



Orillia Squadron No. 99

A.C.2 R.C.A.F.
JAMES RICHARD MUNGHAM

Air Cadet Sergt. J. R. Mungam was born in Detroit, Michigan, U.S.A., on March 20, 1925, and attended St. Mary's High School in Phoenix, Arizona. He joined the Orillia



Squadron of the Air Cadets on February 28, 1942. With his previous experience as assistant Scout Master and Scout Master of the Cubs he soon was promoted. He was given his discharge on Sept. 29, 1942, to go active in the R.C.A.F. on October 2nd. This is our first Cadet to go active and we will

be watching his every move from this Squadron. Air Cadet Jack Laws of this Squadron was complimented recently for saving the life of a three year old baby which had fallen into a tub of water. The Mother was frantic and upon hearing the screams next door Laws ran out and saw what had happened and took the child and used artificial respiration until the Doctor arrived. The Doctor stated that his actions had saved the child's life.

We give every Officer and Airman an open invitation to visit our new station in Orillia. We are slowly equipping the same and doing all the work ourselves. When completed we think we shall have the Best Air Cadet Station in the Dominion. We are at the Station every evening and it is in the centre of the Town and any one will tell you where to get to it. Our Main Station is on the second floor going off the ground and have a floor space of 105' by 35'. We are covering the cement walls with Ten Test and all our trimmings are in sky blue and white. Through the kindness of some local firms we are able with a few voluntary workers to build up our equip-

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ment. We are making individual tables for each cadet and these are finished in blue. The lighting is good and bright, there being 20 200 watt lamps. There is a small drill square and then comes another building used as Orderly Room, Adjutant's Office and the equipment stores. Our regular classes are in full swing and with our own instructors and those supplied from Camp Borden we are going right ahead. On October 12th members of this Squadron had the privilege of doing guard duty about four miles south of Orillia where some Norwegian Fliers were camped for the night. The Fliers were on a route march from Windermere in Muskoka to Little Norway in Toronto. We got busy and gave them a real evening's entertainment. Hot showers and swimming pool at the Y.M.C.A. were put to their disposal, a group of ladies put on a real hot dinner, and the manager of the Opera House entertained them to a show. I am sure it was very much appreciated and they will talk of Canada Air Cadets for a long time. Our strength is now 42 Cadets and four Officers.

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HONOUR ROLL



The undermentioned graduates of No. 1 S.F.T.S., Camp Borden, have recently received awards for great gallantry and devotion to duty in the execution of Air Operations:

FLIGHT LIEUTENANT PHILLIP LESLIE IRVING ARCHER, J.3508, DFC, 24-8-42—
This officer has completed sorties over enemy territory and has destroyed at least four enemy aircraft. On one occasion, although wounded in the leg, Flight Lieutenant Archer flew his badly damaged aircraft back to the base where he executed a skillful landing. He is a most efficient leader.

FLIGHT LIEUTENANT HENRY WALLACE McLEOD, J.4912, DFC, 29-9-42—
In September, 1942, this officer participated in an engagement against at least 20 Messerschmitt 109's. Despite the odds, Flight Lieutenant McLeod so skillfully led his section during the combat that the enemy force was completely broken up. This officer has always displayed greatest determination to engage the enemy and has destroyed at least five and damaged a number of other hostile aircraft. His leadership has been most inspiring.

PILOT OFFICER HARRY MALKIN, J.15521, DFC, 26-9-42—
One night in September, 1942, Pilot Officer Malkin, as captain of a Halifax aircraft, was detailed to attack a target at Frankfurt. When 80 miles away from the target area, his aircraft was attacked by an enemy fighter and much damage was sustained. P/O Malkin, although wounded in the leg by splinters from an explosive cannon shell, took evasive action and enabled his air gunners to return fire, which caused the enemy aircraft to break away. P/O Malkin set his course for home and although suffering much pain, brought his aircraft back to base safely where he made a masterly landing.

SQUADRON LEADER JOHN CLARK FEE, C.773, DFC, 24-8-42—
This officer is a fine pilot and skillful leader. By his outstanding ability he has been mainly responsible for the high standard of fighting efficiency of the Squadron he commands. He has completed a large number of sorties, including some during the combined operations at Dieppe. S/L Fee has at all times set a most inspiring example.

FLIGHT LIEUTENANT JOSEPH JEAN PAUL SABOURIN, J.3519, DFC, 28-9-42—
This officer has performed much excellent work. He has destroyed four enemy aircraft and assisted in the destruction of another.

PILOT OFFICER JAMES WILLIAM BROMLEY REYNOLDS, J.15356, DFC, 10-9-42
This officer has completed numerous sorties involving low flying attacks on important enemy industrial targets and aerodromes in Northern France. In the recent combined operations at Dieppe, Pilot Officer Reynolds participated in attacks on enemy gun positions. He has displayed excellent leadership and initiative.

FLIGHT SERGEANT WILLIAM THOMAS BENT, R.83055, DFM, 23-9-42—
One night in September, 1942, Flight Sergeant Bent was captain of an aircraft detailed to attack a target in the Ruhr. Just before reaching the target, engine trouble developed and Flight Sergeant Bent was unable to fly the aircraft above eight thousand feet. Nevertheless, displaying great courage and fortitude, he continued his mission and after bombing his target, a successful photograph of the area was taken. On the return journey the engine trouble persisted and F/Sgt Bent was considerably harassed by search lights and anti-aircraft fire. By skillful airmanship, however, he succeeded in returning to his base safely. F/Sgt Bent has at all times shown great determination in pressing home his attacks.

CUTTINGS FROM THE MACHINE SHOP

I suppose most of you have been thinking that the machine does all the work, while the operator stands and watches. If that was the case, I'm afraid the parts you wanted made up would be far from what you ordered.

So to start with, there are only two of us in the machine shop, AC1 Fortier and myself, and it keeps the two of us very busy most of the time.

A few of the jobs that we have to do are making and replacing worn-out bushings, bearings, nuts and bolts, small dies, punches, rivet snaps, "V" pulleys, small gears, cable eyelets and many others.

We also have a lot of drilling and tap-

ping jobs, plus removing of old broken studs. Then comes the job of repairing the damaged threads, both internal and external, which sometimes necessitates making the complete part over again. There are also a lot of odd threads on aircraft which calls for the thread to be cut on the lathe, as our taps and dies only cover standard threads.

Another job is to machine parts before they are welded, and then remove the excess metal afterwards. Modifications also affect our section, as parts to be modified often have to have metal removed, such as decreasing their size. On the other hand, they often require us to make different parts altogether. CPL. J. R. HOUNSOME.



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