



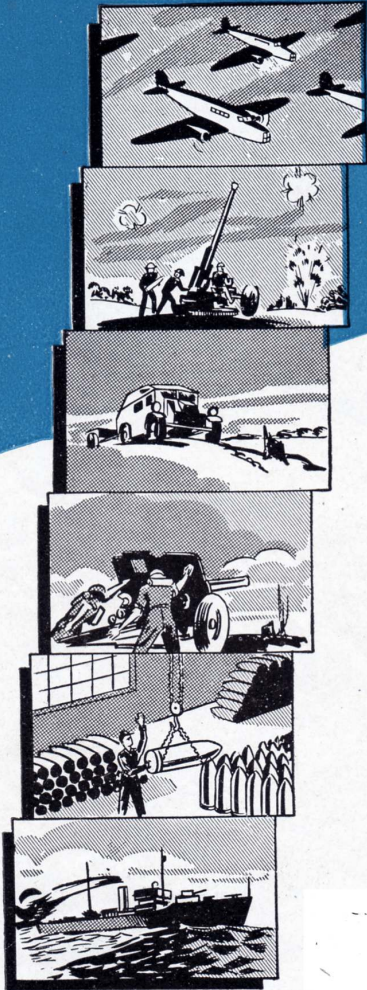
R.C.A.F. STATION, TRENTON, ONTARIO



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SEPTEMBER 1942

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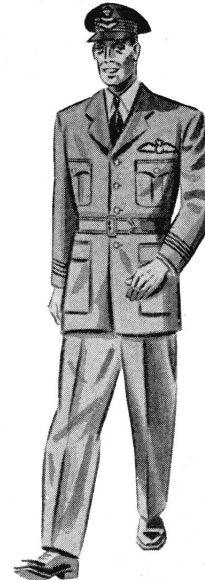
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# CONTACT CONTENTS

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CONTACT, Official Organ of the Royal Canadian Air Force Station, Trenton, Ontario, is published monthly with the kind permission of Air Commodore F. S. McGill, Commanding Officer. Staff: Managing Editor, ACI S. G. HELLEUR; Art Editor, CPL. J. W. SARGENT; Advertising Manager, LAC. J. J. PENNYLEGION. Editorial and executive offices, R.C.A.F. Station, Trenton, Ont. Publication Offices, Garden City Press, Gardenvale, Que. One free copy to all R.C.A.F. personnel on Trenton Station—Extra copies—10 c.; Subscription, \$1.00 per year.

# Editorial Page

## We Need Co-operation

ON the editorial page of last month's issue of "Contact," a plea was made to all Airmen to contribute articles, poems and art work to their Station Magazine so that the publication could fulfill its policy of being a journal for the Airmen and Airwomen a medium through which they could accomplish something creative and let the public see the results.

The plea was answered in some measure by some fine poems, humorous and serious, but there still is a lot of room for contributions. And so the request is being repeated with a view to prodding the men into a more concerted effort and also to let members of the recently-arrived Women's Division know that "Contact" is theirs as well and contributions from them will be appreciated greatly.

One of the chief complaints about our Magazine has been that it's too formal. Well, the only way to eradicate that situation is for personnel to take a more active interest in the brochure, supplying more notes and news, cartoons, articles and poems. Perhaps it would be a good idea if each unit on the Station, large or small, would name someone to gather up bits of gossip and whatever other items that might be forthcoming from his or her particular group and bring them to the "Contact" office.

While on the subject of contributions, it seems an opportune time to amplify the recent Daily Routine Order entry regarding the request for names of those personnel members who have had previous experience in radio program production, announcing, script writing or radio acting and artistry.

Such Airwomen and Airmen will be needed to put Trenton Air Station on the map with respect to radio programs emanating from Air Force Stations. Plans are underway for two national broadcasts and a number of local program broadcasts on behalf of the R.C.A.F. and thus it is essential that personnel who have had previous radio experience be readily available.

Success of these broadcasts will depend on the co-operation of Service personnel. This depends on you. This is your opportunity to get on a national hook-up so give your names and resumés of experience to the Y.M.C.A. Supervisors in Barrack Block 4 immediately.

**The Editor**



HONORING  
THE LATE  
**AIR COMMODORE H. R. H. DUKE OF KENT**

## He Died On Active Service

**Late Duke of Kent Made  
Big Hit With Officers And  
Men on 1941 Visit Here**

**W**ITH the death of the late Air Commodore, His Royal Highness Duke of Kent, Royal Air Force and Royal Canadian Air Force personnel lost one of their greatest friends.

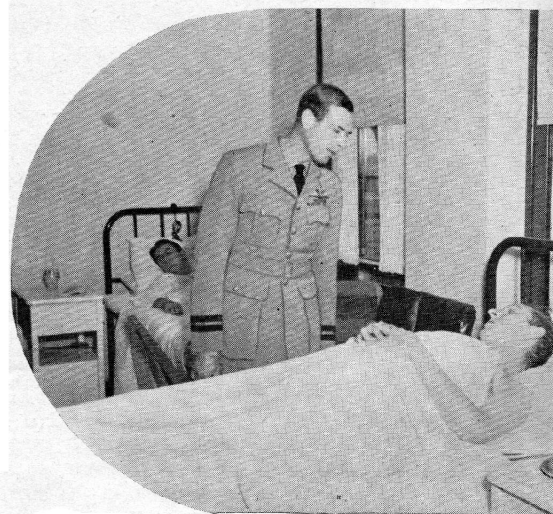
Killed in a recent flying accident while serving in the line of duty, the Duke of Kent gained the highest admiration and respect of Canadian Airmen, and Canadian people, in the summer of '41 when he made a country-wide tour of inspection in connection with the British Commonwealth Air Training Plan.

It was last August that he visited Trenton and those who saw him and had opportunity of speaking with him, never will forget his informality and genuine interest in the men rather than the Station itself.

In his tour of Central Flying School, the Duke displayed keen interest in the Aircraft and hangars, as well as personnel, but on the south side of the highway his foremost concern was conversation with as many Officers and men as possible, the inspection of offices and barracks being secondary.

One who had a good opportunity to study the youngest immediate member of the Royal Family at close range was Sergeant Jack McLean of the Accounts Section, who acted as footman to the Duke's car. "I had never been a footman before that day and never have since but I wouldn't have traded that experience for anything," he said. When asked his opinion of the distinguished visitor, McLean answered, simply but effectively, "One hundred per cent. gentleman."

He mentioned one particular example of the Duke's fine qualities, arising when the inspecting party walked by the Airmen's Mess towards the Sports Field. "There was an Airman coming off the field," McLean related, "attired only in shorts and a jersey. He was obviously embarrassed and anxious to mingle with a crowd of other Airmen standing there, and get out of sight.



The late Duke of Kent chats with an hospitalized Airman during his visit to Trenton Air Station in August, 1941.

"But the Duke, noticing the chap's discomfiture, made straight for him and started talking to him. You should have seen that lad's face light up. The Duke didn't want anyone to feel ill at ease on his account."

That he was more interested in the men, rather than the grounds and buildings, was evidenced by the occasion when, driving by the Sports Field en route to an inspection of a building, the Duke asked that the car be stopped, allowing him to get out and watch a softball game and chat with players and spectators.

Yes, he was a man's man. He died on active service. He could do no more.

The "Airmen's friend" chats with diners as he makes a tour of the Airmen's Mess as part of his 1941 visit.





A scene in the Court Reporters' classroom, showing C. P. Wells, centre, dictating to students. Those taking dictation are Cpl. Hambleton, LAC O'Mahoney, Cpl. Allen, Sgt. Flegg, LAC Vaisey, LAC Galoza, Cpl. Keele, Sgt. McPhalen, Cpl. Berry, LAC Kurtz, Cpl. Jardine, AC. Emerson, Sgt. Smith. Standing at the back are F/O O'Neil, left, and Sgt. Dafoe.

## Symbols With Speed

**200 Words Per  
Minute Attained  
By Court Sten-  
ographers**

**T**HIS is the story of one of the most unusual courses yet organized at Trenton, and, probably, one of the most unique in the history of the R.C.A.F. It is even more than this, since it also is the story of C. P. Wells, one of the most outstanding figures in his profession in all North America who sacrificed his annual summer vacation in order to act as chief instructor.

The course is the Court Reporters' aimed at training a few specially selected airmen to become official stenographers on Courts Martial, while Mr. Wells is one of the finest and best-known stenographers in the Dominion.

For some time there has been an obvious need for efficiently trained personnel capable of undertaking the difficult task of court reporting, and with this in mind, all R.C.A.F. Commands were circularized with a view to obtaining from their ranks, suitable candidates willing to undergo a special three months' training.

Candidates were to be outstanding in shorthand, capable of taking verbatim at speeds within the region of 90 and 120 words a minute, and also were required to be something more than competent at typewriting. The course syllabus aimed at raising their shorthand speed as near the 200 mark as was humanly possible in the time allowed; teaching the correct method of setting up and editing court proceedings, and improving their typewriting both in speed and quality. On completion, all candidates would be graduated as sergeants, and returned to their own Commands.

As officer in charge of this course—though, in truth, more in the nature of its godfather—the eighteen years' unbroken Air Force clerical experience of F/O I. H. O'Neil was placed at the candidates' service, assisted ably by Sgt. W. L. Dafoe, who hails from Vancouver and let no one forget it.

Course members have come from all parts of Canada and rank from AC1 to Sergeant. They

have had to work at great pressure from 10 to 14 hours daily. Not merely have they spent hours each day taking shorthand dictation at great speeds but have had to accustom themselves to taking the short, jerky questions and answers of cross examination on a multitude of technical subjects, about which they themselves knew practically nothing, and the terms of which were totally foreign. Such men must be able to record cross examinations faithfully and with facility.

When stenographers attain the speeds these men have reached today, stenography ceases to be a mundane trade and becomes a highly specialized profession, and, in a certain manner, an art. There are few men or women who can take dictation with accuracy at 200 words per minute and those who can, in civil life, are in keen demand for lucrative civilian positions. Thus, in working and attaining the necessary grade required for this important service work these clerks have at the same time assured themselves of well-paid positions after the war.

Marks are based on the examinations and tests for accuracy, and not error. A short survey of candidates' records indicates their great capabilities. In a test made during the earlier part of the course, several students attained 100% accuracy at 140 words; mid-way in the course, in a test at 166 words, the top students secured 99%, and in another, on the day this story was written, 210 words were taken down with 94% accuracy.

Mr. C. P. Wells, wholly responsible for development of these men's shorthand, is a truly remarkable man. For him, shorthand is not merely a short cut to an end, or a hum-drum commercial occupation. He understands all its theory and its history. Once a court reporter, he left that profession in order to teach it—the only court reporter ever known to have taken such a step.

Today he is the Commercial Director of Owen

(Please turn to page 24)

## It Tells The Story

### *C.F.S. Album Well On Way To Becoming One Of R.C.A.F.'S Best Records*

**P**ICTURES often speak louder than words, and when pictures are supplemented by a few well-turned phrases, the combination invariably produces an absorbing story. Such is the case with Centray Flying School's "Historical Album."

Brain-child of Group Captain D. M. Edwards soon after war began, the album has matured to become one of the most valued R.C.A.F. records. It is one of the chief sources of interest to visitors, for here, viewing C.F.S. in pictorial retrospect, one virtually thumbs his way through the advance of the British Commonwealth Air Training Plan. And that story is one of the world's headliners.

A good deal larger than most family albums, the C.F.S. book contains page after page of pictures, a number of cartoons, clippings, memoranda and a good supply of records revealing the growth of C.F.S. and progress of its members past and present. Pictures tell the story for the most part but expert introduction of written material in several instances results in a better-than-usual presentation.

Collectively, the contents relate how C.F.S. was born April 6, 1939 at Camp Borden with Wing Commander G. P. Dunlop, then a Flight Lieutenant, as Officer Commanding, and 10 civilian pilots in training. The set-up then was known as the Flying Instructors' Flight. Pictures of that first flight are in the album, as are photos of each succeeding instructors' course to pass through this, the R.C.A.F.'s "normal school" to this date.

Looking at all these prints in following the F.I.F. through its transfer to Trenton in January, 1940 as the Flying Instructors' School, and its change in

name three months later to Central Flying School, you see images of the men who form the R.C.A.F.'s backbone here and wherever Canadian airmen are operating.

Particularly attractive are the layouts on the visits of celebrities such as the Earl of Athlone, Governor General of Canada, who inspected Trenton, July 9, 1941; of the late Air Commodore H. R. H. Duke of Kent, who paid the Station a call in August of last year; of Air Vice-Marshal Croil, A.F.C., Inspector General and numerous others.

The "firsts" in C.F.S. history are particularly interesting such as a copy of the first Daily Routine Orders issued March 27, 1940 by the then Squadron Leader Edwards, Officer Commanding; the first copy of the Daily Diary; pictures of the first Instructors' and Administrative staffs; pictures of Air Marshall Breadner, D.S.C. Chief of Staff and Trenton's Commanding Officer from November 11, 1932 to December 12, 1934 and all other Commanding Officers since then. The handing over of C.F.S. command by Wing Commander Dunlop to the present O. C., Wing Commander F. C. Carling-Kelly is recorded along with numerous similar incidents.

Perhaps the best way to describe the album is to quote a message contained therein, from Squadron Leader E. A. Kenny, who edited the volume until his departure last February 16. It reads:

"A parting word to whom it may concern . . .

"Whosoever takes over the responsibility of keeping this book in a similar manner as previous pages indicate, will not only further enhance its historical

(Please turn to page 14)

Flt.-Lt. A. A. Lamport, C.F.S. Administration Officer, thumbs through the C.F.S. "Historical Album", which he has edited since February of this year, succeeding Sqdn. Ldr. E. A. Kenny. The nature of this highly-prized volume can be learned from this picture.





## A Bunch of The Boys

**Weiner Roast  
Held By 6 Hangar  
Is Great Success**

**T**O cries of "Let's dip the Sergeant Major in the drink!" and "Who tossed sand in the mustard?" No. 1 Maintenance assembled, 100 strong and weak, on the beach of Cedardale the sultry evening of August 18 and held a Weiner Roast, the first large-scale affair of its kind staged by a unit of C.F.S.

Designed to establish an even better spirit than already exists among the men of No. 6 Hangar, the "Roast" was a huge success. So much so, in fact, that riggers began talking to fitters and electricians to instrument makers, and vice-versa.

It also proved the forerunner of other such gatherings, for a week or so later, No. 2 Maintenance converged upon the same locale. For reports of this assault on the peace and quiet of Cedardale, please see Page 22 of this issue of "Contact."

Six Hangar's party could be likened to the history of a new type of high explosive, conceived in the minds of a few, assembled in one particular spot, transported somewhere else and touched off with deafening but effective results.

Originating in the minds of Flight Sergeants Gordie Snape and Don Burdick, the party assembled in the Airmen's parking area, was transported by automobile and truck to the banks of Lake Ontario, a fire was built, weiners were roasted, brew was produced and the party exploded all over the lot.

It was a gala "do" to be sure, replete with food, drink, games, sing-songs and swimming. Only a few brought along bathing suits and so at the outset the cooling "breakers" were not tested to any great extent. The cooling "beakers" however, received considerable play all the while, and before the evening was half-spent, people were going swimming in

ever-increasing numbers, and those who couldn't decide whether they felt like fraternizing with the minnows, were tossed to the little fellows, clothes and all. Eventually the beach resembled a landing place for survivors of a torpedoed scow.

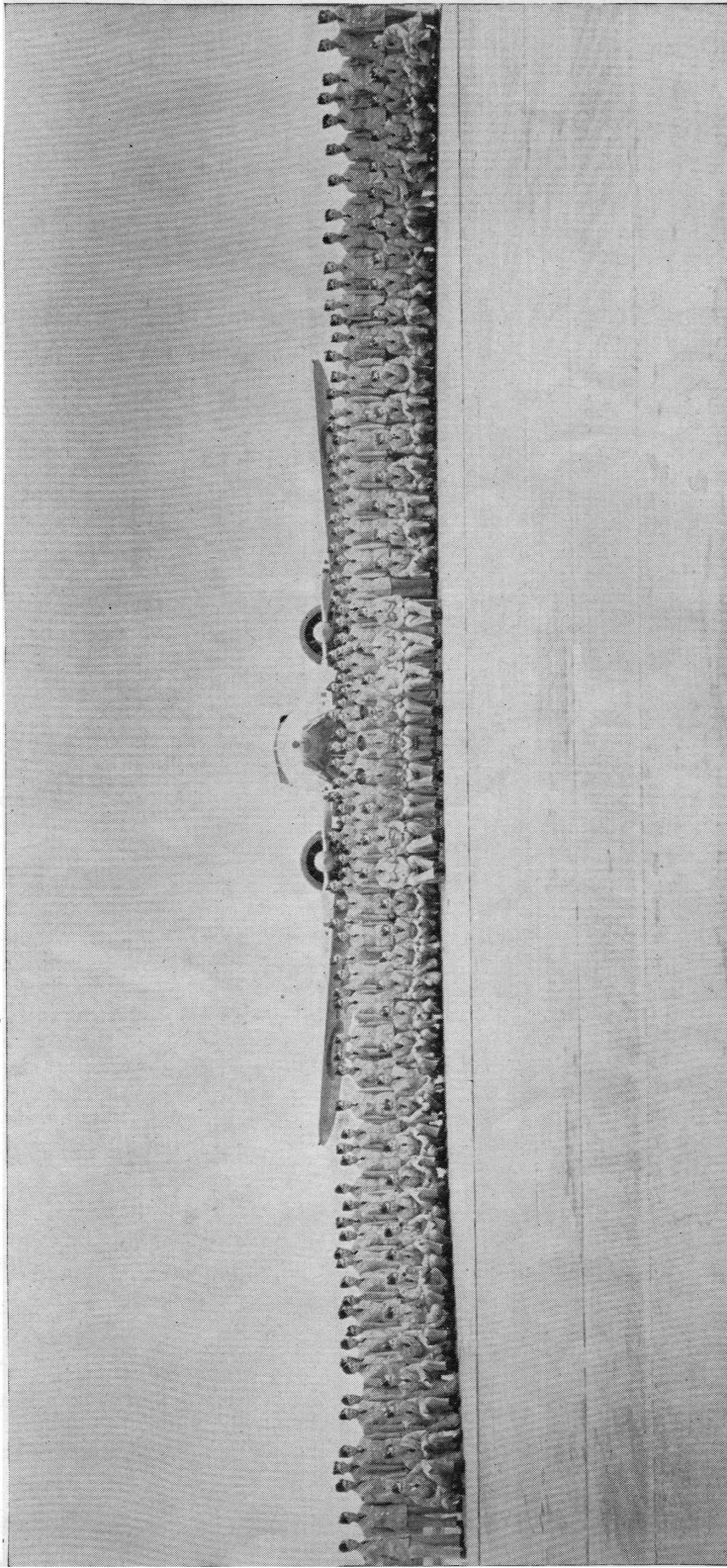
The evening was highlighted by the presence of Wing Commander F. C. Carling-Kelly, Officer Commanding C.F.S., and Squadron Leader B. W. King, Engineering Officer, who got right into the spirit of the frolic and convulsed the boys with several dialect stories. Squadron Leader King's French Canadian yarn about "Joe, Who's Vote Conservator?" was particularly humorous. WO. 1 E. B. Turland introduced the special guests, while WO. 1 "Bobbie" McGibbon thanked them on behalf of the men.

Led by Warrant Officer Bob "Waggon Wheels" Cunningham, the gang sat around and murdered practically every song in existence, committing particular mayhem on those of Western origin. "Home on the Range," sounded more like a tobacco auction than a soothing prairie lullaby, but everybody had fun knocking it apart.

About the only gay roundelay to escape the Maintenance Men's solid treatment was, "Who Threw the Underwear in Mrs. Murphy's Chowder?" and they likely would have gotten around to it if the "pop" hadn't run out.

"Say," said Flight Sergeant Burdick to a fellow-worker in No. 6 Hangar the following morning, "remember last night when you said we'd probably recall this party for a long time? . . . Well, you can say that again, brother." And he walked on, both hands to his head in which the demons were hammering overtime.

# TWIN-MAINTENANCE MEN



Above are Officers and men of No. 1 Maintenance, 6 Hangar, the boys who keep the twin-engine aircraft flying at Trenton. Included in the group are fitters, riggers, fabric workers, instrument makers, electricians, parachute riggers and clerks, each playing a vitally important role.

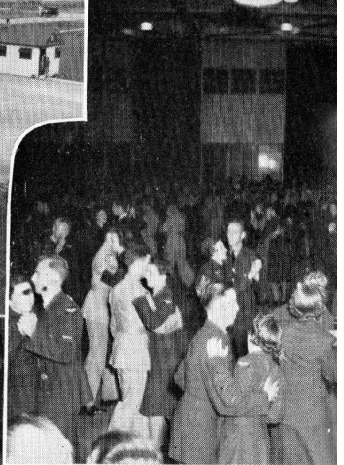
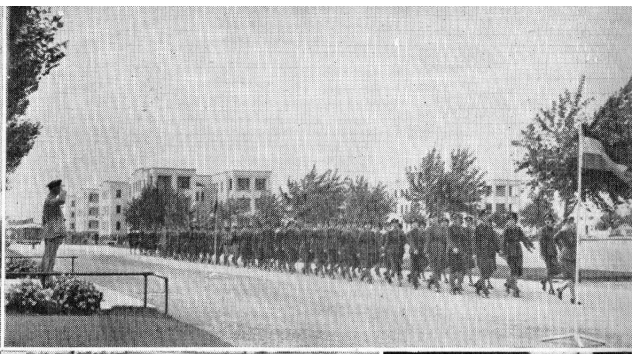
## KNEELING AND SEATED:

LAC's H-yes, Bennett, Fielding, Stinson, Kells, Horton, Duscharme, Wheeler, Cpl. Roseborough, LAC Cockburn, Cpl. Frazer, LAC's Elliot Dutch, Kreger, Brown, Cpl. Smith A. L., LAC's Fraser, Bird, Steer, Cpl. Irvine, F/Sgt. Snape, F/Sgt. Burdick, WO1 McGibbon, R., S/L B. W. King, W/C F. C. Carling-Kelly, F/L A. E. Jolivet, F/Sgt. Burgess, F/Sgt. Hemphill, F/Sgt. Cameron, LAC's Pledger, McGibbon, Sgt. Bison, Sgt. Campbell, LAC's Huenergard, Meades, Greenbaum, Berry, Derby, Poulton, Tappy, Scheuneman, Gillies, Cpl. Chapman, Sgt. Hodge, LAC Hawthorne, Cpl. Button, Sgt. Kendrick.

## STANDING:

Sgt. Dawson, Cpl. North, Cpl. Kempthorne, LAC's Leland, McPherson, Rands, Dutton, Hart, Zatina, Hanna, Latner, Plumstead, Stearns, Sgt. Little, LAC's Wright, Hagerman, Mayhew, Davey, Cpl. Collins Cpl. Bartlett, LAC's Berthiaume, Denyes, Regimbal, Williams, Jarrett, Thorburn, Cpl. Miller A. A., LAC's Merrette, Balfour, Baxter, Christensen, Cpl. Bowden, LAC Forbes, Cpl. Moore, LAC's Begley, Cayer, Wilkins, Lobban, Johnson, Garner, White, Poppitt, MacMillan, Cpl. Kiersgaard, LAC Wall, Cpl. Johnson, LAC's Jennings, Silvera, Beattie, Goltz, Wood, Iowison, Jess, Owens, Wilson, Taylor, Cpl. Stewart, LAC's Webb, McCracken, Hutson, Barnett, Cpl. Smith P. D., LAC's Marshall, Reynolds, Allen, Honsberger, Bruce, Bongard, Gardiner, Wetherup, Cpl. Nixon, LAC's Wyman, Dunbar, Matthews, Thomas, Cole, Smith, Bergin, Fader, Poulet, Coates, Harrison, Cpl. Sullivan Cpl. Miller L. V. LAC's Doherty Pitchford, Bishop, Sgt. Jordan, Cpl. Dale, Sgt. Mikkelsen, Sgt. Klingspon, Sgt. McLellan.

# MEET THE GIRLS!



# Something New In Blue

## **Women's Division Accorded Rousing Welcome Upon Arrival at Trenton**

SOMETHING new in blue was added to Trenton Station, Saturday, September 10, with the arrival of the first Women's Division contingent.

Numbering close to 200, the girls arrived from the railway depot by bus, the main body reporting in mid-afternoon to be met by the Station Band which led them in a March Past in front of the Administration Building where Wing Commander F. C. Carling-Kelly, acting for Air Commodore F. S. McGill, Commanding Officer, took the salute and later said a few words of welcome.

The welcome did not end with the March Past, however, for that evening a special dance was held in the Sports Hangar, with the Station orchestra under direction of Flight Sergeant Stan McGuirl supplying a really "solid" performance. The opposition was tough for Airmen during the tag dances but the girls didn't mind a bit. Station Warrant Officer John Silver, as master of ceremonies, kept the affair moving at a lively place and a good time undoubtedly was had by everyone.

With but a month's basic training behind them, the Airwomen caused Trenton to sit up and take immediate notice of their smartness on parade. As one Airman said, "Soon they'll be telling us fellows to smarten up because the girls are making us look bad, by comparison, on the parade square." And he wasn't wrong.

Recruited from all parts of Canada and sent to Manning Depots at Toronto and Rockliffe, the Airwomen currently stationed at Trenton are chiefly trainees in the Equipment and Accountants' Training School just transferred here from T.T.S. at St. Thomas, Ont.

The strength, at time of writing, includes clerks, equipment assistants, telephone operators, meteorologists, postal clerks, cooks, messwomen, fabric workers, who later will take courses, to qualify as air frame mechanics; dental assistants, motor transport drivers and general duty women who, among other things, will look after timekeeping jobs and the washing of aircraft at Central Flying School.

Officer Commanding Trenton's Women's Division is Section Officer H. G. Sparrow, whose personality



Section Officer H. G. Sparrow, right and Assistant Section Officer Ball, in charge of Administration for the newly-arrived Women's Division contingent in Trenton, get together on one of the many problems confronting them as their division attempts to get settled.

and ability has done much to make her division a definite part of Trenton in a short while.

Born and educated in Winnipeg, Section Officer Sparrow, before her enlistment in the first W. D. Officers' Training Course, October 23, 1941, was principal of an elementary and junior high school in Winnipeg and consequently possesses a keen knowledge of organization and a good understanding of human nature.

Greatly appreciative of the welcome accorded her division, the Section Officer wished to thank all personnel, and through "Contact," sent the following message:

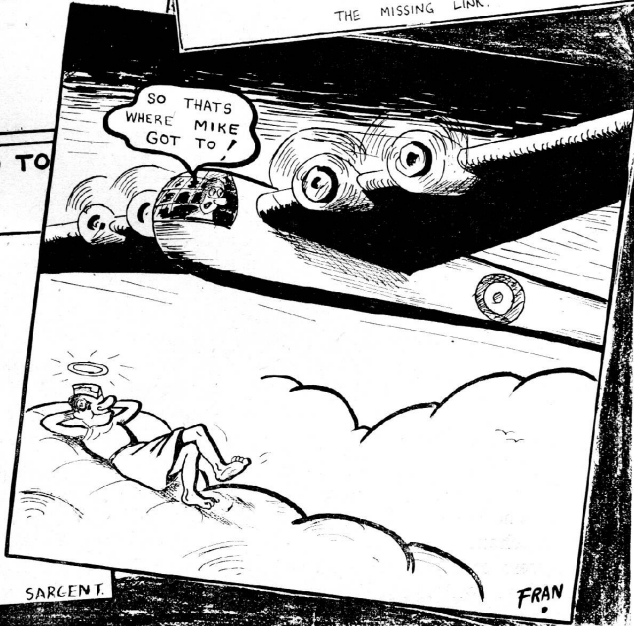
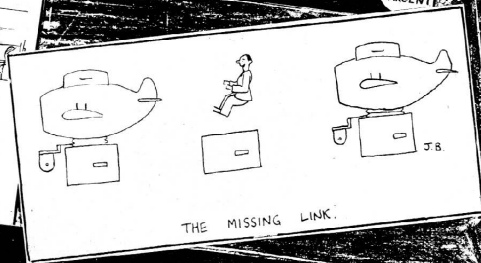
"On behalf of the Women's Division, R.C.A.F. Station, Trenton, Ont., I would like to take this opportunity of thanking the Commanding Officer, the Officers, N.C.O.'s and Airmen of the Station for the wonderful reception and welcome given us on our arrival here.

(Please turn to page 14)

Pictured above are Assistant Section Officer Ferguson, left, and Assistant Section Officer Gibson, dieticians for the Station who make sure the personnel gets its quota of the right kind of vitamins. A story of their work will appear in the next issue of "Contact".



# Cartoon Corner







**.. No LOSSES!  
.. No ARGUMENTS!**

Identify ALL YOUR BELONGINGS as yours — TUNICS — SLACKS — CAPS — SOCKS — SHIRTS . . . ALL YOUR KIT SHOULD BE MARKED WITH

**CASH'S** *Interwoven* **NAMES**

Easily and quickly attached — a permanent identification. Colours to match uniforms.

You can place your order at either of the Canteens, at the Central Warehouse office, or with dealers.

CASH'S, 842 Grier St., Belleville, Ont.

**PRICES:** 3 Dozen \$1.50 9 Dozen \$2.50  
6 Dozen \$2.00 12 Dozen \$3.00

**TOP FLIGHT  
AIR FORCE UNIFORMS**

*Tailored-to-Measure*

by

**BOND**

IN TRENTON YOU MAY ORDER YOUR  
BOND UNIFORM FROM

**V. S. ORCHARD**

There is a Bond store or dealer  
in every air-training city.

**IT TELLS THE STORY . . . . .**

(Continued from page 7)

value but will discover for himself that there are many things in C.F.S. well done, the spirit of which is carried along from day to day in these pages.

"The idea of this book was conceived by Wing Commander D. M. Edwards, Officer Commanding the School, soon after hostilities commenced, he having delegated me to gather the data and keep it currently interesting.

"The humorous vein should not be forgotten and its pages should be interspersed with humorous incidents which crop up in the everyday life of the School. Be observant, catch the interesting happenings as they are fleeing by and put them in the book."

And Flight Lieutenant A. A. Lamport, present Administrative Officer who succeeded Squadron Leader Kenny, has followed the advice impeccably, recording the current events attractively and keeping data on earlier pages up to date. Art Work, of which there is plenty, is handled by LAC. J. E. M. Poulet.

Taking rightful pride in the album, Flight Lieutenant Lamport believes it will be one of the R.C.A.F.'s most treasured records when hostilities cease. "Virtually all who have passed through Trenton previously had heard of our album and were keen to see it. I frequently have heard it mentioned that the book is the best of its kind," he said.

On one of its last pages, in recording the change in command of Trenton Station from Air Commodore T. A. Lawrence to Air Commodore F. S. McGill, the album presents a portrait of the present Commanding Officer. Beneath the photograph, Air Commodore McGill has written:

"I had heard much about the book, which should prove one of the most interesting and valuable R. C.A.F. records. To have one's photograph appear in this historical record is a compliment highly appreciated." Thus a summary of general opinion.

**SOMETHING NEW . . . . .**

(Continued from page 11)

"Everything possible was done to make us feel at home and we hope that we will settle in as quickly as possible and prove, as has been done elsewhere, that women have a definite part to play in this war."

Seeing service at Moncton, N. B., Aylmer, Ont., and Camp Borden before coming to Trenton, Section Officer Sparrow should prove highly successful in arranging recreational activity, for she has had considerable experience in that vein as former president of the Winnipeg Basketball Association

(Continued from page 26)



“*The good-natured whisky*”

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THE PRICE IS "GOOD-NATURED" TOO!

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PLEASE SAVE THE BOTTLE! Your salvage committee will collect.



**Airmen's At Home Day is Big Success at Trenton, September 7 - - . Aerial Display is Outstanding. Thousands of civilians visit Station.**

**A**IRMEN who have boasted about Trenton Air Station had a chance to prove their claims September 7 with thousands of civilians as the jury. And before the day was half spent, a favorable verdict had been returned.

It was the Eighth Annual Field Day and Airmen's "At Home Day" rolled into one, and was easily the outstanding event of its kind ever held at Trenton.

Designed primarily for the enjoyment of Airmen's families and friends, the event realized its purpose to the fullest and was a credit to those responsible for the vast amount of organization entailed. It had everything, particularly for youngsters who had the time of their lives in the Midway, the races and scrambles for free pop and ice cream.

Divided into afternoon and evening performances, the affair began shortly after noon-hour and it wasn't long before the main parade ground resembled a downtown parking lot in one of our major cities. The only admission assessment was an article of scrap metal or rubber and a vast and varied assortment of salvage was gathered up as thousands were ushered into the Station by Flight Lieutenant A. S. McNeil and his efficient staff of Service Police.

From the Station entrance, the scene shifted south to the Sports Field where the grandstand seats were quickly filled and the crowd overflowed onto the field surrounding the track. At the appointed time, the Station Band under Sergeant Major Ed. Hancock led a parade of athletes in front of the grandstand where Air Commodore F. S. McGill, under whose kind patronage the event was

held, took the salute and officially opened the Field Day with a welcoming address. Accompanying the C. O. as special guests were Air Vice-Marshal G. O. Johnson, M.C., Air Officer Commanding No. 1 Training Command; Air Vice-Marshal J. A. Sully, A.F.C., Air member for personnel and Air Vice-Marshal A.T.N. Cowley, Air member for Organization.

A physical training display and track and field meet followed, winners qualifying for the big Air Force track event scheduled for September 19 in Toronto. The track events were interspersed by Band numbers, a display by the Station's armed drill precision squadron under Flight Lieutenant Hinton, and an obstacle race.

Highlighting the first portion of the afternoon show too, were the antics of the clowns, a group of P. T. I. trainees led by AC2 Soble who kept the crowd in good humor with their horseplay, particularly when they wheeled out a weird replica of an aeroplane, complete with smokestack and smoke.

Glued and wired together by members of nearby No. 6 Repair Depot, the "aircraft" was a mirth-provoker for sure (see photo on Page 18), both for its appearance and through the catch-phrases thereupon inscribed, e.g.: "This is No Laughing Matter."

All this was entertaining but the real festivities got underway at 3.15 when the Midway opened and races began for kiddies, wives, husbands, sweethearts and Airmen, with handsome prizes to the winners.

Located in the southeast corner of the field and fenced off in true "country fair" style, the Midway had numerous booths containing varied free games

for youngsters, such as firing baseballs at pictures of Axis leaders, tossing ping-pong balls into fish bowls, etc. But the main attractions here were the free train and pony rides, the former attracting particular attention for its novel qualities, consisting of a model steam engine and cars upon which the engineer, Squadron Leader Jerome, and eight or ten youngsters sat and chugged along 60 yards of elevated track.

Built by Squadron Leader Jerome, who took a day off from his annual leave to help make the Field Day a success, the engine was about four feet long and was a scale model of a regulation locomotive—truly a masterpiece of mechanical achievement.

To conclude the afternoon on a true Air Station note, members of Central Flying School staged one of the finest aerial displays put on anywhere, including "ballon-busting" and "streamer-slashing" in Fleets, formation flying in Cessnas and Harvards, and to top it all, a thrilling display of aerobatics by Flight Lieutenants Preston and MacFayden in Harvards. Throughout the manoeuvres, Wing Commander F. C. Carling-Kelly, Officer Commanding C.F.S., described the proceedings over the public address system, giving the affair a true air pageant quality.

The Station was cleared of civilian visitors for an hour but the majority of the afternoon crowd returned for the evening performances which included a softball game, variety show, boxing show and finally, a mammoth dance in the Sports Hangar where approximately 1,000 couples danced to the music of Flight Sergeant Stan McGuirl and his Station orchestra, with Station Warrant Officer John Silver as master of ceremonies, a role just made to order for him.

Under the chairmanship of Wing Commander C. A. Hore, Station Administrative Officer, the Committee in charge of the event included Flight Lieutenant Linkletter, Flight Lieutenant Factor, F/O Horton, F/O Bodrug, F/O Howard, F/O Sheppard, F/O Passmore, H. Goodman, I. Wismer, F/L Morrell, Sgt. Major Silver, S/L Williams, F/L Hinton, F/L McNeil.

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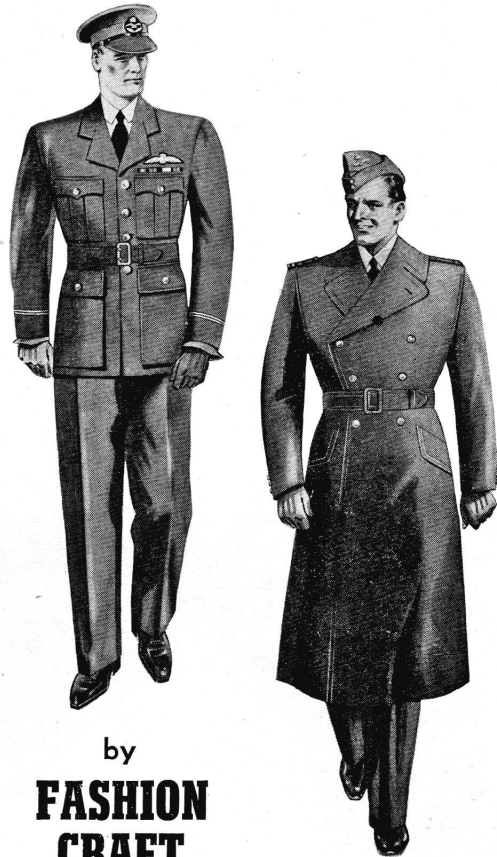
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**A** BIG cheer right here for the Photographic Section under **Flight Sergeant Norm Townson** for their four-star job on the Field Day, and all other assignments for that matter . . . Townson and his staff of **Corporal Keith MacLean**, **Corporal Lloyd Bibby** and **LAC. Dick Tissott** have been hopping, keeping up with events . . . The "stork derby" over at C. F. S.'s Met Section was won handily by **Sgt. Lockyer** who boasts of a baby girl born in June . . . **LAC Hibberd** became a father in July, while **Cpl. Phillips** made the "parent league" in August . . . Coincidentally, the three wives are named Dorothy . . . Wedding bells rang September 5, for **WO2 Bob Cunningham** . . . **Cpl. Les Prince** also joined the ranks of benedicts in in August . . . Presentations were made recently to **Flight Sergeant Bob Post** by "B" Flight and **Flight Sergeant Joe Chapman** by "D" Flight, posted to Fingal, Ont., and Dauphin, Man., respectively . . . The pen and pencil sets they received were smart looking affairs . . . **Sgt. Keith Moore** of H. Q. heard singing, "I Lost My Heart at the K. T. S. Canteen" . . . **Cpt. Bob Wilson** appeared to have the situation well in hand as he carved the wedding cake in that Toronto Daily Star picture a couple of weeks ago . . . It looked like "money from heaven" back of the Administration Building when **Flt. Lt. Reed**, clutching more than 100 greenbacks in his fist, but not tightly enough, walked into that whirlpool of air near the door and saw his money snatched by Mother Nature and whisked to the four winds . . . **WO1 John Silver** and a couple of Airmen joined in the "paper chase" and the whole thing looked like a prepared comedy act . . . P. S. . . . All the "hay" was recovered . . . The Station softball team lost a good battery when **Cpl. Cap Capalbo** and **LAC. Jim Messer** received postings . . . Pitcher "Cap" moved to his hometown Toronto, while Messer, talented catcher, now is located at North Sydney, N. S. . . . Thrill-of-the-month . . . The daredevil "aircraft always in control" flying of **Flt. Lts. Preston** and **MacFadyen** as part of the Field Day program . . . Contact's August editorial, asking that Airmen come through with contributions brought noticeable results, particularly in the poetry line, evidence of which appears elsewhere in this magazine . . . Still room for a lot more material, however . . . Heard over the table in the Airmen's Mess; One Airmen to another who persisted in reaching here and there for this and that, "Pardon me, chum, but are the sleeves of your tunic well-seasoned? I was just wondering 'cause they've been in my soup for the last five minutes." . . . Pigskin Parades are due to begin with candidates bidding for berths on the Station's Intermediate O.R.F.U. entry . . . **Pilot Officer Buff**

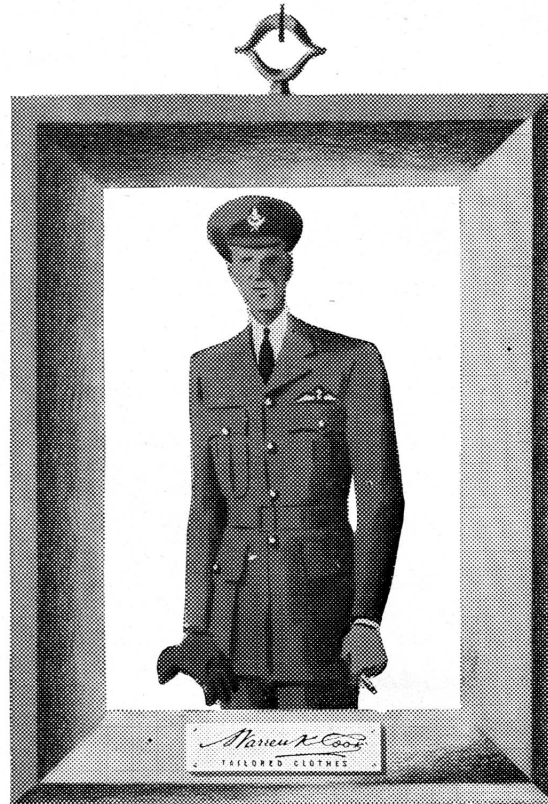
(Please turn to page 24)

*Marek Cook*

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## What a Life!



Even a flier  
Has to perspire—  
But "offending" will ruin  
Anyone's woin'!

**Bath tonight with LIFEBOUY**

The ONE soap especially made to  
prevent "B.O." (Body Odor)

## SEVEN HANGAR IN SESSION

ON the night of August 25th, with all aircraft put away, the boys of No. 7 Hangar, No. 2 Maintenance Squadron, headed for a little entertainment in the form of a Weiner Roast, escorted by Flight Sergeants Brackenbury, Thornhill and Cole. Accompanying the lads as guests for the night were Pilot Officers Bridger and Shephard; Warrant Officers MacDonald, Turland, McGibbon and Cunningham, and the lakeshore at Cedardale was their destination.

With the hot dogs and buns in the process of preparation, the arrival of the beer received the undivided attention of all present and the next hour was devoted entirely to the entertainment of the inner man, who, from outward and visible signs appeared to enjoy himself immensely. After appetites and thirsts had been taken care of, the party adjourned for a softball session.

With the coming of darkness the evening's entertainment was concluded in true Weiner Roast fashion with a roaring fire, tall stories and old songs, with Corporal Ellis creating a diversion in the form of a strip tease, preparatory to a moonlight swim and it proved such a good idea that in short order the whole party followed him in . . . whether they wanted to or not.

## "D" FLIGHT HOLDS A PARTY

CEDARDALE, whose sandy shores were invaded quite frequently during August by Trenton Air Station members, received the particular attention of Central Flying School's "D" Flight on the evening of the 19th, with hot dogs, corn and liquid refreshment predominant.

It was not the first party tossed by "D" Flight but none previous had been any better. Officers and men swapped stories, jokes, poems and sang songs from early evening until midnight, when Flight Lieutenant Paul Phelan, Officer Commanding, closed the party with thanks to everyone; background for his speech being supplied by Pilot Officer Scotty McLean who attempted to sing "Annie Laurie," accompanied on the harmonica by Corporal George Girling who played "The Campbells Are Coming." It was a terrific combination.

The essentials, corn hot dogs, ale, etc., were plentiful as was the impromptu entertainment led by Flight Lieutenant M. K. Mickey McGuire, whose prose and poetic "readings," long have been famous around C.F.S. (Ed.'s note: Too bad we can't print them).

Two of the invited guests, Flight Lieutenant Brodsky and Corporal Baillie supplied musical entertainment on the accordion and guitar, respectively, and aided Flying Officer Manser, Pilot Officer McLean and Pilot Officer Widdess in leading the

(Please turn to page 32)



You May Purchase

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at Either Canteen



# RHYMETIME

## The Service Policeman

We call him gestapo, bull and dick,  
We say he simply makes us sick,  
But if we're robbed, we're awfully quick  
To call a Service Policeman.

We call him every name we know  
Because he makes us drive so slow,  
But if we're in a wreck, we go  
And call a Service Policeman.

We call him things like dumb and cluck  
When in a traffic jam at 1700 we're stuck,  
But if a car our car has struck,  
We call a Service Policeman.

We call him names when he can speed  
Through the traffic light we have to heed,  
But when some help we quickly need,  
We call a Service Policeman.

And when he asks us to be quiet,  
We call him names, now don't deny it,  
But when KTS or CFS cause a riot,  
We call a Service Policeman.

We call him brute, when we're expected  
To pay for K. R. Airs we have neglected,  
But when we want to be protected,  
We call a Service Policeman.

*Cpl. Alred (S. P.)*

## Thought for the Day

Is there someone you know who  
is tired with life  
And thinks it is all in vain?  
Is there someone to whom this  
struggle and strife  
Brings nothing but worry and  
pain?  
For him find a word that will  
comfort and cheer  
To strengthen his heavy heart;  
Tell him, take courage and banish  
his fear  
Each day allows a fresh start.

*F/O R. D. Duncanson*

## Marching Heroes



We may not be the heroes  
That fly by night or day,  
We may not be the men that keep  
The enemy at bay.

We may never know the thrill that comes  
When diving on a foe,  
Or how it feels to drop our bombs  
On a target far below.

But someone has to guard our land  
From hidden Axis powers  
And because this job has to be done,  
I'm glad this task is ours.

There is no glory to our work,  
Though we are honor bound;  
Let the pilots guard the air,  
And we will guard the ground.

*Cpl. George Douglas (Security Guard).*

(More poems on page 27)



## Attention!

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## TRENTON TOPICS . . . . .

(Continued from page 20)

Horton will mastermind Trenton's grid club . . . Congratulations to **Maurice Beauchamp** on recently-acquired **Corporal's** hooks . . . Also to **Cpl. P. G. Draper**, married recently . . . Temporary back-to-the-farm movements carried out by **LAC's R. E. Walton, E. Borty, T. W. Cameron, A. D. Dow, M. Learmonth, E. M. Scholer** and **AC1's F. E. Brown** and **H. P. Doel**, gone for a month on Harvest Leaves . . . **Flying Officer J. H. Passmore** and **Pilot Officer O. J. Kirk**, taking bows as newly-appointed President and Secretary, respectively, of Library Committee . . . **Flying Officer W. B. Mather's** mail now bears **Flight Lieutenant's** tag . . . Best wishes go with **Flight Lieutenant Linketter**, Assistant Admin Officer, posted to Headquarters at Calgary . . . Welcome sign is out for his successor. **Flight Lieutenant Corcoran** . . . Promotions received by **Pilot Officers R. D. Holmes** and **W. F. Barrett**, now Flying Officers . . . Wedding bells chimed for **Pilot Officer T. E. Austin** in Trenton recently . . . **Cpl. J. Phillips** happy over birth of a son at Peterborough last month . . . About the lonliest men on the Station Wednesday nights are the fellows doing the duty watch in the Airmen's Mess dry canteen . . . **Pilot Officer Jack Newhold**, former Contact staff member while at K. T. S., is welcomed back to the Station . . . He's taking the Administration course . . . **Pilot Officer J. W. Ronson** has added the job of Contact's secretary-treasurership to his duties . . . **Flight Lieutenant H. E. "Whitey" Dahl** being congratulated as new Officer Commanding No. 2 Squadron, C. F. S. . . . **Flight Sergeant A. C. Clifford** ducked rice last month in Toronto . . . Who was the **Airman** who shattered all precedence the other night by appearing for duty watch in the K. T. S. Canteen, wearing a just-cleaned-and-pressed tunic, buttons shined and shoes polished? . . . Come to think of it, gleaming tunics have been a lot more prevalent around the Station in recent nights . . . Wonder why?

## SYMBOLS WITH SPEED . . . . .

(Continued from page 6)

Sound Collegiate and Vocational School, Ontario, and was specially recommended as "tops" and the one man for the R.C.A.F. job, by the Department of Airman Personnel Services. He can write in both Gregg and Pitman systems with equal ease. More than that he can take dictation using both systems simultaneously, or alternating outlines. With remarkable fluency he can even write it backwards. Furthermore, Mr. Wells has demonstrated to the class his ability to take dictation at 250 words a minute with absolute accuracy, and when one remembers that the world record is held by the American, Martin J. Dupraw, at 250 words a minute, it is realized one is speaking with one of the world's finest stenographers.

# hollywood

in Trenton

**T**HE fall season in Trenton's movie life looks promising as even a quick glance at October's booking list will testify. "Four-Wing" (Trenton's version of four-star) pictures will be plentiful; comedy, mystery and romance abundant.

Space will not permit reviews of all the flickers worthy of such treatment but after a bit of random selecting, the following "four-wingers" were tabbed for discussion: "Ruggles of Red Gap," "Take A Letter Darling," "In This Our Life," "Nine Lives Are Not Enough," and "The Body Disappears," giving you lads and lasses coverage on the comedy, mystery and romance angle.

"Ruggles of Red Gap," a Paramount production starring Charles Laughton (Theatre "B," October 1-2), with Mary Boland, Charlie Ruggles and Zazu Pitts in strong supporting roles, is a laugh-getter to be sure. It's the story of a valet, won by millionaire Americans in a poker game and transported to the U. S. A. where he finds himself something of a celebrity in the frontier town of Red Gap. The brightest bit of comedy is the sequence in which Laughton takes the responsibility for his Boss' intoxication, while the picture's most dramatic moment centers about the star's recital of Lincoln's famed Gettysburg Address. All in all, it's an hilarious show with Charlie Ruggles very nearly stealing top honours from Laughton.

Warner Brothers' "Nine Lives Are Not Enough," with Ronald Reagan, Jean Perry and James Gleason in the starring roles, is a breezy, mystery movie, combining comedy and thrills. Based on Jerome

## COMING ATTRACTIONS

### THEATRE "A"

October 1-2	Private Buckaroo	Andrews Sister
October 5-6	Pride and Prejudice	Greer Garson
October 8-9	Another Thin Man	Laurence Olivier
October 12-13	Nazi Agent	William Powell
October 15-16	What's Cookin'	Myrna Loy
October 19-20	Sailors on Leave	Conrad Veidt
		Ann Ayers
		Andrews Sisters
		Gloria Jean
October 22-23	Bad Lands of Dakota	William Lundigan
October 26-27	Great Guns	Shirley Ross
October 29-30	Little Nellie Kelly	Robert Stack
		Richard Dix
		Laurel & Hardy
		Judy Garland
		George Murphy

### THEATRE "B"

October 1	Ruggles Of Red Gap	Charles Laughton
October 2-3	Pardon My Sarong	Abbott & Costello
October 4-5-6	The Spoilers	Marlene Dietrich
		John Wayne
October 7-8	Wyoming	Wallace Berry
October 9-10	Elery Queen & The Perfect Crime: Officer and the Lady In This Our Life	Ralph Bellamy
		Rochelle Hudson
		Bette Davis
		Olivia deHavilland
		George Brent
October 11-12-13	Tarzan's New York Adventures	Johnny Weismuller
October 14-15	Gunga Din	Victor MacLaglen
October 16-17	Tuttles of Tahiti	Charles Laughton
October 18-19-20	Nine Lives Are Not Enough	Ronald Regan
		Joan Perry
October 21-22	Charley's Aunt	Jack Benny
October 23-24	Take a Letter Darling	Fred MacMurray
		Rosalind Russell
October 25-26-27	The Body Disappears	Jeffrey Lynn
		Jane Wyman
October 28-29	Ten Gentlemen from West Point	George Montgomery
October 30-31	They Dare Not Love	George Brent
		Maureen O'Hara
		Martha Scott

Odlum's fine novel of the same name, "Nine Lives Are Not Enough," tells the story of a big-time reporter, Ronald Reagan, who sets out to track down one of the underworld's most dangerous killers. When a millionaire is found dead in a boarding house, Reagan announces a scoop by proclaiming it murder despite the fact police believe it to be suicide. With the millionaire's daughter, Joan Perry, helping him, he unearths enough incriminating evidence to cause police to re-open the case and trap the murderer.

The picture will be flashed on Theatre "B's" screen, October 21-22.

"Take A Letter Darling," a Paramount offering, (Please turn to next page)

Jack Benny, popular radio comedian who also makes a hit on the screen particularly in "Charley's Aunt", scheduled to be shown at the Station's Theatre "B" on the nights of October 21-22. It ranks as one of the year's best comedies.



to show in "Theatre "B" on October 25-26-27, is a carefree comedy co-starring Rosalind Russell and Fred MacMurray. Miss Russell appears as a successful advertising executive who requires the services of an attractive male secretary first, to act as her escort around town, and second, to pose as her fiance when wives of prospective clients become suspicious of her pursuit of their husbands. It's all very businesslike at first but not for long. MacMurray isn't the kind of guy to allow for business as usual. The story is full of riotous situations and crackerjack performances from Macdonald Carey, Robert Benchley and Constance Moore, aside from the co-stars.

On the sentimental side, "In This Our Life," (Warner Brothers), scheduled for Theatre "B" October 11-12-13, is a poignant drama with Bette Davis, Olivia deHavilland, George Brent and Dennis Morgan sharing the leading roles. The film is set in the South where a once proud family, the Timberlakes, have lost much of their prestige through the financial manipulations of one family member. Miss Davis plays the role of Stanley, a capricious, inconsiderate girl who believes her own happiness is the only thing that counts and her striving for the

(Please turn to page 32)

## SOMETHING NEW . . . . .

(Continued from page 14)

and member of the Winnipeg Light Opera Company, the Metropolitan Choir and Westminster Church Choir.

Chief aides to the Officer Commanding are Assistant Section Officer Ball and Sergeant Norma H. Reany. Born in Saskatoon 26 years ago, and educated in that city, A/S/O Ball was a buyer for Henry Birks & Sons before her enlistment January 1, 1942. Since that time she has seen service at No. 4, S.F.T.S. in Saskatoon; No. 7 Manning Depot, Rockliffe and No. 1 S.F.T.S. at Camp Borden before her Trenton posting.

A native of Barrie, Ont., Sergeant Reany was educated at New Liskeard, Ont., and Toronto and before enlistment was an Art Instructor in Toronto schools. Before reporting to Trenton, Sgt. Reany was a transport driver in the M. T. Section at Up-lands, Ont., for two months; at Dunnville, Ont., for three months and lately served on the N.C.O. staff in Administrative Trade Training at No. 6 Manning Depot. Sgt. Reany claims interest in Art in all forms and so "Contact" will be looking forward to some contributions from at least one member of the Women's Division.

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Palmer's MINTY'S SHAVING CREAM 25¢ TUBE

Both for 49¢

**This ideal combination is made up of two ALL-CANADIAN PRODUCTS**

## RHYMETIME. . . . .

(Continued from page 23)

**"Commandoes In Blues"**

Our paths do not to glory lead,  
Our praises are unsung;  
We seek no honor in our work,  
We ask for thanks from none.

Each one has a job to do,  
Each one a separate task,  
We all will do our share to win  
And fight until the last.

We do not roam the azure blue  
To seek our bitter foe,  
But we must wait until he strikes  
And then return the blow.

"They shall not pass," our watchword is,  
And we mean it every one.  
Though we should fight from 'morn till night  
And die beside our gun.

We'll guard our land from coast to coast,  
And our aerodromes overseas,  
And when this war is o'er and won,  
We'll live in perfect PEACE.

*Cpl. George Douglas (Security Guard).*

**"Paddy" Finucane**

Honoring the late Wing Commander Brendan  
"Paddy" Finucane, D.S.O., D.F.C.

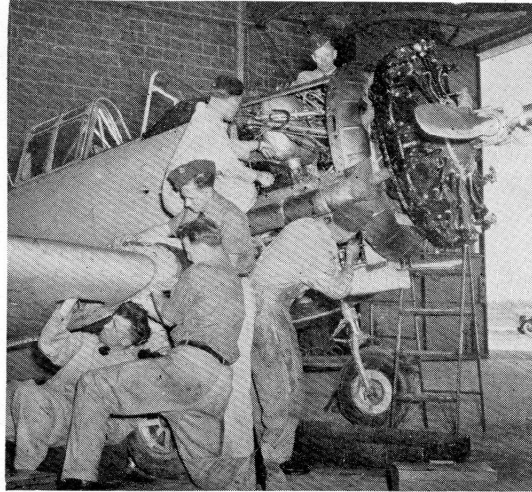
Valhalla's gates are open wide  
For "Paddy" Finucane  
His home was never here below  
The clouds were his domain.

Thru England's serried hills tonight  
The soundless winds go by  
And silver poplars murmur low.  
Their chorus to the sky.

Invader of the trackless blue  
Wayfarer of the dawn  
He left his spirit over France  
To guide his comrades on.

And they shall go those shining ones  
Across the Island shore  
Until the dreamer dreams again  
And peace comes back once more.

*A. W. Purdy (Security Guard).*

**The Boys Who Keep 'Em Flying**

All honor to our fliers who police the wartime skies,  
Who seek offensive combat, our enemies to chastise,  
They scan far horizons, as they ride their  
planes above,  
For those who with force, would change the  
life we love.

For them no praise can be too high, no honor too  
great,  
But let us not forget the while, the men who  
serve and wait,  
The men who labor all unseen, their hands in  
grime and grease,  
Keeping all our planes in trim, in this our fight  
for peace.

Every day, every night, these unknown heroes toil  
At the lowliest of humble tasks, they gas and oil  
The planes, then with skilful hands make various  
repairs,  
To keep our fighting ships and fighting men  
upstairs.

They may never get a medal or yet ever see a show,  
But they'll follow the pilots cheerfully where  
ever they may go;  
So when our hearts swell up with pride, let there  
be no denying,  
A little of the love and praise for the boys who  
keep 'em flying.

*LAC Dutton (C.F.S.)*

NEWS AND VIEWS  
ABOUT BOOKS IN  
STATION LIBRARY

# Book Reviews

WHATEVER YOUR  
TASTE, THERE'S A  
BOOK TO SATISFY

By Pilot Officer O. J. Kirk

**D**URING the past few months, the Station Library has been steadily adding a number of up-to-date technical books to its shelves. In doing this, the committee has been aware of a two fold obligation (i) to make easily accessible to the airman, a source of reading which will make him more efficient in his service trade (ii) to provide a broad technical reference list, from which the airman may develop a desire for, and a knowledge of, some post-war technical trade which will aid him in social rehabilitation at the conclusion of the war.

A chain is as strong as its weakest link. This is a trite and some what hackneyed expression, but when we are universally demanding an all out war effort, it is worthy of more than passing consideration. The Royal Canadian Air Force is a unit. Every airman on the station contributes, directly or indirectly, to getting our aeroplanes into the air. The end result depends upon the efficiency and knowledge of every individual contributing to that result.

Before a hand releases a bomb, virtually hundreds of hands have contributed skill and knowledge, making that act possible and effective. We must realize that we are not all qualified to release the bomb, but we are qualified to do some one thing which may be just as important. We are today in an age of specialization, and nowhere is this more true than in the Air Force. The airman who checks and assembles the instruments, by which the naviga-

tor plots a course, is as much an integral part of the whole scheme as the navigator himself.

Inefficiency in one branch may result in failure or partial success in another. Careful study and reading in one's own trade is a reliable method of insuring that the individual airman is making a maximum contribution to his own trade.

In the post-war problem we must of necessity, adjust ourselves to a slightly different viewpoint. Many airmen will remain in the airforce at the conclusion of the war. We will not disarm after this war, until we have some guarantee of permanent peace. This adjustment will take time, and the Royal Canadian Air Force must unquestionably play an important part in the transition. However, many will return to civilian life.

During the war, production will have been much restricted in many lines heretofore considered essential. When the war concludes, we will be in an era of greatly expanded civilian production automobiles, civil aviation, radio, television, construction, engineering, food processing, clothing to mention only a few.

Where shall we obtain the skilled labor for this greatly expanded production? There is only one source—the armed services. Service men must prepare themselves for some particular branch of post war production. This can be done by reading and study in some particular branch and the individual

must do it for himself — no one else can do it for him .

If you are looking for information on some particular topic, and can find no reference book in the library, inform the librarian. If several demands are received for a specific book or subject, the library will make every effort to place that book on the shelves.

(Please turn to Page 30)



A typical library scene on the Station, the librarian rarely having an idle moment from the time the doors open in the morning until closing time at night.

# Contact

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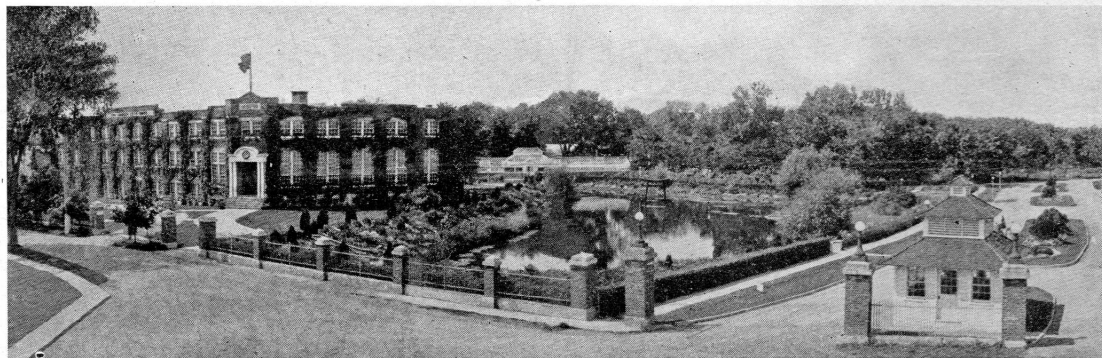
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General View of Entrance to Gardenvale (taken from C.P.R. station platform).



By LAC. Leo Velleman

**T**HE border between the slap-happy snap-shooter and the fellow who knows what goes on when he presses the button, is the "F" number.

The "F" number then, is just a means of saying how much light any lens will admit, and it is arrived at by dividing the lens opening into the lens focal length.

Now, a lens of F. 11 on a large camera will let in as much light as a lens of F.11 on a "candid" type camera; so that once you know the "F" number of the lens you use, you know how much light that lens admits. Box cameras are not marked, for the sake of simplicity, but the largest box camera opening is F.11 and the other stops usually are F.16 and F.22.

Since the "F" number depends on the lens opening cutting this opening down will change said number. A camera usually is provided with a scale that gives the "F" number for each lens opening. The numbers on this scale are so arranged that each stop opening will admit twice as much light as the one before it. The following chart will make this clearer.

"F" Number	...	4	5.6	8	11	16	22	32
Relative Exposure	1	2	4	8	16	32	64	
Box Camera Stops			1	2	3			

Thus a two-second exposure at F.5.6 would require eight seconds F.11, etc. Many cameras are marked F.4.5—5.6 - 8, etc. Note that the jump from 4.5 to 5.6 is only 1½:2 instead of 1:2. European cameras usually are marked F.4.5—6.3—9—12.5, etc., where the jump from 4.5 to 6.3 is correct.

If you "shutter-snappers" have held out this far and intend to take more, I'll show how shutter speeds work in with these "F" numbers.... in the next issue of Contact.

BOOK REVIEWS . . . . .

(Continued from page 28)

Those related to Aircraft

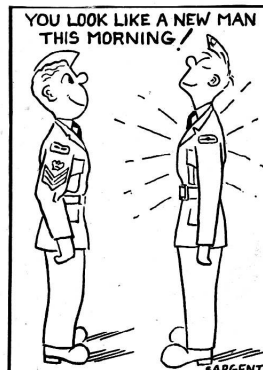
A B C of Aviation	(Page)
Aircraft Construction	(Surgeons)
Practical Performance Prediction of Aircraft	
Practical Aircraft Stress Analysis	(Adams)
Victory Through Air Power	(DE Seversky)
Aeroplane Maintenance and Operation	
(12 Vols)	(Molloy)
Aircraft Design (2 Vols)	(Needham)
Aviation Mechanic	(Norcross)
How to Read Aircraft Blueprints	(Owens)
Aerodynamics for Pilots	
Applied Wing Theory	(Reid)
Aircraft Engines	
Aircraft Propeller Design	(Weick)
Technical Aerodynamics	(Wood)
Aeroplane Instruments; Repair, Overhaul,	
Testing	(Sloley)
Aircraft Instruments	(Irvin)
Rigging and Airframes	(Corlett)
Rigging, Maintenance and Inspection of	
Aircraft	(Speller)
Meteorological Glossary	
A Pilot's Meteorology	(Halpine)
Meteorology for Pilots	
Aerial Photography	
War Planes of the Axis	(Cooke)

Radio

Radio Engineering	(Terman)
Radio Engineering Handbook	(Henney)
Principles of Radio Communication	(Morecroft)
Electrical and Wireless Equipment of	
Aircraft	(Wybrow)

Navigation

Practical Navigation for the A.T.C.	(Brooker)
Observer's Handbook on Dead Reckoning	
Navigation	(Allan & Alexander)
Practical Air Navigation	





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### HOLLYWOOD IN TRENTON . . . . .

(Please turn to page 26)

unattainable brings unhappiness to her and to everyone with whom she comes in contact. In short it is the story of a woman who would cheat, lie, steal and even murder to satisfy her selfishness.

"The Body Disappears," a Warner Brothers presentation is another laugh mystery with Jeffrey Lynn, Jane Wyman and Edward Everett Horton as the featured players. Slated for Theatre "B", October 28-29, the story is about a scientist who is working on a formula for bringing the dead back to life, and the hilarious results he gets when he tries it on a drunk. (Jeffrey Lynn) who he believes to be dead. The drunk is not only reviewed but becomes invisible except for his clothes and as a result gets into many a side-splitting situation.

### "D" FLIGHT HOLDS . . . . .

(Continued from page 22)

community singing. It was mentioned previously that Corporal Girling played the harmonica but this does not necessarily come under the heading of musical entertainment.

The catering department was under supervision of Sergeant (pronounced "Sar-jans") Fallis, late of Chez Henri's in Hull Que., who has a way with him in roasting a "hot," and "berling" on ear of corn. His chief aides were Flight Sergeant Joe Chapman, Cpl. Girling, and LAC's Ernie Munharvey, Stella, "Doc" Symington and Ralph Blackwell.

Other invited guests were Wing Commander "Joe" Stephenson, Squadron Leader Twist, Flight Lieutenant McLaren and Warrant Officer Bob Cunningham. The party was a huge success but not a complete one—there were two beers left over.

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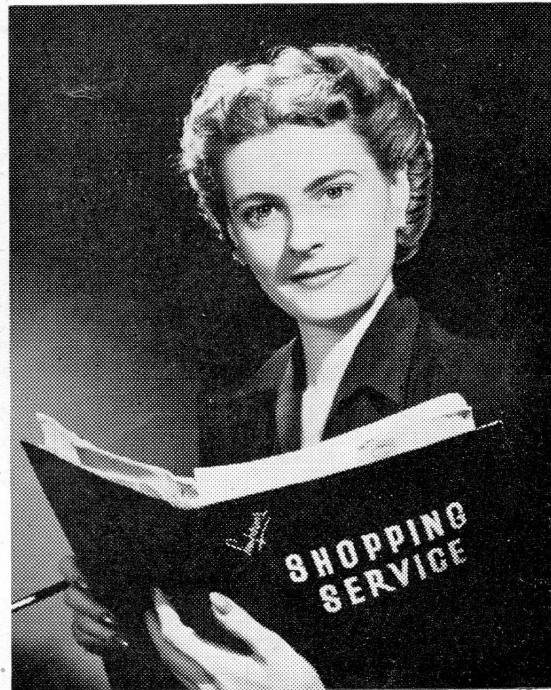
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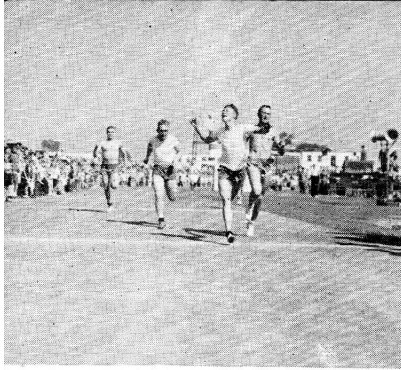
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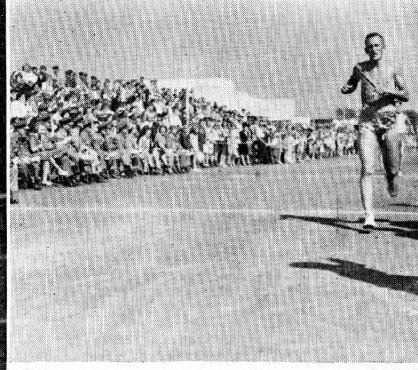
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Centre picture shows Wing Commander J. G. "Joe" Stephenson popular Chief Flying Instructor of C.F.S., awarding a prize to one of the winners in the Boxing Show held as part of the Eighth Annual Field Day, September 7.



Extreme left and right hand shots on this page provide glimpses of the track and field meet held Field Day, winners qualifying for the big Air Force meet held at Varsity Stadium in Toronto, Saturday, September 19.


SPORTS


### Boxla Comment

By Sgt. O. J. Hickey

THE Station Lacrosse team was organized about June 1st. and since that time has played five games, four against #5 I.T.S. at Belleville, and one game at Uplands. We managed to defeat Belleville on all occasions but unfortunately took the wrong end of a 9 to 7 count against Uplands. Considering the fact that we were only able to take along nine players and the Uplands team had 15 men on its line-up, we did not feel too badly about this defeat.

The two biggest drawbacks until recently have been the poor sticks and the lack of a box in which to play. Happily both these obstacles have been overcome and we can now boast of a dozen fine new sticks together with a new box. Situated at the extreme west end of the soccer field the box has proven a decided asset to the sports facilities of the station.

Due to the constant changing personnel of the station, it is only natural that the team has altered considerably since its formation. However, the nucleus of the team is still made up of several old standbys from C.F.S. Prominent among these Lac's Bruce, Chambers, Palmer, Poole, Bennett and Jess. A few more lads from C.F.S. have joined the ranks during the past few weeks and among these deserving mention are P/O Ledingham, P/O Boddington, and LAC's Beecham and Doherty.

Two more of our old standbys are Cpls. Hume and Hachey, the first mentioned being a member of the band, and the second is a big burly Service Policeman. The current P.T.I. Course in training, has provided us with four or five additional players and these lads have already proven themselves a decided asset to the team. They are AC2's Emery, Anderson, Frankowski Groom, and Marchand.

Due to the lack of Service teams in this neighborhood, we have been somewhat restricted in the number of games we had hoped to play, but we still have hopes of an encounter with #1 Manning Depot at Toronto and possibly a return engagement with Uplands.

The team practises every Tuesday and Thursday evening at 18:30 hours and all men interested are asked to contact the writer in the Sports Hangar.

### Sink or Swim

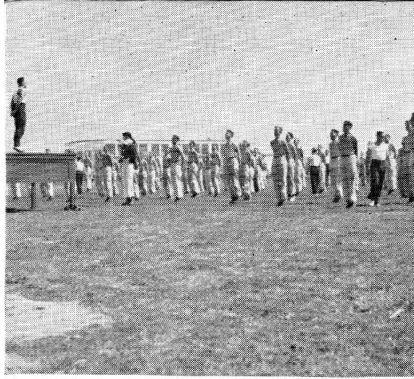
By Cpl. L. C. Harding

SWIMMING at Trenton Air Station is making good progress, 70 having learned to swim in the last six weeks. We had the Mountain View Team down twice last month in addition to holding a meet as part of the Eighth Annual Field Day, packing the house.

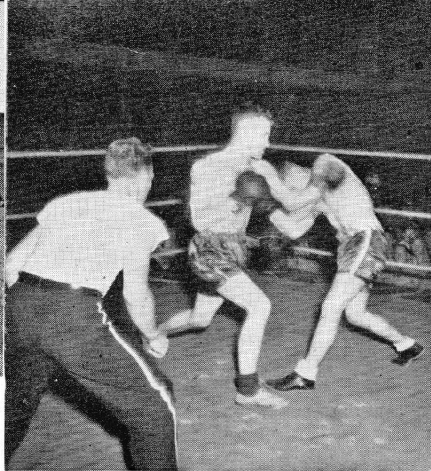
K.T.S. Aircrew swam away with the meet, scoring 44 points; P.T.I.'s being second with 26 and the Disciplinarians third with 13. The possibility of swimming becoming compulsory is in view and every man, upon arriving at the Station, would be tested and if unable to swim, would be given special one-hour classes daily.

We always are in need of swimmers for competitions, as the lads are moving out daily. At present, Mountain View visits every two weeks, giving us quite a battle the last time. The meet of September 22 is expected to produce some really good competition.

If you want to feel fit and like a new man, come out and try swimming your way to health. Soon it may be a case of "sink or swim" on the Station so might as well get cracking now.



The above shot shows part of the Field Day gymnastic display, giving visitors a good idea of what a P. T. session at Trenton implies, while the extreme right-hand shot depicts another part of the track and field meet.



In the centre, a Trenton boy battles a Toronto visitor in the special boxing show held in the Sports Hangar on the night of Field Day. Keeping an eagle eye on the punchers is Cpl. Les Prince of the P.T.I. staff.


ROUND-UP


**Softball Stuff**

By Cpl. H. M. Campbell

THE Station team has had a very successful season, playing teams from the H.M.S. York of Toronto, Belleville, 6 R.D., and also participating in the Trenton community league, which we won quite handily. Playoffs of the Trenton league are now in the final stage between our Station "Flyers" and the Simmons team of Trenton. Two games have been played in the best of five series, each having won once.

P/O Horton is well pleased with the club's showing proven by the fact that he has entered it in the Ontario Senior "B" play-offs. First game in this play-offs was to have been played in Toronto on the weekend of September 19.

**Fistic Facts**

By Cpl. E. Bynkoski

THOSE 1500 fans who witnessed our last show of September 7th, were provided with a real display of boxing and under the able supervision of our genial Sgt. Bob Fulton, we have hopes of witnessing many more shows of this calibre in the very near future.

At present we are making the necessary arrangements with Montreal Wireless School for a card on September 28th. This promises to be a real show and with such boys as J. P. Miller, Blanchard and Deschamps and others, on the lineup.

With the personnel constantly changing we are always on the look-out for newcomers. This doesn't mean you have to be an outstanding boxer. We are interested in beginners and all we want from you is enthusiasm, we'll carry on from there. All those interested in obtaining boxing instruction kindly contact Sgt. Fulton at the sports club.

**Track Talk**

By Sgt. O. J. Hickey

TRACK and Field on this Station has held a rather enviable spot in the sports program, not due to favoritism but as a direct result of having had some outstanding men representing Trenton's "Fliers" on the cinders this season.

1942's team numbered among its ranks Sgt. Eddie Wilburn, the greatest middle-distance runner we have ever had, P/O. Bill Maynard, former University of Southern California pole-vaulter, F/S. Jack Ostapyk, outstanding discus tosser, Johnny Archer, former English school-boy sprint champion and many others nearly as good.

Wilburn was undefeated during his stay on the Station and set the station record of 2:02.3 in the half mile against the Norwegians in July. F/S Ostapyk tossed the platter for the amazing distance of 135 ft. 2 in. for another record, Archer bested the top sprinters Ontario had to offer to romp home with a win in the open 100 yard dash in the Military Championships held in Toronto in August and P/O. Maynard soared 11 ft. 6 in. for a station record in July against Kingston.

These men, aided by many others, compiled an unbeaten record during the past summer with dual victories over Belleville I.T.S., No. 6 R.D., the Royal Norwegian Air Force from Toronto, Kingston R.A.F., and scored individual wins in the Toronto Police Games and the Ontario Military Championships.

The remainder of the schedule this season calls for a team entry in the R.C.A.F. Ontario Championships in Toronto, Sept. 19th and a return engagement with Kingston on Sept. 22nd.

### Soccer Slants

By Cpl. R. F. Parfitt

**S** OCCER, on the whole, has been played with quite some success by our Station team, made up largely of men from K.T.S. Re-Selection centre. Games have been played against Picton, Mountain View and the Army at Kingston with Trenton capturing most victories.

On Labor Day, as part of the Eighth Annual Field Day, a good match was witnessed between teams composed of Re-Selection personnel, the score ending

in a 0-0 stalemate. With fall creeping on, we are looking forward to some real good matches both here and off the Station.

As team personnel is constantly being changed, through chaps being posted we always are on the look-out for new players so to those of you who are interested, we say come on out to our team practises held every Monday night at 6 p.m. and perhaps help cure our "footer" trouble.

### Cricket Chirps

By Cpl. H. M. Campbell

**D**URING the past few months our station has been very capably represented in cricket by boys from the R.A.F. We have had four matches, of which we have won three, the other ending in a draw.

The lads who play this popular English game have had vast experience and in many cases have played for their own particular county elevens.

We are anticipating matches in the near future with the R.A.F. Officers of C.F.S., Picton, Mountain View, Kingston and the Reliance Aircraft of Belleville.

Any one wishing to try out for the cricket side of this station is welcome to do so, all you have to do is leave your name at the sports hangar and we will contact you as to when practises will be held.

### The "Net" Results

By Sgt. L. A. Dickens

**A**T its inception, the tennis program on the Station was divided into two parts; inter-unit competitions and inter-station competitions.

The inter-unit schedule was drawn up in the early part of June and the following teams were entered: Pay & Accts., P.T.I.'s, Hospital, Service Police, two teams from C.F.S. and two teams from K.T.S. Aircrew, but after several rounds it was decided to abandon this project due to the inability of the various units to field team. However, during this same period the Station Team was faring considerably better.

Inter-Station competition is held every second Tuesday and the following stations are actively participating: No. 6 Repair Depot, Mountain View, Picton, and Trenton. Since the 18th of May, when the series was started, six rounds have been played, during the course of which Trenton won five of six matches and at present top the league.

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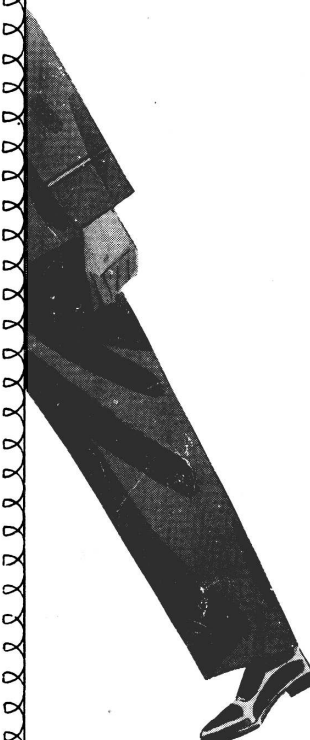


FINE APPAREL

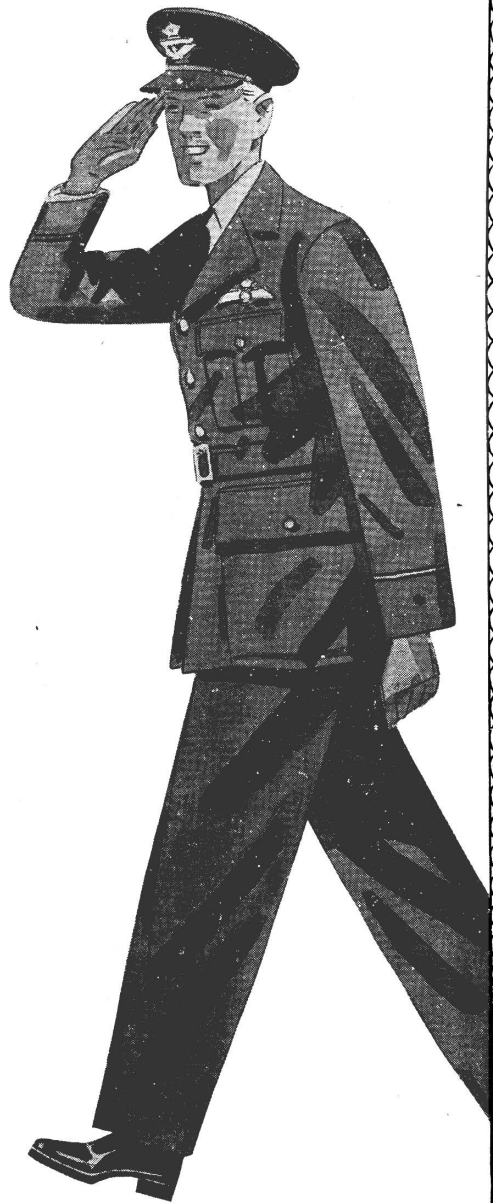
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