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Honorary Editor  
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AN AIRFORCE NEWSMAGAZINE

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JANUARY, 1960

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## EDITORIAL CORNER

### The New Year Resolutions

BECAUSE most of us have a sincere desire to keep to those resolutions which we make with ourselves or our families at each turn of the year, and because this year has been focussed in part on the United Nations and its aspirations for refugees, might be a good idea to recall some of those resolutions set forth in the Charter of the U.N. This charter was born of the fervent desire of mankind to eliminate war and build a better world. It can be considered the nearest approach to a world parliament history has ever known, and its objectives as set out in the charter are a milestone in international co-operation.

The resolutions voiced by this document and representing the hopes and desires of millions of people all over the world are those that we should determine to keep for all time. The resolution to prevent war, the resolution to reaffirm our faith in fundamental human rights, the resolution to live in peace with our neighbours, and the resolution to unite our strength to maintain international peace and security.

These resolutions and the sincerity of those making them have been tested many times. The overall score has not been perfect, but the small headway has been encouraging. Let us hope that this New Year will bring an even greater emphasis to bear upon the U.N. and its resolutions, so that it becomes an even greater practical instrument to advance the welfare of mankind.

E. T.

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# THINK!

BY RON BAYNES

It has become the custom in many offices, service and otherwise, to display upon the wall, a large emblem with the stern device—"THINK."

Well it's good advice certainly, but how many people are taking it? How many are engaged in genuine independent thought?—how many are accepting second or third hand, someone else's opinions?

It seems to be a feature of our time that, far from thinking independently, just about everyone is a herd-follower and no one is admitting it. The Beatniks—supposedly free-thinkers—are the biggest followers of all, conforming to a good rigid standard behaviour, with everything from costume (beard, dark glasses, etc.) to language laid down. Cool man.

This love of being like everyone else may have its touching aspects. It is also dangerous. Especially in a democracy. Liberty is the aim of our system. It is meaningless without individual thought.

It can be more directly dangerous. Where every-

one is in agreement, no one's thinking very hard. In this thermo nuclear age we need intelligent, independent thought as we have never needed it before. Either we lose our heads or we perish. Individually or in the herd.

Where does this apply in military service?—practically everywhere. The old admonition to the errant "Don't think—read DRO's" doesn't make sense anymore. We live in a changing world and every year it becomes twice as complex. The crowd-follower, untroubled by thought and content to do what the next guy does, is uncomfortably inadequate right now. When we start DING rockets and guidance systems, he will be downright obsolete.

Drill and discipline are NOT designed to eliminate thought, but to promote teamwork. The only serviceman who is going to be able to keep up with the organization in the future is the one who abides by that sign in the office.

"THINK."

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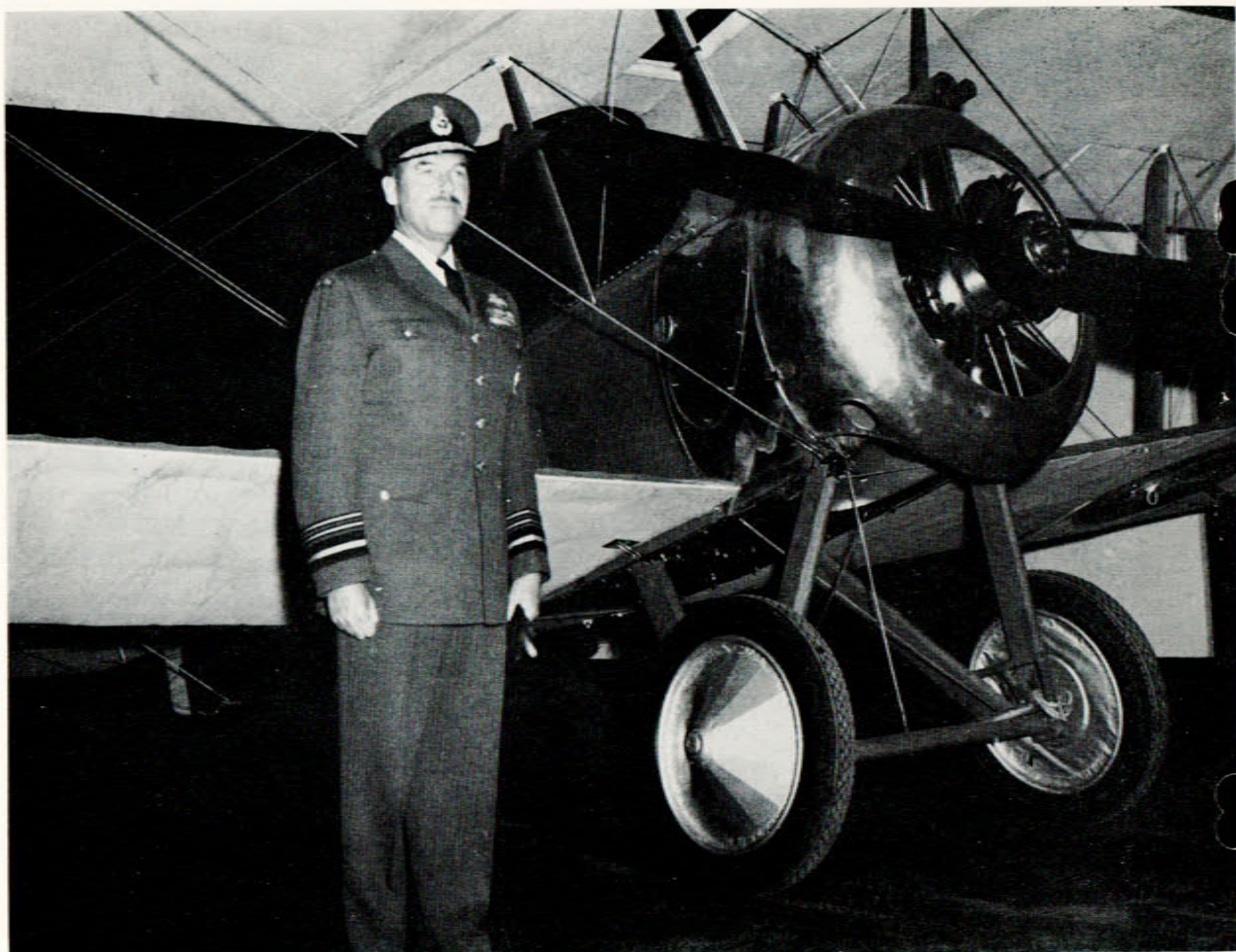
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Air Marshal Slemon stands beside a Sopwith Camel, upon which his class won their wings 35 years ago.

# RCAF 35th ANNIVERSARY WINGS PARADE

By F/L E. E. BOYD

Up march the men who are born to  
the skies,  
There is youth in each face, pride in  
their eyes.  
They are given the key to the city of  
clouds,  
They are given their Wings, hearts beat  
loud.

These are intelligent, well trained  
youths  
With pride in knowledge, trust in  
truths,  
Discipline, democracy, integrity and  
health  
Moulded together have yielded their  
wealth.

Their pride, the Sky, waits overhead  
Smiling with sunshine as they are wed.  
And there above you'll see them to-  
gether  
God's endless sky and man forever.

CPL. HARRY GEO. LEE

FIFTY aircrew trainees from RCAF Station Winnipeg, Gimli and Portage la Prairie received their wings during an Anniversary Parade held at RCAF Station Winnipeg on December 18th.

The parade marked the final chapter in the RCAF's 35th Anniversary celebrations and commemorated the first Wings Parade held in the RCAF, at Camp Gordon, Ontario, on December 20th, 1924.

Since this first parade, approximately 140,000 aircrew have been graduated by the Royal Canadian Air Force.

The guest of honour and reviewing officer for the ceremony was Air Marshal C. Roy Slemon, past Chief of the Air Staff, Deputy Commander-in-Chief North American Air Defence Command, and the only member of the Air Force's "Originals" who is able to look back over continuous service from the creation of the Royal Canadian Air Force in 1924.

Born in Winnipeg in 1904, Air Marshal Slemon is a graduate of the University of Manitoba with a Bachelor of Science degree. He joined the Canadian Air Force in 1923, a year before it became a per-



Wings parade march past

manent force, and received the prefix "Royal." Following extensive and varied flying experience in Canada's Arctic and sub-Arctic, and appointment to many senior staff positions during and after the Second World War, he became Chief of the Air Staff in 1953. He was appointed to his present position at NORAD Headquarters in 1957.

The six graduates on that first Wings parade were: Flight Lieutenant F. C. Higgins, Pilot Officer G. Carr Harris, and Provisional Pilot Officers C. L. Anderson, E. J. Durnin, C. R. Slemon, and W. C. Weaver. They were members of a service which was expand from less than 500 officers and men in 1924, to a peak strength of 215,000 during the Second World War.

These "originals" as they are now referred to, received ten and one-half months of ground school and air training. They received their basic flying training on the AVRO 504K and their advanced flying training on the Sopwith Camel. These aircraft had a top speed of 118 miles per hour.



Air Marshal Campbell presents Air Marshal Slemon with a replica of the Camel.

The fifty aircrew who received their wings from Air Marshal Slemon at Winnipeg, have trained on aircraft capable of speeds up to 600 miles per hour. They represented the Air Forces of Canada, The Netherlands, and Norway; for although the original NATO training plan ended officially in 1958 with the graduation of more than 5,000 aircrew from other member countries, Canada continues to train pilots and observers for some of the NATO nations under separate agreements with each. This continuation is an indication of the high standard of training techniques developed in this country over the past three and one-half decades.

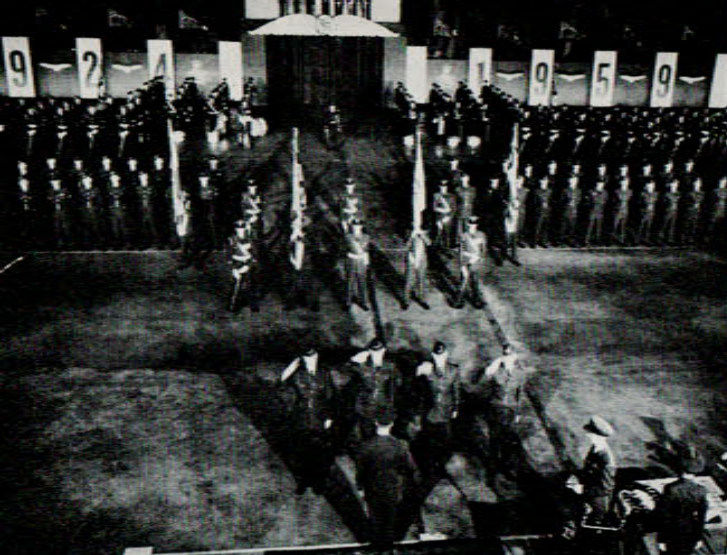
Among the distinguished guests who attended the ceremony were: The Lieutenant-Governor of Manitoba, the Honourable J. S. McDiarmid; Alderman A. E. Bennett, representing the Mayor of Winnipeg; the Mayor of St. James, Thomas B. Findlay; the Chief of the Air Staff, Air Marshal Hugh Campbell; the Air Officer Commanding, Training Command, Air Vice Marshal J. G. Bryans; the Commanding Officer, RCAF Station Winnipeg, Group Captain J. F. Mitchell.

The parade was held in one of the large steel arc hangars at RCAF Station Winnipeg, which was decorated in a motif depicting the thirty-fifth anni-

The receiving line composed of Air Marshal Slemon, Air Marshal Campbell, Air Vice Marshal Bryans and W/C Evans received the graduates of the 35th Anniversary Wing Parade at the Officers Mess upon conclusion of the Wing Presentation Ceremony.







A group of four graduates present themselves to Air Marshall Slemon for their Wings.

versary of the first Wings Parade. A Sopwith Camel and a Silver Star aircraft were on display in the hangar. The Sopwith Camel was one of the aircraft used by the pilots of the first wings parade, while the Silver Star is used as an advance trainer for training pilots today.

Approximately nine hundred persons from Greater Winnipeg and RCAF Station Winnipeg were spectators at the ceremony, which was described by many as one of the finest ever held in the Royal Canadian Air Force.

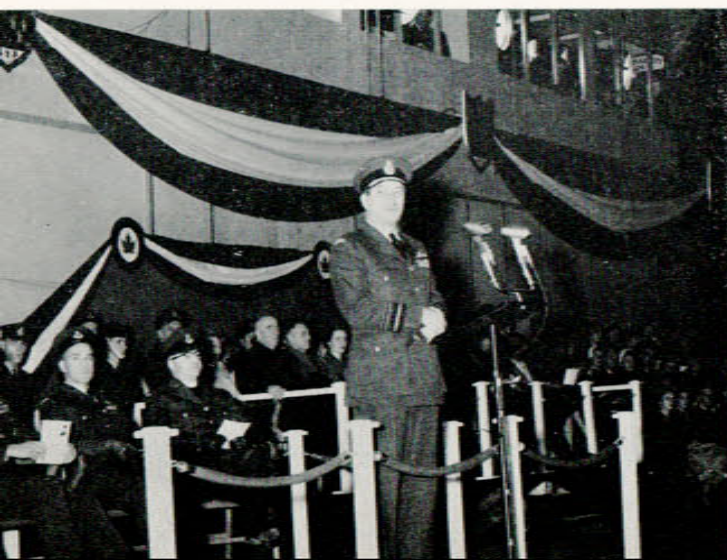
Prior to the commencement of the parade the spectators were entertained with music by the Pipe Band of 17 Wing RCAF Auxiliary Squadron City of Winnipeg, under the direction of Pipe Major Flying Officer John Reay.

The Parade Commander for the ceremony was Wing Commander D. C. Evans, Okotoks, Alberta, the Officer Commanding, the Air Observer School, in Winnipeg. Squadron Leader J. T. Dalton, Chief Instructor, of the Air Observer School, was second in Command of the parade.

Music for the parade was provided by the band of the Royal Canadian Air Force Training Command, under the direction of Flight Lieutenant Carl Friberg.

The ceremonial parade followed this sequence: Inspection of the Guard of Honour and Colour Party;

Air Marshall Campbell introduces Air Marshall Slemon.



Advance of Main Parade; Advance of Flag Party and Graduates; March on of The Colours; Formation of the Hollow Square; Remarks by Air Vice Marshal Bryans, Air Officer Commanding Training Command; Introduction of Air Marshal C. R. Slemon by Air Marshal Hugh Campbell, Chief of the Air Staff; Wings Presentation; Benediction by Wing Commander F. Halle, Training Command Chaplain; Address by the reviewing officer, Air Marshal C. Slemon; March Past; Advance and General Salute. The playing of O Canada and God Save The Queen and the March off of the Parade.

The fifty graduates who received their wings at this parade were comprised of twenty-five observers from RCAF Station Winnipeg, and twenty-five pilots from RCAF Station Gimli and Portage la Prairie. They were: Flight Cadet D. R. Horley, Crystal Springs, Sask.; Flight Cadet J. R. Brown, Toronto, Ont.; Flight Cadet J. H. Challendar, Dartmouth, N.S.; Flight Cadet L. H. Corney, Edmonton, Alta.; Flight Cadet W. V. Tulloch, Toronto, Ont.; Flight Cadet D. R. Blount, Toronto, Ont.; Flight Cadet S.



Air Marshall Slemon congratulates a new graduate.

J. Hungerford, Montreal, P.Q.; Flight Cadet J. McBride, Vancouver, B.C.; Flight Cadet D. E. Smith, Olds, Alta.; Flight Cadet R. M. Shorthill, Edmonton, Alta.; Flight Cadet C. A. Cassidy, Montreal, P.Q.; Flight Cadet J. D. Hayes, Vancouver, B.C.; Flight Cadet R. Giffith, Chatham, Ont.; Flight Cadet G. P. Mumby, Crossfield, Alta.; Sergeant J. Gerritsen, Apeldoorn, Netherlands; Sergeant J. E. Voet, Haarlem, Netherlands; Flight Cadet B. Smith, Vancouver, B.C.; Flight Cadet C. E. Scott, Grand Prairie, Alta.; Flight Cadet P. Page, Montreal, P.Q.; Flight Cadet O. Malcomson, Smith Falls, Ont.; Flight Cadet R. L. Graham, Powell River, B.C.; Flight Cadet R. Finch, Montreal, P.Q.; Flight Cadet J. E. Fowl, Montreal, P.Q.; Flight Cadet G. R. MacDougall, Toronto, Ont.; Flight Cadet K. M. Kee, Carman, Man.; Flight Cadet B. G. Todd, Montreal, P.Q.; Flight Cadet F. B. Beckett, Sterling, Ont.; Flight Cadet J. M. Ogden, Dartmouth, N.S.; Sergeant J. Kroese, Amersfoort, Netherlands; Sergeant K. N.

(Continued on page 21)

## SANTA CLAUS WORE AIR FORCE BLUE

SANTA CLAUS wore Air Force Blue, and arrived ten days early this year for the 200 children of the Saulteaux Indian bands at Little Grand Rapids and Pauingassi, Man.

It was the fourth year that the RCAF had made such a mission to the settlements, chosen because their remoteness makes it difficult for supplies to reach them by regular means. Last year, the gifts were dropped by parachute, but this time it was decided to land and hand them over personally.

Almost half the weight of the cargo was made up by individual presents from the children of the RCAF school at Gimli, and packages of candy, nuts and fruit made up by the members of the women's Guilds of Protestant and Roman Catholic chapels on the station. The remainder of the load consisted of used clothing collected by the Guild members.

In a ceremony at Station Gimli a few days ago, each of the air force children brought a gift marked with the name of an Indian child, and placed it under the Christmas tree at their school, to be collected later and packed for the flight. Co-ordinator of the collection, Flight Lieutenant G. Wilson Yates, Gimli Protestant chaplain, accompanied the flight



Watched by teacher Henry Neufeld (right), Flight Lieutenant G. Wilson Yates, Protestant padre of RCAF Station Gimli distributes gifts to Indian children at Little Grand Rapids, Man. The gifts, donated by school children of the station, were flown to the isolated community by RCAF Otter December 16. (NATIONAL DEFENCE PHOTO)

and played Santa Claus to each of the three settlements.

At Little Grand Rapids, first stop was at the United Church School, where the teacher, Mr. Elwood A. Day, helped with the distribution of gifts, and the children sang a Christmas carol for their visitors.

After a similar stop at the Roman Catholic School, half a mile away, and a visit with the teacher, Mr. John Zyzniewski, and his wife, the airmen took off again for their last delivery, at Pauingassi, twelve miles away. Here again, a little ceremony was held in the non-denominational schoolhouse, under the supervision of teacher Henry Neufeld.

Headed for home again, the RCAF men felt it had been a great day for them, too. The excitement and pleasure of the children, and the abundant hospitality of the teachers and the staff of the government nursing station, were a foretaste of Christmas cheer.

Crews of the "Santa Claus" plane were: Flying Officer A. D. Price, of Cornwall, Ont. and Flying Officer M. O. Zacharuk, of Stornoway, Sask. (pilots), and Leading Aircraftman W. J. Barnett, Grandview, Man. and Leroy Quinton, Grand Falls, Nfld. (crewmen).

United Church school teacher Elwood A. Day hands out RCAF Christmas gifts to Indian children at his Little Grand Rapids school, watched by Station Gimli Protestant padre Flight Lieutenant G. Wilson Yates. F/L Yates accompanied a flight of two 111 KU Otters which landed at the isolated Manitoba community December 16, carrying 2,000 pounds of Christmas cheer donated by RCAF families at Gimli. (NATIONAL DEFENCE PHOTO)





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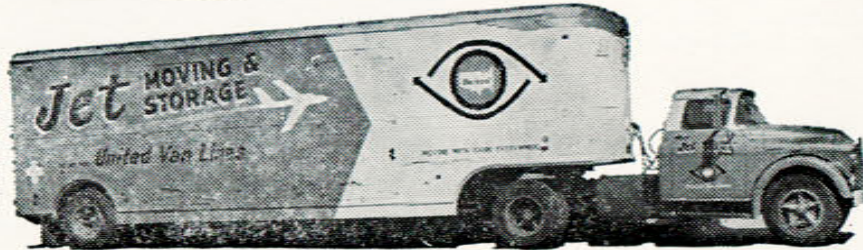
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### VOXAIR VIXEN

HIGH STEPPER — Beautiful Angie Dickinson, who has often been acclaimed as the successor to Marlene Dietrich and Betty Grable in the gorgeous gams department, will soon be seen in the title role of Warner Bros.' "Rachel Cade." In the short span of a year, Angie has risen to Hollywood stardom, following her role with John Wayne in "Rio Bravo," when she tickled the fancy of movie-goers as Feathers, the voluptuous gambling gal who came, saw and conquered a cowboy.

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**W/C W. B. M. MILLAR (CD)**

"I say, old man—thought you were Jerry!"

That is what the RAF pilot might have said after opening up on the Canadian Spitfire, but our personality had no time for apologies now. His main object in life—or for life—was to clear the jammed canopy and escape the torch-like flames that blasted the cockpit.

It all happened during one of the now famous "Battle for Britain" sorties. The German Luftwaffe hammered Britain from the air and the opposition was far more courageous than effective. The pilot, in this case, was our own CadO, W/C Millar. Here's what happened.

On the 9th of September, 1940, Bruce's squadron (No. 1 Canadian Fighter Squadron) intercepted a large German attacking force and the fight began. The 12 Spitfires were no match for the much superior German group and in a very short time other fighter squadrons from Britain were on their way. It was then that the RAF plane closed in on the now-raging dog fight and inadvertently fired on W/C Millar's plane. "I thought he was joining me. The next instant I was on fire and trying to get

out." Well, Bruce did finally get free and parachuted to the safety of a quiet countryside in Surrey, England. He had been quite badly burned though, and after a stretch in hospital was repatriated to Canada where, in January '41, he was sent to No. 4FTS at Saskatoon for instructional duties.

An unusual incident and one we thought you would be interested in, but let's start at the beginning of W/C Millar's career.

A west coast man; born in Pen-ticton, British Columbia. In his early 'teens he decided on an air force career and with this in mind he attended the University of British Columbia in 1934. At that time one had to have a university degree in order to apply for a PC with the RCAF. He graduated in 1938 with his BA. In November of the same year Bruce was accepted by the air force and sent to Camp Borden for initial pilot training. Leaving Borden, the next stop was Trenton, and it was here, in 1939, that the RCAF received its first aircraft using the retractable undercarriage, namely, the Harvard. "There was a great deal of pilot controversy at that time, as to the best way to make a forced landing," he said. "Should one come in

with wheels up—or down? I found out the hard way. I had just take off from Trenton and when over the bay, the engine quit—here was, up or down? I made a good glide back and came down on the field with wheels up! The first RCAF pilot to make such a landing. A good guess on my part."

Now the war was on and W/C Millar flew in dead earnest. Armament training at Trenton included such old timers as the "Wapiti," the "DB18" (Douglas Digby), an American twin engine bomber which was delivered into Canada in a strange manner. It was flown to the border, landed, pushed across the line, then flown to its Canadian destination.

In April '40 Bruce went overseas, first to the 110 squadron, then the number 400 (City of Toronto Squadron). Here he piloted the old Lysander in conjunction with Army Co-op work and saw the "Dunkirk" operation through to its bitter end. For those of not too familiar with the "Lysander," it was powered by one of the first sleeve-valve engines and did a speed of 200 knots. A general duty type plane carrying a pilot and a rear gunner who handled the

(Continued on page 24)

# WINNIPEG PERSONALITIES

**SGT. "EARL" DOLSEN**



*Name the occasion, or the celebrity, and you may rest assured that our new bandmaster—Sgt. "Earl" Dolsen—has, "in the musical sense," been a part of it.*

To say where the Sergeant has been with the RCAF is to name the Command Bands and their individual itineraries. Large cities, small towns; air force stations to cadet camps; CNE to the West's Calgary Stampede. Across Canada and below the line.

Earl began his music career back home in Strasbourg, Saskatchewan, a small prairie town just north of Regina. Out on the back steps ("Dad couldn't stand my playing in the house.") Earl laboured away on the Euphonium to which his music teacher at school had dedicated him. The scales mastered, Earl joined the school band and took up the trumpet and French Horn.

In 1942 our personality enlisted in the RCAF as a bandsman and was immediately assigned to the air force show "Black Outs" then staging in Ottawa. From here on our maestro's travels were far and wide. He was a member of special concerts arranged for such notables

as President Truman, Eisenhower, and other visiting state officials. The Western Canadian tour by Governor-General Alexander of Tunis and party saw Sgt. Dolsen as one of the select band members accompanying the group.

In 1954 his skill was employed at the British Empire Games, where he heralded the winners with the rich, clear tone of the "fanfare" trumpet. Twice, he has accompanied the present Queen, once when her highness was Princess Elizabeth, and again on the recent Royal Tour. A veritable wealth of events and experience.

Notwithstanding this tremendous activity in the musical field, Earl still found the time to play in the symphony concerts being conducted in the city where he was at the time. These Canadian concerts were at Halifax, Ottawa, Saskatoon, Moose Jaw, and Edmonton. This was voluntary work and it is easily understood the tremendous good will that was fostered among the Canadian musicians and devotees towards our Air Force by such enthusiastic participation.

Sgt. Dolsen has only recently been transferred to Station Win-

nipeg. Prior to this transfer here, he led the RCAF Moose Jaw drum and bugle band to a first prize in "Fancy Drill," at that city's Music Festival last summer.

"A band is a very important function of any station," he says. "It's a wonderful opportunity for anyone interested in learning or to those who wish to keep in practice. We have the instruments and know-how; all we ask from our members is a little of their time and a will to practice for perfection."

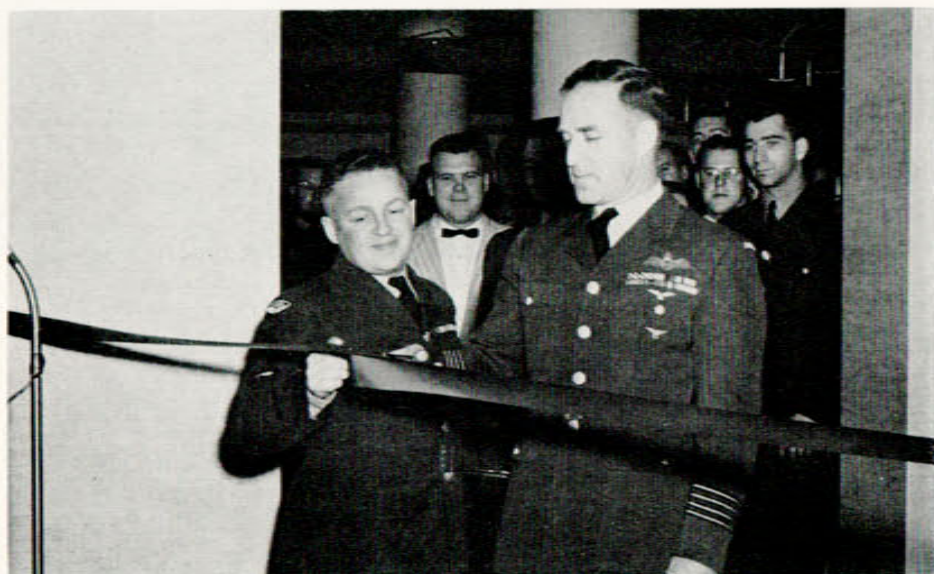
Earl is proud of his bandsmen and appreciative of their efforts. He has been a definite contributing factor in having an individually styled uniform authorized for use in RCAF bands. Our own station bandsmen are now dressed as such, and you must admit they're a pretty sharp looking crowd.

He is now looking into the possibility of forming a station dance band which would be available for the different mess functions on the unit. And for those interested in joining Sgt. Dolsen's station band, but know nothing whatsoever about music and such,—check on the practice hours of the "beginners' class."

(Continued on page 24)



# AIRCRAFTSMEN'S CLUB OPENS NEW LOUNGE



G/C Mitchell officially opens the new lounge, on his right the PMC LAC Hill.



G/C Mitchell signs the guest register, from left to right, W/C Millar, LAC Hill, G/C Mitchell, F/L Rumble.

On December fourth, fourteen months after it was decided that something had to be done to improve the facilities provided for the aircraftmen, these young gentlemen proudly opened the doors of their new lounge. The official opening was in the form of a stag attended by some four hundred members and their invited guests, officers, Warrant Officers and Senior NCO's representing the station, Training Command and units attached to Station Winnipeg. Group Captain Mitchell assisted by the PMC, LAC Hill, cut the ribbon to officially open the new lounge. In his address to the members and their guests the Commanding Officer stated that it was "One of the finest in the RCAF." Saturday, Dec. 5, was a busy day for a group of volunteer workers who were on hand to arrange furniture and get the club in readiness for the formal dance to welcome the wives and girlfriends of members. The formal, like the stag the previous night, was an unqualified success, some 200 proud and happy members smartly attired in neatly pressed uniforms with white shirts and bow ties accompanied by their wives or favorite girlfriends, looking like fashion models were presented to the PMC and Mrs. Hill, the Commanding Officer, and Mrs. Mitchell, the Honorary PMC, and Mrs. Rumble.

For the benefit of those unfamiliar with the operation of the organization we might at this point explain the financing and organization of the club. The Aircraftmen's Club unlike some other messes has no funds as such, all monies handled by the club become the property of Station Fund. Members do not pay mess dues.

The money required to finance this new lounge had to be approved by the Station Fund Committee, \$25,000.00 was originally set aside for this project. The plans and specifications were drawn up by a prominent firm of local architects represented throughout this entire project by Mr. Ronald Veitch to whom a great deal of credit is due. We had our money and plans by October 1958, however, approval of the expenditure and of the plan had to be obtained before we could go ahead. This approval was finally received and tenders were called and at this point we were in for another disappointment and yet another delay. The original amount of money allotted for this project was found to be some \$6,000.00 short of the lowest bid, approval for the additional money was necessary, this authority was granted and the actual job of construction was begun. Five months later the lounge was ready to open.

The Aircraftmen's Club is operated by a committee of representatives from each section on the unit, TCHQ and others. They have a PMC, Vice PMC, Secretary and various standing committees, all matters pertaining to the club are administered by this group which meets monthly. A direct link to the CAdO is provided through the Honorary PMC and his assistant the Honorary Vice PMC. Matters of discipline and deportment are handled by duty airmen who are on hand whenever the club is open.

The airmen are justifiably proud of their new lounge and to the many people who worked hard and long on this project must go a great deal of credit.



A partial view of the spacious dance area.



The receiving line.

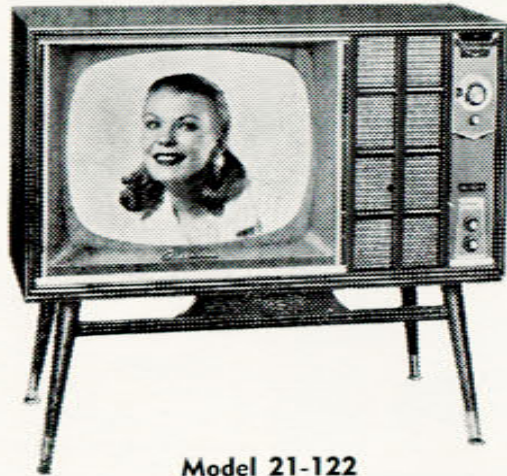


Lounge area facing towards the new bar.



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# RCAF SERGEANT MAKES 10,000th "GCA" RUN

SERGEANT G. G. LAVACK, of Ste. Anne, Man., an RCAF controller here, brought the Chief of the Air Staff, Air Marshal Hugh Campbell, down to a safe landing at Winnipeg on December 18, completing his 10,000th GCA (ground controlled approach) run.



Sergeant G. G. Lavack, of Ste. Anne, Man. (left) receives congratulations from Air Marshal Hugh Campbell, Chief of the Air Staff, on completing his 10,000th GCA (ground controlled approach) run. The event took place on Friday, when Sgt. Lavack "talked down" the Comet bringing Air Marshal Campbell to Winnipeg for the RCAF's 35th Anniversary Wings parade.

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After the landing, the sergeant was congratulated by the Air Marshal, who was here to attend the RCAF's 35th Anniversary Wings Parade.

GCA is a specially developed radar technique whereby, in bad weather, pilots of approaching aircraft are "talked down" by the operator from a distance of between six and nine miles out, until they can see the runway. Even after landing the operator can, if required, give instructions for taxiing the plane right to the terminal.

At Winnipeg, this service is operated by the RCAF for the use of both service and civilian pilots.

Sgt. Lavack, one of about six Canadians to complete 10,000 "runs," is a veteran of eight years on the GCA 'scopes. During this time he completed 6,000 runs on the Sabre jets of Canada's Air Division in Europe, and this summer took a Quadraradar GCA unit to Resolute Bay, N.W.T., to assist the RCAF Transport Command aircraft on their annual re-supply flights. This is the most northerly point in Canada at which a GCA unit has operated, and enabled the airlift to continue in otherwise unflyable weather.

Born at Richer, Man., the sergeant went to school in Ste. Anne, and worked as a bank clerk before joining the RCAF in 1951. He is the son of Mr. George Lavack, of Richer. Sgt. Lavack is married to the former Louise Lesage, of Trepassey, Nfld., and, with their two children, Gerry, 3½, and Gail, 1½, they now live at 10 Leicester Square, St. James, Man.





LAC B. Ellison and his Cornell.



F/S S. Licence and his Taylorcraft.



Cpl. B. Thompson and his Aeronca.



Prior to Take-off

## ENTHUSIASTS OF THE "WILD BLUE YONDER"

THIS started it. LAC Bill Ellison purchased his Cornell in 1956. As he had previously owned a similar one when he lived in Victoria, B.C., he experienced little, if any, apprehension over flying a type that is fast becoming a museum piece.

The Cornell was followed in 1958 by a Taylorcraft owned by FS Steve Licence and then, in rapid succession, came a Luscombe owned by F/O "Joe" Scoles, an Aeronca purchased by Sgt. "Ed" Hoffner, a Fox Moth, also a museum vintage, belonging to LAC "Gene" Myers, and the most recent arrival, another Aeronca brought in by Cpl. "Bud" Thompson on transfer from Saskatoon.

These enthusiasts of the "wild blue yonder" sport have recently grouped together to further the common interest of flying and in particular, to assist each other by a pooling of individual information and "know how."

A rundown of the members will substantiate the fact that you don't need special qualifications to participate. But to join the club the one requirement for membership is that you own an aeroplane.

Bill Ellison is an AE Tech. at 402 Sqdn. and learned to fly at the Vancouver Flying Club. Considering that he has never flown as a commercial pilot, he has logged approximately 800 hrs.

Steve Licence is a Clerk Accountant and received his start in flying as a pilot with the RCAF in World War II. Prior to buying his Taylorcraft he spent two years studying aircraft construction and maintenance techniques.

F/O "Joe" Scoles is a navigation instructor at 2 AOS and holds a commercial pilot's ticket and a valid Air Maintenance Engineer's licence. He has also been a member of flying clubs at the various units at which he has been stationed.

Bud Thompson, a Telecom Air Tech, started his flying instruction at Ottawa Flying Club in 1952. A transfer overseas temporarily cancelled this endeavour. However, on return to Canada, specifically to Saskatoon, Bud purchased his own aircraft and

successfully finished his instruction. He has been a staunch advocate of the sport ever since.

Ed Hoffner of the Stn. ME section, started his pilot training in 1955 with Brandon Flying Club and completed his instruction at the Stn. Gimli Flying Club in the fall of 1956. The necessity of renting aircraft to continue his hobby often proved unsatisfactory, so Ed decided to buy his own and fulfilled this desire in July of 1959.

Gene Meyers is an AE Tech. at 111 KU. He started his flying training in 1954 at the Portage Flying Club. While stationed at Chatham, N.B., he bought his Fox Moth in June 1958. This aircraft will be used by the Manitoba Parachute Club for jumping practice.



F/O J. Scoles and his Aeronca.



LAC B. Ellison

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Juliette and G/C J. F. Mitchell



Tommy Hunter, Juliette and Gordie Tapp

## CBC VARIETY SHOW

On Wednesday, December 16th, the CBC Variety Show, which had been playing to Canadian troops in Resolute Bay and Churchill, arrived at RCAF Station Winnipeg.

Among the many performers were: Juliette, Tommy Hunter, Denise Ange, Shila Billings and Gordie Tapp. In all, some twenty entertainers made the excursion into the northland where they put on five performances.

While in Winnipeg the group were entertained at the Officers' Mess from 11.00 a.m. until 1.00 p.m. when they departed for Toronto.

The two pictures were taken during the visit to Winnipeg. On the left Group Captain J. F. Mitchell is seen discussing the northern tour with "Juliette," while on the right Tommy Hunter, Juliette and Gordie Tapp are seen prior to boarding the plane for Toronto.

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# COALS TO NEWCASTLE — IN REVERSE

*A disenchanted look at vacations by Cpl. T. H. Darling*

Annual Leave is once more the order of the day, and it occurred to me that there must be lots of people, myself included, who, year after year, pay thousands of dollars for the doubtful privilege of doing without those self-same things we can—and do—have, every other day of the year.

For about eleven months of the year we live in a more or less modern home, probably surrounded by the numerous appliances which, we convince ourselves, make life so much easier.

There is the T.V. By simply turning a switch or pressing a button we can have moderately fine entertainment right there in the living-room. There is the 'fridge, an essential to our way of life—or so we think. Hot and cold running water, another essential. The bath, the shower, the vacuum cleaner, washing-machine and perhaps a dish-washing machine—other than the 'old man.'

A mosquito-free house, thanks to adequate screening. An automatic stoker or central heating, where, by turning another switch, we can, if the weather turns suddenly chilly, have a comfortably warm house in a few minutes.

However, comes the Summer and annual leave, and what do we do?? We go to the LAKE!

We pay anything from \$30—\$50 a week so that we can store our milk and other perishables in an ice-box which, for the most part, drips water and doesn't really keep anything chilled at all. Then, when we realize the ice is almost gone and our food nearly ruined, we then try to locate the manager of the establishment only to find he has gone fishing, leaving his wife in charge.

She, of course, is much too frail to hump blocks of ice about, so we, being chivalrous—and wanting the ice right away—carry the darned thing ourselves.

We pay the same money so that we might walk anything up to one hundred yards several times a day carrying a couple of buckets to a pump which, after we have pumped furiously for several minutes to no avail, suddenly gushes forth and fills the buckets to overflowing, soaking our feet as a result. Strange too, how these pump handles invariably contrive to trap our fingers.

To wash and shave—if we do shave—we fill a kettle or pan, and, if we're lucky, place it on a gas burner and wait twenty minutes for it to heat.

A bath??? Simple—merely trip (literally, over the millions of mosquitoes which have, we swear, been hiding behind a convenient tree for just such an opportunity, swoop down, and BINGO—they're inside the cabin. Strange how large and vicious these lake-side 'mossies' are—much more so than their city counterparts.

Recreation and/or relaxation? We try later in the evening to read by the light of the electricity supplied by a gasoline driven motor-generator which provides 25 cycle current to the lone 40 watt bulb in the cabin. To accomplish any degree of success at all in this direction, we are obliged to synchronize our blinks with the 25 times per second the bulb goes on and out. Failure to master this art results in perpetual darkness for the would-be reader.

Being by no means proficient, we lay aside 'Lolita' or 'Peyton Place' in favour of a movie, and drive anything up to thirty miles—over the roughest wash-board roads—to see a film we saw last year on T.V. and hated even then.

Arriving back at the cabin site, we find the place in darkness, the generating set having been switched off at 9 p.m., so that those who wished, might have some rest. Consequently we have to light the oil lamp—all supplied for our \$30—\$50 per week.

The lamp soon smokes so much that we have to put it out and stumble around in the dark. Of course, putting the lamp out doesn't prevent it from smoking—and smelling. That persists for quite an hour afterwards.

Late evenings or early mornings, finding it a bit chilly—the wife won't get up if it's cold—we go outside and chop a cord of wood and come in again and light the wood-burning stove. This soon gives off so much heat we have either to put it out or melt.

Each morning, the little woman—who takes the holiday to 'get away from it all'—reaches for the corn broom and endeavours to sweep out the cabin only to find that the very same dirt and dust she has just swept from the 'bedroom' is now resposited under the hide-away bed in the adjoining room. The whisk action of these corn brooms must be seen to be believed.

Then too, there is the lake-side equivalent of the room 'we never mention.' This is, of necessity, located some considerable distance from the cabin, entailing yet more late evening or early morning walks.

The anti-climax invariably arrives when we have at long last managed to get away by ourselves for a little while, and are determined to do a little fishing.

Sitting on the jetty, armed with our relatively expensive fishing tackle, we smoke countless cigarettes, trying not to notice we are having nary a nibble.

Suddenly on the scene appears the precocious little eight-year-old horror from the adjoining cabin, and he sits down right alongside us with a fishing pole he obviously got for two cereal box-tops and fifty cents. Some three minutes later he hooks and lands a nice two pound perch.

Carefully, and very obviously, he threads his catch on the piece of string he brought with him—he KNEW he would catch something—and marches off, tossing us a pitying glance as he does so.

We won't mention the skunks and bears which prowl around at night knocking over garbage cans and scaring us half to death.

However, like everyone else, we go back again next year. Not to the same location perhaps, but nevertheless to the LAKE, and we return to the city afterwards, tanned, bumpy with 'mossie' bites, and spotted with calamine to relieve the itch of same.

Always we arrive home saying, "Oh yes, we had a LOVELY time—anyway, the kids enjoyed it!"

## RCAF 35th ANNIVERSARY

(Continued from page 6)

Vanderwindt, Vlaardigen, Netherlands; Sergeant O. T. Ovrum, Kongsvinger, Norway; Sergeant Fredrikson, Stokmarknes, Norway; Flight Cadet J. P. Irvin, Toronto, Ont.; Flight Cadet H. P. Osborne, Calgary, Alta.; Flight Cadet R. D. Acheson, Hamilton, Ont.; Flight Cadet J. I. Gray, Graysville, Man.; Flight Cadet E. A. Swanson, Big River, Sask.; Flight Cadet J. E. C. Cossette, Amos, P.Q.; Flight Cadet H. McCallum, Toronto, Ont.; Flight Cadet E. A. Briggs, Broadview, Sask.; Sergeant A. Koning, Wehe, Netherlands; Sergeant E. H. Van Soest, Utrecht, Netherlands; Sergeant W. Jaski, Amsterdam, Netherlands; Sergeant O. O. Kvalheim, Gran, Norway; Flight Cadet P. H. Watson, Winnipeg, Man.; Flight Cadet J. T. McVicar, Montreal, P.Q.

The last four students to receive their wings were the honour graduates in their particular course: Flight Cadet P. Ruge, Vancouver, B.C., honour pilot from RCAF Station Portage la Prairie; Flight Cadet D. J. Hill, Montreal, P.Q., honour pilot from RCAF Station Gimli; Flight Cadet M. J. Gibbons, Calgary, Alta., honour graduate from the Radio Officer course in Winnipeg, and Flight Cadet L. O. Giffen, Halifax, N.S., honour graduate from the Navigation course in Winnipeg.

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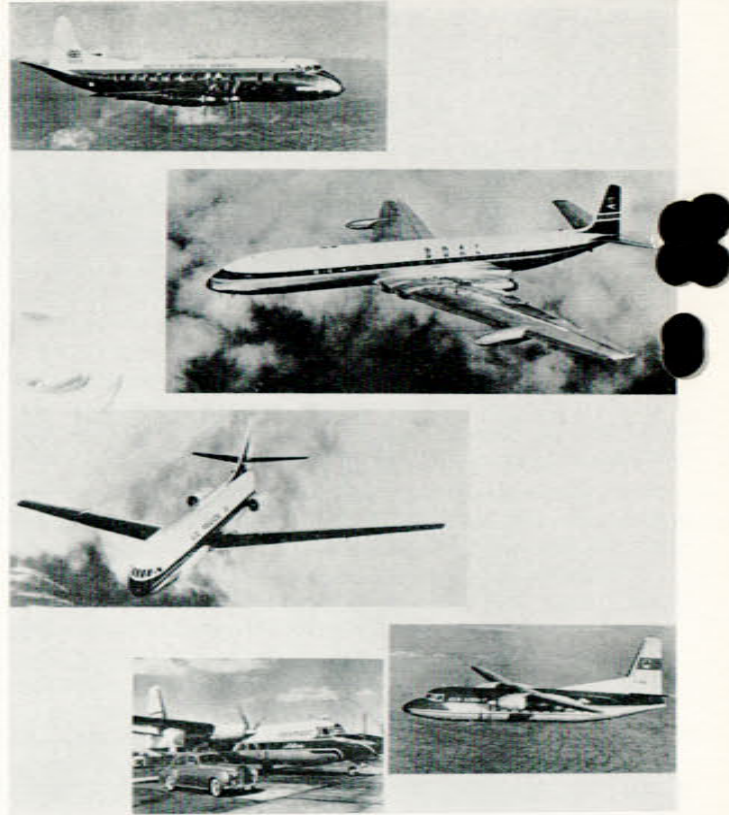
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## 58 AIRLINES ON 6 CONTINENTS

These 10,000,000 hours have been flown by Dart prop-jets in Vickers Viscounts, Fokker Friendships and

Fairchild F-27's and by Avon turbo-jets in de Havilland Comet 4's and Sud Aviation Caravelles. They have been flown on long, medium and short range routes by 58 airlines on six continents. Four and a half million hours have been flown in North America alone.

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## HIGH OVERHAUL LIVES

Overhaul life of the Dart prop-jet started at 400 hours and has now reached 2,500 hours, the highest ever approved for any aero engine. At this figure a Dart engine flies an average of 625,000 miles

(1,000,000 kilometres) between overhauls. The Avon jet, which embodies much of the experience learned from the Dart, started 1,000 hours between overhauls and after only 12 months in service this was increased to 1,600 hours, during which period the engine flies

(Continued on page 24)

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# NEW RCAF GCA CONTROL INSTALLED AT WINNIPEG

CIVILIAN and military aircraft landing at Winnipeg in bad weather will now have an increased safety margin with the recently-completed move of RCAF operators and radar control equipment into the Department of Transport terminal. The new remote control installation is the second of its kind at a civilian airport in Canada and required the laying of 5,000 feet of cable from the RCAF's antenna and transmitter-receiver on the field.

Operation of the new system started on Friday evening, when Sgt. G. G. Lavack completed his own 10,000th GCA run by "talking down" the Comet carrying the Chief of the Air Staff, Air Marshal Hugh Campbell.

The official handover of the new equipment was made on Thursday by Sam Sellars, Air Materiel Command technician in charge of the installation, to Wing Commander W. R. Mann, Training Command Staff Officer for Telecommunications.

The RCAF's Quadradar GCA system was originally installed here in 1955, but until now the operators were located at the unit in the centre of the field, more than a mile from their partners in Department of Transport's approach control centre.

The DOT RAPCON or "radar approach control" surveys and controls aircraft within a radius of 160 miles up to 40,000 feet. Civilian or military planes requesting a GCA approach in bad weather are

guided by RAPCON to a "gate" six to nine miles out—from here the RCAF Quadradar operator takes over and talks the pilot down until he can see the runway. After the landing, the operator can even give the pilot instructions for taxi-ing the plane along the ground to the terminal.

Because of a shortage of trained personnel, the GCA unit has been manned continuously for only eight hours a day. With the help of the new installation, the unit will now be in operation 16 hours a day, with the crew on one-hour standby for the other eight hours.

"It will certainly make for more efficient service," said W. N. Harvey, DOT's Chief Controller at the airport. "The RCAF" operators will be working under much better conditions, and will have tighter liaison with their DOT colleagues. Previously the average number of GCA approaches here was between 200 and 250 a month. This spring, when we experimented with the new equipment, the average was about 600."

Among those present at the handover Thursday were Chief Controller Harvey, Arthur Lohwater, technical representative of Gilfillan Bros. Inc., of Los Angeles, makers of the Quadradar equipment, Tom McCullough, technical representative at the RCAF's 6 Repair Depot, who supervised the installation, and Squadron Leader J. P. Whitehead, RCAF Station Winnipeg telecommunications officer.

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**W/C MILLAR**

(Continued from page 10)

two .303 machine guns. The "Ly-sander" carried a bomb load of up to 1000 pounds and could be used for dive bombing, skip bombing, low flying reconnaissance, photo work, and just about anything else that was not suited to other type aircraft. It was used extensively by the allies in the North African campaign.

W/C Miller has had a great deal of experience in the RCAF, not only as a pilot, but administratively as well. During the latter war years he was CO of the war-time training stations at Davidson and Yorkton in Saskatchewan. In 1944, he attended the War Staff College at Toronto, and the following year was selected to attend the U.S. Command and General Staff School at Fort Leavenworth, Kansas.

At AFHQ, W/C Millar was employed in Directorate of Air Training and later helped form the No. 9 Transport Group which was to become the Air Transport Command.

In 1948, he flew "Daks" with the 414 Photo Squadron on a geographical survey covering the West Arctic. Such names as Whitehorse, Chimo, Sawmill Bay, and "Kitty" leave Bruce with many nostalgic and humorous memories. Then came 1FTS, Centralia! Director of Air Services (DAIRS); 1AFS at Saskatoon, and finally in August '59 W/C Millar was appointed CadO RCAF Stn. Winnipeg.

When asked for a brief explanation of his present job, he said: "Anything other than technical or flying is the simplest explanation. We do the housekeeping for the station. We maintain and improve on, the standards for our messes, barracks, recreational facilities, working facilities, and anything else that is in any way connected with keeping our home safe, clean and efficient.

W/C Millar is a senior officer whose varied and extended experience is of tremendous value to our station and it is with full respect that "VOXAIR" this month salutes and welcomes a very fine personality.

**SGT. DOLSEN**

(Continued from page 11)

At home, wife Kay holds a certificate of music from the University of Saskatchewan and the children, Barbara, Dana and Craig, are all future virtuosos of one instrument or another. Baby Kerry just listens—so far.

Our all brass and reed band here at Station Winnipeg is indeed fortunate, and pleased, to welcome such an enthusiastic and highly skilled bandmaster. The recent, and much publicized "Wings Parade" was greatly enhanced by the band's quality performance and the station is indeed proud. All we can say, Sarg—"Welcome aboard!"

**CIVIL JET AGE**

(Continued from page 22)

over 700,000 miles (1,126,500 kilometres). During the whole overhaul life no schedules, component changes or internal inspections are required.

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Over 70 airlines have ordered Rolls-Royce jets and prop-jets.

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