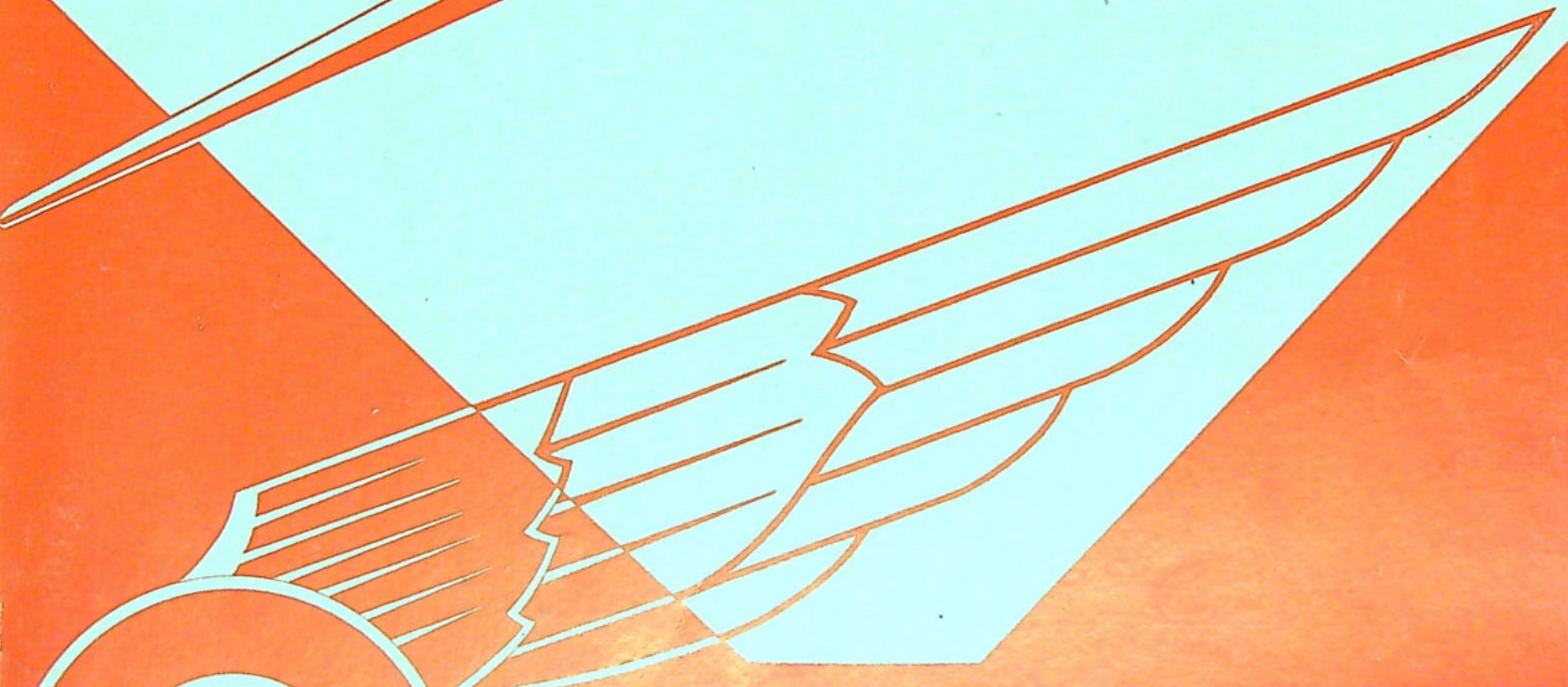
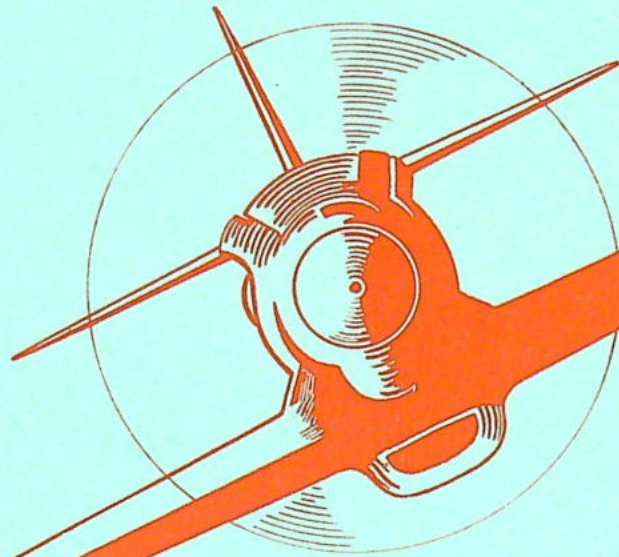


R.C.A.F. STATION, TRENTON, ONTARIO



Holiday  
Number  
and  
Dear Book



# CONTACT

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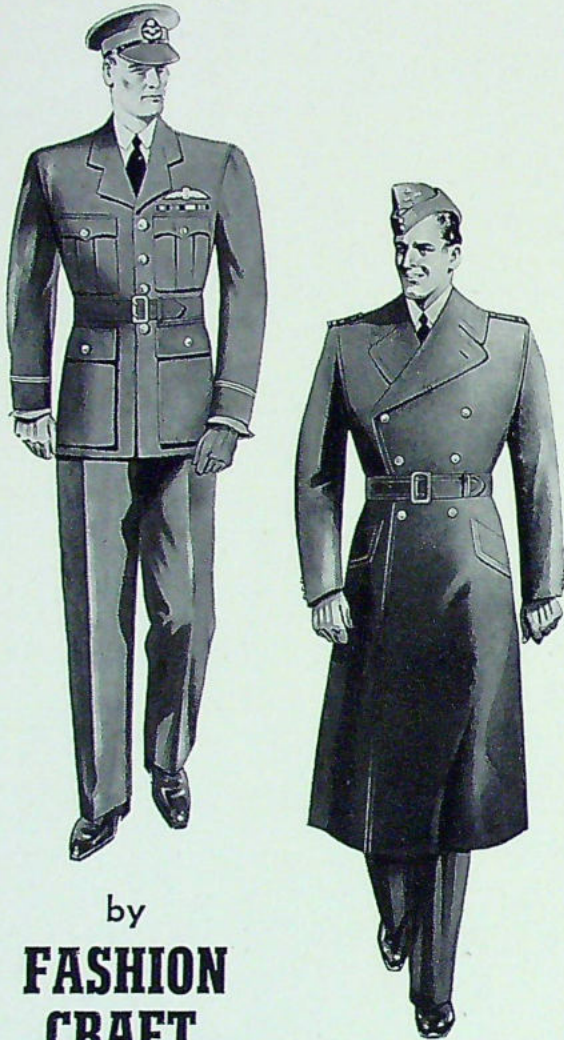
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# Editorial Page

## "Au Revoir, But Not Good-Bye"

**A**S Contact goes to press for the last time, one of its staunchest supporters, too, begins winding up affairs preparatory to leaving the Station. And so, appropriately, we devote this space to him.

Some time during the first week in January, Air Commodore Frank S. McGill will leave R.C.A.F. Station, Trenton, and personnel will say, "Au Revoir," to one of the best C.O.'s anywhere, and one of the Service's outstanding members.

Succeeding Air Vice-Marshal G. O. Johnson as Air Officer Commanding No. 1 Training Command, Air Commodore McGill assumes a vitally-important position but no one, particularly R.C.A.F. chiefs, is apprehensive about the job he will do.

Action and success always have keynoted the C.O.'s life, and No. 1 Command is guaranteed to get both from him. It has been said more than once that to relate the history of Air Commodore McGill's flying career is to tell the story of the Air Force in Canada. They grew up together and from all indications will continue to flourish in maturity.

On the night of December 6, the Sergeants' Mess was the scene of a farewell party honoring the Commanding Officer, and during the course of the evening a presentation was made to him on behalf of Mess members.

It was a framed photograph presenting a pictorial

layout of highlight events during Air Commodore McGill's stay at Trenton, and within the circle of pictures was reproduced, in Old English lettering, a copy of the farewell address. It read:

"Air Commodore Frank S. McGill  
Commanding Officer  
R.C.A.F. Station, Trenton, Ont.  
Dear Sir,

Members of the Sergeants' Mess, R.C.A.F. Station, Trenton, wish you to know that as you leave us to assume your new post, each of us extends a sincere hope for your good fortune and continued success.

Invariably a Station reflects the character and methods of its Commanding Officer and by this token you can be proud of a job well done.

For us, the one saving grace in your departure is that in your new post, as Air Officer Commanding No. 1 Training Command, you will not be leaving us entirely.

And so it is with this in mind that we say, as we wish you and your family continued good luck and happiness: 'Au Revoir, and not Good-Bye'."

Speaking for the whole Station, Contact echoes that message.

**The Editor.**



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

# Holiday Message

**A**T this, the Holiday Season, when the majority of personnel will be with their families for a few days, I wish to convey a message of thanks and appreciation, and, at the same time, extend to you all every good wish for the New Year.

The war news has, undoubtedly, made Christmas this year merrier and brighter in comparison with the first two years of this war, and it is hoped Victory will be within our grasp by Christmas of 1943.

We all are proud of Trenton. It is ever improving and expanding and during the past year, new buildings have been completed and alterations to benefit all have been carried out. And, before long, it is hoped the Women's Division Canteen and Recreation Building will be completed, the new Supply Depot opened and a new combined Drill Hall and Recreation Building erected. Then too, a large addition possibly will be made to the Station Hospital.

The facilities for sports and recreation have been improved and it is a source of great pleasure to see large numbers taking advantage of them, for there is nothing like good exercise and games to improve the health and morale of everyone on the Station.


And, speaking of health and morale, I would like to express my sincere thanks to everyone for their aid in keeping the Station clean and free from loose paper and other unsightly items that could easily be thrown around instead of deposited in the containers provided for that purpose.

I would like to again compliment those present for Airmen's Day, September 7. Their deportment and behaviour were above reproach and a credit not only to Trenton, but the R.C.A.F. And that is the spirit I hope will endure.

And 1942 will always be remembered too at Trenton, as the year the Women's Division reported and entered so capably into Station routine. Without any fuss or bother, they took over men's jobs and have done them well. Yes, the girls are fine and have proved a great asset, not only during working hours but in helping make our dances, entertainments and athletics more enjoyable to all.

Finally, may I once more mention the magnificent support given the Third Victory Loan. The wonderful response of personnel enabled Trenton to take its proper place as Canada's leading Air Station, for, with a total of \$153,500, or 500% of our objective we topped all other stations.

Once again, congratulations and many thanks.

Jan H. Starchell 

## administration division



### FRONT ROW

WO2 Legris, A.  
S/O Fellowes, B. I.  
A/S/O Ball  
F/L McAlpine, D. A.  
S/L Ward, A. C.  
A/C F. S. McGill (C. O.)  
W/C C. A. Hore, M. C.  
F/L Corcoran, I.  
S/O Sparrow, H. G.  
WO1 Silver, J.  
F/S Poliquin, R.

### SECOND ROW

Sgt. Keeting, P. S.  
Sgt. Farrell  
F/S Crozier, J. E.  
Sgt. Couillard, J. E.  
Sgt. Sargent, J. W.  
F/S Wigney, C.  
Sgt. Parsons, C.  
Cpl. Collier, J.  
Cpl. Munn, J.  
Cpl. Beauchamp, M.

### THIRD ROW

Sampson, R.  
Richardson, T. D.  
Boyd, H. W.  
AW1 Cantin, T. J.  
AW1 Gaudet, G.  
AW1 Dinsmore, J. A.  
AW1 Beattie, E. B.  
AW1 Dimma, J. D.  
AW1 Thurston, G. E.

### BACK ROW

Scrimger, K.  
AW1 Deeble, E. M.  
AW1 Crabb, L. R.  
Cpl. Heading, P. M.  
AW1 Kilvert, D. K.  
Sgt. Reany, N. R.  
Cpl. Johnson, L. H.  
AW1 Fraser, A. J.  
Simmons, H. B.



*Introducing*

**Headquarters Personnel**

## hospital



### FRONT ROW

F/L Forrester  
 F/L Howell  
 F/L Moran  
 S/L Boyd  
 N/S Marshall  
 N/S Westaway  
 N/S Smythe  
 W/C Noble (SMO)  
 N/S Cogland  
 N/S Campbell  
 N/S Leach  
 F/L McEwen  
 F/L Robertson  
 F/L Gibson  
 F/L Peart

### SECOND ROW

LAC Litz  
 Sgt. Guthrie  
 Cpl. Flavelle  
 Sgt. Mason  
 Cpl. Singleton  
 F/O Hurst  
 WO2 Statia  
 F/S Smith  
 Sgt. Ferguson  
 F/S Chase

### THIRD ROW

LAC Gutteridge  
 AW1 Williscroft  
 AW1 Main  
 AW1 Donald  
 AW2 Fisher  
 AW1 Wall  
 AW1 Grantham  
 AW2 Stockton  
 AW1 Smith, M. E.  
 AW1 Smith

### FOURTH ROW

AW1 Sherwood  
 AW1 Conklin  
 AW1 McAndrew  
 AW1 Dempsey  
 AW2 Sheple  
 AW1 Clayton  
 AW1 McLachlan  
 AW1 Peterman  
 AW1 Proctor  
 AW1 Dean

### FIFTH ROW

AW1 Gay  
 AW1 Hopkins  
 AW2 Banks  
 LAW Bishop  
 AW1 Ray

## pay and accounts



### FRONT ROW

Sgt. Hebel  
 WO1 Reid  
 F/L Ward  
 P/O Jackson  
 F/L Fingarson  
 F/L Jones  
 F/O Ronson  
 P/O Colquhoun  
 WO2 Edie  
 Cpl. Crighton

### SECOND ROW

Cpl. King  
 Sgt. Beattie  
 Sgt. MacLean  
 Sgt. Madison  
 Sgt. Hennessey  
 Cpl. Leroux  
 Cpl. Deeley  
 Cpl. Andrew  
 Cpl. McLennan  
 LAC Gagne

### THIRD ROW

LAC Tripp  
 Cpl. MacArthur  
 Cpl. Heenan  
 Cpl. Hannah  
 LAC Irving  
 AC1 Webster  
 LAC Price  
 LAC Denyes  
 LAC Wait

### BACK ROW

LAC Holmes  
 LAC Williams  
 LAC Shepherd  
 AW1 Aldred  
 AW1 Child  
 AW1 Smith  
 AW1 Gary  
 LAC Wright  
 AC2 Whyte

## security guard-service police



### FRONT ROW

F/S Botham, W. J.  
Sgt. Downs, G. C.  
Sgt. Fry, E.  
WO1 Albrecht  
F/L T. H. Barton  
A/C F. S. McGill  
F/L A. S. McNeil  
P/O A. E. Featherstone  
Cpl. Aldred, A.  
Cpl. Jones  
Sgt. Littler, J.

### SECOND ROW

LAC Marchment, G.  
Cpl. Hanwell  
Cpl. Collins  
Cpl. Nelson  
Cpl. Lennox  
Cpl. Hymers, A. F.  
Cpl. Toop, W. J.  
Cpl. Durward, G. W.  
Cpl. Hanbidge, C. O.

### THIRD ROW

LAC Gillett, R. J.  
LAC Kelly, J. A.  
Cpl. Donaldson  
Cpl. Samletzki, W.  
Cpl. McMillan  
Cpl. Hachey  
Cpl. Morin  
Cpl. Child, W. A.

### FOURTH ROW

LAC Kelly, G. F.  
LAC Craven, A.  
LAC White, G. B.  
LAC Harrison, R. A.  
LAC Court, D. A.  
LAC Sheinkman, S.  
LAC Horner, A.  
LAC Fischer, W. L.  
LAC Urban, S. F.

### FIFTH ROW

LAC Merkley, G. W.  
LAC Watt, L. W. T.  
LAC Healey, A. J. J.  
LAC McLeod, W.  
LAC Cross, G. E.  
LAC Higgins, W. J.  
LAC Sewell, L. F.

## equipment



### FRONT ROW

F/S McGuirl, S. A.  
W. H. Anderson  
P/O Holt, M. V. C.  
F/S Berryman, E. G.  
S/L Nunn, N. A.  
F/O Wickes, N. B.  
A/S/O Scheck, M. M.  
WO2 Towers, G.  
F/S Ostapyk, J.

### SECOND ROW

Cpl. Reeves, W. H.  
Cpl. Brignell, G. A.  
Sgt. Johnston, N.  
Cpl. Rodgers, A. G.  
F/S Taverner, M. A.  
Sgt. Rule, H. M.  
Sgt. Wilkinson, H. W.  
Sgt. Morland, E.  
Sgt. Moore, K. D.  
Cpl. Hilyer, N. H.

### THIRD ROW

LAC Weese, W. J.  
Cpl. Matthews, D. W.  
AWI Spence, K.

Sgt. Tremblay, A.  
Cpl. Blais, J. M.  
Cpl. Clarke, E. V.  
Cpl. Allen, L. D.  
Sgt. McAulay, M. E.  
AWI Arnold, M. E.  
Cpl. Elson, G. T.  
LAC Ingham, A.

### FOURTH ROW

AWI Cutton, D. B.  
AWI Colpitts, M. L.  
AWI Peldger, M. W.  
AWI White, E. M.  
AWI Larson, M. I.  
AWI Lynes, E. E.  
AWI Gibbons, B. J.  
AWI Darling, A. M.  
AWI Hoffman, W. E.  
AWI Nyerod, L.

### FIFTH ROW

LAC Russell, A. A.  
LAC McPeake, J. G.  
LAC Barty, R.  
LAC Buttrum, W. I.  
LAC Burrows, T. C.  
AWI Haldenby, D. M.

AWI Heard, A. M.  
LAC Geary, N. F.  
LAC Pearson, R.  
LAC Rule, R. J.  
LAC Smith, M. K.  
LAC Holmes, W. G.

### SIXTH ROW

Cpl. Stonehouse, H. D.  
LAC Meier, R. C.  
LAC Mummery, C. W.  
Cpl. Stickley, A. R.  
LAC Ryan, R. M.  
LAC Wark, C. L.  
LAC Silver, D.  
LAC Sauve, J. A.  
LAC McKerrow, J. M.

### SEVENTH ROW

LAC Cantin, J. L. F.  
LAC Barrett, A. E.  
LAC Beaulieu, J. M. G.  
LAC MacDougall, T. L.  
LAC Alliston, H.  
LAC Simpson, G. D.  
LAC Fritzler, C.  
LAC Bazinet, J. H. A.



**STANDING**

Smith, H.  
 AW2 Morley  
 AW2 Micks  
 AW2 Ruidger  
 AW2 Kennedy  
 Cpl. Mullins  
 AW2 Assels  
 Laframboise, M.  
 F/S Bedard  
 LAC Coburn  
 A/S/O Ferguson  
 LAC Swain  
 WO2 Knowles  
 AW2 Mather  
 Keys, M.

Cpl. Rocheleau  
 AW2 Jackson  
 AW2 Cousins  
 AW2 Latter  
 AW2 Forshau  
 White, M.

**BACK ROW**

Whiteman, M.  
 Whitmarsh, C.  
 Evans, E.  
 Whitmarsh, H.  
 Downs, H.  
 Dolden  
 Culloden  
 Levesque

**kitchen staffs**

**FRONT ROW**

Cpl. Knowler, W. E.  
 Cpl. Ferguson, J.  
 A/S/O Gibson, L.  
 Sgt. Clark, A. W.

Luton, F.  
 LAC. Wilson  
 Gibson, G.  
 Laskas, J.  
 Bates, W.

**MIDDLE ROW**

AW2 Woodruff, L. M.  
 AW2 Hopkinson, E. M.

**BACK ROW**

AW2 Kerminksy  
 AW2 Fitch





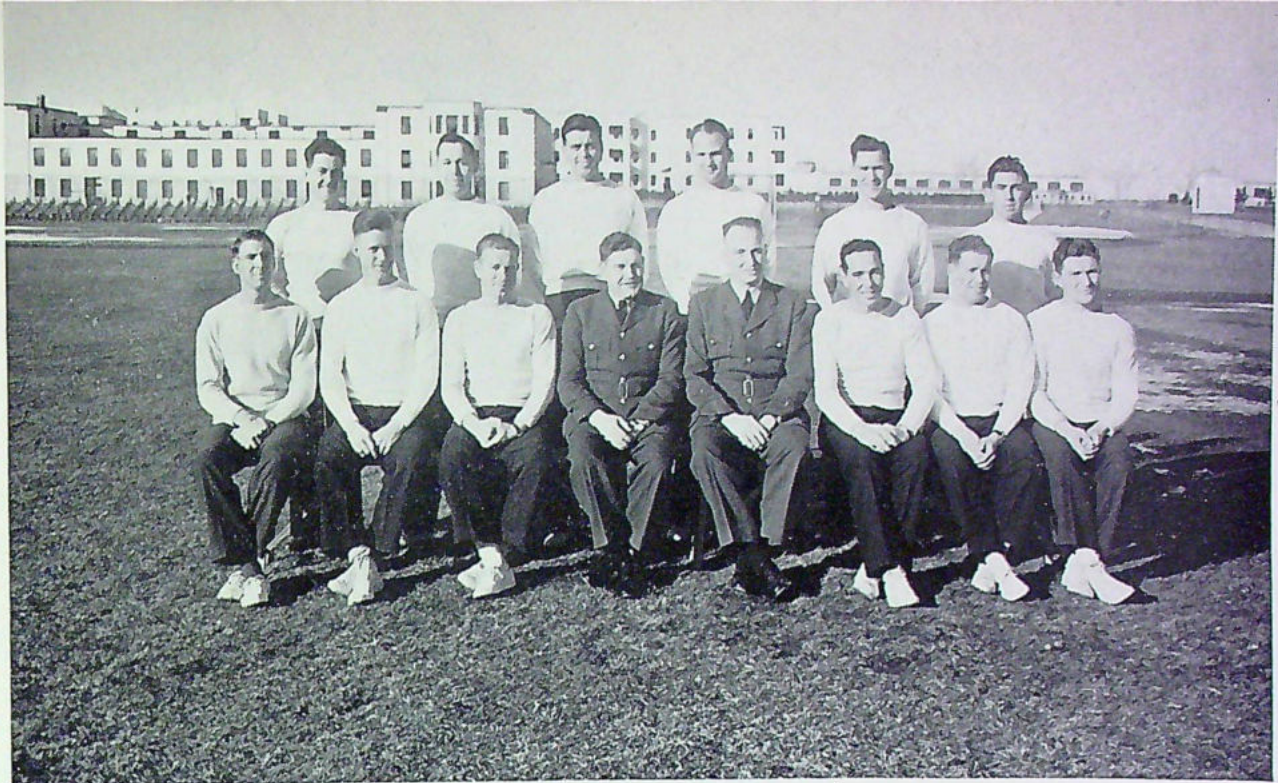
## firefighters

AC1 Boston  
 AC1 Grey  
 LAC McClure  
 LAC Millar  
 LAC Rutledge  
 Cpl. Draper  
 Sgt. Dunn  
 F/O Matthews  
 W/C Hore M. C.  
 F/Sgt. McAllister  
 Cpl. Townsend  
 AC1 Smail  
 LAC Bennett  
 LAC Matthews  
 AC1 Whitley

AC1 Moore, L. H.  
 LAC Watt, G. C.  
 Sgt. Green, A. G.  
 WO2 Hebert, J. E.  
 LAC Caundercock, B.  
 WO2 Gilders, T. E.  
 F/O Maddox, A. J.  
 Cpl. Brown, K. L.  
 Sgt. Carr, W. J.  
 Cpl. Dowling, W. G.  
 LAC McFarlane, M.  
 LAC Murphy, L.  
 LAC Rolland, D. F.

## marine crews





**FRONT ROW**

Cpl. Parfitt, R. F.  
 Cpl. Bell, C.  
 Cpl. Campbell, H.  
 P/O Jewell, M. H.  
 F/O Horton, F. E.  
 F/O Horton, F. E.  
 Sgt. Fulton, R. C.  
 Cpl. Walling, O.  
 Sgt. Bynkoski, E.

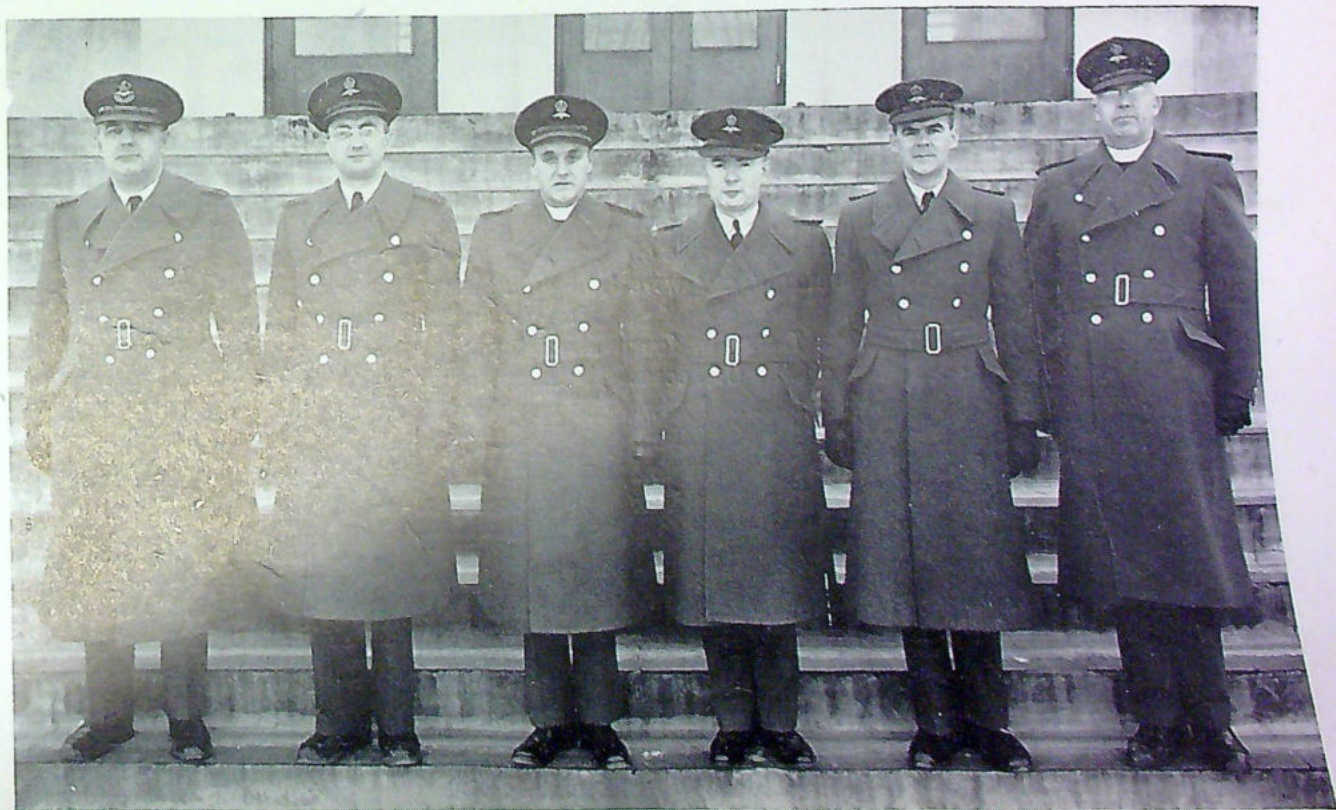
**BACK ROW**

Cpl. Harding, L.  
 Sgt. Dickens, L.  
 Cpl. Miller, J.  
 Sgt. Hickey, J.  
 Cpl. Mroczkowski, F.  
 Cpl. Blanchard, J.

**p.t.i. staff**

**padres**

L. to R. F/L W. R. Hadley, F/L S. M. Inman,  
 F/L A. J. Maika, F/L A. J. Jackson, S/L R. J. Hooper,  
 F/L W. G. Goodrow.




# Nothing Ever Happens Not Much!

**F/L Houston Back From  
Four Months With  
Ferry Command**

By

*Stan Helleur A.C.*



**A** FORCED landing onto a mid-Atlantic island unknown to him; a night landing into a 'drome equipped only to handle daytime traffic; these are just a couple of incidents in the four-month Ferry Command experiences of Flight Lieutenant V. S. Houston, but he claims "nothing very much happened."

Officer Commanding No. 2 Squadron at F. I. S. here in Trenton, F/L Houston returned recently from the kind of temporary duty any pilot would like to make permanent business — ferrying Hudson bombers from the United States to Cairo, Egypt.

"I insist that nothing very exciting nevertheless," he said, "but it was a great experience nevertheless. I'd like to make a peacetime flight of the route we travelled; lay over longer at the various refuelling points and really see things. And from what I observed of the North African campaign, the steady stream of aircraft and supplies flowing there, maybe it won't be too long before I get the chance."

"No, I didn't see any fighting, although the last time I was down there, we could hear the rumble of guns and feel a reaction in the ground. They were just starting the big push then."

"The only bit of actual warfare I saw in four months," Houston continued, "was off the U.S. coast when we flew over a freighter being attacked by two Axis subs. We saw her go down and flew into Miami to report the action. Later I learned the loss had been confirmed. There wasn't much we could do about it with just three .45-calibre revolvers between us," he added with a smile. "Heavy armament," Houston explained, was forsaken on ferry flights in favor of fuel and load."

First reports had it that Houston and his crew of Sergeant-Navigator McGregor-Shaw, and Sergeant WAG. Shergold, both of the Royal Australian Air Force, had been forced down into the South Atlantic itself on one trip but the information was inaccurate.

"We did have to make a forced landing out there, however," he said. "Our radio went on the fritz and we had to sit down on an island that proved to be the Dominican Republic. It was ticklish business, not only in bringing a bomber down on a 900-foot strip but also because we didn't know what kind of reception to expect from the natives. It was a relief to find they were pitching for our side. They were so hospitable, in fact, that in the two days we were there, civilian prisoners, guarded by the Army, built us an additional 1,300 feet of temporary runway so that our takeoff was made a lot easier."

One of the comparatively small group of former bush pilots who constitute an integral part of the R.C.A.F.'s instructional strength, Houston, with more than 2,000 hours behind him, has made a lot of tough landings but the time he had to ease his Hudson into the Ascension Island field at night was just about tops.

"Ascension is exclusively a daytime traffic point," he explained, "but weather conditions prevented a day landing on this particular occasion. We had to make circuits for three and a half hours and meanwhile darkness fell. Eventually, however, visibility became more normal and we were surprised to see the field fairly well illuminated. The aerodrome people," he explained enthusiastically, "had lined up a

(Continued on Page 64)

# Food . . . . It's Wonderful

## *Night Flying Kitchen Big Help To Air And Groundmen*

*By L.A.C. Alan John*



From the doorway, the "night flying kitchen" looks just like this, a neat, well-equipped room. At nine most evenings, it is the centre of much activity and traffic is heavy.

"LOOK at those planes up there. Gee, but those guys must be cold." In a few words, the speaker had sized up the situation. It was a dark and damp night at Trenton; on the ground it was cold and windy. What it must be like to fliers, or for that matter, to the weather-beaten ground crews.

To most, night flying wouldn't have been so bad then if they had felt warm inside, as they did after a good meal, for instance. By nine at night, the five o'clock supper was long-forgotten. No one complained much of course; the war makes discomforts acceptable.

But it had occurred to a few that "interior" comfort might help improve night flying performances at Trenton although its calibre already was good. Suggestions, however, were not very practical—a group of gourmets advocated ritzy meals (with the attendant risk of Gremlin dreams), while another school went all out for hamburgers (with onions, naturally). And so it was left to the Commanding Officer, Air Commodore F. S. McGill to offer the practical suggestions.

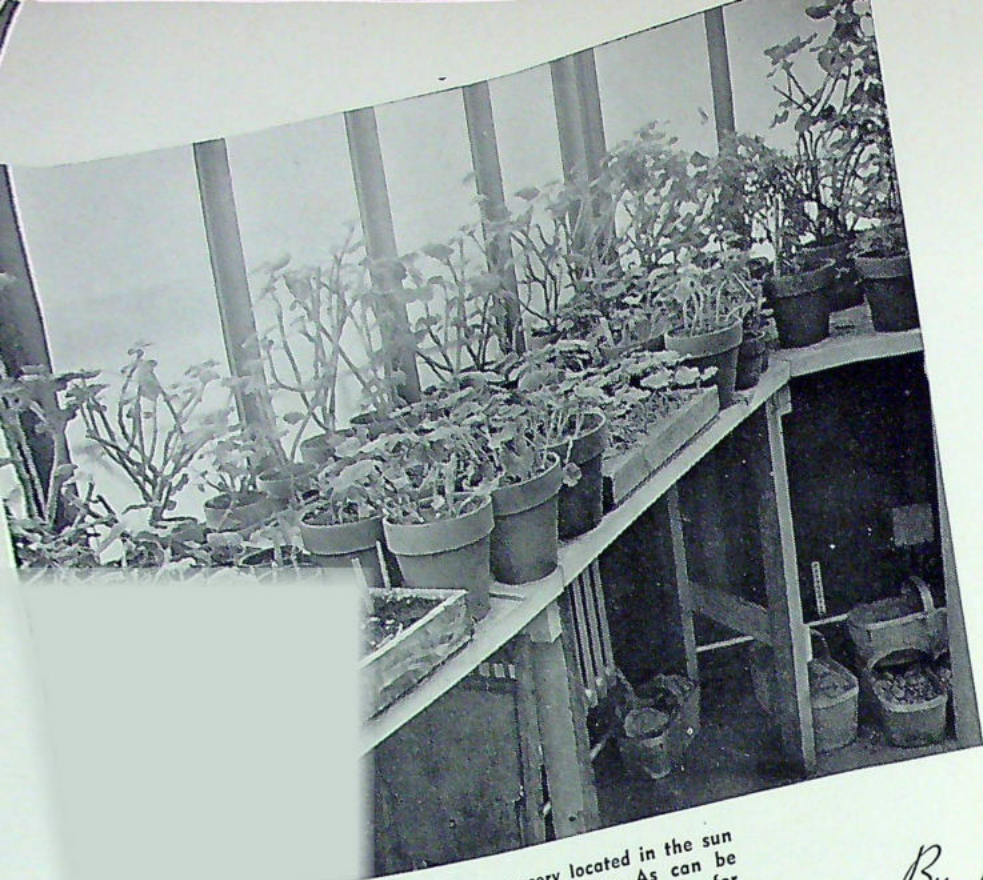
Wing Commander E. H. Atkinson, then Station Administrative Officer, took up the question with customary zeal but was posted to No. 2 Training Command at Winnipeg before its execution and it was his successor, Wing Commander C. A. Hore, M. C., to whom realization of Trenton's "Night Flying Kitchen" was credited, with able assistance from Assistant Section Officer Ferguson, Station dietitian.

These nights when they fly at Trenton they look forward to a body-building snack and a hearty welcome from the W. D. hostesses who look after proper distribution of the meals. Instead of the coffee and sandwiches the "kitchen" had to offer at first, the boys now find a choice of three cold meats; chicken, ham and beef. Accompanying them is a salad; carrots of course, celery, with cheese crackers, jam, fresh fruit and cookies for dessert; all topped off with steaming coffee.

Located on the first floor of the previously-vacated auxiliary Control Tower in No. 3 Hangar, the two-room "kitchen" is rapidly acquiring a home-like atmosphere. Curtains and pictures have been hung up and carpenters have made a long counter upon which the dishes are displayed. Said dishes are made of dark brown wood and help make the food more appetizing. Then too, there is an electric toaster and three electric coffee percolators.

On the opposite side of the room is a long, bracket table, flush with the wall, in front of which are more than 50 stools along with some lunch chairs. A juke box might help complete the picture but the cash register can remain neglected.

Then too, there is a hatch for dirty dishes; you just leave them behind when you leave and the dish-man, who likes privacy, works in careful concealment at the back. Then he and the cook tidy up—over a snack.



An interior view of the nursery located in the sun room atop the Station water tower. As can be evidenced, many plants are prepared here for spring transplanting.

## They Bloom All Year At Trenton

*Nursery Atop the  
Water Tower Is  
Bountiful*

*By Brian Fisher, L. A. C.*

YES, we have our own greenhouse and some visitors say 'It's nice, but look at the money it costs.' The joke is on them, however, for it doesn't cost us a cent extra to have our own greenhouse. In fact, we save money by it." Robert Young, Station gardener, chuckled as he piloted the elevator to the top of the Station Water Tower. "The only thing extra," he went on, "is a little extra work for me. But I don't mind, for I've loved flowers since I raised tulips in Holland 35 years ago."

The Station greenhouse to which he was referring is perched atop the glass-encased tower. It is warm and sunny and hundreds of pots of flowers—cuttings and bulbs at this time of year—thrive there.

The writer was interested in the financial angle. "You save money this way?"

"Yes. Formerly we bought our plants each spring. Now, that is done away with. In the fall we pot them. They stay here all winter resting up. In the spring we set them out and they are fit as fiddles and yearning to bloom again."

Mr. Young laughed at the suggestion that the saving might not off-set the added expense, knowing the place had to be kept warm and that his salary had to be paid. "We have to keep it warm anyway," he replied, "because of the water. As to my salary, I receive it as gardener anyway and this just counts as a little more work — or call it relaxation if you like. They're flowers, you know."

In this now crowded greenhouse there are scores of potted geraniums, coleus, petunias, snapdragons, tulip bulbs, sultanas, even pansies. The caretaker is particularly proud of a pot of thriving shamrock. He brought them from his home in Brighton, Ont., but on arrival found they had frozen; only one lit-

tle shoot remained alive. But that little shoot was enough in the comforting new surroundings. Today there are 20 or more proud stems, four to six inches high.

In all there are more than 600 pots of plants. This winter, as they burst into blossom, they will cheer the wards of the Station Hospital and offices of the Administration Buildings. Next spring they will once more add to the beauty of the Station.

But the greenhouse is only a part of the work being carried on. On the south-east corner of the Station there are rows upon rows of plants. At a distance one might think the Station planned to raise its own berries, and had planted cedar hedges between them. But they aren't cedar hedges. They are trees.

There are over four thousand of them in all, nursery children trees being brought up and cared for under the most favorable conditions possible. As they get larger they will be taken from their present abode and planted about the Station to enhance it for years to come. Scotch pines, elms, there will be and red cedars, spruce and mountain pines.

Their care has required painstaking effort. The gardener has made a lifelong study of the conditions best suited to their growth. As a result he has taken many trips to get the soil most likely to produce the finest specimens possible. Not long trips, for he found that what he wanted, or satisfactory substitutes, could be found close by. Loam from Brighton and other neighboring points, sand from nearby 12 o'clock Point and much black peat from the cedar swamp in Trenton; these give the solid rooting and the nourishing food that the youngster trees need and assure their healthful development.

Tomorrow the grounds of Trenton will be even more decorative than they are today. And people will no doubt continue to wonder, when they learn, "It didn't cost a cent."



*“The good-natured whisky”*

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CANADIAN RYE WHISKY

*Kind · Gentle · Genial*



KING'S PLATE is born good-natured . . . it's blended from mellowed, good-natured whiskies drawn from the finest and largest stocks on the continent.

THE PRICE IS  
"GOOD-NATURED"  
TOO!

R74

Jos. E. Seagram & Sons Limited, Waterloo, Ont.

PLEASE SAVE THE BOTTLE! Your salvage committee will collect.

## c.f.s. - f.i.s admin.



### FRONT ROW

S/L J. C. Mirabelli,  
 Hon. F/L Hadley,  
 S/L W. B. Hodgson  
 W/C J. G. Stephenson  
 W/C F. C. Carling-Kelly  
 S/L E. R. Johnston,  
 F/L V. S. Houston  
 F/L G. A. Blunden,  
 P/O D. M. Dickson

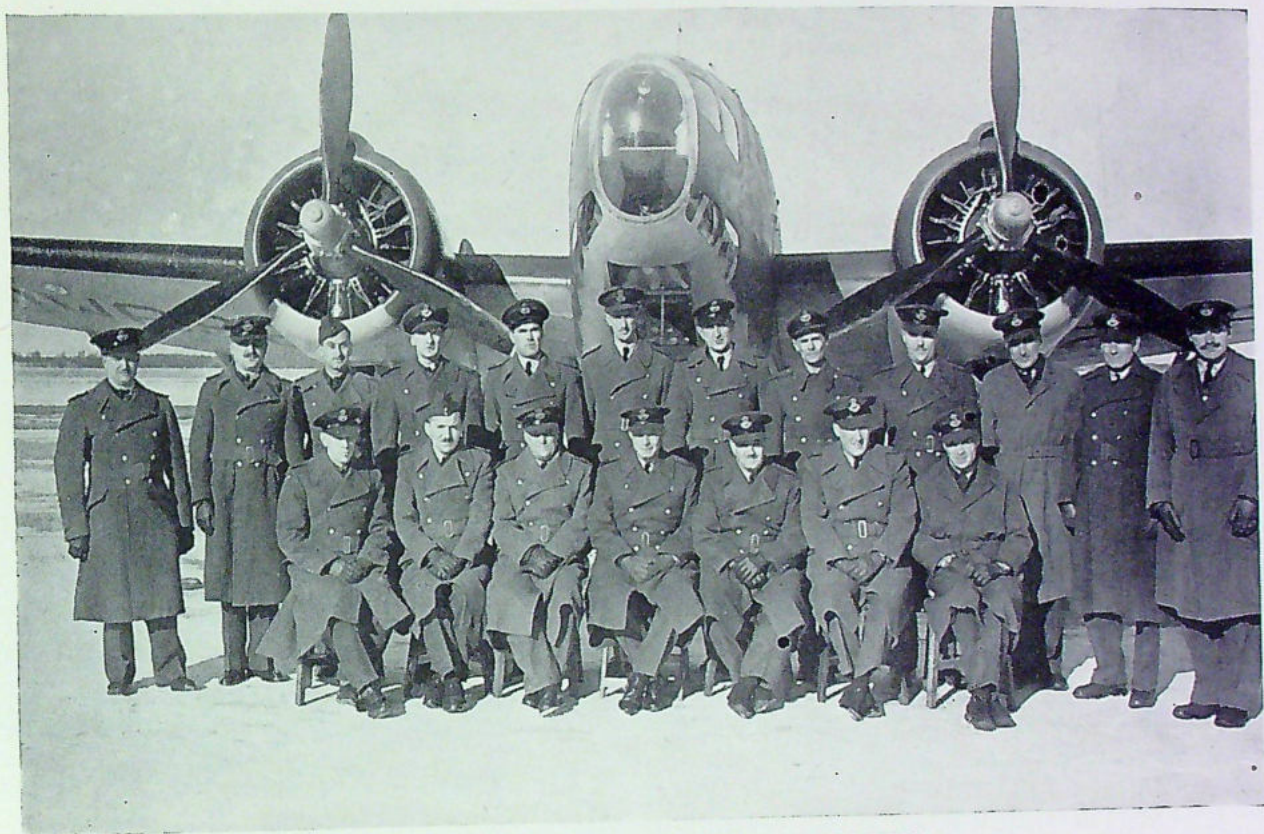
### BACK ROW

WO2 R. P. Cunningham  
 Cpl. J. Button,  
 W. Cockburn  
 M. Greenbaum  
 O. Scheuneman  
 Sgt. H. A. Sullivan  
 W. J. Chambers  
 A. Gould  
 W. K. Doherty  
 Cpl. L. J. Bishop  
 Sgt. T. Chaloner  
 Sgt. D. Lindsay



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## advanced instructors



### Course No. 3

#### FRONT ROW

F/L G. I. Wonnacott (Instructor)  
 F/L F. W. Westley A.F.C. (Instruc-)  
 S/L J. G. Twist (Flight Commander)  
 W/C F. C. Carling-Kelly (Officer  
 Commanding)  
 S/L Mirabelli (Instructor)  
 F/L H. E. Dahl (Instructor)  
 F/L Showler (Instructor)

#### BACK ROW

S/L H. C. Ledoux  
 S/L G. O. Morris  
 S/L B. J. Bourchier  
 S/L E. T. Mileski  
 S/L D. R. Miller  
 F/L W. J. Wood  
 S/L E. K. Price  
 S/L L. D. Mongeau  
 S/L R. D. Turner  
 S/L C. K. Card  
 S/L E. L. Townsend  
 W/C H. R. Black

## "a" flight



### FRONT ROW

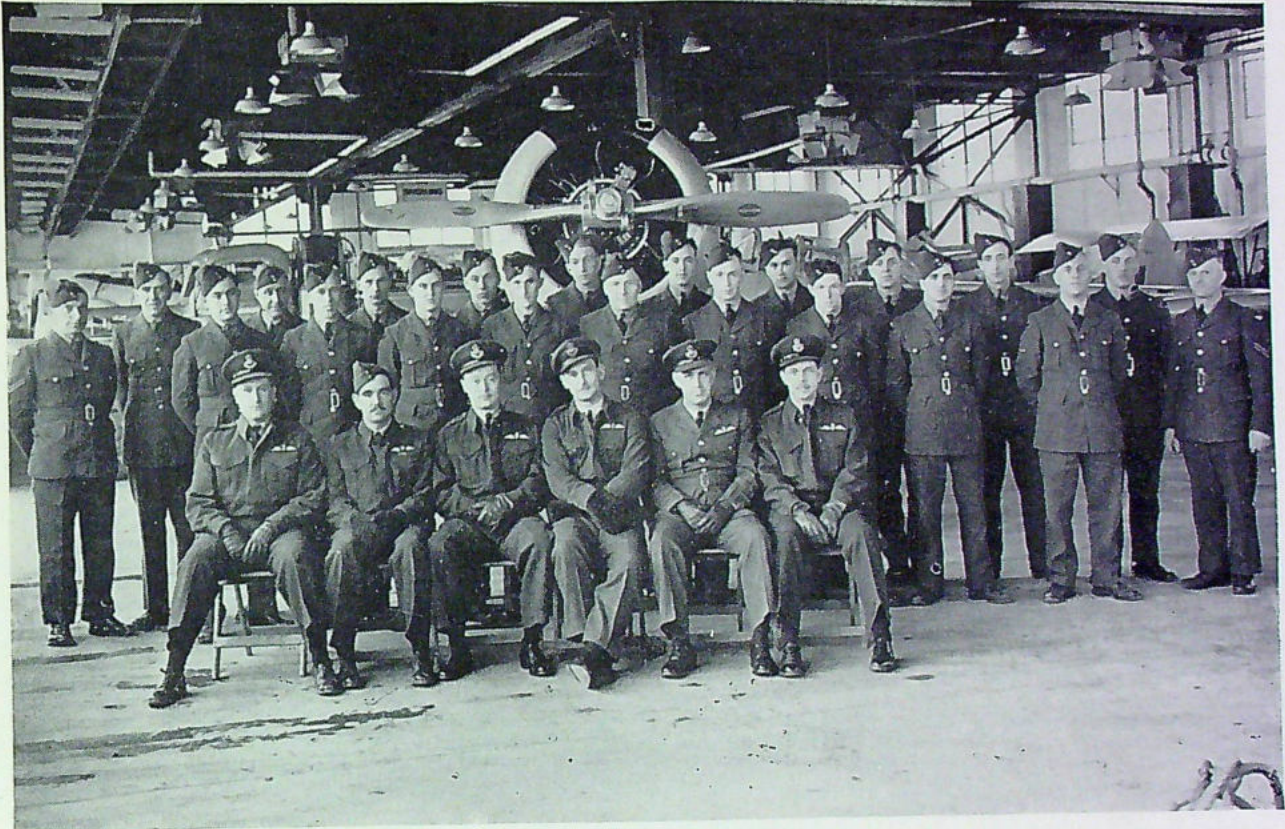
P/O Powers, U. B.  
 P/O Bennett, R. N.  
 P/O Smith, L. E.  
 F/L Alexander, E. A. (O/C)  
 F/L Weber, J. F.  
 P/O Russell, A. W.  
 P/O Hurley, T. W.  
 P/O Banner L. T.

### CENTRE ROW

LAC O'Grady, C. G.  
 Mitton, E. G.  
 Marshall, R.  
 Walsh, F. G.  
 Cpl. Forestall, J. L.  
 Brown, W. R.  
 Dutch, A.  
 O'Ray, W. L.  
 Graham, N.  
 Cpl. Hart, H. W.

### BACK ROW

Sgt. Johnson  
 Fry, D. R.  
 Henry, K.  
 Campbell, R. B.  
 Skyrrie, G.  
 Woods, J. L.  
 Stuart, L. H.  
 Pool, A. C.  
 Wallach, D. C.  
 Smythe, W. H.  
 Palmer, C.

**“b” flight****FRONT ROW**

F/O Chapman, T. H.  
 F/O McPherson, G. (A.F.M.)  
 F/O Stephen, J. J.  
 F/L Drake, W. L.  
 P/O Buchanan, A. L.  
 P/O Glen, J. W.

**MIDDLE ROW**

Cpl. Marriott, W. G.  
 Toupin, E. P.  
 Anderson, L. J.  
 Talbot, M. S.  
 Nevay, A. C.  
 Sgt. Kendrick, O.  
 Connor, W. R.  
 Mosher, R. A.  
 Lemieux, J.  
 Boutin, O. F.  
 Cpl. Pederson, J.

**BACK ROW**

Robinson, H. J.  
 Stanley, P. J.  
 Bibby, H. F.  
 Hoveland, I. M.  
 McCracken, H. W.  
 Fox, W. B.  
 Thoms, G. W.  
 Belmore, L. A.  
 Scupp, B.  
 Dickson

## "e" flight



### FRONT ROW

F/O Goff, W. T.  
 F/O Campbell  
 F/L Reed, J. F. (O/C)  
 F/L Clark, F. P.  
 F/O Miller, G.  
 F/O Maynard, G. E.  
 Sgt. McLellan, D. J.

### MIDDLE ROW

Cpl. Whittington, J. M.  
 Lester, G. M.  
 Park, J. R.  
 Robertson, A. A.  
 Nichols, K.  
 Robertson, A. C.  
 Leeder, W. M.  
 Campeau, J. T.  
 Guillemette, L. F.  
 Brown, F. M.  
 Cpl. Frazer, C. A.

### BACK ROW

Anderson, P. A.  
 Curtis, J. T.  
 Harris, B. E.  
 Howryluck, W.  
 Dale, R.  
 Blackmore, W. M.  
 Barbeau, G. A.

## "d" flight



### FRONT ROW

F/O Barr  
 F/O Lee  
 F/L Studer (O/C)  
 F/L Knight  
 P/O Widdess  
 F/O Finley

### MIDDLE ROW

Cpl. Girling, G.  
 Plouffe, S.  
 Symington, D. R.  
 Walter  
 Sgt. Fallis, R.  
 Smith  
 Stella  
 Loveless, J.  
 MacKenzie, V.  
 Cooper  
 Cpl. Smith

### BACK ROW

Ross, D.  
 Panke  
 Nunn  
 Barlow  
 Timm  
 Steen, J.  
 Lee  
 Blong, C. R.  
 Blackwell, R.

## "e" flight



### FRONT ROW

F/O Krestensen  
 F/O Borrett  
 F/O Kerr  
 F/O Mason (O/C)  
 F/O Lowe  
 F/O Hunt  
 F/O Perredeau

### MIDDLE ROW

Sgt. Shapiro, L.  
 Mintz, O. O.  
 Ross, H. C.  
 Gilbert, G. B.  
 Wood, T. S.  
 F/S LePelle, M. B.  
 Campbell, D. M.  
 Whyte, D. G.  
 Fowler, V. P.  
 Showers, N. L.  
 Cpl. Acton, W. M.

### BACK ROW

Boyle, P. G.  
 Alexander, S. A.  
 Buchanan, J. A.  
 Weber, W. T.  
 Bradford, L. G.  
 Burnside, J. E.  
 Padley, G. T.

## "f" flight

**FRONT ROW**

P/O Holden, J. N. D.  
 F/O Doherty, D. A.  
 F/O Stewart, J. G.  
 F/O Edwards, G. R.  
 F/O G. W. Godderham (O/C)  
 P/O Eggert, R. W.  
 P/O Bergh, M.  
 P/O Hughes, H. G.

**MIDDLE ROW**

Col. White, S.  
 Edmondson, A.  
 Ridgway, G. A.  
 Cayer, R. H.  
 Hill, W. E.  
 F/S Druce, G. H. H.  
 Sgt. Ween, K.  
 Wilson, S. G.  
 Campbell, D. C.  
 Graham, M. R.  
 Cyr, J. A.

**BACK ROW**

Creighton, M.  
 Omesklant, A.  
 Dunlop, J. E.  
 Campbell, R. E.  
 Freeth, L. W.  
 McNeil, S. H.  
 Cole, S. J.  
 Edwards, A. C.  
 Wilson, S. G.

## "g" flight



### FRONT ROW

F/O Shelly  
 F/O Jones  
 P/O Marshall  
 F/L Showler  
 F/L Brodsky  
 F/L Lowler  
 F/O Naudain  
 P/O Kristjanson

### MIDDLE ROW

Sgt. Nethery  
 Markham, W.  
 Latulippe, J. N.  
 Parker, E. W.  
 Ramsay, W. R.  
 Toson, J. D.  
 Brill, J. W.  
 Brown, R. W.  
 Millar, T. E.

### BACK ROW

Kinkaid, R. N.  
 Sholer, E. N.  
 Cpl. Tinker  
 Mahood, G.  
 Scott, W. A.  
 Pickering, C. H.  
 Cpl. Coolican  
 Sixtus, W. A.  
 Lalonde, E.

## “h” flight



### FRONT ROW

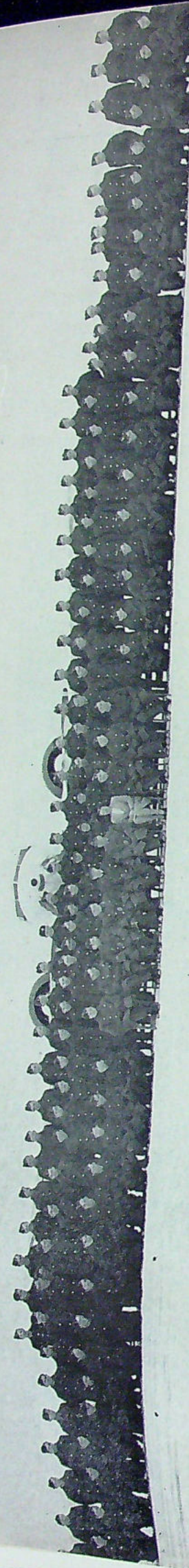
F/L Gee, A.  
 F/O Nasmith, D.  
 F/O Stober, M.  
 F/L McDonald, S. E. (O/C)  
 P/O Simes, K.  
 P/O Hassard, R.  
 P/O Harrington, J. E.

### MIDDLE ROW

Cpl. Naismith, A. M.  
 Pattle, R. C.  
 Anderson, W. H.  
 Desormeaux, D.  
 Talbot, W. I.  
 F/S Watson, F. R.  
 MacMillan, J.  
 Ryder, D. D. R.  
 Cole, E.  
 Cpl. Barton, T. C.

### BACK ROW

Miller, W. E.  
 Stata, P. D.  
 Sharpe, S. J.  
 Chouinard, J. A. F.  
 Dow, A. D.  
 Lyle, J.  
 Arbuckle, H. M.  
 Watkinson, J. H.  
 Gentle, A. D. F.  
 Wood, V. D.  
 Desjardins, J. L.



**SEATED**

F/S Burgess  
 F/S Burdick  
 WO1 McGibbon  
 WO1 Turland  
 S/L King, B. W.  
 F/L Staveley, W.  
 Miss June Boyd  
 WO2 Saunders  
 F/S Hemphill  
 F/S Snape

**FRONT ROW (Standing)**

Sgt. Campbell  
 LAC Rands  
 Hart  
 Sgt. Bisson  
 Wheeler  
 Cpl. Kempthorne  
 Wall  
 Cpl. Crossthwaite  
 Cpl. McInnis  
 Hagerman

Bennett  
 Balfour  
 Taylor  
 Cpl. Collins  
 Scarborough  
 Latner  
 Regimbal  
 Jess  
 Beatty  
 Kreger  
 Sgt. Little  
 Andrews  
 Pledger  
 Jewison  
 Stanford  
 Cpl. Nixon  
 McGibbon  
 Capland  
 Duncan  
 Coates  
 Doel  
 Berthume

Borty  
 Sgt. Hoye  
**MIDDLE ROW**  
 McCracken  
 Cpl. Bailey  
 Poulton  
 Cpl. Brignell  
 Forgione  
 Baxter  
 Hudson  
 Johnson  
 Begley  
 Leland  
 Cpl. Howard  
 Horton  
 Cockburn  
 Hayes  
 Dutton  
 Merette  
 Cpl. Chapman  
 Cpl. Moore  
 Cpl. Muncaster

**NO. 1 maintenance**

Learmonth  
 Mills  
 Taylor  
 Elliott  
 Little  
 Parker  
 Ducharme  
 Cpl. Charley  
 AW Woodstock  
 AW Bellows  
 Maycock  
 Jerratt  
 Matthews  
 Ide  
 Colton  
 Smith  
 McMillan  
 Weatherup  
 Boire  
 Lee  
 Wilson  
 Smiley

Marshall  
 Motterhead  
 Webb  
 Bongard  
 Garner  
 Wilkins  
 Berry  
 Cpl. Dale  
 Sgt. Jordon  
 Cpl. Stewart  
 Sgt. Dunk  
 Sgt. Mikkelson  
**BACK ROW**  
 Wright  
 Cpl. Johnson  
 Forbes  
 Frazer  
 Cpl. Millar  
 Dunn  
 Mayhew  
 Beecham  
 Morgan

Thomas  
 Cpl. Bouden  
 Honsberger  
 Robson  
 White  
 Brown  
 Heunhnergard  
 Cpl. Roseborough  
 Silvera  
 Bird  
 Lobban  
 Gardiner  
 Hawthorne  
 Kennedy  
 Cole  
 Day  
 Demchuk  
 Bruce  
 Allen  
 Richards  
 Henderson



**KNEELING**

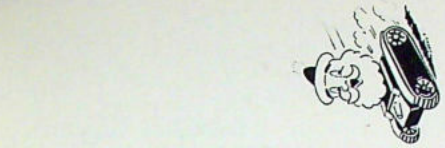
Baker  
Dyer  
Seagle  
Silk  
Feaver  
Wise  
Ramsey  
Cpl. East  
Poulette  
Walton  
Cpl. Learmonth  
French  
Cpl. Dempsey  
Fenton  
Robson  
Hughes  
Sage  
Lucy, G. M.  
Lucy, A.  
Campbell  
Garner

Cpl. DeGrace  
Cpl. Struple  
Steen  
Mitchell  
Cpl. Nicholas  
Sgt. Miller  
**SEATED**  
Sleen  
Cpl. Raw  
McGregor  
Cpl. Clements  
Sgt. Longley  
Sgt. Lavigne  
F/S Smith  
Sgt. Hedge  
Sgt. Asham  
F/S Ostapyk  
F/S Walrod  
AW1 Barry  
AW1 McCloskey  
AW1 Carruthers  
AW1 Corriveau

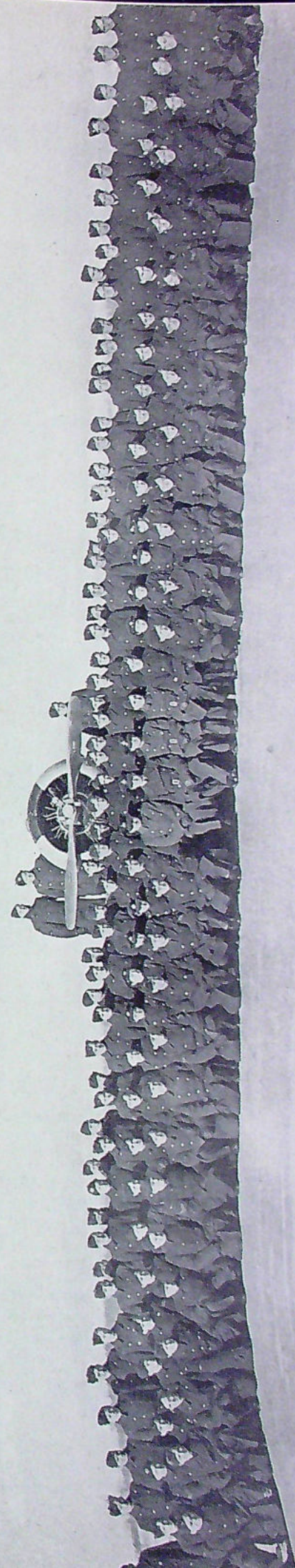
**STANDING**

Rudgk  
Dunphey  
Cameron  
Blake  
Hole  
Smith  
Desjardins  
Hannah  
Duff  
Black  
Henderson  
Radcliffe  
Prucyk  
Moyle  
Cpl. Boivin  
Burgess  
Cocklin  
Perrotte  
Mellness  
Lalonde  
Argue

Ray  
Liske  
Taylor  
Cohen  
Roberts  
Rodehorst  
Jackson  
McGannell  
McLeod  
Mindenhall  
Spence  
Laird  
Withers  
Aldous  
Wood, J. B.  
Palmetier  
Barlow  
Todhunter  
Carrey  
Cpl. Giles  
Wood, C. A.  
Curry

**ON AIRCRAFT**

Roland  
Demers  
Buick

**no. 2 maintenance**

**control tower****FRONT ROW**

Cpl. Chilver, A.  
 Cpl. Tuplin, H. C.  
 F/O Baker, R. A.  
 F/O Jackson, W. S.  
 F/L Fetterley, J. C. (O/C)  
 Mr. J. G. Potter  
 F/O Curtiss, J. S.  
 Sgt. Lockyer, C. A.  
 Cpl. Phillips, J.

**MIDDLE ROW**

Faulkner, W. A.  
 Gerrard,  
 Hockberger, F.  
 AW2 Johnson, N.  
 AW2 Scott, R.  
 AW2 Shaw, L.  
 Zidichouski, D.  
 Cpl. Fisher, J. A.

**BACK ROW**

Moss, J. W.  
 Sgt. Scott, R. M.  
 Cpl. McDonough, J. H.  
 Ewart, D. H.  
 Kluth, E.  
 Hibbert, W.  
 Dean, M.



# Trenton Topics

**A** birthday party was held in the Disciplinarians' Office, Maintenance Wing on Saturday December 17th. **AC1 'Alsie Palsie' Gould** was the recipient of many assorted gifts, among which were the following: a lead weight, piece of string, old "Contact", two cents and a used stamp. With tears in his eyes and a frog in his throat, "Alsie Palsie" thanked all who were present. — Basket-ball fans were glad to welcome **Ken Bundy** who returned to the station with his wings plus a commission. Crowns were added recently to the stripes worn by **D. Metcalfe, C. L. White, M. A. Tavener** and **J. P. A. Theriault** — Celebrations galore this month by the following newly promoted sergeants, **L. V. Miller, D. F. Lindsay, H. A. Sullivan, J. R. Burman, R. C. David, C. W. Sculthorpe, E. Bynkoski, H. Fournier, M. A. Ferguson, G. L. Wilson, W. R. Brown, Boyle, M. MacKenzie** and **W. J. Countryman**. — A welcome home was awaiting the two heroes of Barrack Block 4. **WO2 Bob Cunningham** and **F/S G. Snape**, on their return recently from a visit to Kingston. It seems that during their absence some of the lads had committed various forms of mayhem to their respective rooms. **Snape's** locker had travelled somehow down to the second floor, his mattress was discovered tied up inside of a telephone booth and his bed, in three parts, was found in three sections of the building. **WO2 Cunningham** fared little better with his sheets, blankets, towels and pajamas tied into a mass of knots and his locker wired for sound. Having imbibed in a few swifties at Kingston, the boys were not in the best of condition to play "hide and seek" and it took close to two hours of scrounging around before things returned to normal and the rest of the barrack block stopped laughing. The guilty finger points to **F/S Burgess, Sergeants Hoyer and Jordan**, and **LAC's Jess and Brown**. — "Proud poppas" this month include the following **Cpl. R. H. Learmonth**, a son, **WO2 Stasia**, a son, **Cpl. Barlow**, a son, **LAC Kavanagh**, a daughter, **LAC Cameron**, a son, and **Sgt. Learmonth**, a daughter.

Best wishes go to **LAC Pennylegion**, former "Contact" advertising manager now stationed at Sydney, N.S. — Out to prove that marriage is a noble institution are these recent benedicts, **W. K. Doherty, E. G. McLellan, J. G. Baker, A. R. Franz** and **J. R. G. Charland**. — "Welcome home" to the Station Band, which according to **WO2 Hancock** travelled close to two thousand miles on it's latest trip around the Province. Who wouldn't like to toot a flute? — **Cpl. Maurice "Sam Goldwyn" Beauchamp** chortling merrily after watching the huge crowd file into Theatre "B" to see "Holiday Inn". The good Corporal wishes to state that there is no truth in the vicious rumour

(Continued on page 72)



HOLT RENFREW now feature a made-to-measure service as well as ready-to-wear

## Uniforms and Greatcoats

— tailored to approved pattern  
in the finest imported materials —

- Tunic and Slacks—ready-to-wear . . . \$50
- Tunic and Slacks—made-to-measure . . \$55
- Greatcoats—ready-to-wear . . . . . \$55
- Greatcoats—made-to-measure . . . . \$60
- Air-Force Raincoats . . . . . 29.50
- Forage Caps . . . . . 9.50
- Fur Caps—fine Muskrat . . . . . \$15

### Complete Selection of Accessories

- Ties — \$1 to 1.50
- Gloves — 2.50 to \$4
- Hose — \$1 to 1.50
- Shirts — Air Force — 2.50 to 3.50

# HOLT RENFREW

Yonge at Adelaide — Toronto

# TRENTON

# On The Air

By  
Sgt. J. W. Sargent



## **Airmen, Airwomen Participate In A Nation-Wide Radio Broadcast**

Standing at the mike in the top picture is "Emcee" Jules Le... while waiting to "go on" are WO1 Pat Cousins, P/O Dickson... F/L Bud Brodsky. Songstress Mary Gary is the Airwoman in the bottom picture.

In order to be of interest to the largest audience possible, the program covers a full three quarters of an hour on Friday evenings,—ten-fifteen p.m. until eleven p.m., and usually consists of several sections, each being supplied by a station or outstanding personality of any one of the three branches of Canada's Armed Forces.

Trenton was invited to take part in the November 13th. show, and from the moment the invitation was accepted, personnel directly connected with the broadcast worked feverishly to make a success of it. F/L. Harris, F/O. Howard, Irv. Wismer of the "Y", W. O. Pat Cousins to mention only a few, went on the hunt for potential radio stars and came up with plenty. Questioning a member of the program committee as to the amount of talent to be found in Trenton brought the reply, "Why, Trenton's got it to burn".

With the arrival of Radio Liason Officer, F/O. McDermott, things really started to hum, and from the collection of assembled artists, Trenton's radio show began to take shape. Scripts were written and rewritten, lines were rehearsed, bands practised and

**H**ELLO, Canada! THIS is Trenton Air Station. So began the presentation of our portion of the radio program "Comrades in Arms", in which Officers, Airmen and Airwomen combined to let the listening public know that "in the air or on the air" Trenton is still tops.

A featured weekly presentation of the Canadian Broadcasting Corporation, "Comrades in Arms" is designed to present to Canadians interesting personalities and talented groups now in the service of the armed forces.

Keeping the public informed on the progress of Canada's war effort and stimulating morale among her troops are only two of the many things the program seeks to accomplish and judging by the enthusiasm of the participants and the listeners, it succeeds admirably.



### CHOSEN FOR PERFORMANCE...

#### De Havilland Tiger Moth

was selected by the R.C.A.F. as basic primary trainer for their fledgling pilots. Because of its quick take-off, manoeuvrability and moderate landing speeds, the Tiger Moth is an ideal trainer to teach unskilled student pilots the art of flying.

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Toronto, Ont.



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and Tailored for R.C.A.F.  
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TRADE MARK  
Delicious and Refreshing

THE COCA-COLA COMPANY  
OF CANADA, LIMITED



## A Lot Has Happened

**N. H. Banfield Has Seen Much In 10 Years at Trenton**

By

Stan Helleur AC1

WHEN you can look about at the vastness of Trenton Air Station and say, "Why, when I first worked here, all that stood was a hangar and a barrack block," you've been around quite a while. In fact you've literally watched the Royal Canadian Air Force grow up about you, for the rise of Trenton is symbolic of the R.C.A.F.'s development.

And to observe all this has been the particular pleasure of Norman (Rudy) Banfield, a civil servant attached to Trenton's accounting division for the last 10 years.

Success stories usually are Alger-like with the hero starting as a stripling under severe adversity and gradually overcoming all to become a magnate in one field or another. And Banfield's story follows the pattern pretty accurately, except for the magnate angle. But while he hasn't caused the Rockefellers to ask questions about him, he is adequately established and deserves credit. He deserves it because for 11 years, from the time he was 16 months old until 12 years of age, he lay in hospital, a victim of infantile paralysis which left both his legs in a crippled condition.

But imbued with a spirit characteristic of individuals suffering his particular handicaps, he began a long search, in the depression days of 1931, for work. "I was really in need of a job," he said, "and after scouring my hometown Trenton, I hitch-hiked to Belleville but with no more success. En route back, I was picked up by an Air Force Officer and when he let me off at the top of the hill leading into Trenton proper, he asked me where I was heading. I told him Toronto — to look for work. 'Well, Kid,' he said, smiling, 'I wish you luck.' — It was Air Marshal Breadner, present Chief of Air Staff, then a Wing Commander and C.O. of Trenton.

"Well," Banfield continued, "I hiked to Toronto but couldn't register. Then I tried Montreal, and believe me I walked as many as 20 miles a day, which was plenty for a chap like myself, but Montreal too, was fruitless. Followed then an unsuccessful jaunt to Windsor, including another tour of Toronto on the way back, but still no go."

Resting a couple of days in Trenton, Banfield started out again, he said, for Montreal and not long after he had taken up his position at the top of the hill a car stopped and a familiar Air Force Officer asked him to climb in. "It was W/C Breadner again" Banfield explained, "picking me up in exactly the same spot as he had dropped me three months before. I told him where I had been and when we were about to enter the Station, he said: 'Stay in here. Anybody that tries as hard as you to get work, deserves a job, and although it's against the rules, normally, to employ a physically disabled man, I think maybe we can manage it.'"

And so the next morning, Norm Banfield reported to the C.O. and went to work as an accountant. "But first of all," he said with a wry smile of recollection, "Mr. Breadner sent me to the M.O. to get the blisters on my feet fixed up. They were as big as 50-cent pieces."

Construction of Canada's largest Air Station then was in its infancy and working conditions were pretty primitive, with mud and water predominant. "I wasn't too badly off, though," Banfield recalled, "because my office was upstairs in No. 1A Hangar — now No. 4 — but those working downstairs had it really tough. Honestly, the water in the offices had it often more than ankle-deep and they had to work in rubber boots.

(Continued on page 43)

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56

SOLD AT LEADING STORES FROM COAST TO COAST

**Station Makes Own Soap For Only \$2**

***F/S Bedard Uses Grandma's Formula To Good Advantage***

By LAC. Allan John

LAST month No. 1 Airmen's Mess spent one dollar on soap. That is exactly what it cost Flight Sergeant Bedard to manufacture 180 pounds of strong brown floor soap. And when you realize that the floors of both Mess and Kitchen are washed every day, often more than once, and that there are about 8,000 square feet of it, you can appreciate the saving resulting from F/s Bedard's efforts.

The manufacture of soap on the Station began shortly after the arrival of Wing Commander C. A. Hore, M.C., as Station Administration Officer. Even in a place like Trenton where \$153,500 is raised for a Victory Loan Drive, where everyone is cutting down expenses, saving clothes, food, shaving tubes, paper, there is bound to be something overlooked. That something, in this case, was found in the kitchen, on soup plates and dishes — the fat and grease which could not be sold or made into lard. Now it is transformed into soap for the floors and pots and pans.

Wing Commander Hore discussed possibilities of the manufacture with F/S Bedard and the latter remembered a recipe of his grandmother's and after a

little experimenting, a successful formula was obtained. If you want to try it some time, here are the directions :

Take a big heating receptacle and pour in 60

(Continued on page 69)



# Pageing All "Alchemists"

**Airmen, Airwomen Urged To Support Service's  
Salvage Efforts - Trenton Is Leader  
In Saving Rubber, Metal, Etc.**

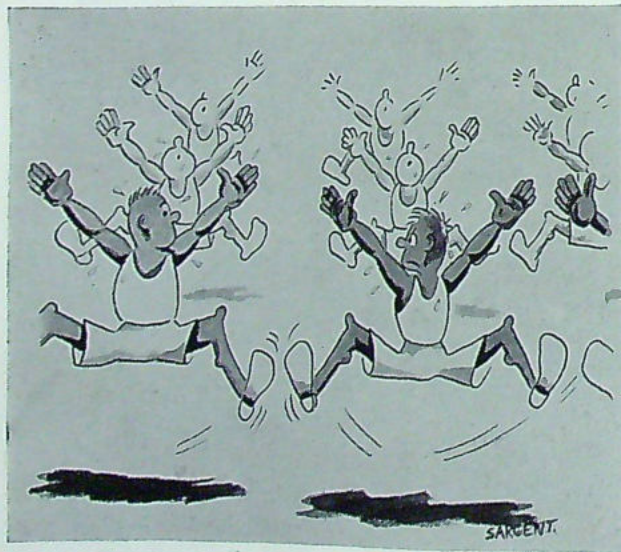
By LAC Brian Fisher

**T**HE Royal Canadian Air Force needs alchemists. No, not the usual type of alchemist who spent his time trying to turn lead into gold or cigarette ends into chewing gum, but a new type to turn razor blades into Axis-crushing tanks and toothpaste tubes into bases for shells or sinkers for carburetors.

Any Airman can be this new type of alchemist. He needs only to remember that practically nothing is waste today, to save his blades and bottle tops and the nails from the crate for sweets the folks sent at Christmas, and give them to the Station Salvage Committee or leave them in one of the handy collection containers available everywhere.

Squadron Leader N. A. Nunn, Senior Equipment Officer at Trenton, gave "Contact" some startling information on the importance of salvage work on this Station. For example, without the huge amount received on Airman's Day, September 7, normal salvage has resulted in the collection of three quarters of a ton of rubber in nine months.

Prior to the war, waste fats were of little use to anyone except perhaps the housewife whose husband liked pancakes. Today they are used to make soap — one of the most carefully rationed commodities in the overseas lands. Four pounds of fat makes seven pounds of soap and during the months just



"Hasn't anybody suggested girdles as an easier way of improving our physique"

passed, enough was saved at Trenton to produce 600 pounds of soap.

Salvage work on the Station is divided into two classes, Public and Non-Public Funds. Under the former heading comes all wastes from commodities that have originally been purchased by the Station. The latter includes by-products from articles bought by the Airmen themselves, such as shaving cream tubes, razor blades, etc.

Public Funds salvage comes under the supervision of Squadron Leader Nunn and he is justly proud of the Station's record in this work and emphasized its moment to the war effort. "We look upon salvage today as of the utmost importance," he said. There is hardly anything that is entirely waste. Nearly everything can be put to some further use, perhaps in a greatly altered form. We need only to look upon the privation caused in other nations by lack of some of the simplest items to realize how necessary it is for us to save and keep on saving."

Under the heading, Public Funds, come such vital articles as rubber and scrap metal, cleaning fluids for engines, empty food containers, bottle tops, bottles of all kinds, electric lamp bases, bones and fats, paper of all kinds, debris from damaged aircraft, lumber, textiles, old clothing of every description.

Ingenious devices are sometimes employed to swell the total, with the result that it has been steadily increasing. On September 7, Airman's Day, the price of admission was a piece of scrap of any description. Kiddies arrived in droves with their "tickets" ranging from old ironing cords garnered from the city dump, to chunks of water pipe the plumber had hidden behind the bathtub. In all, the amazing total of 4,700 pounds of rubber and 2,230 pounds of scrap metal, in addition to huge quantities of other materials, were added to the drive against Hitlerism that day.

In conjunction with the salvage work, strictest economy is practised and advocated. As an example, Squadron Leader Nunn pointed out workmen tearing down small packing cases and withdrawing the nails. The nails would be straightened if necessary and used again. "Nothing new is used if a little touching

(Continued on page 60)

# Contact

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. . . . . *The Home of*  
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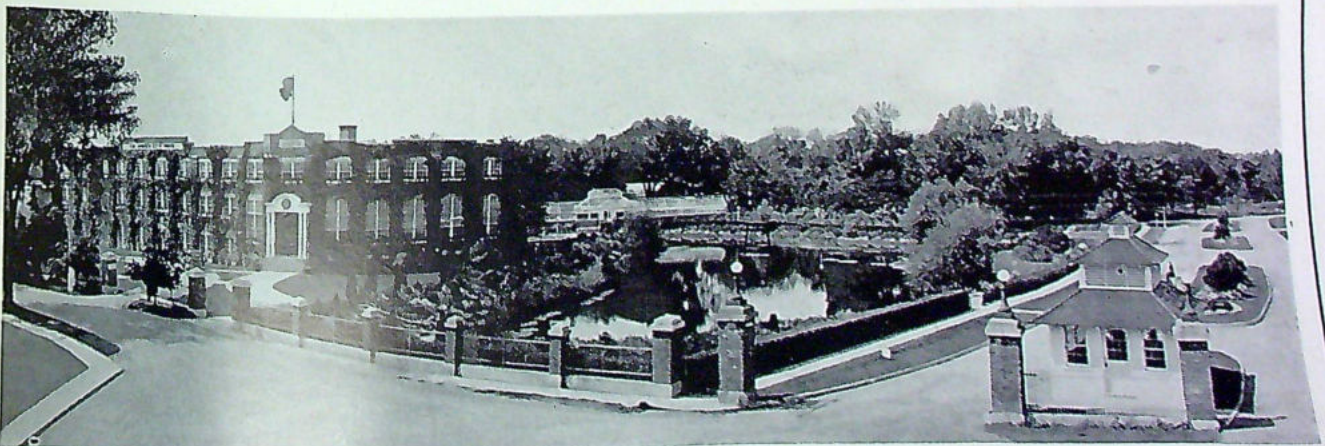
**A**TTRACTIVE surroundings and pleasant working conditions not only add breadth and depth to the life of those so situated in their capacity as citizens but also exert a direct influence upon the mental outlook of these same persons in their capacity as workmen.

A product should not be simply an exchange for a day's pay but the intelligent application of a trained and cheerful mind. This is the objective of the Garden City Press. Comfortable homes in an attractive setting with cheerful environment while at work have given our workmen a broader and more intelligent outlook which is definitely reflected in their work.

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

# Cartoon Corner

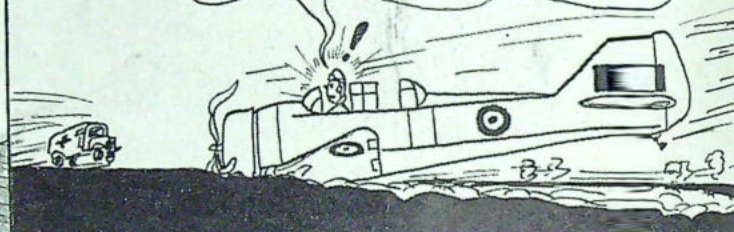
WELL, SAY SOMETHING, I SAID "IT LOOKS LIKE A WHITE CHRISTMAS, DOESN'T IT?"



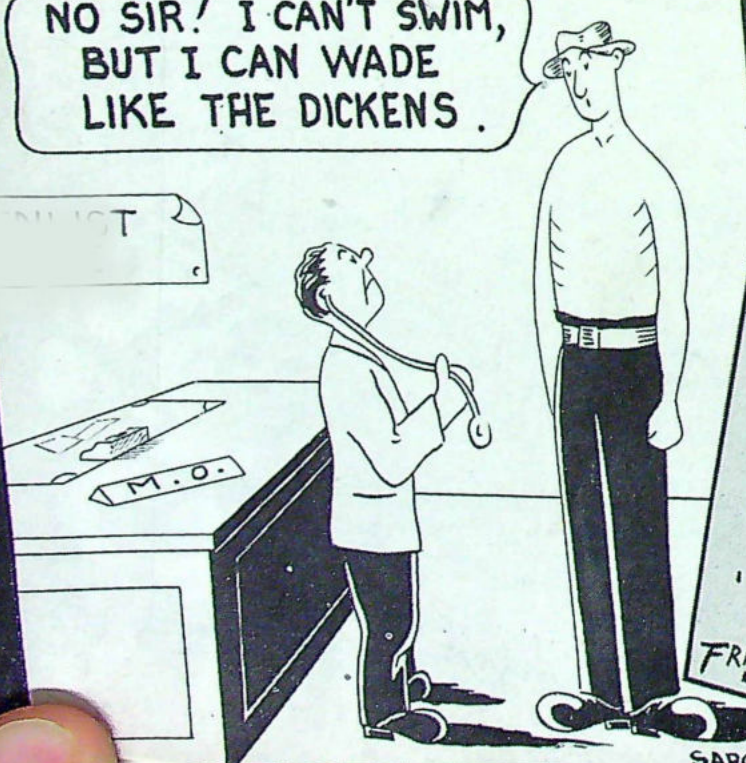
HONESTLY — I DON'T KNOW WHY THE HECK I BOTHER!



HUH! MUSTA FORGOT SUMP'N!



NO SIR! I CAN'T SWIM, BUT I CAN WADE LIKE THE DICKENS.



YOU LOOK FEEL WATER, ALF — I KEEP MY EYE THIS MORAGE!



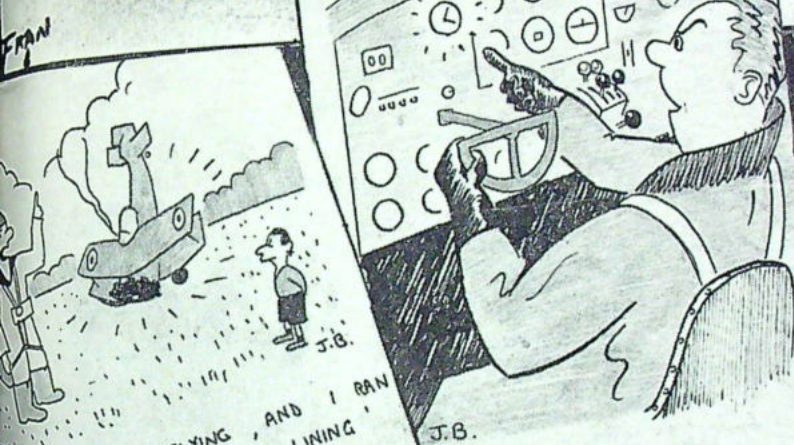
SANTA CLAUS BROUGHT IT LAST NIGHT, SIR!



I'M JUST READING THE FIRST PART, WE SERGEANT'S CAN INFLUENCE PEOPLE ALLRIGHT, BUT WE CAN'T MAKE ANY FRIENDS.



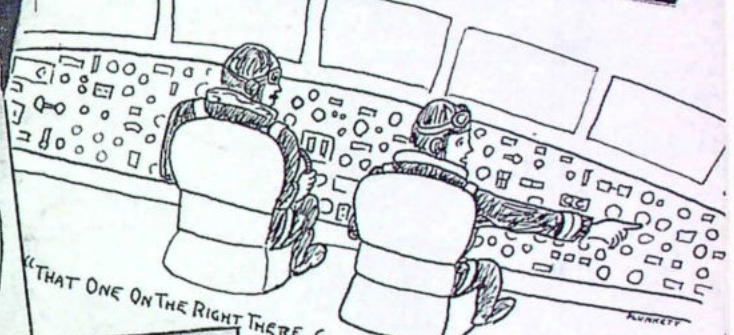
SARGENT



WAS CLOUD FLYING, AND I RAN INTO A SILVER LINING

J.B.

I CAN NEVER REMEMBER WHAT THIS ONE'S FOR, SIR. ITS USED FOR TELLING THE TIME - WE CALL IT A CLOCK



THAT ONE ON THE RIGHT THERE, GIVES STOCK MARKET AVERAGES.

IT SAYS HERE, IT SAYS, ANTI AIRCRAFT FIRE IN THIS AREA IS PRACTICALLY NIL.



A SLEEPY LAGOON  
A TROPICAL MOON



FRAN

## dental corps



### FRONT ROW

Sgt. E. A. Wainman  
 Lt. Craig, G. H.  
 Capt. Coppel, D. L.  
 Major Honey, E. M.  
 Capt. Booth, J. G.  
 Capt. MacDougall, D. H.  
 Sgt. Frederick, R. K.

### MIDDLE ROW

Pte. Marshall, A. L.  
 Cpl. W. J. Purdie  
 Cpl. M. M. Granger  
 Cpl. G. H. Boyes  
 Cpl. Patton, H. M.  
 Cpl. Tobin, R. L.

### BACK ROW

Sgt. Taylor, G. F.  
 Cpl. Green, B.  
 Pte. Turner, J. G.  
 Cpl. Marcus, B. B.



*Introducing*  
**Army Personnel**

## postal corps



### FRONT ROW

Pte. Vice, G. F.  
Pte. Hinton, F. C.  
Cpl. Acheson, H. V. G.  
S/Sgt. Cloutier, R. J.  
Cpl. Naulls, W. A.  
Cpl. Whitehead, W. R.

### BACK ROW

Pte. Argue, F. H.  
Pte. Jury, J. E.  
Pte. Collins, K. K.  
Pte. McInnis, G. S.  
Pte. Dean, H. L.  
Pte. McTague, J.  
Pte. Cottingham, E. R. M.  
Pte. Malone, C. H.

**service corps****FRONT ROW**

Cpl. Hunt, D.  
S/Sgt. DeLisle, D.  
Lieut. Wood, J. N.  
Cpl. Farrell, R. H.

**BACK ROW**

Pte. Cohen, W.  
Pte. Wilson, E.  
Pte. Brandi, K.

**THE UNOFFICIAL HISTORY OF FLYING—No. 3 "FIRST FLIGHT"**



Jean Francois M. Pilatre de Rozier and M. le Marquis D'Arlandes in a gaily decorated balloon filled with hot air, designed by the brothers Montgolfiere, were the first human beings to fly. That was in 1783, nearly fifty years before the founding of the Labatt Brewery. Without wishing to start an argument as to which was the more important event, it is significant that within one year the hot-air balloon was surpassed by Professor Charles' Hydrogen Balloon, whereas Labatt's . . . well anyway, Labatt's is the airman's favourite brew.

**JOHN Labatt LIMITED • LONDON, CANADA**  
 BREWERS OF INDIA PALE ALE, CRYSTAL LAGER, XXX STOUT AND EXTRA STOCK ALE

*A Lot Has Happened . . . . .*

(Continued from page 34)

"But it wasn't long before these difficulties were overcome and the Station began to sprout. Came another hangar, another barrack block and soon the Administration Building began taking shape. By 1936 the Station looked pretty much as it does now except for the additional hangars and one or two buildings erected since war began."

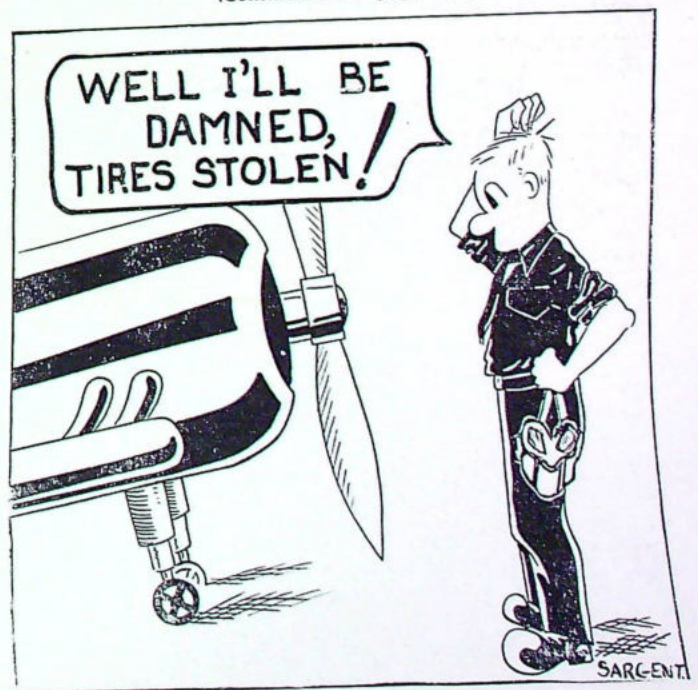
There was a lot of hard work entailed in the years of building but a lot of fun was had by those concerned, as well. Athletic competitions were numerous and Banfield smiled when he thought of the vast amount of equipment on hand today as compared with the limited supply then. "I remember playing the first game of badminton on the Station," he said, "and it was quite a game. Another chap and myself hitched a piece of string between two aircraft, stuck some feathers in a cork and batted the thing around, using a couple of books as racquets."

"The softball contests, however, were the best and if you think the inter-unit competition is keen, currently, you should have seen the way the civilian and Air Force teams used to battle it out. Most of the labor then was civilian you see, and they used to get some really good teams. The rivalry was good-natured but the boys played all out to win and the um-

pires had to be of Pilot Officer's rank or over. An N.C.O. would have had his brains batted out before two innings had gone by."

Banfield chuckled as he thought it over. "You know, I was always the scorekeeper and what a job

(Continued on page 67)





When The C. O. Took His First Salute As An Air Commodore.



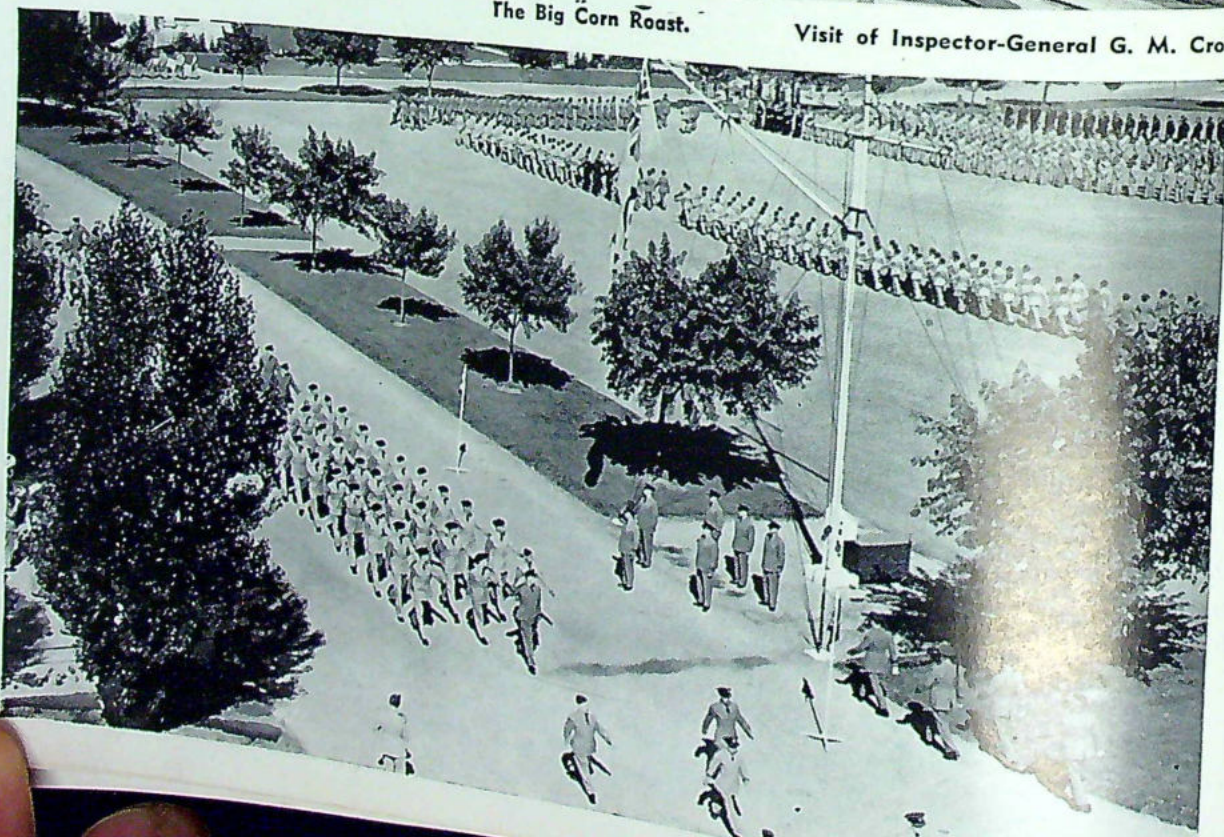
Kate Smith's Visit.



The Big Corn Roast.

Visit of Inspector-General G. M. Croil.

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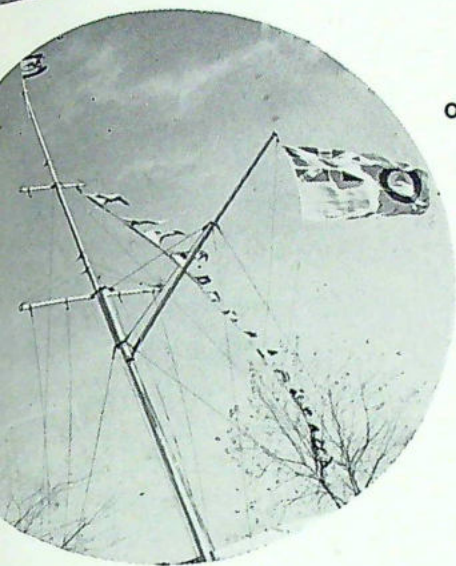




The W. D.'s Arrival.



Station's Vets At Armistice Service in Town.



Our \$153,500 Victory Loan.

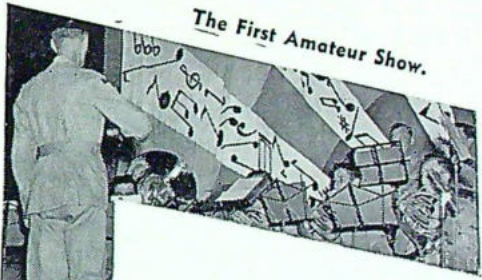
**A Few Glimpses  
Of Standout Ev-  
ents Taking Place  
At Trenton During  
The Year Just  
Gone By**



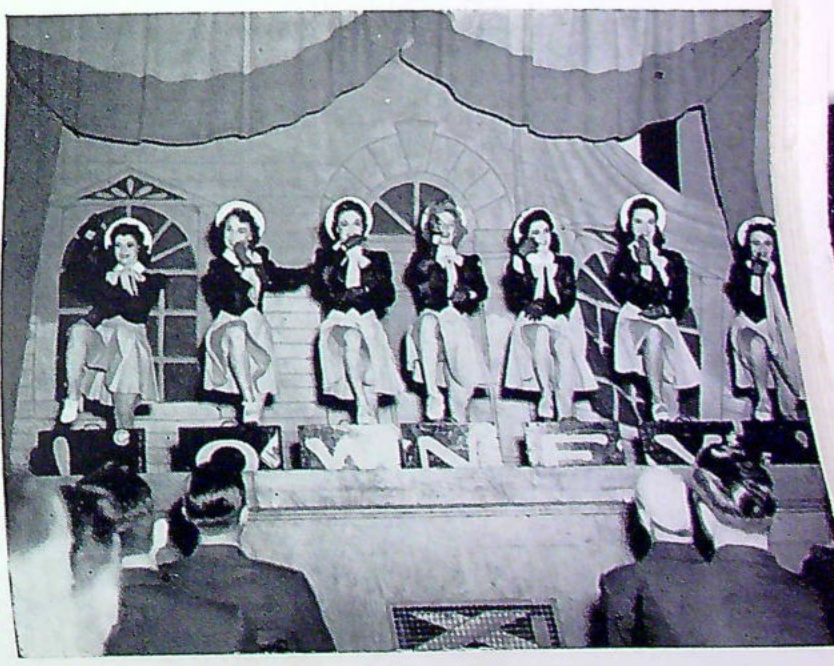
The Airmen's At Home Day.



n Dickenson's Singing.



The First Amateur Show.



The Lowney Caravan

# K. T. S. Is Reorganized

*Re-Selection Now Separate Unit But Added Courses Compensate Loss*

ONE of the more recent developments in the R. C. A. F.'s continual growth and improvement, Composite Training School at Trenton, popularly known as K. T. S., has been reorganized.

The most noteworthy new feature is that Re-Selection now is divorced from the set-up entirely, being a separate unit under Wing Commander Coath. But, while Re-Selection has been subtracted, Trenton's Administration School has been dissolved as an independent unit and its courses added to No. 1 Composite Training School as it now is known.

Then too, recent and substantial additions to the new scheme are the Equipment and Accountants courses, formerly functioning as a separate school at St. Thomas, Ont., and they, together with the aforementioned, serve competently to replenish personnel lost with the isolation, so to speak, of Re-Selection. From point of view of R. C. A. F. ground trade courses alone, it is safe to say the majority are therein incorporated.

Running over the reorganization briefly, K. T. S., under command of Wing Commander D. J. R. Cairns, former Officer Commanding the Administration School, now consists of four main units who share the various courses. They are: 1. Administration Course for Officers under Flight Lieutenant J. S. Harris; 2. Administration Course for N. C. O.'s un-

der Flight Lieutenant Morrall; 3. Equipment and Accountants' Training under Flying Officer L. A. Vail and including courses for Accountant Officers, Equipment Officers, Equipment Assistants (W. D.) and clerk accountants (W. D.); 4. The old Training Squadron.

The latter includes D. A. P. M. Officers and Security Guard courses under Flight Lieutenant Rogers and Flying Officer Shedden; P. T. and Drill under Flying Officer Passmore and Flying Officer Stedman; Service Police, WO1 Bailey; Disciplinarians, Flight Lieutenant Hinton; Flying Control, Flight Lieutenant Wilcocks; Advance firefighters, Flying Officer Matthews; Motor Transport Specialists, WO1 Pat Cousins and Medical Nursing Orderlies under Nursing Sister Hargreaves.

According to Wing Commander Cairns, who is assisted by Flight Lieutenant Crawford, Adjutant, and Flight Lieutenant Chester, Administration Officer, 17,000 men and women have been trained for various ground jobs since the school opened in 1940, and there's no indication of any let-up.

Before concluding, it might be well to list the names of those who have important but difficult jobs of instructing the thousands who circulate through K. T. S.'s various courses.

(Continued on page 71)



## K. T. S. Officers

### FRONT ROW

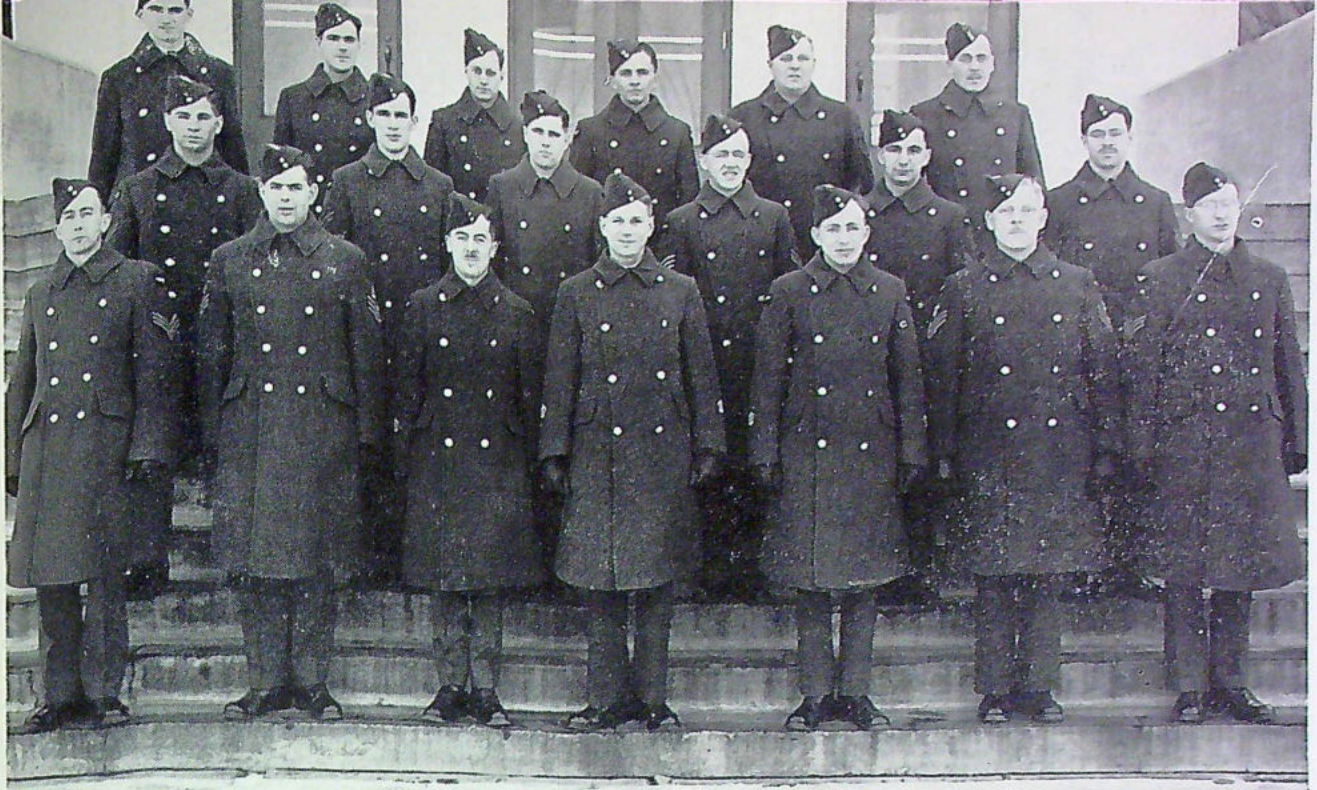
F/L J. S. Harris  
W/C D. J. R. Cairns  
F/L A. B. Crawford

### MIDDLE ROW

F/L H. N. Hinton  
F/L G. W. Morrall  
F/O A. O. Klein  
F/L E. W. Clark  
F/L W. M. E. Chester  
F/L G. A. Woolley

### BACK ROW

F/L L. C. Wilcocks  
F/L A. W. Rogers  
F/O T. H. Matthews  
F/O L. E. Vail  
F/O L. E. Stedman



## orderly room staff

**FRONT ROW:** Sgt. Burnip, C., F/S Anderson, W. M., WO2 O'Connor, E. J., WO2 McMahon, R. K., WO2 Newman, G. S., F/S Brown, J., Sgt. Kinniburgh, J. H., **MIDDLE ROW:** Cpl. Tessier, G. J. T., Cpl. Smith, R. L., Cpl. Dunning, C. S., Sgt. Campbell, F. J., Sgt. Kahansky, W., Sgt. Bullick, D. B., **BACK ROW:** LAC Russell, S. T., LAC Hogan, F. E., LAC Johnston, A. M., AC1 Hayes, E. J., Cpl. Stebbings, S., Cpl. Leguée, T. F.

**FRONT ROW:** F/S Wilson, F., F/S Beazer, B. C., F/S Miller, T., F/S Thebarge, C., WO2 Anderson, R. J., WO1 Bailey, G. E., WO1 Cousins, L. R., WO1 Kahala, E. A., WO1 Spano, J. A., WO2 Pinckney, J., WO2 Hough, F. H., F/S Duggan, L. W. **SECOND ROW:** F/S Stillman, F., F/S Worrall, N., F/S Clifford, A. C. F/S Inman, W., Nick, J. G., F/S Leduc, J. G. A., Sgt. Forsyth, H. F., Sgt. Portman, H. G., Sgt. Levack, A. V., Sgt. Wilson, G. L., Sgt. Meinhart, R. H., Sgt. Anderson, L. D. **THIRD ROW:** Sgt. Lundy, C. D., Sgt. Dowie, F. A., Cpl. Phillips, F. A., Cpl. Warren, R. G., Cpl. Miller, F. A., Sgt. Tavener, A., Sgt. Duncan, G. M., Sgt. Allward, L. H. E., Sgt. Hamilton, A. F. E., Sgt. Carswell, F. A., F/S Buss, W. C. J., Sgt. Cramb, H. M., **FOURTH ROW:** Cpl. Cuillerier, A. J. L. P., Cpl. Carswell, T. G. Cpl. Campbell, L. C., Cpl. McIntosh, K., Cpl. Mills, W. A., Sgt. Prince, L. A., Sgt. Brown, W. R., Cpl. Page, J. E., Cpl. Andrew, A. B. H., Cpl. Sowden, R. E., Cpl. Hewitt, D. A., Cpl. Topham, H. **FIFTH ROW:** Cpl. Card, A. A., Cpl. Power, W. A., Cpl. Duffield, E. J. H., Cpl. Stannard, F. G., Cpl. Greenlay, W. B., Cpl. Dick, J. R. V., Cpl. Nacht, R. E., Cpl. Racine, J. R., Cpl. Ax-ford, W. S., AC1 MacDonald, H. E., Cpl. Purse, A. J.

## instructors



# Good-Bye, Now

***"Contact" Concludes Publication  
With This, The Twelfth  
Consecutive Number***

**L**IKE all good things, "Contact" must come to an end.

Resulting from an Air Force Headquarters ruling which prohibited the sale of advertising for Station publications after December 1, Trenton Air Station's magazine sings its swan song with this issue, its Year Book and twelfth consecutive monthly number.

"Contact's" dissolution as a 36-page "slick" publication ("slick" meaning smooth-paper job in this case), is a disappointment, particularly to those directly concerned with its production. However, the reasons for the A. F. Q. ruling are warranted and we are looking forward to seeing the first issue of the official R.C.A.F. publication, soon to make its appearance in all canteens.

According to Pilot Officer Jerry Anglin, managing editor of the new book, it will be a 16-page, Sunday Supplement type of publication, liberally supplied with cartoons and feature stories from all over Canada. It has been found that Station publications such as "Contact," have been making too substantial inroads into the advertising budgets of business concerns, thereby depriving newspapers, chiefly those in smaller towns and cities, from advertising income they otherwise would receive. And it sounds quite logical.

But without advertising, "Contact" cannot be produced on the elaborate scale it has enjoyed since January. Possibly a Station organ of some sort will be maintained but likely will be restricted to mimeograph or small newspaper form.

According to present plans, partial funds for a Station magazine will be accrued from the sale of the official R.C.A.F. Magazine. Published in Ottawa, the organ will be sold for a sum undetermined as yet, half of the amount to be retained by each Station and used to defray costs of an independent publication.

"Contact" in its present form, was born last January, an amplification of the mimeographed "Contact" holding forth since November, 1940, under the guidance of Sergeant Major Dick Sherwood and Corporal Ed Lally.

The more elaborate book, brain-child of Air Commodore T. A. Lawrence, then Commanding Officer, was lined up by Flying Officer Guy Lafleur, former Montreal newspaperman, in collaboration with ser-

geant Fred Rogers. F/O Lafleur was posted before completion of the first issue, however, and his position of Managing Editor was taken over by Flying Officer E. T. Hamilton, former United States journalist, now back in the U.S. as a Lieutenant in the American Air Corps.

But before transferring to his country's forces, Lt. Hamilton solidified "Contact's" status with help from Wing Commander H. H. Atkinson, former Station Administration Officer, who acted as president. And Wing Commander C. A. Hore, M.C., W/C Atkinson's successor, has given the same constructive support since August.

In its first six issues, the magazine presented an interesting pictorial and editorial cross-section of the Station, each number dwelling on one particular unit. But latterly the book has attempted to tell the story of Station life in general.

The staff suffered gradual depletion throughout the year. Lt. Hamilton left late in May, to be succeeded by AC1 Stan Helleur, former Montreal newspaperman who since has looked after all the layout and most of the writing. Sgt. Rogers was posted before work on the July issue got underway, leaving

**AC1 STAN HELLEUR, Managing Editor.**





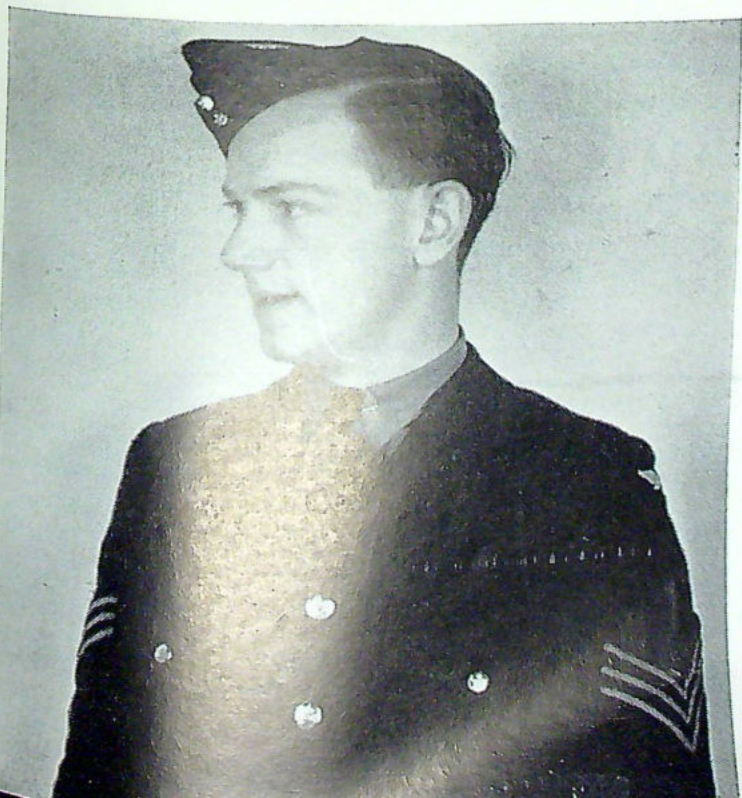
**SGT. J. W. SARGENT**, Art Director.

only four of the original staff — Helleur; Sgt. Bill Sargent, art director; LAC J. J. Pennylegion, advertising manager; Don Richardson, office manager. But the four soon became three, for Richardson and his successor, AC1 Nick Trook, were required for work more vitally concerned with the job at hand.

In October, LAC. Pennylegion also left "Contact" on posting to Sydney, N. S. but before departing, sold enough advertising to support the November issue adequately and give our December number a good start. Flying Officer F. E. "Buff" Horton agreed to take time off from his duties as Station Sports Officer to sell additional advertising for our bumper Christmas number and it was only through his and Pennylegion's efforts that our Year Book could be produced on such a grand scale.

The month of October, too, marked the innovation

**SGT. FRAN DOWIE**, cartoonist.



**LAC. J. J. PENNYLEGION**, Advertising Manager.

of a women's Division section and introduced AWI Edith Motley of the Equipment Section, as its capable editor. Her breezy writing and humor have made "What's Doin'" an outstanding feature.

Speaking of features, "Cartoon Corner", has proved tops and this is due mainly to the efforts of Sgt. Sargent and Sgt. "Fran" Dowie whose cartoons have been the "Corner's" backbone. Other foremost contributors have been Pilot Officer J. Bulling and LAC. Plunkett, both of the R.A.F.

Early contributors to the Magazine's literary content were Pilot Officer John Newbold and LAC Alan John. Sgt. Sargent also took time from his art work to write a story now and then, while LAC. John was back at Trenton for December and further help for this issue was obtained from LAC. Brian Fisher, former Maritime newspaperman.

(Continued on page 84)

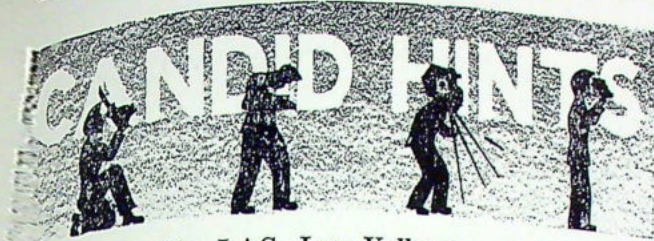
**AW. EDITH MOTLEY**, Women's Editor.



## photographic section



As "Contact" goes to press for the last time, we would like to give credit where such is due to Station Photographic Section members who have accomplished so much in helping make the magazine a real souvenir each month, and particularly the last month. Under **FLIGHT SERGEANT NORM TOWNSON**, centre, the trio including **LAC. DICK TISSOTT**, left and **CORPORAL KEITH McLEAN**, has flashed a lot of good pictures for "Contact" between regular jobs of a A.I.D., crash landing, identification and other photographing, and the Station as a whole is grateful for its efforts.



By LAC. Leo Velleman

**T**HIS is the last column with which I can bedevil the devotees of photography who read "CONTACT" so, as a swan song, I would like to make my apologies and farewell hints.

In the way of apology, I wish to make excuses for the technicalities which have crept into these columns.

Photography is peculiar in that in order to get really satisfactory results, it is necessary to understand the basic principles involved. Though simple, these principles need explanation, but in the small space which has graciously been allotted to me, it often been necessary to condense my material to point wherein once more it became involved. I'm sorry, wasn't it?

In spite of this little "vicious circle," I did try to make clear to those interested, some of the facts that govern the taking of pictures.

On reading over some old columns, however, I've been stricken with the grave doubt that they were really readable. I hope I am wrong.

In spite of all this, I hope that some of the possibilities of the camera have been made plain to those owners of box jobs and more elaborate equipment who were interested.

The following are a few suggestions that I should like to make to those who are willing to pursue the lines that I have laid out.

The manufacturers of cameras and films prepare books and pamphlets, some free, some at small cost, on the subject of "How to take good pictures," both for amateurs and out. The magazines on photography, both offering many fine pictures, run many articles on hints for amateurs, both beginners and advanced. Newspapers, too, run columns (like this) on various phases of the hobby.

There are on the market and easily obtainable: inexpensive calculators that reduce the problem of figuring out an exposure to a simple formula. All the aids can be had for the small effort of digging up and spending some time in studying them. Your interest carries you farther than this, there are books on the market and in libraries which give out with additional information.

There is a word of advice that I would offer apart from all this. The picture itself is the main thing, don't get so bogged down by the interesting mechanical aspects of photography that you lose sight of the main thing. It doesn't matter a hoot if you used super-

(Continued on page 84)



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 F/O Griffiths, A. H.  
 F/L Woolley, G. D.  
 F/L Wainright, A. L.  
 W/C Coath, R. D. (O/C)  
 F/L Pinch, J. E.  
 F/O Gordon, R. E.  
 F/L Outram, E. G.  
 F/O Cleaer, W. H.  
 F/L Hince, H. A.  
 F/L Isaac, F. S.  
 Hon. F/L Inman, S. M. (Padre)

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 F/L Warr, J. R.  
 Sgt. Daid, R. C.  
 Sgt. Wolman, R.  
 F/S Armstrong, W. E.  
 F/S Peterson, A. C.  
 F/S Downey, W. C.  
 F/S MacLean, E. R.  
 WO2 Mathieson, C. S.  
 F/S Krochko, J. J.  
 F/S Harris, O. E.  
 F/S Haddow, W. S.  
 Sgt. Seymour, M. J.  
 S/L Jay, H. J.

### THIRD ROW

AW2 Mills, N.  
 Sgt. Sculthorpe, C. W.  
 Cpl. Moore, K. H.  
 Sgt. Tolpey, W. J.  
 Sgt. Stevens, R.  
 Sgt. Bowens, J. A.  
 Sgt. Lee, W. C.  
 Sgt. Hatch, L. E.  
 Sgt. Burman, J. R.  
 Sgt. McLuhan, H. E.  
 Sgt. Waters, G.  
 Sgt. Turner, E.  
 Sgt. Wheaton, D.  
 AW1 Parsonson, V. M.

### FOURTH ROW

Cpl. Mills, R. E.  
 Cpl. Reynolds, J. F.  
 Cpl. Saunders, F. N.  
 Cpl. Franz, A. R.  
 Cpl. Griner, J. R.  
 Cpl. Thompson, W. D.  
 Cpl. King, K. B.  
 Cpl. Bell, R. J.  
 Cpl. Drury, G.  
 Sgt. Gamage, A. S.  
 AC1 Prew, G. T.  
 Cpl. Harper, F. S.

### FIFTH ROW

Sgt. Murray, J. C.  
 LAC Collin, D. C.  
 Cpl. Wolfe, L.  
 AC1 Macintosh, G. A.  
 AC1 Nassif, L.  
 LAC Munowsky, J.  
 AC1 Quenoville, J. J.  
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# What's Doin'



## News ★ WOMEN'S DIVISION ★ Views By AW1 EDITH MOTLEY

**I**NVESTIGATION is being made into chintzes for our barrackroom, so soon we shall go all feminine with curtains around our hanger-spaces and little dressing boxes with skirts on them in between our beds. The advent of the orange boxes will really be something. Most of our lockers badly need annexes, being real Fibber M'Gee cupboards. Nothing but Mr. Kresge's best lock keeps our possessions from leaping out on the floor and most of us have to open our lockers with one hand and stem the avalanche with the other.

And this isn't necessarily untidiness. When you have to put into a weeny space your "other" shirts, underwear, stockings and pyjamas, along with your laundry bag, sweater, sports things, cosmetics, polishing kit (with brushes) first aid outfit, writing materials, a library book and maybe an iron, then try to insert the Christmas presents you bought, you run into difficulties.

The locker should have elastic sides and experience working in a sardine factory is the only trade training suitable for this part of service life. We have found it expedient to put our kit-bag, haversack and a few other articles under our mattress and a magazine, and orange and two boxes of Christmas cards under our pillow. They are quite easy to sleep on but rob the bed of that svelte look so desirable upon inspection.

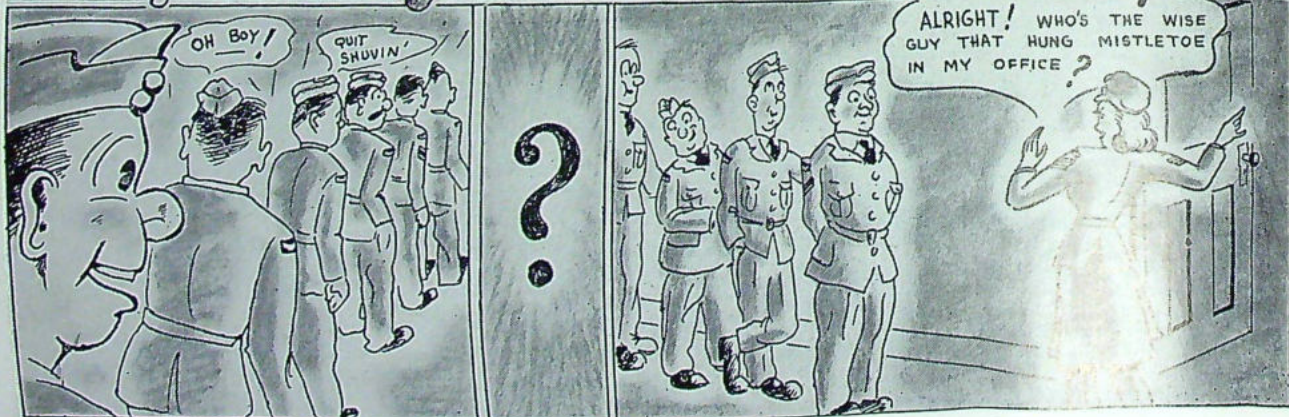
Blood flowed like water among the W.D.'s recently but there wasn't a battle. It was their first chance to go into Belleville as blood donors and nearly 100 volunteered. There will be other opportunities, we are assured, so the disappointed ones can hang onto their pulses for a little while longer. This is one way that a girl can get a bus ride, a nice cup of tea and a piece of toast and time off next day. For all this and honor too, most of the girls would be glad to give oftener.

In spite of all the Station activities that the W.D.'s engage in, they do manage to indulge in a number of domestic evenings. One barrackroom had a scrubbing party (most scrubbers are individualists, we find, but these were different) with quite elegant eats, including ice-cream. The girls in another room were enjoying a birthday cake when the radio announced a thriller so they turned off all the lights and sat about, pleasantly terrified, with only the points of cigarettes for illumination. Passers-by thought they had gone completely mad, but they enjoyed it.

Our glamor boots are bad enough but they could be worse, it seems. Jean went bowling in Belleville the other night and it was only when she got into the street that she realized that she'd forgotten hers. Her escort obligingly went back for them and returned all unsmiling with a large pair of airmen's

### Serpent Sally

BY... FRAN



overshoes. He hadn't intended to be funny but when she convulsed with laughter, protested about the size, he did admit that he had overestimated her.

And as Contact goes to press for the last time, we would very much like to say a word of appreciation of the way the "What's Doin'?" Section has been treated by the Editor, the Art Editor, and you, our "dear readers". A word, however, isn't enough; it would take a whole issue and there aren't any more issues. We shall just say "Thank you" (and mean it) and express our heartfelt wish that the New Year and the new ventures undertaken will prove as successful and worthwhile as Contact has been.

INTRODUCING . . .  
**The Girls** *By "Edie"*

WHEN a columnist says a girl has "even teeth" and the printers change it to "seven teeth" — that's horrific! But the girl in question, being a mighty good sport, seemed to enjoy the joke as much as any of the other readers. Let this be an apology for the misprints in last month's Contact and an explanation of any that may occur in this.

A third hook that landed in a pretty popular place was the one that made Corporal McKenzie, Sergeant, Sgt. McKenzie comes to us from Camp Borden but her home is in far-away Charlottetown, P.E.I. where she held a secretarial position with an investment company before she went to war. We know she will find that spending her time in Trenton with the W.D. is a top-notch investment.

You've probably noticed her on account of her friendly smile — Corporal Ritchie, who moved into our midst in October. Formerly at the No. 6 "M" Depot, Toronto, Cpl. Ritchie comes from Annapolis Royal, N.S. where she prepared herself for her Air Force career as an equipment assistant by working in a store. Posted first to Calgary, Alta. she was called back to Toronto to be called Corporal, and how they are getting along without her we dont care to inquire.

Congratulations to our new corporals Charley (Fabric Worker), Engmann (M. T. Section), McKee (Telegraph Office), Cox nee McLellan (Hospital Assistant), and Granger (Dental Assistant) for the recent acquisition of their hooks.

Charm, vivacity and good looks are only three of the attributes of Marge Chesney of the M. T. Section. LAW Chesney was one of the original W.D.'s to go to Gander Lake, Nfd. That's why she wears "Canada" on her sleeve and that's why she's such a good sport to be enthusiastic about Trenton because she hated leaving Gander after her four months' service there. A Winnipeg girl, Marge was and is well-known for her dramatic talents and her ability as a producer and director. Any one whose sense of fun is

as highly developed as hers is will be an asset to Trenton or Gander or wherever she is stationed.


If you've wondered where Bernice Conrad got her air of command, you probably didn't know that she was sergeant-major of the volunteer in Halifax before she joined the R.C.A.F. AW1 Conrod has been working in the photographic section lately, although she has been given a number of pretty exacting duties which she has performed efficiently and always cheerfully. We hope she gets her wish — to go home for one day at Christmas to meet her brother on leave from his Ship.

A girl who thinks nothing of bowling over 240 is Gabrielle Gaudet who knocks off a score like that with ease and grace. Gaby bowls as she does her barrack housekeeping — and everything else — efficiently, quietly and with exquisite precision. If you think she's quiet in English, you should hear her chatter in French, her eyes twinkling with that acute sense of humor of hers. Her home letters go to Victoriaville, P.Q.

Among the Flyerettes who have been making names and taking games for themselves, is Georgie Child who is so easy on the eyes. You first knew Georgie as a trainee and rejoiced with her when she was posted to the Accounts Section here. AW1 Child is a Regina girl and, you can believe it or not, taught school before she joined our ranks. Education must have been pretty popular in the Regina district

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"OUCH  
MY FEET!"

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INTO  
A  
PAIR  
OF



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but we imagine that there have been a lot of truan-  
cies in the last few months.

Orchids to the clever-fingered W.D.'s who did such valiant work on the costumes for the Rondelles. Dot Kilvert started them off and was assisted by Eva Wright, Helen Kilvert, Mae Larson and Barbara Gibbons. Then came a couple of expert fabric workers, Phyllis Bellows, and Barbara Dyer, and the work went forward by leaps and bounds (or should we say by seams and hems?). It's amazing how much can be done in a short time. The costume for the Gay Nineties number wasn't even started until the last day, then Norah Husband cut it out in her noon hour and Phyllis Bellows took most of her twenty-four to whip it together. (But listen, lads, just because they're good is no reason for taking all your mending to them).

### Song of the 73rd. Mrs. Solomon

WHO shall compare with a virtuous W.D.? The hearts of her corporals do safely trust in her; she will do them good and not evil all the days of her service life. Strength and honor are her clothing (but definitely) and she shall rejoice in time to come. Behold, her price is above rubies, yea, even unto 90¢ a day (\$1.05 if she hath attained her "C" grouping.)

My daughter, consider the days of the W.D.; for her days are as grass; the wind passeth over them, the fire siren bloweth upon them and they are gone.

She riseth while it is yet night and runneth like a young deer for the showers there to do battle with her sisters for the chair upon which to park her possessions. She jerketh on her garments and curseth but mildly or not at all (K.R. Air, para—) when the latchet of her shoe bursteth.

She polisheth diligently her shoes and brass lest her mam reprove her on parade saying, "Thou sluggard, get thee to detention. From henceforth thou shalt be C.B." She tucketh her hair into neat bits lest when the judgment comes it shall be found wispy. She painteth her face and nails but sparingly lest it shall be said "She hath the look of a civilian." She perfumeth her hair and ears lest it be said "She hath no femininity."

She stumbleth into outer darkness to seek sustenance. And behold, approaching from afar off, she espieth a great line of all manner of men winding slowly unto the Mess. She falleth in meekly at the end and awaiteth starving. She clutcheth a mug like unto the colossus of Rhodes and a spoon like upon a propeller blade and thus armed followeth the labyrinth where food is dispersed. She staggereth off with her burden to gulp in haste and repeat at leisure. Nor doth she forget to cleanse with tissue the chalice that hath touched her painted lips.

She returneth to her tent and assembleth her couch, sweeping diligently thereunder. She descend-

with haste unto parade lest the woeful cry go up "Too late, too late, ye cannot enter now." She advanceth when the sergeant beckons, and crieth out in a loud voice when her name is called on roll. She falleth in without plaint, although the wind bloweth where it listeth (and forsooth it listeth plenty) for many are cold but few are frozen. She marcheth smartly and picketh them up with pride. And if the wind do sweep away her cap or if she backslided on the ice, she so doeth on the right foot.

Hour by hour she persevereth in toil and fainteth not, her mind pondering great things, viz; "Wherewithal doth this form go?" "What shall we have for lunch?" and "Doth my beloved mean what he saith?"

When sound the trumpets at noonday, she directeth swift steps to the post and beseecheth her mail, rejoicing greatly when into her hands is delivered an epistle from her beloved. She turneth her feet unto the Mess, in her heart gladness and in her hands material for a good breach of promise suit.

Yet ere she can fall to, she must go rank on rank in the route march that crawls like a serpent back and forth within the portals of the Mess. And she fain would fill herself with the crusts that the swine who have beaten her to it do eat, but they say unto her, "Go to, thou chiseler, thou shalt not enter in."

And lo, when her labor is o'er and her supper consumed, she must needs scrub her floor if it is be the 3rd. day of the week. For this she weepeth and waileth and gnasheth her teeth, beefing in the true tradition of the hosts of the British army, but verily she scorneth to use a mop because it doeth an inferior job. Rather doth she fall upon her face and belabor her floor, even with a brush, floor, scrubbing, (one) airwomen for the abuse of.

She laveth her inner garments with soft soap, hard water and much speed. She mendeth a gap in her hose and inscribeth an epistle to her mother and another to her faraway beloved, swearing that her heart ever faithful, pineth for him alone.

Then with winged feet she goeth out to meet her local beloved. And it comes to pass that she may tarry late into the night because she hath righteously armed herself with a late pass. She switcheth the disc that beareth her name from left to right nor doth she forget to return it to its rightful place when she returneth.

All evening long, she maketh merry in the far city with the timbrel and dance and upon the loud wurlitzer. And the damazels of the civilians appear alluringly clad in purple and fine linen and like as a hart desireth the water brooks, so panteth her soul for civilian clothes. Yet she disdaineth them, and disdaineth to wear them, because her blues are to her the apple of her eye.

And the hour cometh when she must return. She exchangeth pleasantries with the guardian of the gate and lingereth not in wending her way unto her

(Continued on page 84)



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Room 335, Barrack Block "Two goes to work of a Wednesday clean-up night. At top left, LAC. Demchuk makes sure the lockertops are free of dust, while at the bottom, kneeling, Keith Doherty (left) and Mike Learmonth apply wax and elbow grease to the floor. In the background Gord Roberts sweeps up preparatory to the waxing. Centre shot shows Bill Chambers polishing up Doherty's and Learmonth's groundwork while



LAC. Ramsay dusts the radiators. Joe Korny proceeds with his window-washing task at bottom left and at the top, after the "purge" has been completed, Learmonth settles down to the all-important task of penning a letter to the girl friend. With everybody pitching in, the clean-up takes less than an hour and the room is in top shape for official inspection the following morning.



## in a barrack room

**L**IFE in a barrack has done much for the majority of Canada's youthful population, for it is in these rooms, their homes away from home, that they are learning what other sections of the Dominion think about things, and the net result will be a better Canada when the war is over. For instance, few Ontarioans or Quebecers had even fair knowledge of the western farmer's life or the existence literally "reeled in" by the Maritime fisherman before the war. Now, however, as a result of the many barrack room fanning bees, the Ontarioan or Quebecer has a pretty accurate picture of things east and west, and vice-versa; everyone has made staunch friends across the country and brought the provinces closer together. Then too, this type of life has, to use a Service colloquialism, "smartened up" a lot of people in the matter of tidiness and willingness to pitch in and help with the clean-ups. The late user in civilian life who used to leave his sleeping quarters in shambles as he executed a "Bumstead" rush for work, now is, in the majority of cases, as diligent as the next in making his bed properly and helping to keep his room a clean and healthy place in which to live. If he isn't, his room-mates, to use another popular phrase, "put the boots to him." Usually, just one dose of this treatment is adequate cure.

# Well, It Was Like This . . .

## Air Force Has More Than Its Quota Of "Alibi Ikes"

By

Sgt J. W. Sargent



SO HELP ME, Sarge, I fell asleep on the bus and when I woke up, I was practically in Montreal . . ."

This is just one of the many alibis the Main Gate men have to put up with day after day. There are many others, however, and it was with this in mind that the writer prevailed upon personnel of Trenton's Main Gate Guardhouse to divulge the latest in A. W. L. excuses.

Upon entering the Guardhouse, we smiled generously at the half-dozen S.P.'s confronting us, but the only reciprocation was a full round of deadpans. It seems one does not smile at Service Policemen because it only puts them on their mettle and makes them doubly suspicious.

But after outlining our mission, we were made most welcome. In fact these boys appeared as if they had been waiting for months to corral a willing listener. Hell, they said, was paved with Airmen who handled truth loosely.

"You have no idea what we chaps are expected to believe," Sgt. Littler said. "For instance, there was the Airman who reported three days A. W. L. after a two-week leave and with tears in his eyes, explained that his mother-in-law had died on the last day of his leave and he had stayed away only long enough to bury her.

"Ordinarily," Sgt. Littler continued, "I would take such a story with a grain of salt, but this fellow was the picture of absolute dejection. I was touched deeply and only was prevented from letting him breeze

by my inner sense of duty. Later, I looked up his record and what do you think I find? . . . The guy's only next-of-kin for the last ten years has been a sister, a missionary living in a tent somewhere in Africa."

"That," interrupted Cpl. Nicholls, "is but a poor example. Consider these classics which I have jotted down during my term of duty :

1. I hadn't seen my girl friend for five days.
2. My wife had a baby. The doctor said another was coming so I had to wait.
3. I wired for an extension but didn't get it.
4. It took me half an hour to get a pile of burrs off my coat.
5. My wife was made a Sergeant in the W. D., so I had to help her wet her hooks.

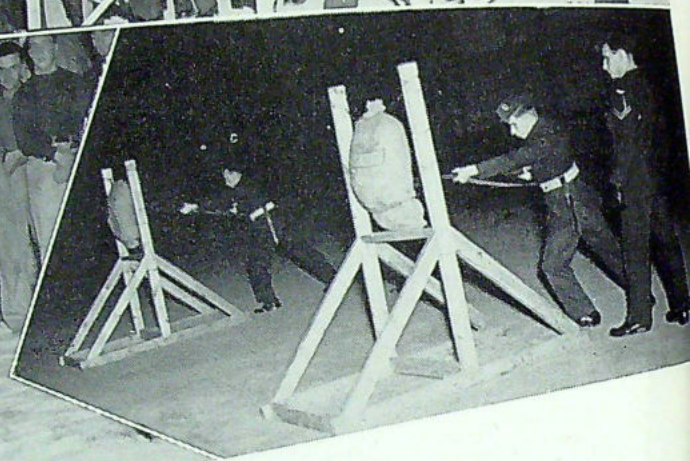
However, the standard excuse, said Cpl. Aldred, is, "I couldn't get a taxi.

"But some Airmen," interjected Cpl. Toop, "do not make excuses. They remain evasive as to why they are A. W. L. a conversation with one of them usually goes like this : S. P. — 'Why are you late?' A. W. L. Airman — 'Because I didn't get here on time.' It gets exasperating," Cpl. Toop concluded.

Cpl. Alexander claimed W. D. members have shown their independence by coming up with some alibis of their own. "One of them," he related, "said

(Continued on page 71)

# Canada's



## Commandoes in Blue

**Security Guard Course  
Turns Out 4,000 in  
Three Months**

*By Stan Helleur AC1*

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

SO read the last verse of Corporal George Douglas' poem, "Marching Heroes" in the September issue of "Contact" and the words express perfectly the sentiments and aim of the Royal Canadian Air Force's Permanent Security Guard—Canada's "Commandoes in Blue."

Four thousand of these alert fighting men who guard aircraft 'dromes and Stations throughout the Empire have passed through Trenton in the last three months after one of the Service's shortest but toughest courses. And you just had to make a brief tour of inspection with Flight Lieutenant A. W. Rogers, M.M., and Flying Office G. C. Shedden,

Officers in charge, to be convinced of the training's thoroughness.

Of four weeks' duration, the course included 25 subjects and required approximately 39 hours' lectures and practical work per week. Brief reference to the syllabus will indicate instruction on, among numerous other things, duties and purpose of Security Guard, discipline, rifle—parts of, care of, etc.,—revolver—parts of, care of, etc.,—machine gun, sub machine gun, sub machine gun, first aid, use of radio communication, co-operation with civilians, anti-sabotage methods, co-operation with Service Police, civil law and Service offenses, elementary field engineering, aircraft identification, anti-gas procedure, repairing telephone line breaks, firefighting, unarmed combat and bayonet fighting, camouflage and drill.

The writer, accompanied by Photographer Dick

Tissott, went along with Flight Lieutenant Rogers and Flying Officer Shedden as they informally reviewed one of their courses. It took more than an hour and we saw much.

Few at Trenton are aware that Security Guard trainees utilized the island a short distance south of the Marine Section base for practical work in field engineering and camouflage. A quick ride in a motor-powered skiff took our party to the almost treeless isle where a substantial group of trainees were busy digging weapon pits, crawl trenches, etc., adding to full-fledged trenches built by previous courses.

A few yards away, several men were being instructed in the art of concealment from hostile aircraft and land foe through camouflage. Trios of trainees, their faces streaked with dirt and hats liberally embellished with hay and leaves, fanned out in different directions as part of a scheme, using the approved Commando method of navigation under these circumstances, namely, crawling on their bellies.

A bouncing return trip brought us to the Seaplane Hangar where another class was undergoing bayonet instruction, using a couple of straw dummies as imaginary Jerries. Certain fundamentals are taught in this instance, F/L. Rogers said, but if ever a man has to use that steel thing he can contract as many unorthodox habits as he wishes, providing they keep him healthy.

In other sections of the Hangar, men were undergoing instruction on machine guns, and rifle sighting. Like the soldier, the Security Guardsman's best friend is something that "bangs" and eliminates the enemy and consequently much care is accorded the above-mentioned departments. Various types of machine guns were being pulled apart and reassembled in one corner, while not far off, men were taking turns in looking down the barrel of a rifle, drawing beads on a range card suspended a few yards away.

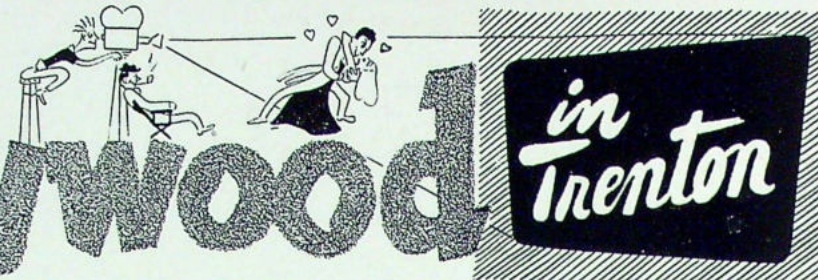
Next we moved over to the Sports Hangar to sit in, for a few minutes, on a first aid lecture and watch students apply various types of splints and bandages to one of their fellowmen, who, in just a short while, looked like Boris Karloff when he stepped out of that packing case in "The Mummy." In the Sports Hangar too, a class in unarmed combat was in progress and it was amazing to see what a twist of the wrist could do if properly applied.

All of which convinced an onlooker that his interests, no matter where he was stationed, would be well-looked after by these strong-arm men.

Shown above is the Security Guard instructional staff. In the back row, from left to right, we find Cpl. Cuillerier, A. J., Cpl. Warren, R. G., Cpl. Mills, W. A., Cpl. Dick, J. R. Front row: Sgt. Cramb, H. M., Sgt. Hamilton, H. F. E., F/O Shedden, C. G., F/L Rogers, A. W., F/S Worrall, N., Cpl. McIntosh, K. R.



# 11 hollywood



## THEATRE "A"

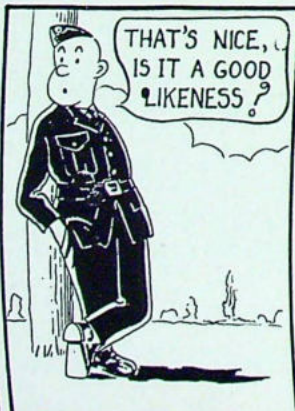
Jan. 4-5.	Naval Academy	Freddie Bartholemew
Jan. 7-8.	Maisie Gets Her Man	Ann Sothern. Red Skelton.
Jan. 11-12.	Flight Lieutenant	Pat O'Brien. Glenn Ford
Jan. 14-15.	Calling Dr. Gillespie	Lionel Barrymore. Philip Dorn.
Jan. 18-19.	Bedtime Story	Loretta Young. Frederick March.
Jan. 21-22.	Rio Rita	Abbott & Costello.
Jan. 25-26.	Panama Hattie	Ann Sothern. Red Skelton.
Jan. 28-29.	Are Husbands Necessary	Ray Milland. Betty Field.

## THEATRE "B"

Jan. 3-4-5.	Suicide Squadron Miss Polly	Anton Walbrook. Sally Grey Zazu Pitts. Slim Summerville
Jan. 6-7.	Mobtown. Dancing On A Dime	Dick Foran.
Jan. 8-9.	Gay Falcon Week-End For Three	George Sanders. Wendy Barrie. Dennis O'Keefe. Jane Wyatt. Phillip Reed.
Jan. 10-11-12.	Follow The Fleet	
Jan. 13-14.	Jackass Mail	Wallace Beery. Marjorie Main.
Jan. 15-16.	Come On George	
Jan. 17-18.	Moscow Strikes Back Sailors Three	
Jan. 20-21.	Shut My Big Mouth Enemy Agents Meet Ellery Queen	Joe. E. Brown. William Gargan. Margaret Lindsay.
Jan. 22-23.	Valley Of The Sun	Lucille Ball. James Craig.
Jan. 24-25.	Among The Living	Susan Hayward.
Jan. 27-28.	Batchelor Mother	Ginger Rogers.
Jan. 29-30.	Big Street.	Henry Fonda. Lucille Ball.

## SLIPSTREAM SAM

BY SARGENT



# SIX HANGAR

By LAC. "Irv" Bennett

LAC. Hayes had to do some fast talking to get out of Toronto Manning Depot, where he was visiting his kid brother . . . The props on his arms saved the situation . . . Best wishes to LAC. Boyd, remustered to Aircrew and posted to Belleville I. T. S. . . The arrival of a baby girl in the Rands' establishment was the cause of much rejoicing . . . LAC. Walter Wright acting as guide to his new W. D. assistant, explaining the finer points of aircraft . . . or was it aircraft? . . . Every time Corporal Muncaster passes the Fabric Section, his face turns red . . . Wonder why? . . . Speaking of the Fabric Section, we have the popular Cpl. Vera Charley, who in her spare time stars for the Station basketball team . . . The checker championship is claimed by LAC. Wheeler, who is ready to take on all comers . . . from hockey to checkers, what next? . . . LAC. Ducharme is all set to haul his skis out of the "moth-balls" during the Christmas holidays up in Kirkland Lake . . . When it snows there, it snows! . . . From all accounts, the party held at "Hap" Day's home must have been a humdinger . . . Sergeant "Horizontal" Sullivan, and LAC's "Acute Angle" Denyes and "Perpendicular" Chambers won't forget it in a hurry . . . Neither will Day . . . Wonder what the Missus said when she came home?



SCENE at a dance:— Shortly after the cry went up starting a Paul Jones, the boys were surprised to see a rather tall girl doing a solo on the floor. Closer scrutiny revealed the curly head of Sergeant Paul Bisson appearing from under her arm to see if the coast was clear for a tricky pirouette . . . That trip to Debert, N.S., via train was a hectic one for Flight Sergeants Burdick and Snape who had the conductors on the double all night playing hide and seek . . . Notice LAC. Caplan sporting a patch on his head for the second time . . . A chip off the old block . . . Corporal North has blossomed forth as a poet with a contribution to "Contact" . . . Also takes a leading part in a play staged for the children of Trenton . . . Sergeant Hoyer that-a-way about the blonde W. D. in the Accounts Section . . . Wonder what year LAC. Jarrett will finish those model aeroplanes he expects to build. . . What seems to be the reason for Sgt. Jordan boycotting Belleville. . . A matter concerning that "certain" little girl? . . . Rip Van Winkle has nothing on LAC. Boire who day by

## What a Life!

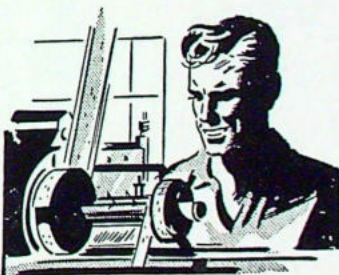


A handsome guy is Corporal Jim  
Yet no girl's ever seen with him—  
Of perspiration odor he  
Is guilty—so he's shunned,  
you see.

**Bath tonight with LIFEBOUY**

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

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day is beginning to look like part of his bed. . . Regu-  
lars at the Wednesday night Masonic dances include  
LAC's Kreger, Stanford, Fraser, Wills and Cpl.  
Dale . . . Kreger must have been looking for his  
Cinderella with that slipper he found . . . LAC.  
Scheuneman having a tough time explaining how he  
got that black eye . . . Swears he picked it up in a  
basketball game.

### Favorite Theme Songs

WO. 2 Cunningham . . . "I Love a Parade."

LAC's Brown and Allen . . . "An Apple For The  
Teacher."

LAC. Kells . . . "How Dry I Am."



This being the last issue of "Contact" we take the  
opportunity of extending to readers a Merry Christ-  
mas and Happy New Year.

### Nothing Ever Happens . . . . .

(Continued from page 14)

flock of Army 'jeeps' on either side of the runway  
and turned on the headlights. And that's the way  
we came in. Gas supply? . . . Well, we had enough for  
just an hour more."

Houston was truly an "Allied" flier in that he  
was an R.C.A.F. member loaned to the Royal Air  
Force who in turn loaned him to the United States  
Army Air Corps, whose ferry route he travelled.  
"Ferry crews are treated royally all around," he  
said, "both at Morrison Field, West Palm Beach,  
Florida, our headquarters, and all along the route.  
Most of the refuelling points are manned by Pan-  
American Airways and they do a marvellous job."

Although the possibility of encountering hostile  
aircraft is negligible, the Morrison to Cairo route  
has its hazards. There are difficulties with the  
planes themselves and bad weather to consider, re-  
sulting in possible forced landings in enemy terri-  
tory. Ever-threatening too, are the perils offered by  
widely-varied climates, tropical diseases and sick-  
ness resulting from insect and snake bites, etc.

Regarding forced landings in enemy territory,  
Houston claimed the most hazardous point is at Ac-  
cra on the Gold Coast where the region is bounded  
on three sides by Vichy and on the other by salt  
water. "The area is extensive enough," he said, "but  
if weather conditions or anything else set you down  
short or long of your mark, it's bad. One of my best  
friends, Squadron Leader Phillips, who took his early  
training with me here at Trenton, failed to make it  
and I know he was interned but do not know where  
he is now. He was on the flight before me when it  
happened. I'm anxious to see the African business  
cleaned up so that I can find out about him."

Cairo really is the only spot the Ferryman have a

chance to see to any great extent, but, according to Houston, the place isn't anything to become ecstatic about. "There seems to be a continual undercurrent about," he said, "caused, I suppose, by the many different factions. The city is by no means beautiful and, in fact, at night when it goes into semi-blacout, is pretty garish.

"However, although most of the population remains unstreamlined, their entertainment, particularly in night clubs, is quite modern. Some places offer really good shows," he said with a knowing smile that added "Brother, you ain't seen nothin'."

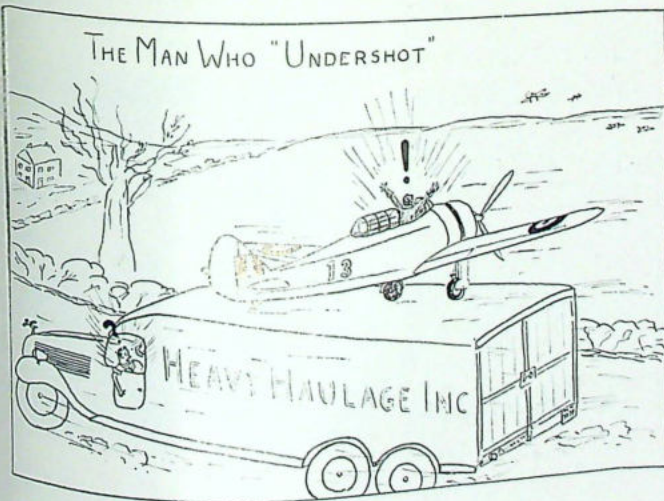
Conversation with natives of the various intermediate points in South America, West Indies, and Africa, the flier said, were confined to those working on the aerodromes, for crews are prohibited from straying from the airfields.

"One of the most amusing incidents in that vein that I remember," he related, smiling, "was at the Pan-American field in Khartoum, one of the world's hottest spots — as far as climate. It was 130 degrees in the shade, and there was no shade.

"I was walking along the tarmac and passed a little native fellow of about 14 years, all togged out in a Pan-American Airways uniform, brass buttons and all. I looked at him and walked on but hadn't taken more than a couple of steps when he greeted me with 'Hello, Canada! How's Mackenzie King?' Coming from a kid in that part of the world, it really stopped me.

One of Houston's most prized souvenirs of his trans-Atlantic flights is his certificate as a member of the famous "Short-Snorter Club," open only to people, not necessarily fliers, who have made trans-Atlantic flips, and of which Winston Churchill is a member. Using an American dollar bill as his initial membership card, he has a Brazilian, Egyptian, Canadian, Trinidad and Tobago equivalent in the green stuff appended by means of cellulose tape and all three are covered with names of "Short-Snorters" encountered in his roving.

"I only hope," Houston concluded meaningly, "that I soon get a chance to collect some more names."



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Plain End or Cork Tip

*Pageing All "Alchemists" . . . . .*

(Continued from page 36)

up will make something on hand available," he said. He pointed to an article of furniture which a few minutes' work had altered from its former use to a completely different one. In the case of rubber articles, the Equipment Section has orders to issue nothing new until the old article has been returned. Paper is saved by transforming old Daily Routine Orders into scratch pads. So on, in a hundred different ways, economical measures reduce to a minimum the possibility of waste.

The Non-Public Funds division is supervised by the Voluntary Salvage Committee, consisting of F/O W. N. B. Wickes as Chairman, and P/O T. H. Mathews. Their efforts concern chiefly, bottle caps, blades and shaving and toothpaste tubes, unimportant-sounding articles but ones which play a vital part in the war industry and salvage of which is absolutely essential.

More than 9,000,000 razor blades are used by the R. C. A. F. in a year. These would cut off a lot of janitors fingers if thrown around the wash basins and into the garbage tins as they frequently are. But they would also assist greatly in the construction of war machines if they were all returned to the salvage boxes. For razor blades consist of the finest quality steel. Metal bottle tops and collapsible tubes are just as important, the latter being extremely valuable in the manufacture of certain delicate parts of aeroplane engines and in munitions work.

More and more Airmen are awakening to the pertinence of salvaging these articles. During the last three months there has been an increase of from 200 to 300 per cent in the quantities being returned. Last month eleven pounds of razor blades were collected on the Station, a praiseworthy effort — there's a lot of shaves in eleven pounds of blades. But there's still room for improvement and every Airman should make it his duty to see that waste is eliminated.

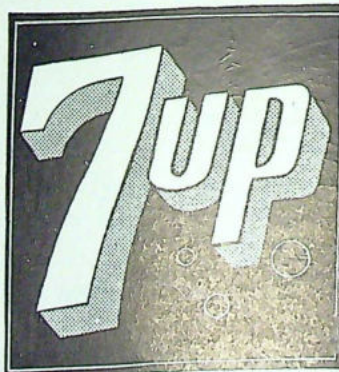
**BOY! WHAT A  
TASTE THRILL!**

**Try This 7Up Collins**

The 7-Up Collins  
And How It Goes  
1 jigger of Gin  
1 ounce of lemon juice  
¾ glass of ice

Fill glass with 7-Up,  
slowly, without stirring.  
Garnish with a cherry —  
and sip. Ah-h-h, is that  
delicious!

**YOU LIKE IT —  
IT LIKES YOU!**



## A Lot As Happened . . . . .

(Continued from page 43)

that was. I got blamed for everything and I'd probably have been mobbed more than once if I hadn't been physically handicapped. I guess that's why they named me scorekeeper."

Many incidents occurring on the Station in the last decade are worthy of note but Banfield remembers the cyclone of 1936, cutting a wide swath across the Station from south to north, as being outstanding. "It only lasted three minutes," he said, "but it seemed like a lifetime. A couple of people were killed and more than 30 were injured. Our hospital wasn't built then and as all communications to Belleville were down, the injured were cared for on the first floor of the Admin' Building, stretched out all down the corridor."

And while the event caused misery for the most part, it had its humorous side. To cite one instance, Banfield saw two Airmen being chased by a huge oil drum, rolled along by the wind. "What the Airmen didn't know, however," he related, "was that the drum was caught in a counteracting eddy of air and propelled back again. But those Airmen just kept right on going and they really moved."

And through all these days of trial and tribulation, the presence of Air Marshal Breadner was heartening to Personnel. "He took an active interest in everything going on," Banfield said, "and knew how to handle every situation.

"I'll never forget the time," he reminisced, "the C. O. issued a warning that everyone driving onto the highway from the Station had to stop at the intersection before proceeding. Well, about two days after his announcement, the C. O. drove through the gate and from force of habit continued onto the highway without stopping and ran smack into the path of a big transport which banged the car into a nearby ditch.

"Naturally, all in the vicinity converged on the car and one Airman, seeing the C. O. amid the wreckage, asked if he was hurt. 'Well,' answered the Air Marshal tartly, 'you don't see any blood do you?'"

(Continued on page 84)

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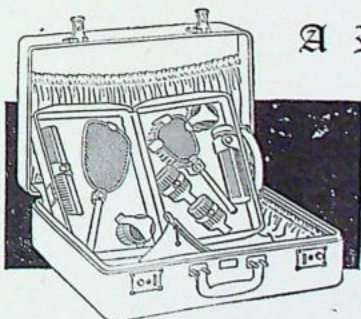
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NEWS AND VIEWS  
ABOUT BOOKS IN  
STATION LIBRARY

# Book Reviews

WHATEVER YOUR  
TASTE, THERE'S A  
BOOK TO SATISFY

OF the books recently added to the Library it is inevitable that a large number of both fiction and non fiction works should deal with the times we live in and in particular with the war we are fighting. It will not be possible to review them all here but mention will be made of some of the better ones.

Perhaps the finest novel yet on this theme is Stefan Heym's "Hostages" written about five men awaiting death in Prague, the web spun by Gestapo Commissioner Reinhardt, the Underground Movement and Breda who is one of its leaders, and one lovely woman, Milada Markova. Another first class book is "Signed With Their Honour" by James Aldridge. This is a story of air power in war. The people of the novel are Greeks, men of the British Isles and Australians. It is a tale of dog fights in the air and retreat by land and by sea.

"The Seventh Cross" by Anna Seghers, a recent Book of the Month Club choice, is another book no one should miss. Again a concentration Camp again the Gestapo, but here we can find something beyond the story — a symbol in the person of George Heisler, the central figure. He is a symbol of the eternal hope for freedom of all mankind, and of the infinitesimally small, but terrifying beginnings of the crumbling of the powers of evil.

Also recommended are "The Commandos" by Elliot Arnold, a novel, vividly describing the tense excitement of the Commando raids on Norway, and the Norwegian Underground as run by Nicole Larsen, who secretly aided the Commandos in their daring exploits. "To Sing With The Angels" by Maurice Hindus and "Wits End" by John Moore also deserve attention.

The first in our list of non-fiction, is a book describing an adventure which surpasses that of Captain Bligh. Here we have the story of three United States Navy fliers who fought the sea for thirty-four days, while they drifted 300 miles in a rubber raft without food, equipment, and for some time without clothes, yet survived to land, weak and bent, on a strange shore. W. L. White's "They were Expendable" is another true story of the war. It is the tale of Motor Torpedo Boat Squadron 3 of the U. S. Navy and its men and their adventures. Here you see the whole hopeless tragic story of the Philippine campaign. Said Stephen Vincent Benet "A tale of gallantry, hardship, action, ingenuity, simply and forcibly told, it ranks with the great tales of the war."

Lord Strabolgi in "From Gibraltar to Suez" gives

a full and vivid description of the attack on the Italian Fleet at Taranto, the Battle of Cape Matapan, and the parts played by the Royal Air Force and the Fleet Air Arm in Libya, Crete, the Balkans, Iraq and Syria. Cecil Brown in "Suez to Singapore" tells of grim warfare in the desert and the Malayan jungles, the sinking of the Repulse and the Prince of Wales, the fall of Singapore, the last days of the Indies, Australia to-day. Brown is the man whose on-the-spot broadcasts from these vital fronts made radio history.

Two biographies of real interest are "MacArthur of Bataan" by Helen Nicolay and "Stalin" by Emil Ludwig. It is unnecessary to point out why both these books deserve attention.

It is rather fortunate that there are still books which have little or nothing to do with war. One of these is Grace Campbell's "Thornapple Tree", a book about the people Ralph Connor wrote about, the early settlers of Glengarry. It has been widely praised as a Canadian work of art and it is in fact a very charming and delightful little story well worth the couple of hours of literary pleasure required for its reading.

Another hour or so might be spent in "My Dear Bella" by Arthur Kaler, if you like your reading to be humour of the Bronx variety. Here Pa Gross of the drooping suspenders, Ma Gross and her victrola-like tongue, Bella herself, and Mac and the members of the Excelsior Social Club are characters whose goings-on and whose extraordinary adoptions of the English tongue are too wonderful to miss.

Two books of short stories, one by an Englishman and one by an American are "To Step Aside" by Noel Coward, and "The Long Valley" by John Steinbeck will appeal to those who like that type of literature and the names of the authors should be sufficient recommendation.

Detective story addicts will find several new titles to choose from, including "Traitor's Purse" by Margery Allingham, "No Mourners Present" by F. G. Presnell and "Murder for Christmas" by Agatha Christie. Reprints of two of E. P. Oppenheim's works have been obtained—"Floating Peril" and "The Interloper".

And finally attention is drawn to three books which did not seem to fit in elsewhere in this discussion. The first is Elliot Paul's "The Last Time I Saw Paris". Here we have a delightful book about the city that everybody hopes will live again. As

one reviewer has said, "Read it for a hundred different reasons."

Hendrick Willem Van Loon has become almost an institution and his latest work, "Van Loon's Lives" adds to his laurels. Here at a series of mythical dinner parties, the author and a friend meet in succession nearly fifty of the great men and women of the past. Figures as assorted as Confucius and Benjamin Franklin, Chopin and Plato are introduced to the reader. This is a novelty in books.

### Trenton Makes Soap . . . . .

(Continued from page 35)

pounds of grease, 20 pounds of water, 10 pounds of lye, four pounds of soda, 1 pint of coal oil, two pounds of resin and boil for one and half-hours, stirring all the while. Then pour it into molds and the following day it will be hard as rock but should be left undisturbed for a week before using.

So much for brown floor soap, and you should see what a wonderful lather is obtained with it. Bedard also has some white soap up his sleeve but it is a bit hard on the hands and is used principally for washing dishes.

The ingredients are the same but proportions vary. To 40 pounds of grease, you add 20 pounds of luke warm water. Dissolve 104 ounces of lye and four pounds of soda separately. Then add it to the grease and water, add one pint of coal oil to help harden it up, stir and then let it settle.

Mr. W. J. Bates, chief cook in No. 2 Airmen's Mess, also has been making soap with as much success. Thus to clean up for several thousand Airmen and Airwomen, it costs \$2.00 a month—at Trenton.



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# RHYMETIME

## Who Is She?

Who is she of whom I write!  
Daintier than a woodland sprite,  
With hair, like gold that's fairy spun,  
Impris'ning the glory of the sun,  
With eyes like flowers washed in dew  
Rivalling heaven's clearest blue,  
Whose smile was made to charm all men,  
Calling them back to her again.

I see her now in Air Force blue,  
Oh how strange at times it seems,  
Though to me she's unknown, 'tis true,  
All my life I've seen her—In my dreams.  
Who is she?

LAC Dutton, C.F.S.

## If Lips Were Kind

If lips would just be kinder  
How much better it would be,  
If folks would just be blinder  
To faults they try to see;  
If ears just wouldn't listen  
If lips just wouldn't tell  
How this old world would glisten  
With love and joy as well  
But life will loose its glory  
And have its darkest hours  
When someone tells a story  
That poisons all the flowers.  
If tongues would keep from speaking  
When what they hear is ill  
And not go seeking, seeking  
Some darker story still;  
If lips would just remember  
Some gentle word to say  
The sighings of December  
Would seem the songs of May.  
Then life would bloom with splendor  
And joy we all would find,  
If hearts would just be tender  
And lips would just be kind.

AW1 Bernice Conrad.

## Rebuff

Woman though I am, I too wear blue, and wear it  
[proudly,  
I do a job of work and Airmen say I do it well,  
And yet you in mufti, with your daughters close  
[beside you,  
Sit quietly at home repeating tales the gossips  
[tell about my service.

But then you have not seen, as we who wear the  
[blue have seen,  
A girl doing a man's job that he too may fly  
[his share,  
You have not heard, as we who are in Service, daily  
[hear,  
Gratitude from men in groundcrew remustered  
[to the air, because we serve.

Because you have not felt these things, I cannot  
[harshly judge  
You who, sitting beside your fires, laughing  
[deride,  
We ask so little to make our cup complete . . . a  
[silent toast—  
Your eyes filled not with questioning or rancor,  
[but with pride—  
"There goes a Service Girl!"

Sgt. Morton, M. RCAF (WD)

## "Meditation"

The evening cast its rosy light,  
Soft through the shining silent night,  
The silent moon, in deep maroon,  
Scarce tipped the forests' swaying height.  
I walked alone and deep in thought,  
Was startled by the joy it brought  
To think of God, to sing, applaud,  
The things His Holy hand had wrought.

The silence seemed so full of Him,  
You noticed though your eyes were dim,  
And standing there, I breathed a prayer,  
That I might be a man, like Him.

Cpl. North (C. F. S.)

R.F.S. REORGANIZED

(Continued from page 46)

Accountant Officers—WO2 Anderson, R. J. and F/S Leduc, J. G. A.; Clerk Accountants—Sgt. Lundy, C. D. and Cpl. Axford, W. S.; Disciplinarians—F/S Buss, W. C. J., F/S Inman, W. N., Sgt. Forsyth, H. E., Cpl. Wilson, G. L.; Equipment Assistants—WO1 Spano, J. A., F/S Duggan, L. W., F/S Pilkington, I. L., Sgt. Portman, H. G., Cpl. Power, W. A., Cpl. Purse, A., Cpt. Topham, Cpt. Racine, J. R., and Cpl. Walters, M.

Firefighters—F/S Beazer, B. C., F/S Theborge, C. A., F/S Wilson, F., Cpl. Phillips, F. A., Motor Mechanics Specialists—WO1 Cousins, P. R., WO1 Ing, D., F/S Clifford, A. C., Sgt. Tavener, A., Cpl. Duffield, E. J. H.; Aerodrome Control—Sgt. Carswell, F. A., Cpl. Fisher, J. A., Cpl. Layrock, L. V. and Cpl. Nacht, R. E.; Physical Training Instructors—F/S Nick, J. G., Sgt. Meinhart, R. H., Cpl. Brown, W. R., Sgt. Dowie, F. A., Sgt. Prince, L. A., Sgt. McKernan, J. B.

Security Guard—F/S Worrall, N., Sgt. Hamilton, H. F. E., Sgt. Sim, A. R., Sgt. Cramb, H. M., Cpl. Cuillerier, A. J. L. P., Cpl. Lumer, S. J., Cpl. McIntosh, K. R., Cpl. Mills, W. A. Cpl. Thomas, W., Cpl. Warren, R. G.; P. T. Officers—Sgt. Hamilton, H. F. E.; Service Police—WO1 Boiley, G. E., WO2 Hough F. H., F/S Miller, T. J., Sgt. Metzger, J., Sgt. Anderson, L. D.

They deserve honorable mention.

WELL, IT WAS LIKE THIS . . . (Continued from page 59)

to me the other night: 'I was out with a Flight Sergeant who told me I could come in any time. He said he knew all the S.P.'s.'

But all the Service Police agreed they were buffaloed by the latest: that "Gremlins put me on the wrong bus."



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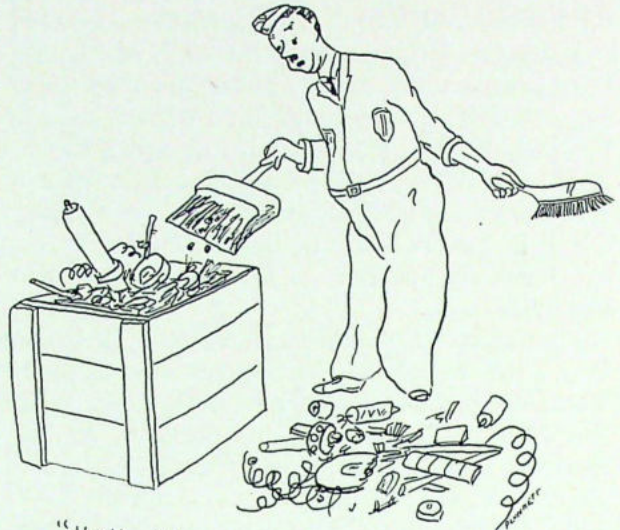
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— — — — —  
 "Our Best Wishes"  
 Your REXALL Drug Stores"  
 — — — — —

*Trenton Topics . . . . .*

(Continued from page 31)

that he secured the aid of Service Police in pushing Airmen into his show. — Promotions to Corporal this month include H. C. Tuplin, J. H. Webber, W. Singleton, L. J. Hannah, R. W. Andrew, M. Ludwa, W. Johnstone and J. M. F. C. Courteau. Here's wishing everyone the best for the New Year.

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**Sterling Teas & Coffees Ltd.**  
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 MONTREAL, P.Q.

*Trenton on the Air . . . . .*

(Continued from page 80)

ment sent to Air Commodore McGill which reads as follows: "This particular program in the series was voted the finest yet by the officers of the Service, heads of the CBC and members of the general public alike. In no small part, according to comments, this was due to the story from Trenton Air Station."

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# Trenton Sporting News

R. C. A. F. STATION, DECEMBER, 1942

## Station Cage Teams Triumph

SCORE WINS  
ON WEEK-END  
OF DEC. 5th

Men's Women's  
Fives Winners  
Over Kingston

TRENTON'S "Flyerettes" and "Flyers" cage teams came through with sparkling victories Saturday night, December 5, on home footing, defeating teams representing Vimy Barracks and Women's Army Corps from Kingston, Ont.

With AW1 Roddan leading the attack, "Flyerettes" out-scored the visitors 25-19, while "Flyers" handed the Army men their first loss of the season, a 28-17 verdict.

In the women's encounter, AW1 Roddan was top scorer with 12 points, while leading marksmen for the winners in the second fixture were Tennebaum with nine points, Parsons and Parnassus, both with eight, and Forman with seven.

BOX SCORES:

C.W.A.C. KINGSTON			
	Fg.	Ft.	Tot.
Shotter, f. ....	1	3	5
Cator, f. ....	0	0	0
Stalder, f. ....	0	0	0
Wallace, f. ....	4	2	10
Gynane, f. ....	0	0	0
Bowler, c. ....	1	0	2
Adams, g. ....	0	0	0
McMahon, g. ....	0	0	0
Adcock, g. ....	1	0	2
Wright, g. ....	0	0	0
<b>TOTALS</b> .. .	<b>7</b>	<b>5</b>	<b>19</b>

### FLYERETTES

	Fg.	Ft.	Tot.
Smith, f. ....	2	1	5
Mahon, f. ....	0	0	0
Krett, f. ....	1	1	3
Sillers, f. ....	0	0	0
Roddan, c. ....	4	4	12
Aldred, c. ....	1	0	2
Child, g. ....	0	0	0
Charley, g. ....	1	0	2
Vannier, g. ....	0	1	1
<b>TOTALS</b> .. .	<b>9</b>	<b>7</b>	<b>25</b>

### R.C.C.S. KINGSTON

	Fg.	Ft.	Tot.
Freeman, g. ....	0	0	0
Conlon, g. ....	0	0	0
Singleton, f. ....	0	0	0
Borts, f. ....	1	1	3
Jeffries, c. ....	0	3	3



Meet the Flyerettes, Trenton's Women's Division team. Great things are expected of them before the season gets much older. Back row from left to right: AW1 Smith, C., AW1 Mahon, E., F/O "Buff" Horton, coach; AW1 Aldred, I., Cpl. Johnson. Second row: S/O Fellowes, B. I., AW2 Crett, P., AWE Stockton, N., Air Commodore F. S. McGill, AW1 Child, G., Cpl. Charley, V., S/O Sparrow, H. G.

## HOOP CLUB HOT - DOWNS BELLEVILLE

### Displays Promise

At Early Date

By SGT. O. J. HICKEY

THE Trenton "Flyers" station basketball team in the young 1942-43 season has given promise of carrying on competently in the footsteps of their eminent

Wallace, c. ....	1	0	2
Cameron, g. ....	0	0	0
Tennebaum, g. ....	4	1	9
Barker, g. ....	0	0	0
<b>TOTALS</b> .. .	<b>6</b>	<b>5</b>	<b>17</b>

### FLYERS

	Fg.	Ft.	Tot.
Parnassus, f. ....	3	2	8
Woodrow, f. ....	0	1	1
Bennett, f. ....	0	0	0
Forman, f. ....	3	1	7
Lee, f. ....	1	0	2
Marshall, f. ....	0	1	1
Schueneman, f. ....	0	0	0
Parsons, c. ....	4	0	8
McCahill, g. ....	0	1	1
Howard, g. ....	0	0	0
<b>TOTALS</b> .. .	<b>11</b>	<b>6</b>	<b>28</b>

predecessors, last year's "Flyers" quintet.

Last season's "Flyers", with the coaching reins taken over in mid-season by F/O "Buff" Horton, boasted a star-studded roster including such familiar names to local sports followers as Brian Casey, Pat Flynn Alex Breathet, George Weese, Stan Jackson, and Norm Phibbs. These lads roared through a cyclonic schedule highlighted by a 20-game winning streak which boasted them into the Ontario playoffs. After sweeping through to the Ontario title, the 41-42 "Flyers" went all the way to the semi-finals of the Dominion championships.

With a basketball tradition such as that to inspire them, this year's "Flyers" have contributed some winning of their own in the first half of the season and have another winning streak started.

The present team finished the first series of the Bay (Continued on page 77)

### Wins By 47-24 In Play off

TURNING in a sparkling display of shooting and passing in the second-half Trenton "Flyers" piled up a 47-24 score in the first game of play-offs at Belleville December 15.

Sensational defensive play by LAC's Parsons and Lee and the potent scoring of the team as a whole, placed the "Flyers" in the lead early in the second half after being held to a 19-13 count at half time.

Lee held the experienced F/O Green off the score sheet completely, while counting four points himself. Parsons started many of the offensive thrusts ringing up ten points.

Unfortunately for Trenton, Parsons has been posted and was playing his last game here. P/O's Panasis, Dandy and Marshall along with

(Continued on page 78)

# Intra-Mural Program Success

## FIRST PART CONCLUDES IN SMART STYLE

### Finals Completed In Various Divisions

By CPL. H. M. CAMPBELL

**F**INALS of the Station's intra-mural winter sports program were played Wednesday, December 16, in the Sports Hangar, all games being closely-contested affairs.

Opening match was a Borden-Ball game between two Re Selection Centre teams with a unit consisting of R. C.A.F. personnel blanking an R.A.F. outfit 5-0.

Adopting a short-passing attack, the R.C.A.F. lads outplayed the opposition throughout, scorers being LAC's Dunn, Neville, Stewart Atkins and Fordham. LAC. Cullingham goalied a good game for the losers, his repeated smart saves keep-

ing the count down.

In the other Borden-Ball tilt, Re-Selection Aircrew nosed out K.T.S. Staff 1-0 on a goal by LAC. Watson in the second period. Watson stickhandled his way half the length of the floor to beat the K.T.S. goalie easily from in close. Watson and Cullingham were outstanding for the winners while Cpl. Tessier and AC2 Geoffroy of K.T.S. Staff, also turned in commendable efforts.

In the volleyball final, Pay and Accounts took a best-of-three decision from the Dental Corps. Accounts captured the first game 15-10 but dropped the second 15-0. The Dental lads continued their torrid pace in the deciding tilt but after setting up a 10-3 lead, fell apart before the enemy's last-ditch stand and Accounts, after squaring the issue at 12-12, went on to win 15-13.

The P.T.I. Course basketball team had too much power and finish around the basket for the Service Police

(Continued on page 76)

## Three Records Broken As Swimmers Compete

By CPL. L. HARDING

**T**HREE more Station swim records fell last month when mermen and mermaids from Trenton, Belleville I.T.S. and Mountain View clashed in a scheduled Inter-Station fixture.

Aggregate honors in the Men's Division again fell to Belleville while Trenton's "Flyerettes" maintained their superiority over Mountain View girls with a 25-24 decision. Belleville's point-total was 28, Trenton's being 25.

Featured by the strong swimming of Trenton's Commanding Officer, Air Commodore F. S. McGill, a team of Officers from the host Station compiled 11 points to defeated Belleville I.T.S. Officers.

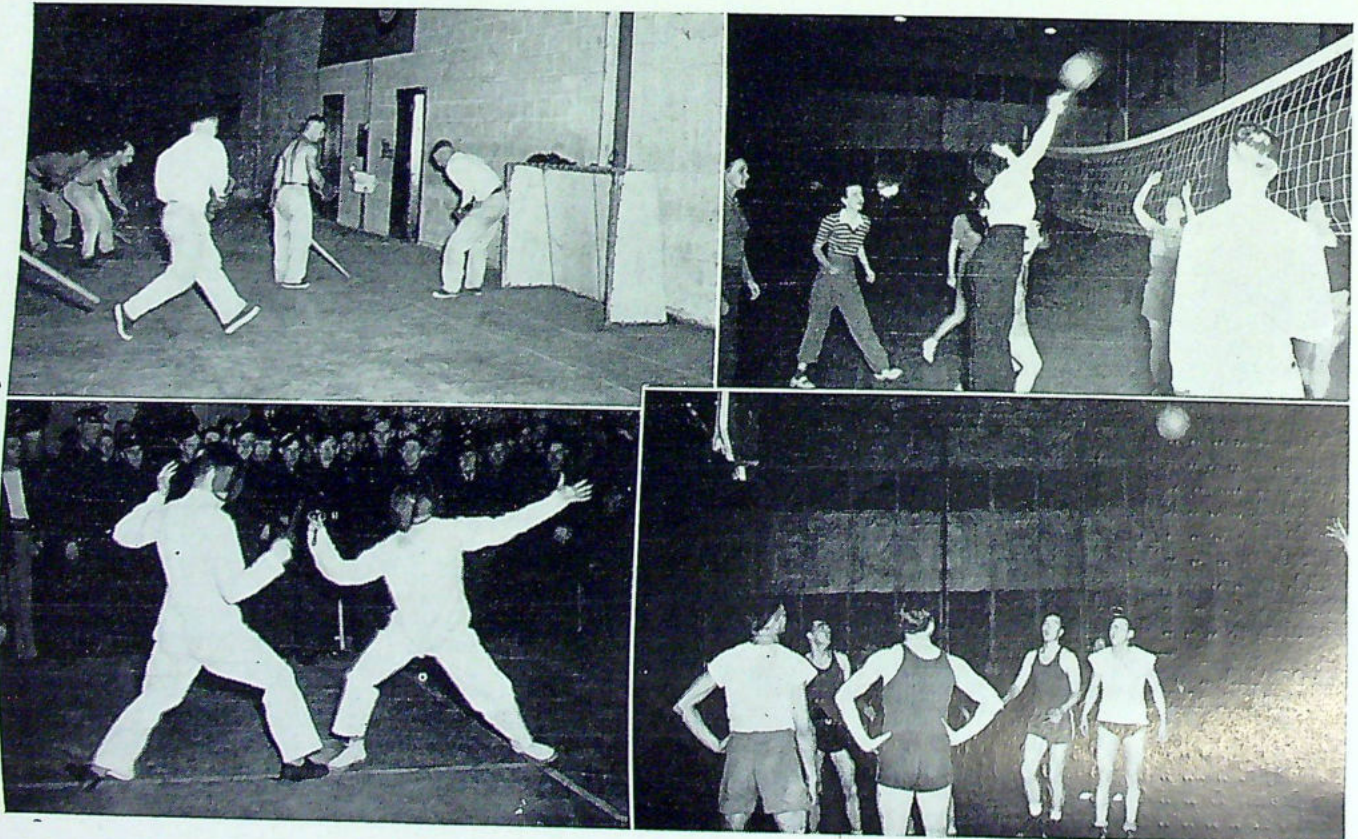
Air Commodore McGill, former Canadian swimming and water polo champion, captured the 50-yard free style event with a 30-second effort, closely followed by P/O Henderson, also of Tren-

ton, who finished one-fifth of a second behind. The relay event between the Officers' teams had the gallery in an uproar, the race ending in a dead heat.

Alba of Belleville established one of the three new marks when he butterflyed the 50-yard breast stroke test in 34.2 seconds, almost three seconds better than the former record, while the second came when Trenton's 200-yard medley relay team bettered its own standard by two seconds, swishing the distance in one minute, 56.4 seconds. The "Flyerettes" established the remaining new mark, touring the relay distance in one minute, 17.5 seconds, one and one-half seconds faster than their previous time.

During the program a diving exhibition was provided by P/O Earle who showed his neuro-muscular control in several of his twists and somersaults. AW1 Deeble and Cpl. Lorne Harding also gave diving exhibitions.

A few glimpses of the action when sports program finals were played. Immediately below is a floor hockey scene, while fencers, volley-ballers and basketballers also are in evidence.



# Trenton Ring Team Maintains Hot Pace

By CPL. JIM MILLER

The first boxing show of December at Trenton saw teams visiting us from Kingston Army Navy and R.A.F. and the card was a huge success.

In the heavyweight division L.A.C. Jerry McPeake of Trenton proved there are few fellows in his class in Ontario. Jerry has only lost one fight and that one was early in his career at this station. McPeake has dynamite in each hand and it is seldom any of his opponents rise of the canvas after they have been tagged by his right in particular.

Ken Williams C.F.S. middleweight proved he could not only test batteries but could also more than test any opponent coming into the ring with him. Ken jabbed his opponent so often with a straight left that he opened up a cut over the other lads left eye that required three stitches to close. The bout was stopped in the third round.

Our most promising welterweight, Cpl. George Tessier proved his willingness to trade punches with the Kingston Army man and disposed of him in the second round after knocking him down three times.

Final bout of the evening was a return wrestling between Cpl Oliver J. Walling and Cpl. Hank Feller. In their first meeting, Feller beat Walling the odd fall in three. Walling, however, evened the score this time, taking the third and deciding fall over Hank with flying tackles.

Second card of the month was an exhibition show put on by the fellows now taking the P.T.I. Course. It was an entertaining show with wrestlers, mock boxing, boxers and boxers and wrestlers together.

Eight boxing bouts were staged and every one proved to be a crowd pleaser. The free-for-all, blind-folded bout proved so popular that it has been decided to have more.



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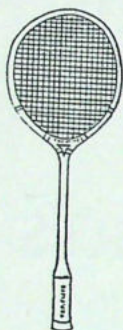
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## INTRA-MURAL FINALS

(Continued from page 74)

five and took the game by a 27-11 margin. AC2's Zeaton and Hart of the P.T.I. unit proved they knew exactly where the ball should go, scoring 13 and six points respectively, while leading marksmen for the losers were AC2's James and Kozlaff.

In an exhibition badminton match, LAC's Merovitz and Kelly of the Re-Selection Centre staged an interesting battle with Merovitz sweeping the best-of-three encounter, 15-11, 18-16.

To conclude the evening, P.T. and Drill Officers played exhibition volleyball and basketball contests against P.T. I. Course and Station "Flyers" respectively. They dropped the volleyball joust 15-13, but jolted the Station cage team with a 15-10 decision.

The intra-mural program proved so successful and popular that another will follow immediately after New Year's.

To enable everyone to participate in the sport he preferred, the sports hangar was arranged so that games of basketball, volleyball, floor hockey borden-ball and badminton could go on at the same time.

The schedule opened the first night with badminton the highlight. There were 192 entries and it took three nights to complete the schedule. Many standout players were entered: LAC. Dunphy of Re-selection Centre, Pte. Marshall of the Dental Corps who used to play alongside Jack Purcell as a professional, AW.2 Gossage who was Junior singles champion of Montreal, "Chris" Smith highly seeded Montreal player in the women's division, Cpl. Jack Heenan of the Pay & Accounts division, AC.2 John Bishop of the P.T.I. course and many others. Individual

champions in each division were as follows:

Men's singles: L.A.C. Dunphy, Re-selection Centre.

Women's Singles: AW2 Gossage, Accountant Course.

Men's Doubles: Cpl. Root & Pte Marshall, Dental Corps

Women's Doubles: Sgt. Reany & Cpl. Engemann, Headquarters Staff.

Mixed Doubles: AW.2 Gossage, Accountants Course, & AC.2 Bishop, P. T. I. Course.

The popular game of Borden Ball had so many entries that the schedule had to be run off during the P.T. classes, the final game being between two teams from the Re-selection Centre Aircrew.

Although the P.T.I. Course team proved too strong for the remainder of the field, the schedule was a very keenly fought. Re-selection Centre Staff had a good team as did Pay and Accounts. Although the Dental Corps had only eight men to play, and some of them had never played before, they made an excellent show.

Volleyball proved the most popular game of team sports with most sections entering two or three teams. Some stiff competition was waged, particularly between the P. T.I. and Disciplinarian Courses. In the three games, had to be played above the required fifteen points.

Floor Hockey presented an excellent opportunity for the fellows who looking forward to playing ice hockey this season, to get sharpened up in their shooting and stick handling.

When points were finally totalled, the Dental Corps, although only having eight men to choose from, emerged the winners. Following is the standing:

(Continued on page 78)

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# CARLTON FIVE IN EASY WIN OVER TRENTON

*Toronto Ladies  
Twice-Victors  
At Station*

PROVIDING ample indication as to why they hold the Eastern Canadian intermediate basketball championship, Carlton Ladies' team from Toronto snowed Trenton's "Flyerettes" under a storm of field goals here November 28-29 in exhibition fixtures, winning 38-19 and 46-10.

Despite the overwhelming scores, however, play was not as one-sided as would seem. Inexperience around the baskets and lack of substitutes had much to do with Trenton's failure break into the scoring more often.

Leading the "Flyerettes" in both games, one Saturday, the other Sunday, was AW1 "Chris" Smith, who displayed as much talent as any of the visitors. AW1's Child and Aldred, playing their first games against top-flight competition, acquitted themselves creditably, while AW1 Mahon proved a bulwark on defence. Rookies, AW2's Roddan, Krett and Vannier also provided notable efforts.

**BOX Scores:**

**CARLTON LADIES**

	Fg.	Ft.	Pts.
Parkhouse, f. . . . .	2	0	4
Craig, f. . . . .	1	1	3
Robinson, f. . . . .	0	0	0
Smart, f. . . . .	2	0	4
Appleton, f. . . . .	1	1	3
Kearsley, f. . . . .	2	0	4
Branston, c. . . . .	4	0	8
Campbell, g. . . . .	1	0	2
Wright, g. . . . .	2	0	4
Young, g. . . . .	2	0	4
Swift, g. . . . .	1	0	2
<b>TOTALS..</b> . . . .	<b>18</b>	<b>2</b>	<b>38</b>

**"FLYERETTES"**

	Fg.	Ft.	Pts.
Roddan, f. . . . .	3	3	9
Vanier, f. . . . .	0	0	0
Smith, f. . . . .	2	0	4
Krett, f. . . . .	1	1	3
Aldred, c. . . . .	0	0	0
Child, g. . . . .	1	1	3
Mahon, g. . . . .	0	0	0
<b>TOTALS</b> . . . . .	<b>7</b>	<b>5</b>	<b>19</b>

**CARLTON LADIES**

	Fg.	Ft.	Tot.
Parkhouse, f. . . . .	2	0	4
Wright, f. . . . .	1	0	2
Kearsley, f. . . . .	1	1	3
Smart, f. . . . .	4	0	8
Appleton, f. . . . .	2	0	4
Branston, c. . . . .	5	0	10
Raeburn, c. . . . .	0	0	0

# HOOP TEAM

(Continued from page 73)

of Quinte League in a deadlock with No. 5 I.T.S. of Belleville, each having a record of four wins against one loss. Trenton, defeated No. 6 R.D. twice, No. 5 I.T.S. and Mountain View each once while losing one close contest to No. 5 I.T.S. In addition the strong Vimy Barracks team of Kingston fell before the "Flyers" onslaught to the tune of 28-19 and Belleville I.T.S. was downed 47-24 in the first game of the play-offs to decide the first series winner. The last two named triumphs coupled with the three final wins of the regular series complete a five game winning streak since the one loss to Belleville early in the year.

The "Flyers'" play so far this year has been featured by the outstanding defensive work of Parsons, Lee, Woodward and McCahill and the scoring punch provided by Parsons, Panasis, Marshall and Bennett. This combination has been molded into a smooth-working machine by mentor Horton and if continued improvement is shown, Trenton basketball followers can look for some real fireworks in the second half of the season after Christmas.

A rocky schedule looms ahead for the "Flyers" with games outside of the regular second series Bay of Quinte League Schedule already arranged with name teams such as a two-game series with Aylmer S.F.T.S. and the University of Western Ontario on Jan. 22nd and 23rd, a return match with Vimy Barracks and a contest expected with the University of Toronto. In the Bay of Quinte League the schedule calls for games every Wednesday night and will start immediately after the New year.

Cordner, c. . . . .	1	0	2
Young, g. . . . .	3	0	6
Swift, g. . . . .	1	0	2
Robinson, g. . . . .	0	0	0
Campbell, g. . . . .	2	0	4
Mockford, g. . . . .	0	1	1
<b>TOTALS..</b> . . . .	<b>22</b>	<b>2</b>	<b>46</b>

**"FLYERETTES"**

	Fg.	Ft.	Tot.
Mahon, f. . . . .	0	0	0
Krett, f. . . . .	2	1	5
Vanier, f. . . . .	0	1	1
Aldred, c. . . . .	0	0	0
Roddan, c. . . . .	0	1	1
Child, g. . . . .	1	0	2
Smith, g. . . . .	0	1	1
<b>TOTALS</b> . . . . .	<b>3</b>	<b>4</b>	<b>10</b>

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**SWIM TEAMS FROM UNITS STAGE MEET**

*P. T. I. Course Wins Top Honors December 3*

INTRA-MURAL swimming met with further success December 3 in the Station pool when teams from various units battled it out in an entertaining show. The P.T.I. Course carried off top honors with an aggregate of 31 points, closely followed by the Disciplinarians' Course and a team from Re-Selection Centre.

Outstanding individual performer was AC2 Bishop who captured the 50-yard backstroke and long plunge events aside from helping his P.T.I. team to victory in the 200-yard medley relay.

Fast becoming popular at Trenton, water polo was displayed in smart fashion during the evening with the P.T.I.'s nosing out the Discip's 6-5, after building up a 4-0 lead in the first two periods. Given a few more minutes, the Discip's might have pulled a victory out of the fire for they looked hot in the closing stages.

Inter-unit and Inter-Station water polo schedules have been drawn up for the winter months and packed houses are anticipated for each contest.

**INTRA-MURAL FINALS**

(Continued from page 76)

Can. Dental Corps 1203.5 pts.  
Reselec. C. Aircrew 1136.5 pts.  
Pay and Accounts. 1091 pts.  
Serv. Police Course 910 pts.  
Disciplin. Course.. 797 pts.  
P.T.I. Course ..... 625 pts.

K.T.S. Staff ..... 296 pts.  
Headq. Ord. Room 180 pts.  
Reselec. C. Staff.. 172.5 pts.

**Women's Division.**

Headq. & Equipment 490 pts.  
Pay and Accounts.... 340 pts.  
Clerk Accountants and Equipment Assistants Courses.... 320 pts.  
Total number of entrants for the complete schedule was 637, comprising 72 teams.

**DOWNES BELLEVILLE**

(Con't. from page 73)

LAC's Boyes and Ingham formed a strong attacking forward line, while LAC Bennett threw in six points to help the cause. Town was the high-light for #5, scoring eleven points.

**BOX Scores:**

**"FLYERS"**

	fg.	ft.	tot.	pff.	tm.
Ingham, f. ....	0	0	0	2	0
Bennett, f. ....	3	0	6	1	0
Bundy, f. ....	2	0	4	1	0
Panasis, f. ....	1	5	7	0	1
Boyes, f. .. ...	2	1	5	1	0
Marshall, f. ..	0	0	0	0	0
Lee, c. ....	2	0	4	0	1
McNeil, c. ....	1	0	2	1	0
Schueneman, c.	2	0	4	0	0
McCahill, g. ..	2	1	5	0	0
Parsons, g. ....	4	2	10	2	2
Woodward, g.	0	0	0	0	0
Hoar, g. .. ...	0	0	0	0	0

Totals .. .. 19 9 47 8 4

**No. 5 I. T. S.**

	fg.	ft.	tot.	pff.	tm.
Nolan, f. .. ...	2	1	5	2	1
Frame, f. ... ..	0	0	0	0	0
Reid, f. ....	1	0	2	0	1
McGregor, f... ..	2	0	4	1	0
Green, f. .. ...	0	0	0	3	0
Town, f. .. ...	4	3	11	1	0
Crane, c. .. ...	0	0	0	0	0
Burgess, c. ....	1	0	2	0	0
Estey, g. .. ...	0	0	0	0	0
Carney, g. ... ..	0	0	0	0	0
Burns, g. ... ..	0	0	0	0	0
Stilman, g. ... ..	0	0	0	0	0
Henderson, g.	0	0	0	3	0

Totals .. .. 10 4 24 10 5

*Morale is a lot of little things*

**WHEN IN TRENTON VISITE THE LOVELY AIR CONDITIONED**

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# The Weather Men

## *Trenton's Met' Section is Key Member of Trans- Canada Chain*

*By LAC Alan John*

**I**NVALUABLE to all branches of flying, the Meteorological Section is perhaps the most valued advisor on any aerodrome. Were flyers to be suddenly deprived of this aid the air would once again become the dangerous unknown quantity in aviation.

The Trenton Meteorological Section is a particularly important link in the chain of weather forecast bureaux whose information make trans-continental flying relatively safe. Operating under the direct control of the Ministry of Transport it is the only station in Southern Ontario allowed to issue its own weather forecasts. C.F.S. and F.I.S., Trenton, are the first to draw information from the Met's conclusions; next come Mountain View and Oshawa and aerodromes in the surrounding district.

"The backbone of weather forecasting," said Mr. J. G. Potter, station meteorological officer, "is the Weather Map, in this case a large scale conformal conic projection of North America. On it is plotted information gathered from hundreds of bureaux and observer posts all over Canada and the United States and Communicated to us in code by teletype. Information about the strength and direction of the wind at varying altitudes, air conditions, facts about fog, rain, snow, temperature, barometric pressures and relative humidity."

From this data J. G. Potter and his assistants, Sgt. Chris. Lockyer, Cpl. Johnny Phillips and LAC. Hibbert, determine the position of the "High" and "Low" pressure areas and the direction in which cold and warm fronts are travelling. Aviation weather forecasting is primarily concerned with these frontal movements. A cold front can be very dangerous if it is a strong one; it implies showers, thunder storms but usually leaves a clear sky in its train. With a warm front come rain sleet, snow and poor visibility; it may also be hazy for quite a time afterwards.

Forecasts are valid for twelve hours from the time they are issued with an additional twelve hour margin of dependable weather. The "Map" complete, the information is passed on to the Control

Tower, to which the bureau is affiliated. The control Tower Offices occupy the floors above the bureau. From these Offices come frequent requests for information and advice to be used in the making of "flight plans" when an aircraft goes for a "cross-country". Requests also come from Winnipeg, Dorval and Debert interspersed with "Air Sequence reports" from New England or Michigan.

"Flyers always seem to expect a full proof answer to their inquiries about the weather", continued Mr. Potter, "this is often impossible. The air passing over this part of Ontario is largely influenced by air currents emanating from the lakes, whose behaviour over land is rather erratic. But our analyses meet most demands adequately."

Originating in Norway, weather forecasting is still comparatively new and experimental. Its appeal grew with the invention of Telegraphy, and it has rapidly developed to meet the ever increasing demands of faster and longer range aircraft.

The "Weather-man," Mr. Potter, comes from Plattsville, Ont., entered this branch of the Department of Transport in the spring of 1941 on graduating from Queen's University, specializing in maths and physics. After a further course at Toronto University he was posted to Trenton. He is ably seconded by Sgt. Lockyer the last remaining member of the pre-war met section a proud father and a good musician; by Cpl Phillips, a good father and a proud musician; by LAC Hibbert from Rose Valley, Sask., who is just a good and proud father. From Sask., also we find AC1 Dean ex-farmer and a keen hockey player, AC1 Kluth, B.A., another wheat producer, and a scholar, and AW2 Johnson from Regina and ex-teacher whose twin has often made life tough for the S.P.'s. Then there is "Faulk" Faulkner, and two other school "marms": AW2 Raye Scott B.A., from Winnipeg and AW2 Louise Shaw B.A. from Youngston, Alberta. Both took a course in Meteorology at the University of Toronto.

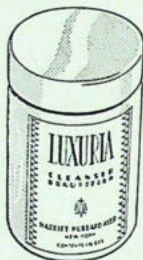
The advice this imposing academic body gives us is to "first look out of the window" if we ever want to try our hand at forecasting.

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### Trenton on the Air . . . . .

(Continued from page 32)

finally with the arrival of the "big night", the program was all set to take the air.

Station personnel which was to make up the studio audience, gathered early at Theatre "B". Sharp at ten-fifteen, the first section of "Comrades in Arms" came over the air from Toronto, and through the ingenuity of Pat Cousins who set up a radio in the theatre, audience and performers were able to sit and listen to the program, of which, in a few minutes they were to become a part. As the time approached for Trenton to "take it away", the tenseness always present at the opening of a radio broadcast was broken by a ripple of laughter among the audience as A.C. Jules Leavitt who was to open our part of the show began chaffing at the bit. Each time Leavitt, former Montreal radio artist, tried to start his introduction, the announcer at Toronto would continue with more concluding remarks, leaving Leavitt, much to the amusement of the onlookers, standing before the "mike" with his mouth open.

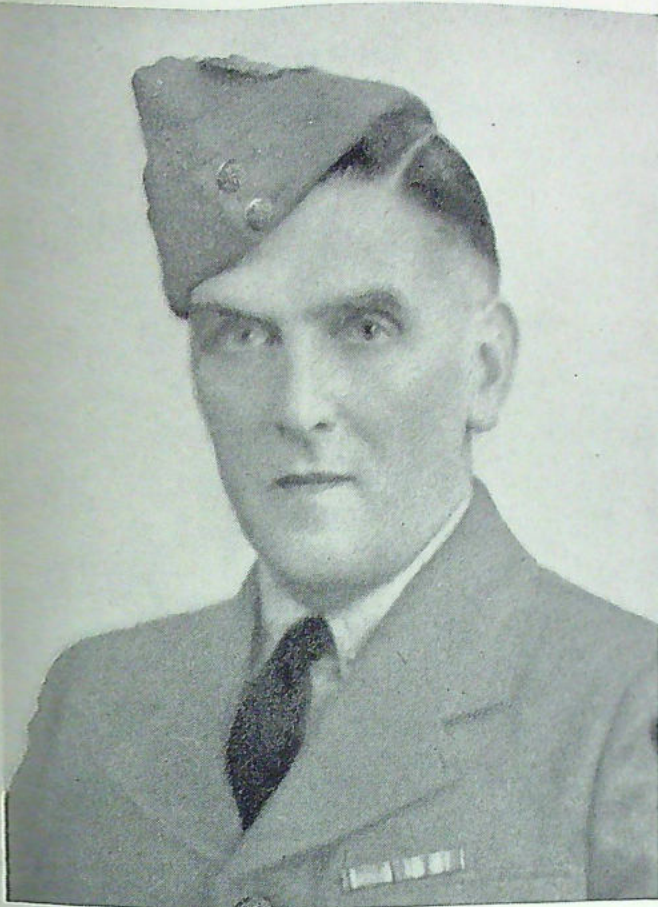
Finally Trenton's turn arrived and we hit the air with a bang as the Station Band under W. O. Hancock broke into the stirring strains of the "Wellington March". Then came F/L. Harris to tell of the immensity of this station and to introduce some of the Airmen and Airwomen from all over the world who go to make up Trenton's personnel. Last of these was Airwomen Mary Gary of Dayton, Ohio, who concluded her remarks with a fine singing rendition of "When the Lights Go on Again all over the World". Sgt. Fran Dowie who did a nice job of acquainting the public with F/S. Stan McQuirl's Swing Band, which did itself proud in beating out "Idaho". As the applause died down, Aircraftsman Leavitt again took over the mike to tell about the various sections of the station and was followed by representatives from various different courses held here.

Considerable amusement was caused by Airwoman "Hello Mum" Burckbery, who took the liberty of greeting her mother via the air-waves after she had finished her remarks about the Equipment Course, F/L. Buddy Brodsky then entertained with an accordion solo of "Tea for Two" and was followed by F/L. Harris who explained how, under the personal direction of Commanding Officer Air Commodore McGill, Trenton had not only doubled its Victory Loan Quota, but had beaten it by over 500%. This concluded our part of "Comrades in Arms" and Trenton went off the air with a finale by the Station Band.

Praise cannot be heaped too highly on all who co-operated in making the broadcast a success and the whole station may well be proud of the compli-

(Continued on page 72)

## He's At 'em Again



This is LAC. TOM GILLIES' second crack at the Jerry. A veteran of the last war, having served four years with the Canadian Army overseas at the Somme and other well-known battlefronts, Gillies is one of the few airframe mechanics at Trenton wearing Service ribbons and he's mighty proud of them. Enlisting early in 1940, Gillies spent a few weeks at Toronto Manning pool and then 18 weeks at Technical Training School at St. Thomas, Ont. Following his course, he was posted to Trenton where he has remained, working on "D" Flight ground crew and No. 1 Maintenance where he is at present. Married and father of two daughters, Gillies calls Toronto his home.

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156M5

## Assumes New Post

**W/C C. A. Hore, M.C., Leaves  
Trenton For Command  
Of New Station**



**C**APABLE men are needed for key positions, which is the reason Trenton often loses Senior Officers whose particular talents fulfill requirements for jobs elsewhere.

Such was the case in the departure, December 11, of Wing Commander C. A. Hore, M. C., for St. Margaret's, Que., in the Laurentian Mountains, where he now is Commanding Officer of the Officers' Basic Training School, recently moved there from Lachine, Que.

Station Administration Officer at Trenton since last August, Wing Commander Hore effected numerous improvements at Trenton during his comparatively brief tenure and his extensive civilian business experience was particularly helpful to those charged with the responsibility of producing "Contact" Magazine.

A veteran of the last war, having served with the Royal Flying Corps and Royal Air Force, W/C Hore also has had considerable experience in this conflict and is sure to do an efficient job in his new position. Enlisting in September, 1939, he was attached to 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.Q. in Ottawa; at No. 4 Embarkation Depot, which he opened as Commanding Officer and later shifted to Halifax as "Y" Depot, and for 14 months prior to his posting to Trenton, was Senior Administration Officer at No. 1 Manning Depot in Toronto.

Season's Greetings

"From a Friend"



# Back Again, With Wings

**Jim Spencer, Former  
Fitter at C.F.S.,  
Now Flying Instructor**

**L**AST March a Corporal-fitter left "D" Flight of F.I.S. here at Trenton and some of his parting words were: "I hope to be back at this Station in a few months—and on this flight."

It was Corporal Jim Spencer who made the statement and his wish became a reality early in December. He came back to Trenton and "D" Flight, but not as a Corporal and not as a fitter. Now his mail is addressed, Pilot Officer Jim Spencer, and the Orderly Room lists him as a student flying instructor.

There probably are a lot of similar success stories going the rounds but Spencer's is particularly popular with Trenton's ground-crew men because he was considered a top-notch fitter, and, better still, a top-notch guy.

Born in Woodstock, Ont., 23 years ago, Spencer was a member of the R.C.A.F.'s Auxiliary prior to the war and when hostilities opened, he enlisted as an aero-engine mechanic with the 114th Bomber Squadron at London, Ont.

Followed a period at Toronto Manning Pool and then training at Technical School in St. Thomas, Ont., after which he was posted to Camp Borden. From there, Spencer travelled to Trenton and remained two years until his remuster to aircrew came through in March.

After doing well at No. 5 I.T.S. in Belleville, "Spence" took elementary training at St. Eugene,

Ont., and spent his Service time at Uplands, also near Ottawa. He stood sixth in his class in ground school subjects His percentage topped the 80-mark, placing him in the Special Distinction Group.

Receiving his wings and Commission, November 20, Spencer was posted to Trenton to train as an instructor and is back with Sgt. "Pop" Fallis, Cpl. George Girling, LAC.'s Doc Symington, Ralph Blackwell, Ernie Munharvey, Bob Blong, Stan Plouffe, Panke, Don Ross and the rest of "Dawn" Flight.



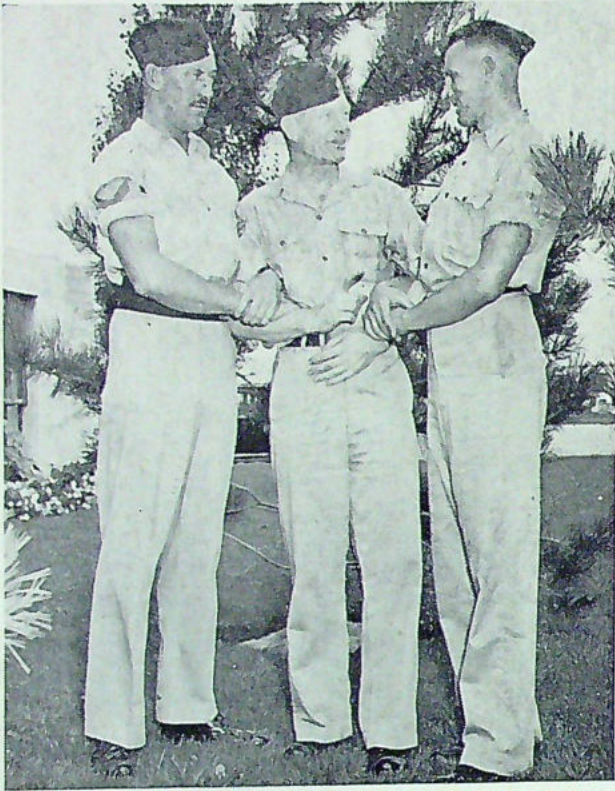
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## No Longer A Trio



**L** EFT to right, they're Cpl. "Tiger" Greenlay, Cpl. "Steamboat" Henderson and Cpl. "Bud" Saunders, the "Foghorn Three" of Re-Selection Centre for many months.

Now, however, they're broken up after 15 months' as a Disciplinarian trio at three stations. Cpl. Saunders, well-known as a baritone singer with Trenton's Rondelle troupe, is still here along with Cpl. Greenlay, but Henderson, now answering to the rank of Sergeant, is at No. 1 Initial Training School in Toronto.

Henderson's most recent transfer was the first for any of the three that didn't see similar moves for the remaining members. They were together at No. 1 Manning Pool in Toronto, went to Fingal at the same time and were posted to Trenton together.

All three are possessors of fight announcer voices and it was a treat to hear them boom their commands on Commanding Officer's parades. Two

Compliments  
of the Season



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## A Lot Has Happened . . . . .

(Continued from page 43)

Then he got to his feet, brushed himself off and began looking for his hat. Someone handed it to him and he jammed it on his head and started away. But he hesitated a moment and looked at his sizeable audience severely. 'Let that be a lesson to you,' he barked, and proceeded on his way. The fellows really liked that.

"Yes," Banfield concluded, "Trenton has had its moments. A lot of them."

## What's Doin' . . .

(Continued from page 57)

hut. Yet lo, she and her beloved behold a great light which is like unto neither the sun nor the moon nor the stars and they are blinded by it, that stepping into outer darkness, she falleth prone. And when her beloved fain would lift her up, a lesser light shineth upon them and the voice of the infidel is heard in the land, crying, "Nah then, nah then, what is this? Break it up, you two."

Thus exhorted, she biddeth her loved one a brief good night and entereth her dwelling forthwith. And because her sisters sleep the sleep of the just or of the just dead tired behold she pussyfooteth. Silently she slinketh about her barracks, divesting herself of her rayment and leapeth onto her couch as a young lioness leaps onto a high rock when it hath stepped upon a thorn.

My daughter, consider the days of the W.D., for beside one of them, Eleanor Roosevelt's day hath become as a sunny Sunday in the country. Selah.

## Good-Bye, Now . . .

(Continued from page 49)

Production of "Contact" has been a pleasure for those immediately concerned, particularly when results of their efforts have drawn favorable comment in leading newspapers of Montreal, Toronto and Vancouver — aside from the majority of personnel.

At its inception, "Contact" was conceded to be the Service's outstanding Station publication. We hope it ended that way.

## Candid Hints . . .

(Continued from page 51)

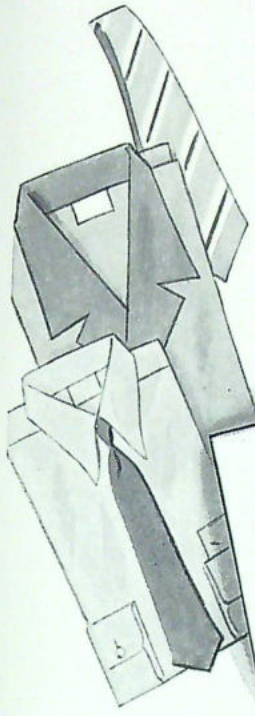
whiffer film, if, when the final picture doesn't click, it first hasn't been worth it.

So learn the tricks of the trade by all means, but remember that the end results must be a pleasing photo, the photo that you set out to make when you took out your camera.

thirds of the noise can be heard as of old, however, and, says Cpl. Saunders with a laugh, "On a clear day, you can still hear Henderson."

# Putting on a good front!

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