

## Editorially Speaking

### "WE SHALL ADVANCE"

In the First World War a famous military leader, when confronted with overwhelming odds, said, "Our backs are to the wall, our flanks are hard pressed by the enemy—WE SHALL ADVANCE!" They did advance and they struck a telling blow against the enemy.

A few weeks ago, Wings Over Borden felt it was in a similar position. Despite the fact that we were first in the field, the pioneer R.C.A.F. paper, we experienced the unhappy feeling of seeing other station papers appearing with increasing frequency around us. Their individual quality increased and soon many of them appeared in magazine format. We were being outflanked in the field of journalism. This was a bitter pill to swallow. A more bitter one was the apparent unwillingness of the station personnel to come forward and lend a hand. Our backs were to the wall, so to speak.

After a hasty conference the situation was studied, and we decided to "advance". Wings Over Borden is now a magazine. Whether we have struck a "telling blow" will depend on you and your reception of it. Our aim is to please you—we will not know whether we have or not. Tell us by contributing to the paper—tell us by buying the paper—tell us by subscribing to the paper for your family and friends. Now more than ever before in your life, your folks at home are interested in what you are doing, where you are, who you are meeting. Why? Because you are away from them. Wings Over Borden will convey this picture to them better than you can tell it in letters or in words. When you are posted you can arrange to have the magazine follow you wherever you go, and you will be able to keep in touch with old friends and old scenes wherever you will be.

MAY WE COUNT ON YOUR SUBSCRIPTION?

### A TRUE STORY

(By a British Mining Engineer)

"I met one of our elder colliers leaving the Pithead Baths. He told me he had been sent for from the Pit and was then going home. He had just heard that his wife had died. I attempted to say something of my sympathy, especially as I knew how devoted a couple they were, but he stopped me, and in his distress told me how, although she had not been well for some time, she had been in bed for the last fortnight. That very morning she had seemed worse and he had suggested that perhaps he ought to stay with her, but she said: 'No, go to your work, John, it is so very important'. 'You see, sir,' added the miner, 'I have always told her how very important my work at the Pit is just now when coal is so badly needed by the country.' So this Englishman, an ordinary working miner, tore himself away for work as usual, his son and elder daughter also going off to war factories fifteen or twenty miles away, leaving the sick wife in the charge of a little girl of fourteen years of age, in whose arms she died soon after the commencement of the shift."

### BRIDGING THE GAP

By F/O Coumans

It is with fear and trembling we graduate from E.F.T.S. The commonest phrase heard there is, "It's o.k. here, but you can't get away with stuff like that at Service School." It is heard in every phase of life, from making a wheel landing to having a suitcase under your bed.

In spite of this oft repeated warning, and the super-

ior attitude of Service Flying School personnel, Elementary Flying Training Schools are plugging along and doing a fine job of work. After all that lowly institution "does" teach 'em to fly and saves many Service School instructor's necks by sifting out the absolutely dangerous would-be pilots, and their necks are out plenty in doing it.

As a tip to you Instructors, if on a dual cross country flight to an E.F.T.S., and your student feels like a rest, give some of the Instructors there a flip. They will be no end grateful and it should help to overcome the subconscious attitude that they pass on to their students, that the Harvard is a man-killer. You all know the "if you do that in a Harvard——" crack that comes out so easily from these lads who have not had any chance to even ride in one. Naturally everyone looks forward to coming to a Service Flying Training School, but when the actual time of parting comes it produces a pang at leaving the elementary stage of training. Closer co-operation and efforts toward mutual understanding between the personnel of both types of school would do much to lay low this typical "mental hazard" and bridge the gap between elementary and service training.

—RCAF—

### AIR CADET LEAGUE OF CANADA

Recently there has been set up across the Dominion a youth training scheme of preparatory instruction for prospective entrants into the Royal Canadian Air Force. The Air Cadet League is composed of a large number of Air Cadet Squadrons located throughout the various cities and towns, and for the most part sponsored by some local group of citizens. Each Squadron is attached to its nearest R.C.A.F. station and is under the supervision of a R.C.A.F. Liaison Officer. For instance, the Air Cadet Squadrons at Orillia and Barrie are affiliated with this Unit, S/L McCulloch being the Liaison Officer.

As a preliminary to the intensive programme of instruction to be given during the winter of 1942-43, and as somewhat of a reward for their excellent efforts during the past months, a summer camp has been established for the Air Cadet League, and as part of this we have at present at this Unit representatives of the Squadrons at Timmins and Orillia, in camp from July 5th to 11th, to be followed by Squadrons from North Bay, Etobicoke and Toronto from July 12th to 18th. These cadets are under the direction of their own Air Cadet Officers, under the guidance of Pilot Officer Aplin. We are happy to have these lads here, and congratulate them and their officers on their enthusiasm, smartness on parade and splendid adherence to discipline.

The following has been received from one of the Air Cadet corporals of the Orillia Squadron and is printed with pleasure. The columns of "Wings Over Borden" will always be open to the Air Cadet Squadrons associated with this Station.

"The 99th Orillia Squadron was organized in March, 1942, for the purpose of training young men below military age for Canada's future Air Force. They held their first meeting on March 13th.

"Orillia Air Cadets are divided into two groups—the Juniors, who are between 12 and 15 years of age, and the Seniors, who range from 15 to 18 years. The N.C.O.'s are picked from the Seniors and at present we have a Sergeant and two Corporals. As our Flight grows larger we will add a Flight Sergeant to our N.C.O.'s.

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## A Word From The Commanding Officer



G/Cpt. D. M. Edwards

"It is with great pleasure that I introduce to the Station, the new edition of "Wings Over Borden." The magazine is a credit to the Editor and his Staff and is indicative of the enterprising spirit which permeates all activities of the R.C.A.F. Station at Camp Borden. Through the medium of this magazine, personnel engaged on widely diverse duties and sports may learn what all are doing as a Station. The value of your interest in terms of written contributions cannot be over-emphasized. If you will bear that in mind, it is my sincere belief that this number presages a bright and useful future for the magazine of the tradition station of the R.C.A.F., Camp Borden."

*Douglas Muir Edwards*