for men to derive some material satisfaction from a poem, story, or cartoon they might have dreamed up. Who knows but what one or several individuals might open a field for himself that will prove lucrative after the Axis have been axed for good.

Thus far several poems and cartoons have been contributed but considering the Station's substantial personnel, the proportion is extremely small. So how about all you poets, writers and artists pitching in to make the book a better one?

It's yours, chums!

The Editor



AIR COMMODORE F. S. MCGILL
COMMANDING OFFICER
R.C.A.F. STATION, TRENTON, ONTARIO

Another Step Up

Trenton's Commanding Officer Is Promoted To Rank Of Air Commodore

COMMANDING Officer's parades are regular features at Trenton each Thursday morning but the one of August 6 had special significance, for it was then that Commanding Officer Frank S. McGill took his first salute as an Air Commodore.

The C.O.'s promotion from the rank of Group Captain, however, was not surprising for his service to the Air Force and his country both in the last war and this, is well-known. To relate the history of Air Commodore McGill's flying career virtually is the same as telling the story of the Air Force in Canada. They grew up together, comparatively speaking.

His story has been told before in "Contact" but bears repeating in view of the occasion and for those newcomers to Trenton who are not aware of their Commanding Officer's substantial and colorful background.

Born 49 years ago, Air Commodore McGill was one of the first Canadian youths to pursue aviation to a practical extent. Graduating from McGill University with a Bachelor of Commerce degree, he became interested in the Royal Naval Air Service

and after learning to fly at Ithaca, N. Y., obtained the Aero Club of America's License No. 30 for float planes and then journeyed to London, England, where the R.N.A.S. welcomed him.

He suffered a broken arm in a crash into the Thames Estuary during the second year of the first World War and upon recovery went to Navigation School, followed by a spell at the Naval Gunners' School at Whale Island. Then came a brief period for Lieutenant McGill with the Dover Patrol, after which he was posted to Felixstowe and twin-engined flying boats. He flew Americas on the North Sea Patrol and instructed between operational flights, later becoming second in command of the First Mobile Squadron, operating off the Sicilly Islands.

The end of World War 1 found Frank McGill in the United States as an advisor and test pilot on twin-engine flying boats, but before settling down to civilian life he spent most of 1919 back in the Scilly Islands, straightening matters away.

Action always has keynoted his life and this is borne out by the fact that while most of his post-war time was taken up by his duties with the Do-

(Please turn to page 21)

COMMANDING OFFICER F. S. MCGILL takes his first salute as an Air Commodore. The C.O. is at the extreme right, acknowledging the salutes of **WING COMMANDER J. H. BURDEN, D.S.O., D.F.C.**, and **FLIGHT LIEUTENANT H. A. HAGUE, Station Adju-**

tant. Station Sergeant Major JOHN SILVER is at the extreme left, while in the background officers and men can be seen marching off the parade ground prior to passing the reviewing post.



Still a Major Leaguer

**P/O Eddie Wiseman of N. H. L. Fame
Predicts a Bright Future For
R.C.A.F. Hockey Teams**

EDDIE Wiseman, stocky little forward who's fired a lot of rubber into N.H.L. nets in the last decade, will be a major-leaguer again next winter but he'll be playing a different game. He's traded the brown of Boston Bruins for Air Force blue.

A Pilot Officer and future physical training instructor, the N.H.L. veteran is at Trenton currently, taking the 10-week P.T.I. course and liking it a lot. "I like it fine," he said with a grin. "I'm just beginning to get back into shape and feel really good."

One of the best rightwingers in the business, Wiseman couldn't predict what the future holds in store for the N.H.L. this coming winter but painted a bright picture of the part to be taken by Royal Canadian Air Force teams in Canadian Amateur Hockey Association activity.

"I think Connie's (Honorary Squadron Leader Lionel Conacher) plan to have a team from each of the six commands in C.A.H.A. play is a good one," he said. "No one team will be completely hand-picked and interest should be a lot more general. As far as the N.H.L. is concerned, I don't know how it will operate unless the Government takes over, for most of the boys will have been called up by the time next winter rolls around.

"However, the Government might figure out some

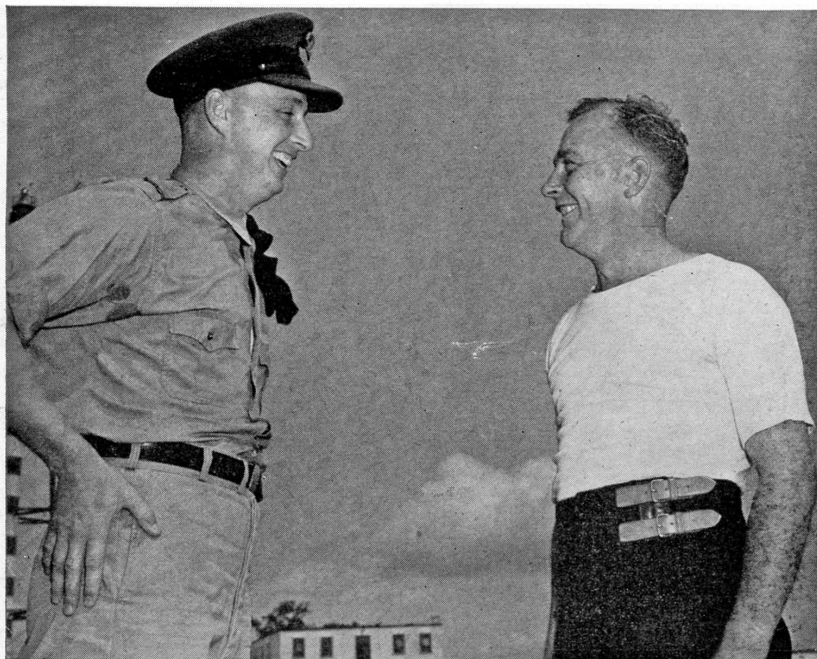
way of keeping it going, for N.H.L. action could raise a lot of money for the war effort, judging from the league's financial success last season. The same couldn't be said, however, for amateur play because people won't pay the top prices to see that brand of competition. Not that amateur hockey isn't good, it's just that fans won't shell out "pro" prices to see it. How the Government could work it, though, I don't know."

Mention of Conacher's name brought recollection of the first time the two former N.H.L. adversaries met since enlisting. It happened a few weeks ago at Manning Depot in Lachine, Que., where both were posted for short refresher courses. Wiseman saw Conacher and walked over to him. He stopped a few feet away, saluted smartly and said, "Why, hello Elbows!"

But Conacher, newly-appointed Sports Director for the whole R.C.A.F., after returning the salute failed to reciprocate with any sign of friendliness. Instead he eyed Mr. Wiseman critically for a few seconds, drew himself up to his full six feet, four inches and said in haughty tones: "You means Elbows, SIR!"

"Quite a guy," laughed Eddie.

(Please turn to page 36)



PLOT OFFICER BUFF HORTON, left, Station Sports Officer, greets PILOT OFFICER EDDIE WISEMAN, N.H.L. hockey star, who arrived recently for the 10-week P.T.I. course. "I like it fine," was Wiseman's first comment. He does look pretty happy about everything at that.

Back To Boogie

**Station Bandmaster
Talks About Music
Rates Miller Tops**



WO2 ED. HANCOCK, Station bandmaster, looks over his scrap book, filled with pictures and clippings which cover, pretty thoroughly, his Air Force career since enlistment in 1940.

FROM Bach to boogie is the route travelled in a talk with Sergeant Major Ed Hancock and its an absorbing journey, acquainting you with all the interesting data along Music Row and making you wish you'd kept practising the piano as Mother said.

Bandmaster for Trenton Station, WO 2 Hancock is really "on the beat" in the sharps and flats business, for he's played trombone with the top men in symphony and dance music and band aggregations both in Canada and the United States for the last 25 years.

The Buffalo, Syracuse and Toronto symphony orchestras and Vincent Lopez' dance band are some of Hancock's former employers but right now he's Warrant Officer in charge of Trenton's brass, trumpet and dance bands and doing a four-star job, aided by Flight Sergeant Stan McGuirl and Corporal Buck Morland.

Several recruits have been added to the trumpet band and the Sergeant Major was asked whether the opportunity to learn the rudiments of tooting a horn would be of any help to them . . . aside from escaping the rigors of duty watch; whether it would make the intricacies of a valve trumpet any simpler.

"Why yes," Hancock answered, "learning to play a trumpet or bugle can be a big help, providing, that is, the pupil is taught in the correct manner. Naturally he can't do any fingering but can learn to blow properly, without puffing his cheeks and popping his eyes. In other words he can acquire a non-pressure technique and build up his stomach muscles."

Comparatively new and used by the majority of headline brass men, the non-pressure technique, Hancock explained, enables a person to play for a longer period and sustain a high range similarly. A non-pressure man himself, Hancock said the method was conceived by a Buffalo music professor and constitutes buzzing rather than blowing notes into the mouthpiece. The development of stomach muscles also is a vital factor.

Hancock's main consideration currently, is band music, naturally. Flight Sergeant McGuirl and Corporal Sol White share dance band management while Morland and Corporal Wilson look after the trumpeters and Hancock the brass band. But a fellow who's played with a major-league dance orchestra for almost five years likes to discuss the merits of swing and sweet music and talk about bands and instrumentalists in general. And that's just what he did.

The music business in Canada isn't quite as lucrative as it could be, he thought, "mainly because there really isn't any outlet for it as yet. In the States, however, a chap can do extremely well financially . . . but it means a lot of hard work.

"For instance when I was with Lopez from 1925 to 1930, we played for dancing each night from 10 'till 2.00 a.m. in Hotel Pennsylvania, New York and in the afternoon did a two-a-day vaudeville stint in New York theatres and surrounding districts. And aside from that we had to rehearse new tunes for both engagements and make a few records."

(Please turn to page 24)



AIRMEN

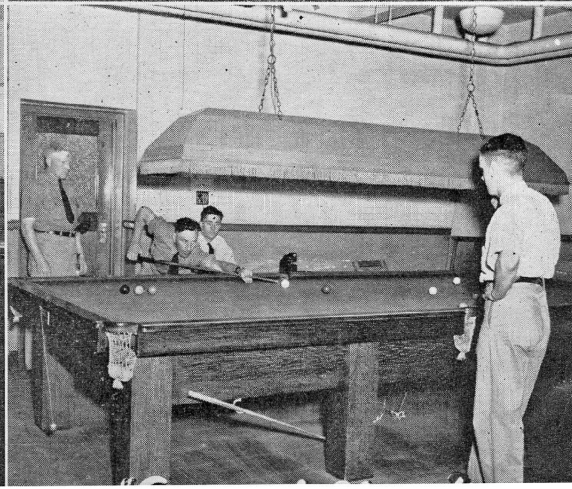
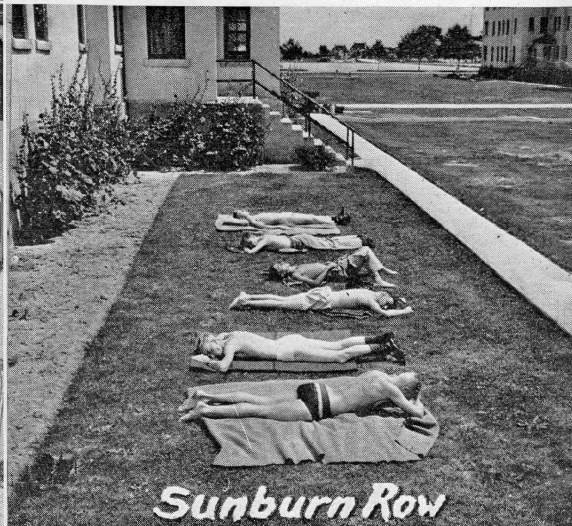
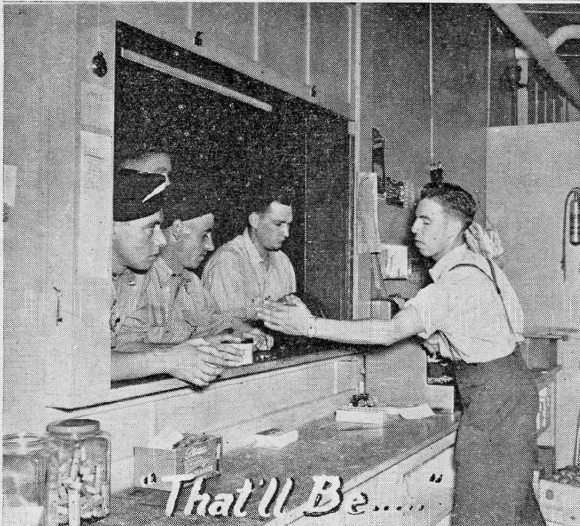
The juke box fans at the Button Bar in Trenton town are, from left to right, LAC L. GOLDSPIK, LAC P. G. BUTLER, LAC K. R. COLEMAN, LAC B. C. CAMPBELL, LAC W. R. HENDERSON and LMA H. S. MORGAN.

THE KTS Canteen hums from opening time 'till closing and if you want confirmation just ask SERGEANT WALTER RICHARDS who is seen figuring out change for a customer.

The bottom left-hand shot depicts a typical lunch-hour scene in the Airmen's Canteen. Included in the group are LAC BRUCE, LAC WOOD, SGT. MADISON, LAC TISSOT, CPL. BIBBY, CPL. D. H. TROUT, LAC MOFATT and LAC HANNAH.

Another popular noon-time scene appears below with SERGEANT J. J. MARCH, foreground, SGT. D. W. HUNTER, AC1 L. J. BISHOP, LAC B. ZLOT, LAC. J. R. WELSH and F/S R. K. McMAHON letting 'O1' Sol do his stuff.

LAC W. J. MacLEAN lines up a shot for the side pocket on one of the many fine billiard tables on the Station. His snooker partner at the right is LAC H. E. RADFORD.



AT EASE

Time out for a 'phone call home by CORPORAL CHARLIE FRITZLER. A fellow could make money selling tickets at Station phone booths the run is so heavy some nights—after seven.

Window-shopping in Trenton are SERGEANT R. OLAFSON and wife. The manner in which MRS. OLAFSON is effecting a right wheel would indicate a potential financial outlay by her husband. Right, Sarge?

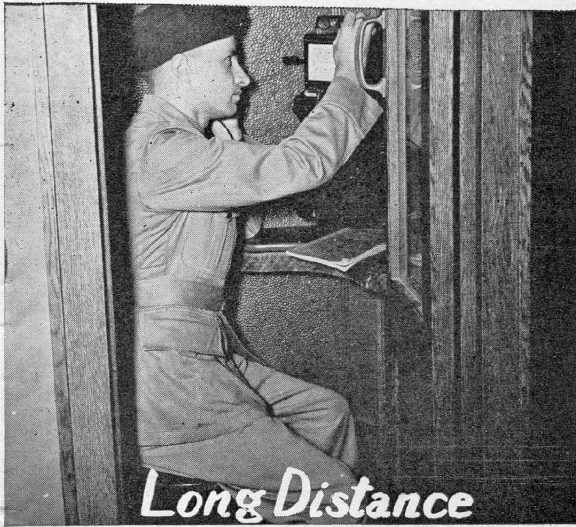
The Button Bar again claims our juke box fans, this time for sodas. From right to left they are GOLDSPINK, MORGAN, BUTLER, RUSSELL, CAMPBELL, HENDERSON and COLEMAN.

First off-duty act by an Airman is to make a bee-line for the post-office. Here we find a bunch of the boys in the "H to Mc" group waiting at their booth. Any luck, fella's?

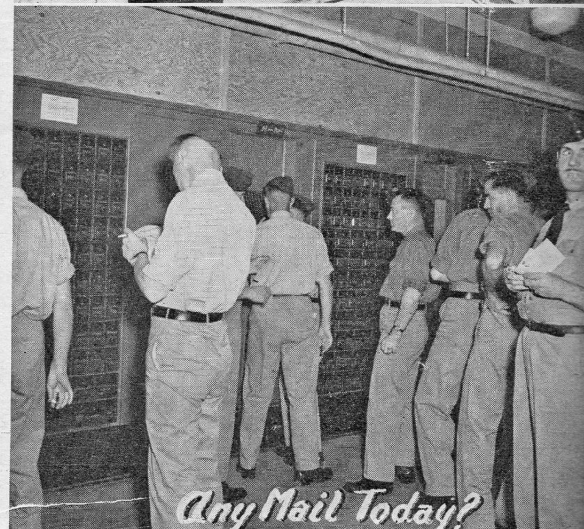
"Where's the girl friend, Smitty?" CORPORAL R. L. SMITH buys "one in the balcony" at one of the downtown Trenton movie shops. Gene Autry and Hoppalong Cassidy really pack 'em in at this particular spot.



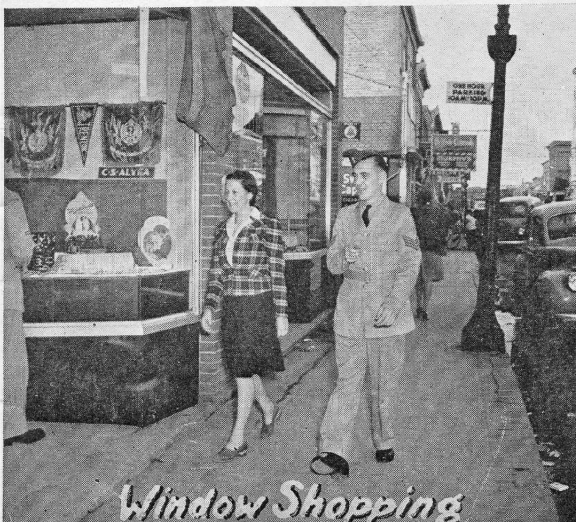
Soda, Ice Cream?



Long Distance



Any Mail Today?



Window Shopping



"One Please"



TRENTON

It's No. 1 Squadron, Headquarters, No. 1 Wing, marching past the saluting base as Air Vice Marshall Croil takes the salute. In the forefront of the Parade Ground is No. 2 Wing while No. 3 Wing waits in the background.

EVEN the nooks and corners of Trenton Air Station were "on parade" for two days last month when Inspector General, Air Vice Marshall G. M. Croil, A.F.C., paid a visit, and pictorial evidence of his stay is presented on these two pages.

Regarding the pictures counter-clockwise, the above shot, taken from the Administration Building roof, is a fine panoramic view of the March Past, while below at left, student instructors from C.F.S. undergo inspection. On the right of Air Vice Marshall Croil is Wing Commander Carling-Kelly, Officer Commanding Central Flying School.

Next picture in our swing shows the Inspector General taking the salute from Composite Training

School members, while on the next page, two old friends meet and talk things over. They are Air Commodore F. S. McGill, left, Commanding Officer of R.C.A.F. Station, Trenton, and Group Captain A. D. Bell-Irving, M.C., who accompanied Air Vice Marshall Croil on his visit.

A glimpse of the special dinner held in the Officers' Mess is flashed in the bottom right-hand corner and it appears as if a good time was had by all. Air Vice Marshall Croil is standing, while the amused gentlemen on his right and left, respectively are Wing Commander Carling-Kelly and Air Commodore McGill.

Immediately above, march the ground-crew men

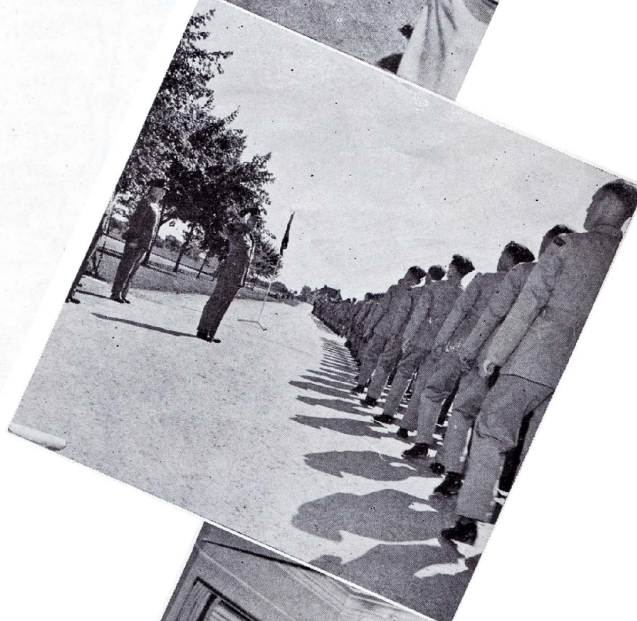


STATION ON PARADE

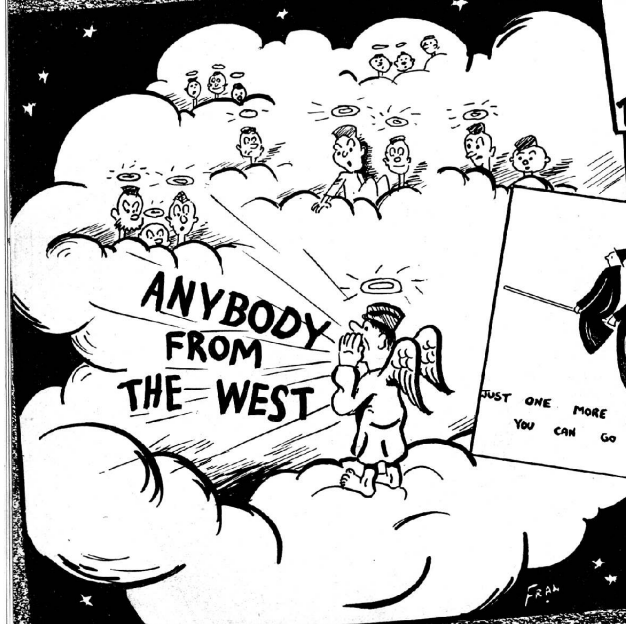
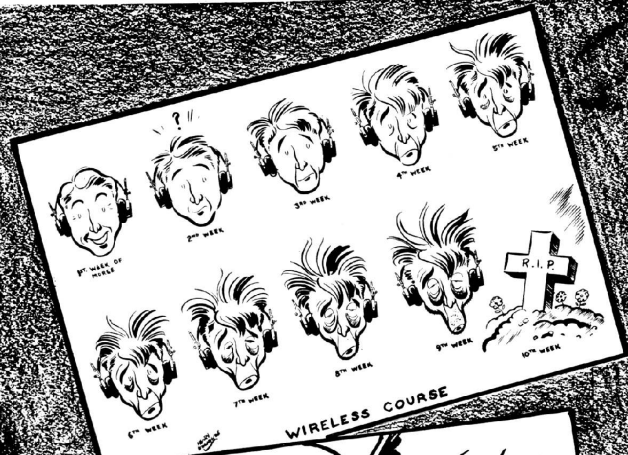
**MEN, BUILDINGS AND GROUNDS
"RIGHT ON THE BIT" FOR
THE VISIT OF INSPECTOR
GENERAL G. M. CROIL**

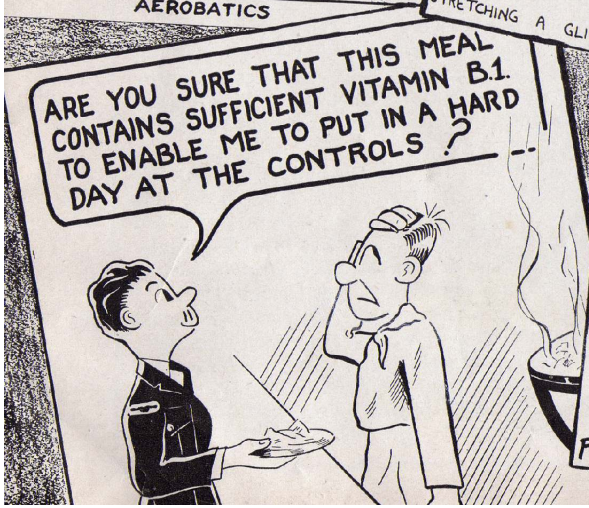
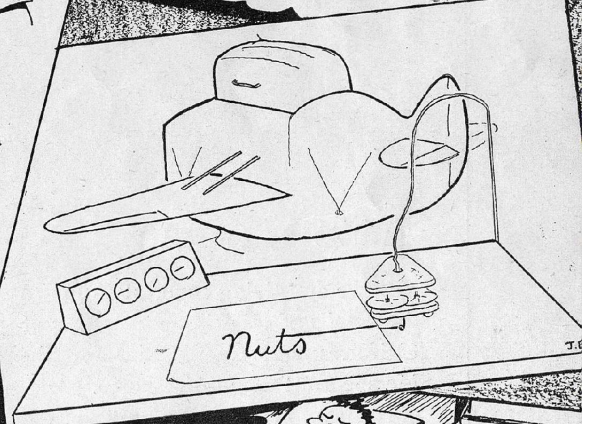
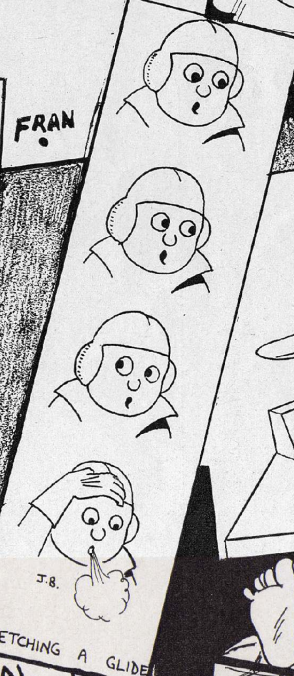
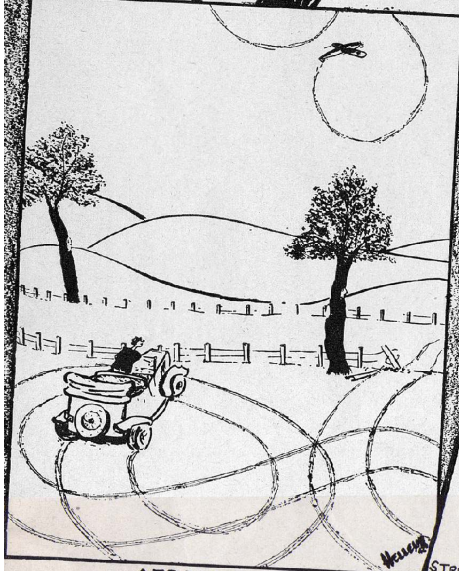
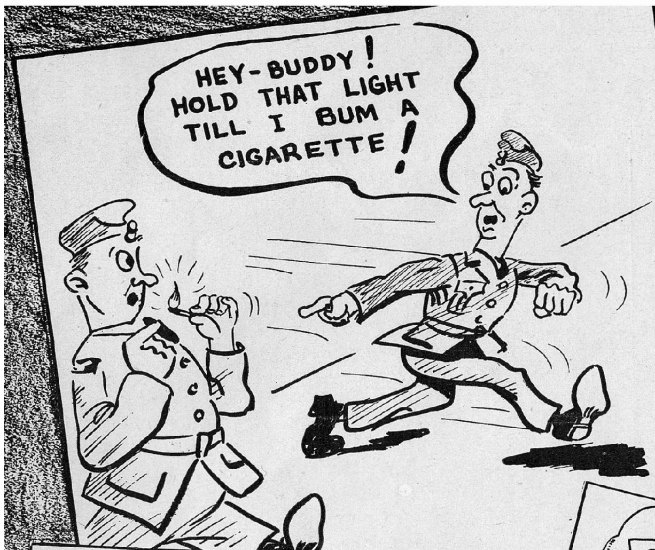
of Central Flying School, the men who "keep 'em flying, and their smart 'eyes left!" is being acknowledged by the Inspector General. The day previous to this March Past, these men were inspected while at work in hangars and made just as good a showing.

In the top right-hand corner, the Inspector General concentrates his keen scrutiny on the Station Band whose members were "right on the bit" for the occasion, boots, buttons and horns all polished up. Warrant Officer 11, Ed. Hancock, Station Bandmaster, looks on at the extreme left, while Group Captain Bell-Irving can be seen immediately behind the I. G.



Cartoon Corner







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By LAC. L. VELLEMAN

THE best place to go to study the "problem of exposure," is out on the beach. There we have sunshine and water and pretty girls in bathing suits dashing about exposing themselves to the sun. Exposure here is no problem, all you do is sit around and watch with an appreciative eye . . .

Starting again with the humble but efficient box camera, it can be shown how almost every camera has been provided with means of controlling the amount of light that should reach the film.

Like a pail that can hold only a certain amount of water, photographic film can either be "under-exposed" (a pail that is only partly filled) or "over-exposed" (a pail that is too full and spills over). In either case, if you over or under-expose a film you are left with either a very harsh-looking picture where all the white portions are washed-out and pale-looking, or a picture where everything is unpleasantly grey and dull.

A common way of illustrating the effect of light is by a comparison with the pupil of the eye. In poor light the pupil expands and admits light to the inside of the eye, while in very bright light the pupil contracts to almost pin-point size in order to prevent the eye from being blinded by the excess of light.

In the simple camera, over-exposure can be guarded against by controlling the size of the hole that admits light into the camera. In various ways, but usually by means of pulling out a small slide, the size of this aperture or diaphragm, as it is called, can be made smaller.

Thus if you are somewhere where there is too much light, usually when you take pictures over water; on the seashore (ah, the seashore!); on a very bright day in winter, or a very open well-lit landscape, this excess of light can be cut down by making the lens opening smaller. A little experimenting with the camera empty should make this clear.

Now take the case of too little light. You can't enlarge the lens opening, but, by pulling on the time exposure slide (in the simpler cameras) you can keep the lens open for as long as you wish—usually from one to four or five seconds is enough—and so make sure that the film will get enough light.

Thus, under conditions where a snapshots would give you no results or very poor results, a short time exposure will get your picture. However, remember that your subject must not move and ALWAYS PUT THE CAMERA ON A FIRM SUPPORT.

HONOR FLIGHT FOR JULY



Pictured above are officers and men of "B" flight of Central Flying School, named the honor flight for July. The trophy is awarded monthly to the flight having the least number of avoidable accidents. In the group from left to right are, front row: **Pilot Officer T. M. CHAPMAN, Flying Officer W. DRAKE, Flight Lieutenant W. H. McINTOSH, officer commanding; Flying Officer T. E. DUBROY** and **Flying Officer S. B.**

"Buff" ESTES. Second row: **Corporal TOPHAM, H., Corporal PEDERSON, J., M. S. TALBOT, J. T. A. LEMIEUX, H. L. ROBINSON, E. P. BOUTIN, L. A. BELMORE, A. C. NEVAY, W. S. McKINNON, Flight Sergeant POST, R. M., G. W. THOMS, Corporal CAMPBELL, P. G., P. J. STANLEY, M. S. BOLT, H. F. BIBBY, E. P. TOUPIN, F. BANNER, L. J. ANDERSON, I. M. HOVELAND, W. B. MAIN and A. DRUXERMAN.**

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TRENTON lost one of its best N.C.O.'s when **Flight Sergeant "Mike" Berenson** left for overseas duty . . . **Sergeant Major Hancock** taking bows as new president of the Sergeant's Mess, according to **WO1 P. R. Fowler**, who, incidentally, comes in for a share of congratulations on his promotion . . . **Gordie Snape** now being addressed as "**Flight Sergeant**" . . . Best wishes go with **Pilot Officer Robertson**, "Contact's" secretary-treasurer, posted to No. 1 Training Command . . . **Pilot Officer H. I. Robinson** is welcomed as his successor . . . **Corporal Hugh Sullivan** at the R.C.A.F. Convalescent Hotel, Baumaris, Ont., for a week . . . He calls his ailment "Operational Fatigue" . . . Catch **Squadron Leader King's** dialect stories sometime, they're really good . . . **Flight Lieutenant Chown**, O.C. of "H" Flight has returned from a week's stay at Baumaris . . . **Bob Cunningham** now a **Warrant Officer**, second class . . . **WO2 "Simon" Legris** passed the cigars recently, celebrating birth of a daughter . . . **Flight Lieutenant A. S. McNeil** welcomed as new D.A.P.M. succeeding **Squadron Leader Boyd**, posted to Newfoundland . . . **Flt. Lt. McNeil** is a former senior footballer with western Canada teams . . . Trust **Air Commodore McGill** enjoyed his two-week leave . . . Wedding bells rang August 22 for **LAC Ken McLean** of the Photographic Section . . . Congratulations to **Squadron Leader Nunn** on promotion from rank of Flight Lieutenant . . . Also to **Flight Lieutenant Linkletter** for rise from rank of Flying Officer . . . **Sergeant Art Walker** left Pay and Accounts Section and Trenton for Lachine Manning Depot August 18, with **Pilot Officer's** commission . . . Visiting flight of **Squadron Leader, A. J. Shelfoon** and **Flight Lieutenants J. M. Stroud, H. E. "Whitey" Dahl, D. A. MacFadyen** welcomed back from extended examination tour . . . Good wishes go with **Flight Lieutenant H. G. Williams**, posted to No. 2 I.T.S. in Regina . . . **LAC E. D. Dobson** proud father of baby boy not long ago . . . Marriages were numerous for C.F.S. personnel during July with **Flight Sergeant E. Thornhill**, **LAC D. C. Farley**, **AC1 W. D. Wyman** and **AC2 J. A. Linton**, to name a few, taking the step . . . Well-known amateur and professional hockey players on the current P.T.I. course are **P/O Ed Wiseman**, **AC2's Allan Shields**, **Connie Tudin**, **L. Labowich**, the pro's and **AC2's Dick Groom** and **Butch Marchand**, the amateurs . . . Another prominent amateur hockeyist posted here permanently is **LAC "Red" Ryan** of the equipment Section . . . Was with the R.C.A.F. "Flyers" last winter until tonsillitis laid him low . . . "I got plenty of nothin'" will be the Airmen's theme song while the fairs and their wheels of "misfortune" hold forth in Trenton and Belleville. Lot of fun and for a good cause, though . . . Seen on a Trenton-Airport bus: **A.K.T.S. Airman** returning from a fair a Brighton with a live duck under his arm . . . "Nobody can say I didn't win my wings now," was his comment.

<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>■</p> <p>LUNCHEES & DINNERS Special Dietitian Service at our tea room and soda bar.</p> <p>Meet your friends where good food, service, and hospitality prevail.</p>	<p>Cameras - Films, Photo Floods 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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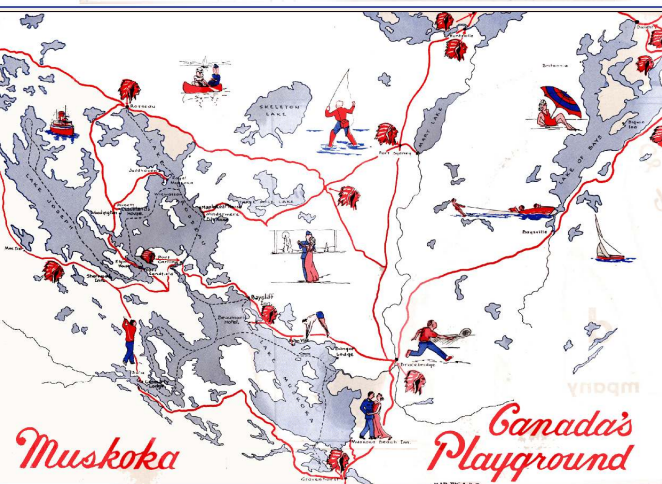
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ANOTHER STEP UP

(Continued from page 5)

minion Oilcloth and Linoleum Co., where he rose to the position of Secretary-Director, he became one of Canada's outstanding athletes, and later—organizers.

A Canadian title swimmer and captain of a Dominion championship water polo club, Frank McGill also started on senior football and hockey teams and later president of the Interprovincial Rugby Football Union, a member of McGill University's Athletic Board and President of the Montreal Amateur Athletic Association.

He helped organize the Montreal Light Aeroplane Club and formed the 115 Fighter Squadron of Montreal for the Auxiliary R.C.A.F. When war was declared again in 1939, Frank McGill became a Wing Commander with the R.C.A.F. and three months later was named Commanding Officer at Camp Borden. Then followed organization work at Ottawa Uplands, a spell at Headquarters as Director of Postings and Records and when organization was needed in a hurry on the East Coast, he was the man who whipped things into shape.

The last job took six months, until April of this year when Trenton Station welcomed him as Group Captain F. S. McGill. Now It's Air Commodore F. S. McGill and the entire Station wishes him continued success.

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W/C H. H. ATKINSON



W/C J. H. BURDEN, D.S.O., D.F.C.

Old and New

Key Positions Change Hands At Trenton

TWO notable changes were effected in key positions on Trenton Station during the last month, marking the departure of Wing Commanders H. H. Atkinson and J. H. Burden D.S.O., D.F.C. and the arrival of Wing Commanders C. A. Hore, M.C. and S. A. Terroux, their respective successors.

Station Administrative Officer since November, 1941 and Officer Commanding the School of Administration prior to that date, Wing Commander Atkinson now is attached to No. 2 Training Command Headquarters, joining Air Commodore T. A. Lawrence, Trenton's former Commanding Officer, while Wing Commander Burden has been appointed to an important post overseas. Stories of these men have appeared in previous issues of "Contact" but it would be well to dwell on both briefly.

A native of Albion, England, W/C Atkinson became Canada's "No. 1 Airman" when he enlisted in May, 1920, after serving in the last war with the Royal Flying Corps. A Warrant Officer, first class, when hostilities ended, he joined the Canadian Air Force with the same rank and was posted to Headquarters in Ottawa. In May, 1939, Flying Officer Atkinson, having been commissioned a month previously, came to Trenton to remain until his recent posting.

Officer Commanding Composite Training School since November, 1941, W/C Burden also has a long and outstanding record behind him, being possessor

of the Distinguished Service Order and Distinguished Flying Cross earned in 1918 as a member of the Royal Flying Corps.

A native of Toronto and University of Toronto graduate, he gave up his position as Assistant Professor of Architecture at U. of T. when war was declared in September, 1939, and joined the R.C.A.F. as a Flight Lieutenant. From that time until his arrival at Trenton, he busied himself at No. 1 Training Command Headquarters and opened No.'s 1, 2 and 3 Initial Training Schools at Eglington in Toronto, Regina Sask. and Victoriaville, Que., respectively.

Succeeding Wing Commander Atkinson is Wing Commander Hore who brings to Trenton a wealth of experience gained in Air Force service during this war and the last. Born in Loughton, England, April 28, 1898, he was educated at English Public School and Royal Military College, Sandhurst, England, and served with the Royal Flying Corps and Royal Air Force in England and France throughout the first Great War.

Wing Commander Hore also spent three years in India as a trooper with the Calcutta Light Horse regiment and has been on the Regular Army Reserve of Officers since 1919, holding that commission concurrently with his R.C.A.F. appointment.

A refrigeration engineer in civilian life at Saint John, N. B., he enlisted September 1, 1939, and was

with the 117 (C.A.C.) Squadron (A.A.A.F.) for two months until his appointment as adjutant of the R.C.A.F. Station at Dartmouth, N. S. Then followed service at A.F. H.Q. in Ottawa; at No. 4 Embarkation Depot, which he opened as Commanding Officer and later shifted to Halifax as "Y" Depot, and for the last 14 months has been Senior Administrative Officer at No. 1 Manning Depot, Toronto.

Wing Commander
(Turn to Page 28)



W/C C. A. HORE, M.C.



W/C S. C. TERROUX

Contact

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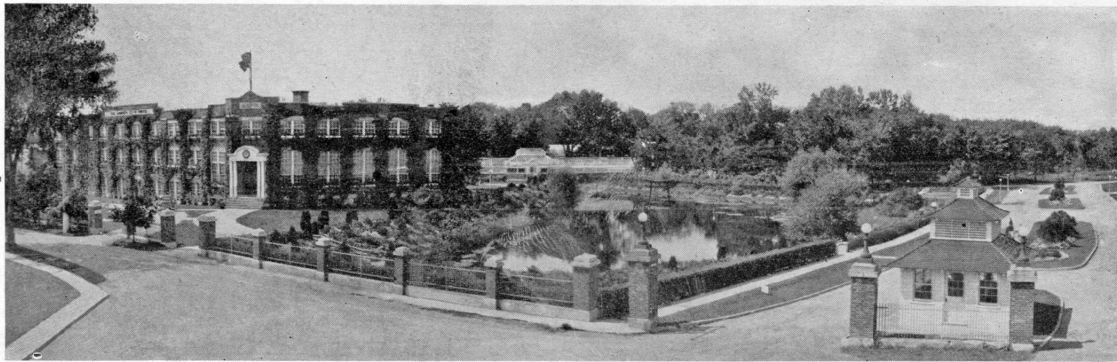
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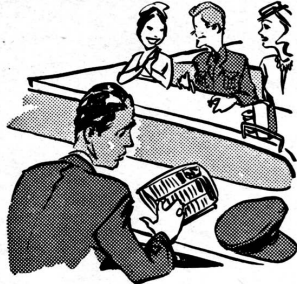
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THE **ROYAL YORK** TORONTO
A Canadian Pacific Hotel

BACH TO BOOGIE

(Continued from page 7)

Veteran of the last war, Hancock joined the R.C.A.F. for this scrap in 1940 and since that time has written Air Force march tunes that have proved great successes, particularly "Pilots of the R.C.A.F.," aired to millions of listeners over CBS when radio-star Kate Smith visited Trenton in June.

"Speaking of composing," he said, "you often hear people remark about how much some new tune sounds like an old one, and in lots of cases it's the truth. But music is like art or poetry to my mind. I'd be willing to bet that virtually every painting or poem conceived in these times resembles, in some large or small way, something that has gone before. After all, there are just so many colors and so many words and they've all been used over and over again. And so the same has to be true of music.

"At any rate, a catchy tune will make money whether it's entirely original or not. For instance the chap who wrote, "Yes, We Have No Bananas," admitted he tossed the number together from introductions to about seven other songs, but he still made himself a million dollars. Get the idea?"

With Lopez, the Sergeant Major was the first, or "Legitimate" trombonist. In order words he took the lead, played all the introductions and carried the melody while the other trombone man looked after the hot and sweet "riffs," the latter being occasions when a musician goes nuts for a while on whatever instrument he happens to be playing.

"That's the way brass and reed sections are constituted," he explained, "whether it be a dance or brass band. In a trumpet trio you'll find the first or legitimate man playing the lead, the second taking all the sweet choruses and the third going crazy on the hot bars. Sax' sections are balanced the same way."

Like most lovers of popular music, Hancock picks Glenn Miller's outfit as his No. 1 aggregation but was a little more hesitant about naming an all-star band. "All those 'name' men are hard to beat, you know, but I guess I'd settle for these fellows any time." And he listed the following:

Piano—Count Basie; drums—Buddy Rich; string bass—Bobby Haggart; guitar—Alvino Rey; trumpets—Harry James, Ziggy Elman and Ray Elridge; trombones—Tommy Dorsey and Day Higginbottom; saxophone—Benny Carter, Jimmy Dorsey, Charlie Barnett, Coleman Hawkin and Tex Benecke; leader—Benny Goodman; arranger—Glenn Miller.

"Yeah," agreed WO.2 Hancock with a smile, "I still like to 'riff.'"

11 hollywood

in Trenton

Coming to Theatre "B" September 12, 14, 15, Universal's "Eagle Squadron" is a four-star picture from first reel to last, one of the most realistic of its kind ever filmed.

Directed by Arthur Lubin from a screen play by Norman Reilly Raine, Based on the cosmopolitan Magazine story by C. S. Forester, "Eagle Squadron" contains many an heroic chapter of the war in the clouds.

In addition, the film shows the widespread war work of British women, and operations of the fa-Allied Commandos, the daring night raiders who have terrified the enemy. The recent raid on Dieppe can be appreciated more clearly upon viewing action scenes contained in the film.

The human angle of "Eagle Squadron" deals with the adventures of a young Californian, Chuck Brewer, played by Robert Stack, a somewhat sentimental youth who at first cannot understand the outward calm of British people who refuse to be broken by the loss of loved ones and their homes. "Some day," he was told by a friend, "you will understand why these people must minimize sentimentality if they are to emerge victorious." And he did.

The story begins when some Yank recruits including Chuck Brewer, Johnny Coe (Leif Erikson) and Wadislav Borowsky (Edgar Barrier) get final instructions from Lt. McKinnon (Nigel Bruce) and are sent to join the Eagle Squadron.

On the transport plane bound for their base the youngster meet their commanders Squadron Leader Paddy Carson (John Loder), and Hank

COMING ATTRACTIONS

THEATRE "B"

September 1	No Greater Sin	Social Drama
September 2-3	Appointment for Love	Charles Boyer,
September 4-5	Lady Scarface	Margaret Sullivan,
September 6-7-8	Gentlement After Dark	Dennis O'Keefe,
September 9-10	Three Girls About Town	Judith Anderson,
September 11-12	Call Out The Marines	Brian Donlevy,
September 12-14-15	Eagle Squadron	Miriam Hopkins,
September 16-17	To Be Announced	Joan Blondell,
September 18-19	Mexican Spitfire At Sea	John Howard,
September 20-21-22	It Started With Eve	Victor MacLaglan,
September 23-24	Two Faced Woman	Edmund Lowe,
September 25-26	Ship Ahoy	Diana Barrymore,
September 27-28-29	Tortilla Flat	Robert Stack.

THEATRE "A"

September 1	Shadow of the Thin Man	William Powell,
September 3-4	Belle Starr	Myrna Loy,
September 7-8	Smilin' Through	Gene Tierney,
September 10-11	Sing For Your Supper	Randolph Scott,
September 14-15	Pacific Blackout	Jeanette MacDonald,
September 17-18	Date With the Falcon	Brian Aherne,
September 21-22	Never Give A Sucker An Even Break	Jinx Falkenburg,
September 24-25	Two Latins From Manhattan	Ralph Bellamy,
September 26-27	The Big Boss	Robert Preston,
September 28-29	Saboteur	Martha O'Driscoll,

Wendy Barrie,
George Saunders.
W. C. Fields,
Gloria James,
Leon Errol,
Jinx Falkenburg,
Joan Woodbury,
Otto Kruger,
Robert Cummings,
Priscilla Lane.

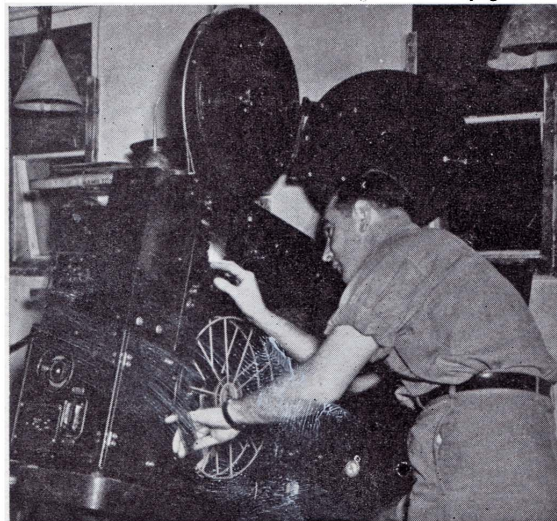
Starr (Jon Hall), who are with Anne Partridge (Diana Barrymore), a WAAF member assigned to radio operations at the Eagle field.

The Eagles soon get action and later a warm friendship springs up between Brewer and Anne.

The RAF high command decides it must get one of the new German Leopard planes intact at all costs, so preparations for a Commando raid on a field in occupied France are ordered.

Brewer pleads with Anne to marry him but she insists that this cannot be until the war ends,

(Turn to page 32)



LAC MAURICE BEAUCHAMP threads a reel in the projection room of Theatre "A", preparing for the evening program. Trenton movie equipment is tops.

THE UNOFFICIAL STORY OF FLIGHT No. 1—"Crowd Cheers First Man to Fly"



It's a fact: When the Wright Brothers first succeeded in getting off the ground in a heavier-than-air machine, even people who SAW them refused to believe their eyes! It's also a fact that Labatt's is by far the most popular ale with the Air Force because modern airmen NEVER refuse to believe their TASTE!

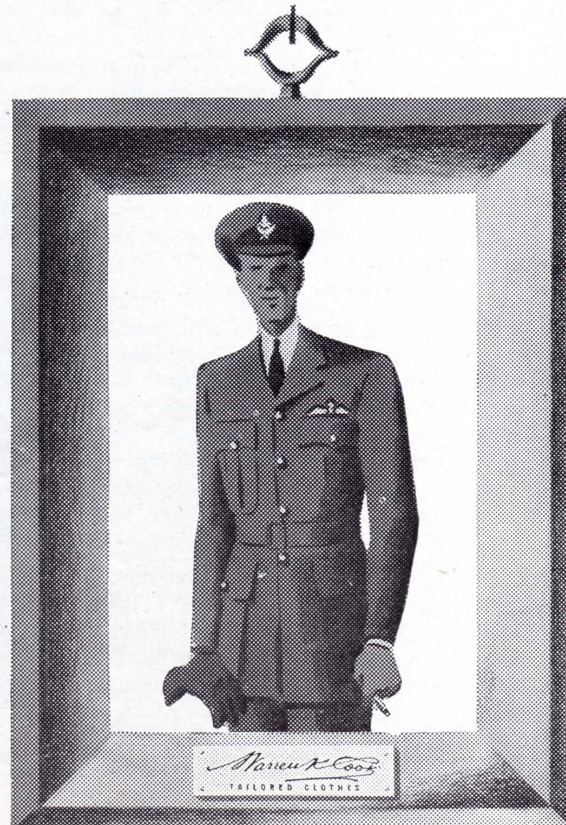
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Book Reviews

WHATEVER YOUR
TASTE, THERE'S A
BOOK TO SATISFY

By Cpl. J. W. Sargent

FOLLOWING is the second of regular monthly book review sections to appear in "Contact" Magazine. Subjects discussed are a few of the newer additions to the already well-stocked library and it is hoped the page will aid in the search for good reading.

First on the August list is a Canadian yarn, "BLUE WATERS" (Musson), written by Frederick William Wallace during the winter of 1913, after his return from a stormy fishing trip in the schooner, "Effie M. Morrissey." Although told in fiction, much of the material is actually drawn from life and describes, vividly, the long, hazardous trips of the "blue-nosers" to their fishing grounds, the Atlantic Coast Banks.

Related with all the romance and adventure attached to the inspiring days of old, tall-masted schooners, the story carries the reader along through all the hardships and disappointments familiar to these hard, weather-beaten folk, whose struggle to eke out an existence has earned them a reputation for dauntless courage the world over.

Studded profusely with interesting characters, the book leads one to the discovery that despite some differences, these people are basically the same—dependent, kindly and hospitable. Hard as their row is to hoe, the needs of these deep-sea fisherfolk seem to be few—the singing of an old sea shanty or a draw on that good "American plug" often being sufficient to raise dropping spirits after a heart-breaking, unsuccessful day at the nets.

Fishing is a business, and like every business, must keep pace with the times. Schooners that lifted tall masts to be clad in canvas now are powered by Diesel engines, but individuals who regret the passing of the colorful age might do well to read "Blue Waters." It's a fine, descriptive piece of writing.

2. Hailed by critics as a modern prose epic, "FLIGHT TO ARRAS" (Reynal and Hitchcock), by Antoine De Saint Exupery, is considered superior in vision and truth to even the author's earlier aviation classic, "Wind, Sand and Stars."

The framework of this book is a single evening's action, a reconnaissance job carried out over German tank parks around fire-gutted Arras during those unforgettable days of May, 1941. The story deals with the pitifully few French fliers who fought on as France staggered to her shattering defeat and tells with vividness all the grim immediately of war flying as experienced by a pilot.

It tells of frozen controls, jammed guns, the laconic scraps of conversation between the crew, the alternations of depression and exaltation, the silence and total immobility within the sealed cockpit and the moment of final jubilation when the mission has been accomplished and the crew is safe at the base.

Why, even in the midst of defeat, men continue to take the risk of death is a question answered by the pilot-author. His answer is an answer for all men.

(Please turn to the next page)

The Library Committee talks things over. From left to right they are CORPORAL COULTER, PILOT OFFICER KIRK, AC1 GARCEAU, LAC F. HOGAN, FLIGHT LIEUTENANT H. G. WILLIAMS, FLIGHT

SERGEANT CAMERON, FLIGHT LIEUTENANT G. P. GOWER and FLYING OFFICER A. RUBY. "Y" representative Goodwin was not present at the time.



Beautifully illustrated by the noted French artist, Bernard Lamoth, "Flight to Arras" deserves a place on any book shelf.

3. Written especially for those whose appetite for journeying is satisfied to some extent by the reading of travel books, "MONGOL JOURNEYS" (Doubleday and Doran), written by Owen Lattimore, is an educational story of Inner Mongolia, a region rapidly vanishing as invading forces sweep away many of the old ways of life.

The book is partly a footnote on the processes of decay and destruction and partly a glimpse of that which is to come. It was in keeping with the Asia of today, though not with the romantic idea of Asia, that started the author and his wife off in an old model, high-straddling Dodge car from the Great Wall of China in search of the Jenghis Khan Sanctuary.

The story is pieced together from mold notebooks kept while travelling. And as the couple remember stories and incidents one acquires, as they have, an affecting for the people of Mongolia whose life for a long time has swung along in an eddy of history. Many photographic illustrations help the reader to understand the Mongols more fully, and instill in him the wish that the near-future will produce a free Mongolia.

4. Angela Thirkall, one of the cleverest and most entertaining writers of fiction in contemporary literature, has assembled in her latest novel, "THE BRANDONS," (Alfred A. Knopf) a number of people who will please her many readers immensely.

Sprinkled liberally with humorous descriptions and conversations, the story has a most engaging heroine in Mrs. Brandon, mother of a grown-up son and daughter. But despite her middle age, she cannot help attracting men of all ages, who are

apt to express their devotion by reading aloud to her, but never get as far as declaring their feelings because she never understands what they are saying.

Dangling before her relatives a fortune that no one wants is a real and alarming person in old Aunt Sissie of Brandon Abbey, and her long-suffering companion whose romance is touched with sympathetic skill.

Presenting as diverting a set of characters as Mrs. Thirkall ever has invented. The story is good . . . full of fun, sparkle and warmth.

OLD AND NEW

(Continued from page 22)

Stuart Alexander Terroux, successor to Wing Commander Burden, calls St. Lambert, Que., a bridge-trip from Montreal, his home, being born there March 19, 1896. A veteran of the last Great War and a Montreal foreign exchange broker prior to this one, W/C Terroux has seen considerable service with the R.C.A.F. since his enlistment, March 22, 1940.

His present posting marks a return to Trenton, for W/C Terroux attended the first School of Administration course in April, 1940, following which he was named Officer Commanding, No. 1 Wing, No. 1 Wireless School in Montreal. Eleven months later came a posting to No. 8 S.F.T.S. at Moncton, N. B. as Senior Administrative Officer and in July, 1941, he was appointed Senior Officer Personnel, Eastern Air Command.

No. 4 Manning Depot in Quebec City claimed him four months later, a post he held until April of this year when he became S.P.S.O., No. 2 Training Command at Winnipeg. Then came his present posting.

(Please turn to Page 30)

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OLD AND NEW

(Continued from page 28)

Educated at St. Lambert High School, Wing Commander Terroux enlisted for service in the last war, shortly after leaving school, joining the Royal Canadian Horse Auxiliary in Kingston, Ont., June 16, 1916, and serving in England and France. Returning to England in August of 1918, he underwent training as a pilot with the Royal Air Force. Two years after Armistice he joined the 17th Duke of York's Royal Canadian Hussars and transferred to Reserve with the rank of Lieutenant Colonel.

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HOLLYWOOD IN TRENTON

(Continued from page 25)

and they part in a quarrel. Soon comes the Com-mando raid in which Carson, Brewer and Borowsky are to spirit themselves into the new Leopards and get them back to England. But Borowsky, in his flaming anger at all Germans because of their rape of Poland, the land of his forefathers, upsets the carefully timed plans by engaging a German night patrol.

Alone with Carson now, Brewer still grabs a Leopard; Carson gives his life covering Brewer with a machine gun, and Brewer after a terrific air battle starts home. He is cheered on the way by Ann's voice over the communications, and he knows now she will be waiting for him when he lands. Both are decorated for bravery in action.

Containing as it does, actual air battle and air raid scenes, "Eagle Squadron" does not leave you with the feeling that all is propaganda as do so many of this type of film. It has everything, an outstanding picture requires and should take its place with the prize-winning flickers of the year.

A few other four-bell pictures scheduled for September are "It Started with Eve," starring Charles Laughton and Deanna Durbin; "Ship Ahoy," featuring the zany Red Skelton and Eleanor Powell; "Tortilla Flat," starring Spencer Tracy, Hedy Lamarr and John Garfield, all these in Theatre "B". A few of the top pictures on Theatre "A's" list are "Shadow of the Thin Man", with William Powell and Myrna Loy; "Pacific Blackout" starring Robert Preston and Martha O'Driscoll; "Never Give a Sucker an Even Break," with W. C. Fields and "Saboteur", with Robert Cummings and Priscilla Lane.

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ACTION hasn't been widespread on Trenton's sports fields in the last month, track meets and boxing shows being non-existent and inter-station competition below-average. But the dearth of general activity has been more than compensated for by a lot of keen competition in the Station's softball loops. It's playoff time and that kind of firing always produces a lot of ginger you don't get through-out the regular schedule.

At the time of writing, most of the action has been confined to the Central Flying Sheool circuit where four clubs battled for the chance to enter Group 1 of the final round-robin whirl to decide a winner. In one penultimate (you'll find at least one guy on every sports desk who likes that one) bracket, Snape's Sharpies walloped Allcorn's Allsorts, while Ryerson's Rodents topped Fallis' Fallguys. Rodents is a name insisted on by Fallis after the series.

Both opening games were breezes for the winners, Snape's unbeaten hirelings taking their victory by a 12-4 count and Ryerson's outfit winning 12-3. The latter fixture was featured by some flawless flipping by AC1 Helleur who allowed only 33 hits, 17 walks and 12 runs in 3½ innings. "If we hadn't yanked the guy in the fourth," said Coach Fallis a few days later, "he'd still be pitchin' balls out into the Bay!"

Both losers called out the reserves for their next battles and succeeded in putting up better scraps, the Officers losing 9-4 to Snape's No. 1 Maintenance crew and No. 1 Squadron fading 12-11 before Ryerson's No. 2 Maintenance men after a couple of extra innings. The first-mentioned tilt marked the initial appearance of the season for Wing Commander J. G. "Joe" Stephenson, a fence-busting first sacker with the Station team a couple of years back. "Joe" takes a cut at that apple like a guy teeing off on Hitler with a club and it was his potent socking that sparked a late rally by the Officers that fell

just short. "But we will come out of retirement again next season," promised Coach Allcorn as he issued quantities of Absorbine, jr., to his players.

On an adjacent diamond, the Rodents and Fallguys found themselves all tied up at 10-10 when the prescribed seven heats had gone by. Feeling that his Fallguys were hot and could see better in the dark, Captain Girling took out his double-headed half-crown and said, "heads we play nine," and darned if he didn't win the toss. But virtue ultimately triumphed, for after going one behind in the eighth, the Rodents tied it up in the gathering dusk and dust of the ninth and still had a hiker on third with two out.

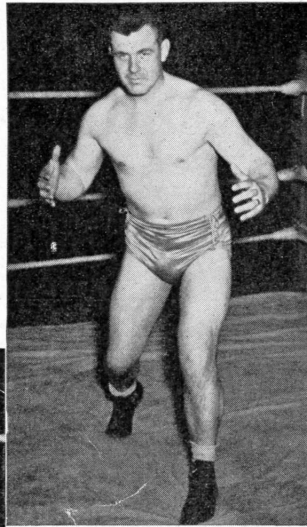
Pitcher Thoms of the losers asked that a bonfire be built at home plate so that he could see where he was throwing but Ryerson protested and to support his argument quoted Rule No. 9999z to whit: "Under no circumstances whatsoever or howsoever may a pitcher be aided by extraneous mediums in transferring the pellet from his hand to the required location in the catcher's mitt. (signed) Judge Mountain K. Landis."

"Aside from that," Ryerson continued, "my next batter is strictly a night operator." And he wasn't wrong on that one for Third-baseman Roper got next to Thoms' first toss and slammed it in the general direction of Trenton town. When last seen, Outfielder Larry O'Reay was pumping by No. 7

Hangar, heeding the cry of a passing motorist who pointed downtown and yelled, "It went that way!"

The triumphs qualified No.'s 1 and 2 Maintenance to enter Group 1 along with the P.T.I. Officers and Equipment teams, the victor to meet the winner of Group 2, comprised of Headquarters, P.T.I. course, Firefighters and M. T. Works and Bricks.

Three of Trenton's outstanding ringmen. At top, SGT. TED MILLER, well-known Canadian grappler; left, SGT. BOB FULTON, Station ring coach and leading boxer, wrestler, and CORPORAL "HUB" SMITH, Trenton's No. 1 lightweight.



Three Gamesters



The title tilt will be played Labor Day as part of the Field Day program.

In the opening game of Group 2's round-robin swinging, the current P.T.I. Course out-hit and out-talked Headquarters for a 7-4 victory. The Physical Jerk men didn't have much trouble out-hitting H.Q. but their edge in verbal battling was just about one word, for Captain "Simon" Legris, of the losers, aside from playing a four-star game at shotrstop, established himself as the "Leo Durocher" of Trenton, arguing with each opponent according to the batting order and with the Umps after each pitch. In fact he had the Umps so flustered by the sixth, the latter forgot himself a couple of times and fielded a bunt and caught two pop flies.

ABOUT THE FIELD DAY

By F/O W. Bodrug.

WITH varied athletic contests being the features, R.C.A.F. Station, Trenton, will open its doors Labor Day, September 7, to several thousand guests. No pass will be necessary to enter the Station and enjoy the extensive program. Your sweet-heart, families and friends are most cordially invited.

The program is divided into two sections, from one o'clock to 5.30 in the afternoon and from seven on-session is open to all, while the ward in the evening. The afternoon evening portion will necessitate a special invitation for your guest. Here are some of the features:

At 1.30 the afternoon proceedings will commence with a March Past in which all participants will parade. Air Commodore McGill will take the salute and conclude this part of the

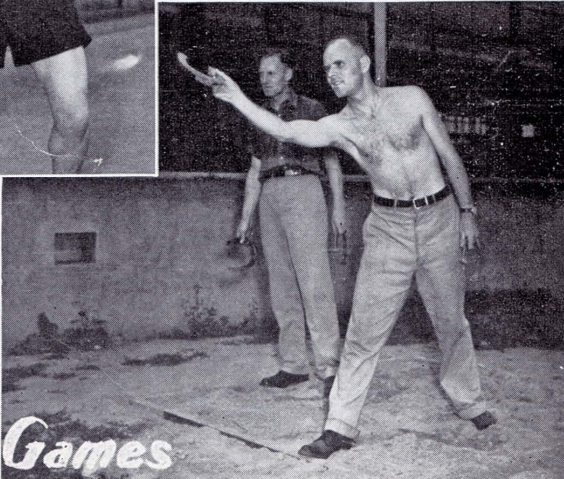
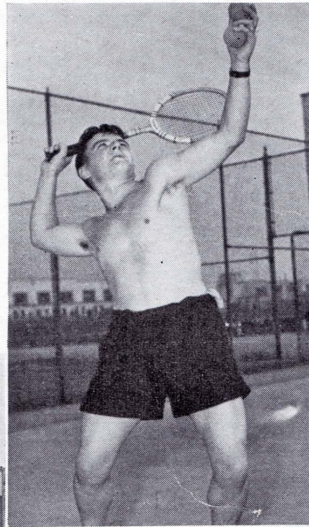
This layout shows airmen taking advantage of sports facilities on the Station, the more popular being tennis, softball and horse shoes. The men tossing "Seabiscuit Footwear" are CORPORAL ROY McDONALD and AC2 LES BANGAY

program by officially addressing the audience and participants. The ensuing program will include a mass gymnastic display in charge of Sgt. Fulton, in front of the bleachers on the athletic field; a Precision Squadron Drill in the able hands of F/L Hinton; Track and Field Championships events under Sgt. Hickey; Soccer games with Corporals Partett and White in charge.

Cpl. Campbell will supervise a Ladies' Softball game in which two prominent Toronto teams will take part, while a Box Lacrosse match with Sgt. Dickens in charge will be one of the first seen at this Station. Trenton Tennis Double Championships will be conducted by F/S Ross and many entries are expected. Cpl. Harding, who has been doing excellent work in teaching swimming, will have a very attractive program to present in the swimming pool, while Cpl. Walling will be in charge of Lawn Bowling and it is expected many teams will enter this Championship event of 1942.

Of course, the feature of the afternoon will be the Trenton Midway which will be primarily to entertain the youngsters. Here the kiddies will find merry-go-round, fish pond, pony-ride, games of skill, house of horrors, races and many other features. An aerial display will conclude the afternoon performance. C.F.S. is planning quite a show and this should be a revelation to many. At 5.30 the bugle will sound a half-hour warning for all visitors to clear the Station.

At seven o'clock the gate will again be open to all visitors holding special invitations to the evening performance. The program consists of an amateur show in one of the theatres, under the able direction of our entertainment committee headed by P/O H. L. Shepherd, its new president; a Boxing and Wrestling show with Sgt. Fulton in charge and Station Sergeant Major John Silver as Master of Ceremonies. The Inter-unit Softball Championship final will



Three Games



be played on the main diamond beginning at 7 p.m., Cpl. Prince being in charge of this particular activity. To conclude the day, a Station Dance will be featured in the Sports Arena, and P/O Shepherd and his committee are making extensive preparations for this feature.

Do not forget to invite not only your wife or girl friend but your friends and their friends.

STILL A MAJOR LEAGUER

(Continued from page 6)

He was particularly interested in the progress of Corporals Milt Schmidt and Woody Dumart, former Boston team-mates of his who recently completed the P.T.I. course. "Great fellows," he commented, "you couldn't meet any better anywhere."

"No, I can't understand why fans gave those Kraut lads such a ride during Allan Cup playdowns. I think perhaps they were booing a virtual hand-picked team more than individuals and directed most of their razzing at the Krauts simply because they were tops. This crowd psychology is a funny thing you know."

Pilot Officer Wiseman is just one of many great athletes to pass through Trenton to learn to do a job he's best suited for. Great athletes should make great instructors and so a well-conditioned Air Force should result. Bring on some more Eddie Wisemans!

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