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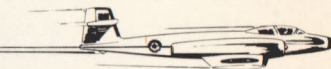
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Voxair



SEPTEMBER 19TH, 1953

ACTIVITIES OF THE ROYAL CANADIAN AIR FORCE IN WINNIPEG



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Authorized as second class mail, Post Office Department, Ottawa.

Editorial . . .

As you read these lines, the Royal Canadian Air Force and its many friends across Canada will be celebrating two great events. One event—Air Force Day—we are celebrating belatedly on account of the Coronation. The other—the Battle of Britain—often referred to as "the RCAF's baptism of fire" is celebrated on or around the 15th of September. Both commemorate a very special milestone in British History.

The airmen and officers of the Air Force feel a great sense of pride at this time. Air Force Day marks the 29th Anniversary of the Royal Canadian Air Force. From its first inception as a part of the Royal Flying Corps and the Royal Naval Air Service the RCAF launched forth to eventually become recognized as one of the greatest air powers in the world today. South East Asia, North Africa, the North Sea, Bremen, Cologne, Hamburg, and Berlin, are but a few of the world areas that bear testimony to our record through the war.

The second event celebrated this month—the Battle of Britain—marked perhaps the crucial turning point of the war. Here too the RCAF acquitted itself with honor. The nightly stream of Messerschmitt and Junker, the sickening wail of the air-raid siren were to be but the prelude to the greater land invasion of England and the destruction of Western civilization. Thanks to the grace of God and the might of British air power the foe was repulsed. Thanks in great part to our success at this stage of the war, Britain still reigns today the land of liberty and the effective centre of our democracy.

The excitement has now subsided, the battles are won. Today, however, we can look back to those exciting moments, and with justifiable pride, know that we are still today a vital part of that same force that accomplished so much in the crucial days of the past.

To those who have come to RCAF Station, Winnipeg, today to help us celebrate this dual event may we extend a cordial word of welcome.

History of the Air Force

by F/O NORM McMILLAN

SINCE THIS EDITION of Voxair is being published to coincide with Air Force Day we think we should tell you a little about the history of flying in Canada. When J. A. D. McCurdy took off on his historical first Canadian flight in his Silver Dart in February, 1909, unknowingly started a new trend in world transportation for the Canadian people. His flight was one half mile in length. Little did he know that people living then would live to see the day when aeroplanes would be built that could fly non-stop half way round the world.

A Canadian Aviation Corps was formed at the outbreak of World War I consisting of two officers. This corps lasted less than a year. The Royal Flying Corps and the Royal Naval Air Service started recruiting men in 1915. Then men had to secure pilots' certificates at their own expense.

By the end of the war the R.F.C. had enlisted more than 16,000 cadets and air mechanics and more than 3,000 pilots. Flying had started a new trend in warfare. Some of the greatest pilots of World War I were Canadians; H. M. Bell, Irving, D.S.O.; W. A. (Billy) Bishop, V.C.; R. Leckie; A. A. McLeod, V.C. to name but a few.

In February, 1920, the Canadian Air Force was formed and moved to Camp Borden in July. In October of 1920 the first Trans-Canada flight from Halifax to Vancouver was made in 49 hours and seven minutes using six aircraft in all.

During peace time the job of the Canadian Air Force was mostly forestry reconnaissance and fire protection as well as communication, transportation, testing and photographs.

Interest in Arctic Flying was increased in July, 1922. Since then Canada has become one of the world's leading explorers in Arctic Flying and navigation.

On April 1, our present Royal Canadian Force was formed. New flying rules and pay regulations were drawn up and R.C.A.F. began to expand.

The R.C.A.F. continued until March 31, 1932, when owing to the depression drastic cuts had to be made in air appropriations. Almost a fifth of the personnel were released at the time. However after through lean years the R.C.A.F. once began to expand in 1935 and at the outbreak of War in 1939 there were over 4,000 officers and airmen and 278 aircraft.

Continued on page 17 •



COVER STORY

Our Air Force Day Edition cover picture Flight Cadet Sandra James, against the background of Station Winnipeg's Main Gate, as she welcomes our Air Force Day Visitors.

The cover is, as usual, the brainchild and handiwork of Photo Editor Ken Gregg. We think Ken's choice of Cover Girls is pretty hard to beat.

Peg Personality

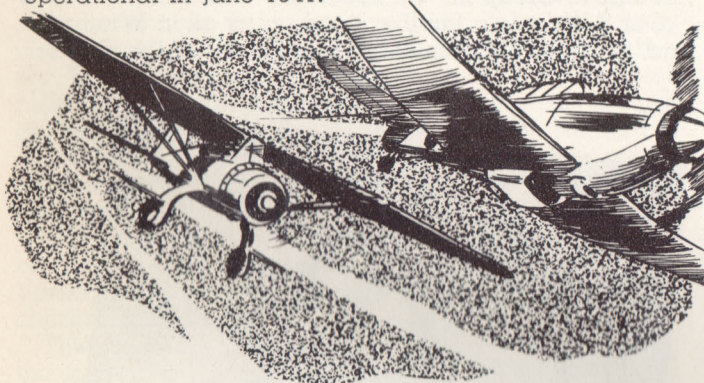
WO1 S. LISOWESKI C.D.

EDITOR'S NOTE: To those who have wondered why we have taken so long to produce this we would like to point out that getting information out of WO1 Lisoweski is not 'next to impossible'. It IS impossible. The material assembled here is the result of careful collection, co-operation of acquaintances, and shameless clipping from wartime publications.

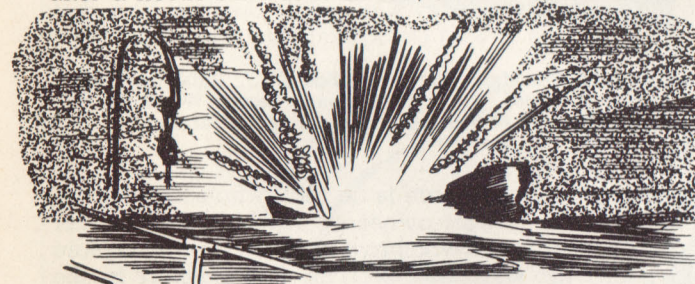
Stephen Lisoweski ("Steve" to his friends) was with the City of Winnipeg (then 112) Squadron before the war and when the Squadron went active in 1939 he embarked on a career which was to take him thousands of miles from his home town, Winnipeg.

City of Winnipeg Squadron remained here in Winnipeg through the late months of 1939 and on a cold day in January moved out on a special train to Rockcliffe. LAC Lisoweski was on his way on his first of many journeys to "Destination Unknown". In May 1940 Steve, (now a Cpl.) arrived at the "Destination", gusty Salisbury Plain in England where tents were the order of the day.

The squadron (which had been Army Co-op, Ly-sanders) soon converted to Hurricanes and became operational in June 1941.



Shortly after this Sgt. Lisoweski left the Squadron to form the new squadron, 414. He stayed with 414 until February 1942, then reported to Tain, Scotland, to make up a new squadron for the Middle East (417). In March, after a hectic six weeks at sea, (in the course of which



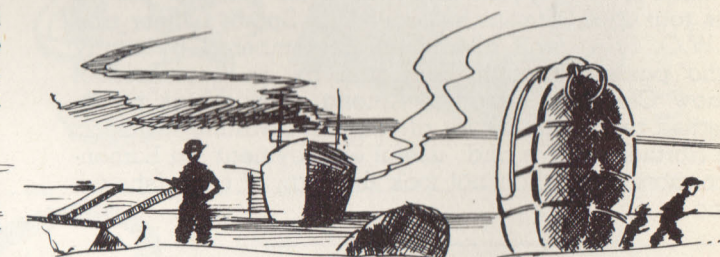
the vessel directly in front of his own was mined and blown up), Steve stepped ashore at the port of Durban, South Africa.

From this point 417 Squadron moved on to Egypt and temporarily having no aircraft of its own serviced RAF aircraft and American B-25's. Sgt. Lisoweski disappeared briefly on posting to Amman in Trans-Jordan where almost in the middle of the shooting war a Field and Administration course was being provided to assist in handling operational personnel in the desert. Just prior



to El Alemain, Spitfires arrived amid great rejoicing and operations were commenced in earnest as part of the Desert Air Force. The squadron trekked from El Alemain to Enfidville, (a distance of 1,700 miles, the longest trek of any RCAF mobile unit) to take up a final position a scant five miles from the enemy lines. Following the now famous "Desert Victory" 417 moved back to Tripoli entertaining vague hopes of some leave. These were soon blighted, however, for preparations were underway for the Allied strike across the Mediterranean and a Grade "A" Large Commando Course was provided for all with Steve supervising.

On June 4th, 1943, F/S Lisoweski, in charge of an advance party of 87 men arrived at Malta once again bound for an unknown destination. One of Malta's many air raids was in progress by way of greeting and for some time it was impossible to land. Later (July 9th) Steve was first to hit the beach in Sicily and narrowly missed a posting to Valhalla when a truck loaded with



hand grenades lost some of its cargo as it lurched ashore. For an unhappy twenty minutes he and the L.S.T.'s Chief Petty Officer scrambled about scooping grenades out of the surf to clear their immediate landing area.

The situation ashore was not much better for the first task was the clearing of a mine field with the operation interspersed with air raids. Fortunately, by this time, all members of the squadron were old hands at being bombed and Steve recalls with pride 'clerks admin.' and cooks clearing aircraft from danger areas during bombings. Sicily was beautiful but deadly and none of 417's personnel were sorry to climb into the six

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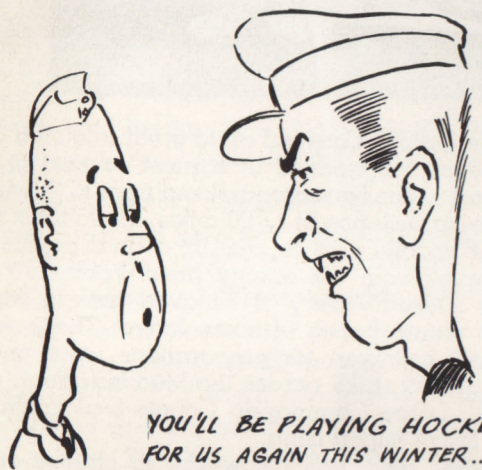
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DC3's which took them on their next move to Joya in Italy.

December of 1943 brought a posting back to Africa for WO1 Lisoweski and the start of the long journey home. Christmas, 1943, was celebrated by a hasty Christmas dinner in Algiers. There followed briefly a comparatively peaceful tour of duty on conducting staff at Bournemouth before reporting to Warrington to await a ship. The return crossing followed the zig-zag style so popular at the time and the New York skyline never looked better than on the morning of March 12th when the Louis Pasteur steamed past Bedloe's Island.

There followed some well earned leave following which WO1 Lisoweski reported to No. 5 A.O.S. Winnipeg to commence duties as Station Warrant Officer. Station activities next received the full benefit of Steve's efforts and he is best remembered by many as coach of the station hockey team. For a period in 1946 he



YOU'LL BE PLAYING HOCKEY FOR US AGAIN THIS WINTER...HMMM?

filled the position of Training Wing Warrant Officer at Portage la Prairie and finally in 1947 was transferred to Edmonton as S.W.O.

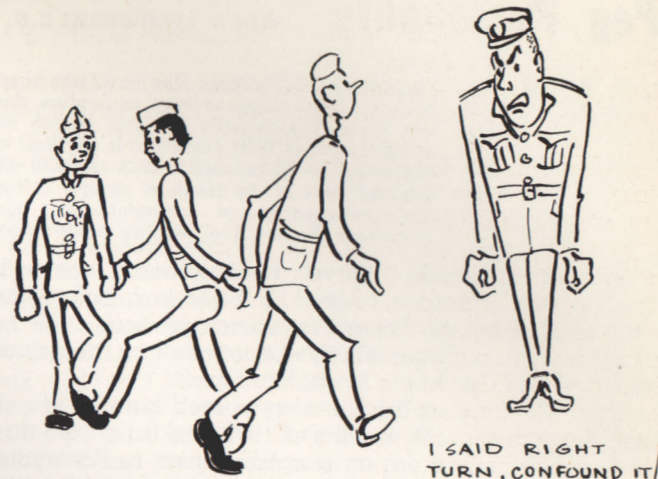
Edmonton lost no time in making his coach of their Station Hockey Team and indeed for the best part of his tour in Edmonton he served as Sports Officer and S.W.O. Steve will always be remembered by many who passed through Edmonton as an organizer of Snow Clearing Activities. Among other things he inherited responsibility for all airmen awaiting transport to Northern points and "useful employment" in Edmonton more often than not took the form of snow shovelling.

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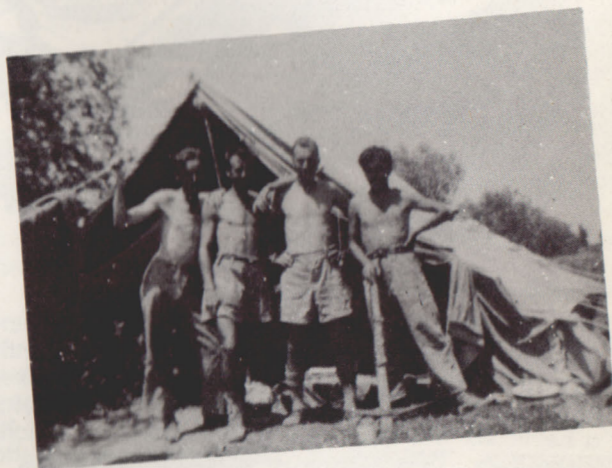
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WINNIPEG, MANITOBA



During the years he was stationed in Edmonton WO1 Lisoweski returned to Manitoba on Air Cadet Liaison activities which took him as far east as Lake Head and up to the mines in Geraldton finally bringing him back full time to Group in Winnipeg.

Our S.W.O. is a familiar figure to us all in Winnipeg and, although he admittedly is a fancier of the shorter,



Left to right: Bill Mabb, brother of Sgt. W. J. Mabb, presently at Station Winnipeg, Sgt. J. O. Symonds, Station Winnipeg, W. O. Lisoweski, and A. Bouchard (now out of the service).

off the face 'hair-do', there is no truth whatsoever in the rumor that he is part owner of several local barber shops. Transgressors who have incurred his displeasure and heard his stern counsel can find comfort in the knowledge that our S.W.O.'s searching glance extends, at times, even beyond the ranks of the service.

While driving in his company some time ago we caught him observing a new policeman on a downtown corner. We were amazed a few moments later to hear the murmured comment, "Nice young cop—too bad,—needs a haircut."

Voxair salutes with pride a man who has taken quietly in his stride the war, peace and 'world travel' of his Air Force career, Steve Lisoweski, our S.W.O.

Comm-Cen

'HOME OF MYSTERY and intrigue' sounds like an introduction to the exotic East or an advertisement for some movie, but I am using that expression to describe the local Communication Centre. "How come?" you may ask, "where's the mystery?" Communications are just a means of directing operations from a distance. Simple, but wait. We are touching on one of the 'miracles' of this modern age—the radio.

To the layman the radio means a little black box that gives out with noise when a certain switch is flipped. You may even be a little more advanced and say it's composed of tubes, resistors, condensers, chokes and a maze of wire, but you still don't completely understand how it works. Believe me, nobody can explain fully, to everyone's satisfaction, why a guy speaking into a little black object miles away can be heard so clearly that you'd imagine he was standing beside you. Mystery, yes, there is an abundance of unexplainable things in the radio. Okay, so it is mysterious, but where does the intrigue come in? The Com-Cen, as it is known, is the origin of the Station 'grapevine.' You have all heard it in action, "they tell me a 'signal' came in today's routine.

A 'signal' now there's a word that is as commonly used in the airforce as aircraft. To the civilian a signal usually conjures up a vision of traffic lights on a busy corner, but to an airman the meaning is entirely different. The procedure used in sending and receiving these messages, is a fairly complex affair commonly known as 'red tape.' Firstly the message must be authorized by an officer. It is then sent to Central Registry, checked and passed on to the Comm-Cen. Here it is scrutinised thoroughly for error and placed in a machine which transmits it to the Major Relay. It arrives there on Ticker Tape, those long strips of paper that New Yorkers love to throw on people. Once again it is checked thoroughly.

This checking business is a very important part of the operator's work, I guess someone must have heard about the Charge of the Light Brigade. The message is then placed in another gadget and transmitted on its way to its destination. When you consider that hundreds of messages are sent and received every day the job is a very exacting one. The operators and technicians are doing a fine job and I think a little pat on the back and a 'well done fellows and girls' (let's not forget the gals) is an appropriate note to end on.



Photos by Cpl. Ken Gregg

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Arctic Flying Weather

Clouds

Cloudiness over the arctic regions is generally greatest in summer and fall and least in winter and spring.

In areas under the immediate influence of circulations off large bodies of water, maximum cloudiness occurs in mid-summer, while places where the circulation is off the land have maximum cloud in autumn with a secondary maximum cloud in early summer.

In high latitudes clouds are usually of the layer type though, during summer, cumulus is common over the islands.

Throughout the winter and spring clouds are often diffused and not clearly defined. For example, in flying through a trough at an altitude of 15,000 feet only ice-crystal-fog-like cloud may be encountered so that the outlines of the ground directly below remain visible. Again in flying through the arctic front at a high altitude, visual contact with the ground may not be lost.

In winter the lack of daylight makes it difficult to observe the extent and type of cloud coverage. As a rule, however, an altitude of 12,000 feet will top the cloud layers. On one occasion off the north coast of the continent a thin layer of altostratus was encountered at 20,000 feet. This cloud was due to the over-running of warm air along the southern edge

by S/L KEITH GREENAWAY

Continued from previous Issue

of the arctic air mass. Fog and low stratus are common along the north coast in the vicinity of Herschel Island.

During spring cloud is at a minimum over the polar pack and the northern islands of the archipelago and a height of 12,000 feet will top the cloud layers until towards the latter part of May, but sometimes over the southern islands of the archipelago altostratus will be found as high as 15,000-20,000 feet. As a rule this cloud is thin and diffused. Sometimes ground fog forming small patches of stratus lies in the depressions of some of the islands.

The cloud layer that extends to 12,000 feet during spring gradually builds up during late May and June to 20,000 feet and in summer becomes very extensive and may be encountered anywhere from a few hundred feet up to 20,000. On one flight during July cumulus and stratocumulus was found at 23,000 feet over the archipelago. As a rule, however, a flight altitude of 20,000 feet will be above cloud level. During the latter part of July and August stratus and stratocumulus at 1-3,000 feet will generally be encountered over the snow-free islands while the surrounding open water of the ice will be free of cloud.

Throughout the fall extensive cloud coverage prevails and may be fractostratus or altostratus at 15,000 feet occasionally extending up to 20,000 feet. At this time of the year the islands are snow-covered but there

are large bodies of open water. This causes extensive fog and low stratus over the water areas and along the coastlines. Without a doubt this time of year provides the worst flying conditions encountered in the arctic. Polar or trans-arctic flights, however, can be made above 20,000 feet without encountering anything but a thin layer of cirrus.

Blowing Snow

In briefing aircrews I feel that the significance of blowing snow at destination or at alternative landing sites has not always been sufficiently stressed. At briefing the forecast often indicates clear skies and ideal flying weather but no attempt has apparently been made to consider the effect of wind velocity on finely granulated snow. After having perfect inflight conditions it is surprising to find the airfield closed in by a blanket of drifting snow which often extends upward to two-three hundred feet. Under these conditions landings and take-offs are not safe.

On one flight of twelve hours duration in which I took part last year, terminal conditions according to the forecast appeared good at time of take-off. However, on arrival visibility was zero owing to blowing snow, and the nearest alternative airfield was three hours away.

My personal experience of being grounded on this account never lasted more than 4 to 5 days. During the time the outline of the sun could be seen but everything else more than a few feet away was obscured. There are instances, however, when blowing snow has seriously restricted air activity. A good example is the rescue of the scientific party from the

Russian cargo ship Chelyuskin when that vessel was held in the ice off Wrangel Island. The decision to remove the party was made February 15th but owing to blowing snow the first successful flight could not be made until March 5th and it was not until the latter part of March that the last of the party was removed.

Temperature

During July and August, except on one flight, temperatures have always been below -20°C above 18,000 feet. On one occasion a low of -34°C was recorded at this altitude over the Beaufort Sea, while on another -29°C was measured over Ellesmere Island at 22,000 feet. Below 6,000 feet temperatures are generally above freezing during late July and August. On 13th July $+50^{\circ}\text{C}$ was recorded at 10,000 feet while flying over the north coast, with the wind from the southwest. This temperature is probably the highest recorded for this altitude on any flight during the past few years.

During September the freezing level is generally 2-6,000 feet and only occasionally are temperatures higher

than 0°C at 6,000 feet. At 14,000 feet temperatures are generally around -20°C and the coldest I have recorded in this month is -32°C at 20,000 feet.

By November the freezing level has usually lowered to the ground. Occasionally however a -1°C has been recorded as high as 5,000 feet. Temperatures around 10,000 feet are generally between -21 and -25°C . On a flight on 22 November -41°C was recorded at 20,000 feet while on another flight -38°C was encountered.

January inflight temperatures usually run in the -20 's and -30 's, the lowest recorded is a -38°C at 23,000 feet.

February temperatures are very similar to those of January with -20°C and lower always encountered above 8-9,000 feet.

Throughout March and April very little change in temperature occurs. The coldest recorded is -43°C at 21,000 feet on 18th March over Committee Bay. Above 12,000 feet all temperatures recorded have been below -20°C . Typical April temperatures recorded over the Pole are as

follows: 12,000 feet -29°C ; 5,000 feet -22°C ; 1,000 feet -27°C . The lowest temperature recorded on this particular flight was -32°C at 12,000 feet over the polar pack at latitude 86°N . During winter and spring inflight temperatures anywhere up to 18,000 to 20,000 feet will usually be higher than those observed on the ground.

By late May an occasional 0°C temperature is encountered below 6 to 8,000 feet but at 12,000 feet it is generally around -20°C and often lower. Frequently at 20,000 feet a -30°C is recorded.

During June temperatures at 10 to 12,000 feet are nearly always below -12°C and at 20,000 feet about -28°C ; on one occasion -41°C was recorded at 21,000 feet over Ellesmere Island.

Turbulence

Turbulence is never as severe in the high latitude as it is in Southern Canada. It is seldom encountered in the summer except when passing through a front, or at low altitudes over the barren lands. It is more

Continued on page 20

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Oulette being thrown for a loss (Flying Mare) Bourget on the bottom



Today in SPORT

by LAC D. J. SWEENEY

THE STRANGE NOISES emanating from the drill hall are nothing to worry about. LAC Bourget is just endeavoring to teach, train and generally dismantle all and sundry interested in the art of wrestling. All those interested in this manly art are invited to drop around and see Bourget.

The art of wrestling, such as it is practised in Canada is one of the safer sports if applied properly. Under a competent instructor the novice not only learns how to fall properly but can also learn the different kicks and holds. The Japanese art of Judo finds its way, too, into our curriculum. Both wrestling and judo require patience and stamina with the desired willingness to learn.

If you are not interested in the sport itself but want to build up your body, Bourget will be glad to see you all the same. This writer climbed into the ring the other day to get a first hand slant on the game. I could swear I was fighting six men, but they told me that there was actually one.

If you feel that wrestling is a little too tame, boxing or the gentlemanly art of self-defence is being taught by LAC Borbath. The boys of our section are only too willing to teach you what they know and this corner certainly advocates sports in its fullest meaning. Station participation is sorely needed. So anyone interested in boxing or wrestling drop around to the drill hall and get in touch with the boys.

Swimming

Contrary to popular belief swimming is not only healthful, it is also a great refresher. If this hot muggy weather it getting you down (the writer wrote this two weeks ago) there is a swim run leaving the rear of the Drill Hall every Monday evening at 1845 hours. This is mixed swimming at H.M.C.S. Chippewa.

F/O McMillan and LAC Adams are handling a group of PMQ children every Saturday morning between the hours of 1000 and 1200 at H.M.C.S. Chippewa. Age limit 7-15 years. Water safety, swimming, diving and life saving are being taught. This is a worthwhile endeavor but they need help. If you have children attending or would like to enroll your boy or girl get in touch with either Mr. McMillan or LAC Adams and if you yourself can donate a few Saturday mornings it will be greatly appreciated.

Soccer

We, in the Sports Section, would like to give honorable mention to the RCAF Station Soccer team. Affiliated with the Manitoba Football Association and the Winnipeg and District Football League, this team already has marked up an impressive record, eight straight wins without a loss.

Headed by A/P/O Long, as goalie and secretary, the team deserves the plaudits of the entire station.

If at a future date some of the personnel of the Station could attend a game or two I would sincerely recommend a turnout. The boys would appreciate a cheering section and a general turnout would ensure you of the advantage of being able to learn about Soccer first hand without having to read about it.

PHOTOS BY LAC J. SMITH



The pressure's on (Full Nelson) Bourget on the mat



LAC Bourget Who's next?



Left jab and a right cross



LAC Borbath



LAC Olsen



Soccer Team
 Standin rear, L. to R.: A/P/O Rosati—inside right; A/P/O Cape—right fullback (manager); A/P/O Mitchell—right halfback; A/P/O Long—goal (secretary); F/O Richards—left halfback.
 Front, L. to R.: A/P/O Cranfield—inside left; A/P/O Best—centre forward; A/P/O Munday—centre halfback (captain); A/P/O Hornsby—outside right; A/P/O Montgomery—left fullback; Missing: A/P/O Dale—outside left.

Chaplain's Page

DURING THE TIME this Chaplain has been on strength at Station Winnipeg, he has become acquainted with a large percentage of the Station personnel, a number of whom have posed "problems."

It has meant, in effect, that a partnership has been established for each occasion. A man has needed advice and direction and help. This the Chaplain can often supply, and, working with the man himself, the partnership has led to a solution of the problem or, at least, afforded some mitigation. The Chaplain could do nothing alone; the man could do nothing of himself; but together they could accomplish.

How important it is, all through life, to work together. It has been stated and demonstrated times without number that no man can live unto himself. Each man is different from his fellow man. There is not one who cannot supply something that somebody else needs. If you possessed everything that your neighbour possesses, and your needs were the same as his, you could neither help him, nor he help you. That is one of the greatneses of human existence if only each would recognize it. It is a wonderful feeling to know that each of us possesses some measure of something that somebody else needs, and that it lies in each one's power to supply it.

The trouble is that there is too much, far too much, stinting in this regard. There is not a human being who cannot be a partner in some respect. The extent to which we respond to this need determines a great deal of our value, and also the happiness of ourselves, and of our friends.

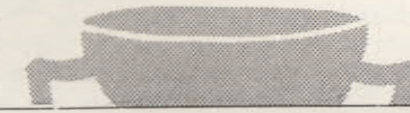
Our Lord Himself showed how he needed the help of friends. He showed, too, how the Father stood in need of His help. He and the Father formed a partnership in which they worked together to fulfill the purpose which was designed in the heavens. Christ and the Apostles formed a partnership to perform the work of the Son of God. Countries form partnerships to maintain ideals. You and I form partnerships to assist one another.

Every man on this Station is a part of that great chain—to give and to receive. Every one can con-


tribute; every one needs help. And as we are ready to receive, so may we be ready to give.

Perhaps we are not too ready to see the need for help, and our own ability to supply it. To get to the highest source, it does not occur to us that God needs help. There are times when we really feel that we need Him to help us, and still do not remember that we need His help continually. Yet He does need our continual help also. He needs us to work with Him because there are things in His Divine purpose which only we can do. If the Great God needs the help of man, then there is not a living soul that doesn't. From the highest to the lowest the need is evident. In you and in me. The Commanding Officer needs our help in the way of loyalty and integrity. The latest recruit needs it in the way of encouragement and understanding. And conversely, from the C.O. down, everyone can be of help to everyone else.

It is unbelievably true that we can so easily make life so pleasant for others while at the same time others can make life easier and more livable for ourselves. Let us try to remember this—and practice it. Because through it, even the most sordid situations of life may be turned into a fairyland.



Full Details
of
THE TURNBULL TROPHY
No. 14 Training Group
Skeet Shoot
In the Oct. 16th issue of VOXAIR





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OUR GERMAN ALLY

P/O K. R. Cryderman

Germany retired from the war a defeated power in 1945, finding it extremely difficult to face failure for the second time in twenty years. Her land was divided among the victors, Russia occupying her Eastern area and France, the United States, and Britain—the west. Ultimately in July 1949, under the leadership of Conrad Adenauer, a Federal Government was established at Bonn. A Constitution was drawn up along Western democratic lines with full provisions for the four freedoms and two-chamber House, consisting of the Bundestag and the Bundesrat. Theodor Heuss was declared the President of the Republic but all effective power remained in the hands of the Chancellor, Conrad Adenauer, who with his own party — the Christian Democrats, and two others have continued to rule Germany in a coalition government to this very day.

Eight years after the surrender of 1945, so remarkable has been her recovery, that Germany fast threatens to outstrip all other continental European countries in industrial and economic power. The produce of the Ruhr and the Saar assure Germany of abundant stocks of the most vital materials of war and peace—iron and coal. Germany, whether we wish to admit or not, is the key to the economy of all Europe. If Germany fails the rest of Europe fails with her.

It is for this reason that the West is so very anxious to encourage Adenauer in his program of bringing Ger-

many into close cooperation with the West. Not only does she possess the materials the rest of Europe requires, but she possesses perhaps what is more important in the long run—a technical know-how and a corps of skilled craftsmen whose energy, indomitable perseverance, and ambition have made Germany both feared and admired by her European neighbors.

Contrary to public opinion, 75 percent of German industry was left intact at the end of the war. Despite the heavy destruction suffered in such cities as Berlin and Cologne, throughout the country the ruin never did reach the same proportions. August's steel production is already more than 150 percent higher than it was in 1936. Germany produces about 17 million tons of this vital commodity a year. For the first time since the end of the war unemployment, long Adenauer's most difficult problem, has fallen below the 1,000,000 mark. To us such figures might seem formidable but we must remember that over 10,000,000 refugees have fled into Western Germany since 1945. Unfortunately these same people, for the most part, since they do come from the agricultural areas of East Germany and Central Europe can not be absorbed into the West German economy. While creating a drain on the public treasury they at the same time, constitute a very powerful propaganda weapon for Adenauer and the West. They have seen the vaunted glories of the Soviet regime and do not hesitate to enlighten their idealistic German brother on the truth of Communism as they have seen it in operation. They have seen its ruthlessness.

We might stop here for a moment and ask ourselves: How is Germany's economic might going to benefit Europe? Can we not see, as France most assuredly does, a threat to the security of Europe and particularly to her Western neighbor—a country that has too many times already seen the German Wehrmacht thundering across her vineyards?

The best answer, if not entirely conclusive, should help to enlighten us a bit. We have only to indicate the way Germany has already cooperated with the Allies in the industrial field—namely in the Schuman Plan. This plan envisages that all the member countries will have a "common market, common objectives and common institutions," whose mission is to contribute to the economic expansion and the improvement of the standard of living in the participating countries. Article 4 decrees the abolition within the European Coal and Steel Community of import and export duties or any devices to restrict the movement of coal and steel or hamper the buyer in his free choice. (Current Affairs

Pamphlet Vol. 4 No. 9—Towards European Integration) In the layman's language this means simply that all the member countries—Belgium, Holland, France, Italy and West Germany are all pooling their coal and steel resources together for the common good, and in addition, are removing wherever possible all those trade barriers that so far have curtailed trade.

Under Adenauer's leadership, Germany has come to accept her vital role in the economic progress of Western Europe squarely on the side of the West. Of this there should be little doubt. To see how far he has gone, just for interest, compare this article with the one on the Battle of Britain. Only when we make such a comparison can we fully appreciate the real greatness of Adenauer's work. Perhaps Churchill was not altogether unjustified when he referred to Adenauer as the greatest German statesman since Bismark (Time—August 3, 1953).

Politically Adenauer's problem is very complex. His faith would seem to be sufficient to meet this threat: "First," he says, "one must be of good stock. Second—one must have patience. There is also a third necessity. One must do everything in one's power for an ideal that one believes in. In my case it is the ideal of saving Christian civilization." (idem) His is not an impractical idealism. "We are firmly resolved not to repeat the mistakes of the Weimar Republic," he cautions, "which by its exaggerated liberalism, permitted the enemies of the country to destroy its democratic institutions. We have—laws to prohibit and dissolve such organizations—and we will apply them against radical elements of both the right and the left. There will not be another 1933." (idem)

Regardless of the results of the election, Adenauer still has a formidable problem on his hands. He has already found, like legislators of the West, that an ideology cannot be erased out of existence simply by saying that such and such is illegal. Naziism is far from being a thing of the past. The Naumann movement, frankly Nazi in its philosophy, has been recruiting more and more young Germans into its midst, particularly in the provinces of Hesse and Bavaria, the south of Germany. For them as for the Hitler youth the superiority of the Aryan and the advisability of German domination remain intact as the one infallible creed. Whether they

discover their Fuehrer in Naumann or whether they seem to meet failure with the German electorate—both of these factors have little import for them. Their creed will prevail in the end, of this they have little doubt.

Adenauer, in their opinion, is nothing short of being a traitor to the Fatherland; "Has he not collaborated with the former enemies of the Fuehrer — Britain and France? Has he not humbled his country beyond repair, making of the once proud Germany but a mere satellite of the West? Even the unification of his country he has sacrificed, at least momentarily, in the interests of a wider European union. "A traitor and a coward Conrad Adenauer stands before the tribunal of the German people." So reads the indictment of Naumann and his followers.

The other great problem we have already touched upon. This is the question of the millions of refugees that today are forced to seek a precarious living within the borders of West Germany. One West German in five is a refugee. Somehow or other these people have either to be absorbed into the stream of German industrialism or be forced to emigrate. It was for partly this reason that Adenauer came over to Washington last spring. For yet a few years, perhaps, Adenauer has to face the sorry condition of mass unemployment, unrest and starvation, all created, in large part by this transient population.

Can Adenauer solve this and the other grave questions placed before him? Can we hold out a real hope that after so many years of bureaucratic rule Germany can be fashioned into a true democracy on the pattern of the West? Adenauer and a few others feel that it can be done, and for proof, point to his successes so far in Germany. Certain it is that he has made a most earnest attempt to create a democratic Germany. We can only hope that Adenauer has correctly judged the temper of his people and that his faith in them is justified. Undoubtedly Adenauer has launched West Germany safely on the path of Western democracy. Let us hope that under Adenauer or his successor Germany will stay in the orbit of the West. Let us trust that continental Europe and England may look forward to many days of peace ahead with Germany's tremendous industrial and military might pledged solidly to the future well-being and support of a federated Europe. In unity there is strength. This Adenauer knows well.

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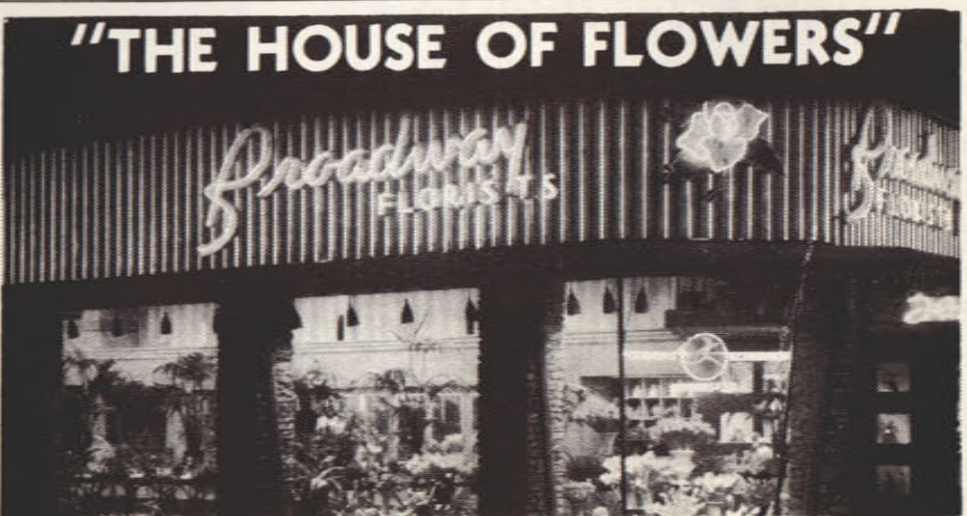
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The Battle For Britain

by P. O. K. R. CRYDERMAN

Finally in 1945 the long and agonizing war with Nazi Germany came to a close. There was rejoicing among the people of the world. Young and old sang and danced in the streets of New York and London. The war was over. It seemed almost unbelievable. Once more the enemy-Germany lay prostrate before us—a ruined and chaotic land. France particularly rejoiced for all too well could she recall the bitter humiliation of occupation and defeat. To the older generation the memories of the France-Prussian War lived on—perhaps never to be completely effaced. Now, for a brief moment at least, her ancient foe from across the Rhine whispered for peace. These were not the things the Englishman recalled, however, in the moment of triumph. To his mind came sudden remembrance of the very bleak days of 1940-1941 when everything seemed all but lost. For this was the period of the Battle of Britain—a never-to-be-forgotten epic in the annals of the Empire. Well will Britons recall those first years of the war.

France had fallen on the 17th of June. The next day, Prime Minister Winston Churchill warned the House of Commons that the Battle of Britain was about to begin. The issue of freedom and existence itself perhaps, depended on the outcome of this four-month struggle. As one writer commented, "The Battle of Britain did not begin with a thundering barrage at H Hour on D Day, nor did it end at any specific hour or day. In one sense the Battle of Britain started with the fall of France and continued well into 1941. The Air Ministry, however has accepted the dates July 10th and October 31st, as being the most convenient to mark the opening and termination of the Battle."

Before the Battle itself began, there was an interval of several weeks, a breathing spell during which the Luftwaffe rested from its arduous six-weeks blitzkrieg, it prepared all the while, however, for its all out offensive. All in all the Luftwaffe's preparations required six or seven weeks for completion. Before launching it's full-scale offensive there was some preliminary skirmishing over the Channel in which small forces bombed Portland and coastal convoys. On July 10th the enemy quickened its activities. Two formations of 150 aircraft, the largest force yet used—attacked a convoy off Dover. The Battle continued during the summer, finally with the major offensive against London (August 24th to September 27th) the Battle of Britain finally reached its peak. September 15th is now accepted as being the turning point in the struggle. That night

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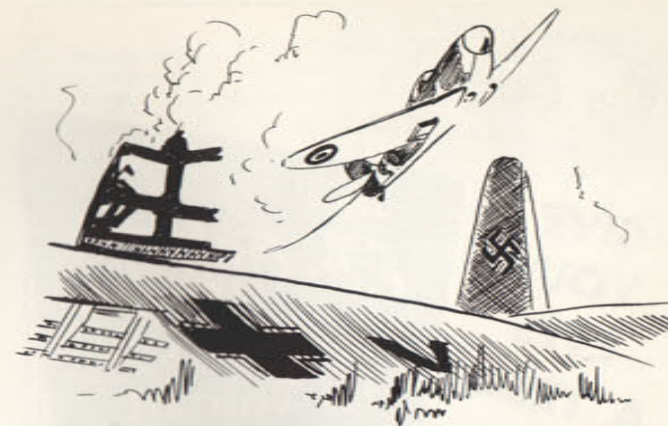
Ashdown's

great damage was inflicted on the capital, but yet the Luftwaffe failed to attain its main objective. England was not defeated.

Though the first round with the enemy had been won, men were alarmed. Bitter periods of recrimination followed the Battle itself. Hitler, the leader of the Germanic foe, was derided as a madman. The Nazi philosophy was attacked as anti-Christian, as anti-democratic and as foreign to everything for which the civilization of the West stood. Thinkers were alarmed too and hesitated not to utter their words of warning: "The progressive fulfillment of Mein Kampf," wrote one author, "from successful rearmament down to the pitiless obliteration of Poland, has compelled all men to realize that the nightmare of Nazism is being transmuted into reality and that democratic nations must defend themselves against a threat to world domination. The symbol of the Nazi world revolution is the concentration camp, the living grave of civil and religious liberty. The whole unhappy country, even in peace-time, has been honey-combed with secret police and informers. Torture chambers and their sadistic SA and SS guards and their bloody motto of 'Blut muss fließen' (blood must flow) are grim monuments of tyranny, compared with which the Bastille of long ago was but a mere village jail."

Such writings rather appall the mind of today. They seem a little too overwhelming for the modern reader, now that the Second World War is a thing of the past. But to the pilots and navigators of our allies these things seemed real enough. To the civilian, too, who might be regarded as the real hero of the Battle of Britain, Nazism was a very real threat—not a mere theory such as we almost tend to regard it now. To them it seemed that Hitler would never be defeated, as if the Luftwaffe would never cease their crazy criss-cross sojourn across the Strait of Dover and the Channel. Countless upon countless thousands of British children had grown used to hearing the incessant drone of Messerschmitts and Junker as they flew across the peaceful English farmland to deliver their death-dealing blow. All too real were the screaming wail of the air-raid sirens and the massive piles of rubble and destruction in the morning.

All that is over now. Like a nightmare we have seen the Hitlerian forces brought to defeat. German aircraft eventually ceased their flight. The Battle of Britain was soon to drift into the mists of memory. As Air Force Day and September 15th approach it is well to know that people do remember. The past lives on in the deeds of men, where long since perhaps the pages of history



have grown dusty and blown to the winds. Numbered among the defenders of Britain were various forces of the Commonwealth-English, New Zealanders, Aussies, South Africans, as well as trained aircrew from Czechoslovakia, Poland, Norway, the Netherlands, Belgium, and France. Then as today with NATO forces on all sides of us, we realized that in unity there is strength. Peoples can unite together in mutual aid, both in war as in peace. This was abundantly demonstrated in the Battle for British survival.



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Auxiliary News



BY KIND CO-OPERATION and generosity a portion of the Voxair has been turned over to the auxiliary units in Winnipeg by the publishers and editors.

In recognition of this signal honor, the auxiliary at great expense and effort have managed to hire Cpl. S. Tevenson Field, famed raconteur, journalist and military analyst, to report and edit this portion of Voxair.

Those who were privileged to read the camp publications of the R.C.A.F. auxiliary at Abbotsford, B.C., and Watson Lake, Yukon Territories, will be pleased to know that Field is a student and admirer of Air Vice Marshal (retired) A. Botsford, publisher and editor of the Caledonapegtoon News. He was also associated with A.C.2. Y. Ukon (deserted) publisher and editor of the immortal "Sourdough".

Little more need be said for Field and his prowess. With such associations it is obvious that he will be a paragon of journalistic rectitude. No hint of dishonor, scandal, libel or untruthful news shall sully these pages in the coming months.

We welcome Field to the noble line of editors that has preceded him.

WE WANT NEWS. HAVE YOU HEARD ANY SCANDAL? DO YOU LIKE YOUR C.O.? ARE YOU GETTING ALONG WITH YOUR WIFE? WOULD YOU LIKE TO SLING MUD AT OUR RIVALS, ENEMIES, OR FRIENDS? (Anyone saying anything against the editor will be the subject of a series of dirty editorials).

Seriously we will in the future need some news for these columns. It might be a bit distorted when you see it in print, but we need the news anyway. Those of you who did read the camp newspaper of the auxiliary will know that we can have some fun and print all the goings on in the auxiliary units as well.

Therefore, in view of the fact that Voxair has really been kind enough to donate us this space in a really good monthly magazine, it would be appreciated that you tell us the news. It might be a good idea if the members of the Auxiliary would give any such items of coming events, past events, exercises and other happenings to their adjutants.



The adjutants in turn can hand it over to FL. Bill Morriss of 402 squadron. FL. Morriss will give it to A.C.2. Field. (Field is an erk, everyone gives it to him).

POLICY STATEMENT

Interviewed in the palatial annex to the Voxair offices today, A.C.2. S. Tevenson Field said, "If it's fit to print tell me. If it is not fit to print tell me anyway."

Continuing on his policy statement A.C. Field said, "Any advertisements such as 'Beer is best', or 'Coo Aye dew lyke rum' will not be accepted in these columns."

"Sordid and crass commercialism of this type, no matter how true will not be tolerated."

NO NEWS IS GOOD NEWS

(except when your contributing to a magazine)

The only item of any interest this month to come into these columns is from our police beat.

Sept. 19 (AFRO)—S. Tevenson Field, noted journalist, famed raconteur and military analyst, was taken into custody today by city police.

Appearing before Magistrate Mavis H. Barton, he was remanded for one week without plea on a charge of impersonating a famed raconteur, journalist and military analyst.

He was also alleged to have (dare we mention it) "pinkish tendencies." Defence counsel Harry McShyster made an application for bail. "The allegation of pinkish tendencies was absurd," he said.

"My client has always striven to make a mark in the world and has played all the angles to do so," said McShyster. "As a matter of fact his whole life has been devoted to marks and angles," the defence concluded.

The bail was refused. SHRDLU

Further details of the auxiliary news will be found on page 41.

Hobby Crafts . . .



Let me introduce a young airman who has spent most of his spare time in constructing a model cruiser. A.C. 'Bob' Edwards built this ship in around 72 hrs., of painstaking work. The model is a perfect replica of the U.S.S. Chicago and the amount of detail is amazing. His father was a Lieut./Comm. in the R.C.N. This naturally has given Bob a wide interest in boats. The 'Lila' as he has re-christened the ship, has to be seen to be really appreciated. Each part is carefully constructed and patiently mounted. He will tell you how it took him three hours to build and mount one of the small life boats. These life boats, the guns and the other minute details are the most striking part of the craft. When asked what the first thing a would-be-model-builder requires Bob answered, "Patience boy, nothing but patience."

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WDs Report

by LAW ANN ZAWADIUK

During a recent trip, yours truly had the opportunity of conversing with numerous people on subjects regarding the airforce. It was amazing just how unaware they were of the activities of an airwoman. The fact that airwomen and airmen share an equal status in the airforce should be well recognized after two years, during which time the airwomen have proved themselves competent in the various trades open to them.

At Personnel Selection Unit, the airwomen may, with only a few exceptions, choose the same trade courses as the men. Airwomen receive the same pay and are given in every field the same opportunities for advancement. They have been given employment in radar and telecommunication, aero-engine, air-frame and armament. A large number are typists, stenographers, and medical or dental assistants. They excel in maintenance and repair of precision instruments. Of tantamount importance are duties in supplies, motor transport, control towers and operations.

The airwoman leads a concrete life and with determination, is capable of great things in her chosen field.

A farewell party was held in the airwomen's lounge on September 3 for Flight Cadets Claxton and James. Unfortunately, due to circumstances, the attendance was small. All the airwomen would like to extend their sincere thanks to Miss Claxton and Miss James for participating so whole-heartedly on the girls' softball team and helping in so many other ways to make our sports activities a success. We regret to say farewell and most sincerely wish them both the best of luck.



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FORBES RANKIN

Your Account Section and Mine

by LAC MATTE

ANYONE inquiring about the whereabouts of RCAF Station's Accounts Section need not worry for long. All you have to do is to perk up your ears and clean your glasses. If your sun-tanned ears cannot pick up the screams and hollering proceeding forth from that most sought after section — the accounts — then you had better look first for the MIR.

If you will lift up those big blue eyes you will see on your left as you come in the gate a long line looking vaguely like that picket fence in the neighbour's back yard. This picket fence is composed, however, of human beings or what passes for same. "We want our money", is their national anthem, sung, I am afraid at times, with more enthusiasm, than God Save the Queen. There is your Accounts Section. Crowded, but still intact.

Those who have had experience at playing football should stand a good chance at gaining entry. Once inside, the individual should bend his arm and after patting yourself three times on the back, holler for service.

Don't let your nerves fail when you look up to see a wild mob rushing to serve you. They will just be underfed but very conscientious clerk accountants. After you have selected one whose appearance most appeals to you, smile and ask in a soft, polite voice, "What has happened to my mother-in-law's assignment check?"

If you receive a compassionate but rather shocked reply, try to put yourself in the place of the clerk. He probably receives this kind of request time and time again through the day. Put yourself, then, in his place. May be his books don't balance. May be he has lost the records. Who knows?



After a pleasant "Thank you" and "Call again," leave promptly. Take a moment or so when you get home and work out your problem.

You think you have problems. Think of me. After the boys in the Accounts read this, I guess I will have to get a transfer to the Army. That old refrain "You're in the Army now" will no longer have the pleasant ring it used to have.

Continued from page 2 •

Canada's tremendous effort in training aircrew for the British Commonwealth Air Training Plan is now legend. From April, 1940, to March, 1945, the R.C.A.F. turned out more than 131 thousand trained aircrew, pilots navigators bombardiers, wireless operators and air gunners, etc.

Once again, as in World War I the R.C.A.F. produced Canadian Aircrews who were second to none in the world. We can only name a few. S/L E. A. McNab won the first victory for the R.C.A.F. by shooting down a Do. 215 in the Battle of Britain. LAC K. M. Gravel received the R.C.A.F.'s first George Cross posthumously, P/O A. C. Mynarski, V.C. and mid upper gunner received the V.C. for his outstanding bravery as did P/L D. E. Harnell.

To these men of Canada who volunteered their service and lives, Canada and R.C.A.F. shall forever be proud. They helped make the R.C.A.F. one of the leading Air Powers of the world.

When the war ended the ranks of the R.C.A.F. were once again reduced. Air Force Day was celebrated in 1947. The Canadian people were invited to visit the R.C.A.F. stations across the continent. From the huge crowds that the Air Force Days draw, it is obvious that the R.C.A.F. held in very high esteem by the people of Canada. We are a well formed fighting machine ready and waiting to protect Canada from any and all would be violators of our way of life.

Today we welcome you to Station Winnipeg and other stations across Canada. Wherever the R.C.A.F. is stationed you are cordially invited to come and see us at our work. Station Winnipeg with No. 2 Air Navigation School is one of the largest Air Force stations in Canada. As during the war we are training navigators not only for the Commonwealth countries but also for N.A.T. powers of the world. We hope that this may never have to be used other than for peaceful purposes. Peace is our objective.

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W/C F. Gaffney
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Air Force Day Winnipeg



His Honor J. S. McDiarmid,
Lieutenant-Governor,
Province of Manitoba.



G/C R. B. Ingalls,
Commanding Officer.



W/C F. Y. Craig,
O.C. No. 2 A.N.S.



S/L J. Lewis
O.C. Flying, No. 2 A.N.S.

Air Force Day

1.00 p.m.—TOUR OF STATIC DISPLAYS, #4 HANGAR

Aircraft on Display Include:

Mitchell, Expeditor, Mustang (Armed), Harvard,
Auster, Chipmunk
Meteorology Display
Search and Rescue Display
Safety Equipment

2.00 p.m.—WINGS PARADE, #4 HANGAR

Wings to be Presented by Manitoba's Lieutenant-Governor J. S. McDiarmid to Fifty Graduates, including Students from the United Kingdom, France, Denmark and Canada

3.00 p.m.—FLYING DISPLAY

402 Reserve Squadron Display

Dive Bombers led by Squadron-Leader Dave Gray
Participating Squadron Members: F/O Bob Campbell, F/L G. McMillan, F/L T. Patterson, F/O L. Collins, F/O D. LEHR

Para-Rescue Demonstration

Jumpers: Cpl. A. Wall, Cpl. H. E. Decorby, LAC C. P. Cooney, LAC K. B. White, Nursing Sister M. McDonald.

Aerobatic Team 402 Squadron

F/L Del Osborne; F/O Frank Gilland

Dakota Jet-Assisted Take-Off (111 C & R Squadron)

Pilot: F/O Walter Judd

Mass Fly Past by Aircraft of #2 A.N.S.

Led by Squadron Leader W. J. Lewis

N.B. Due to the necessity for drawing up magazine contents far in advance of Air Force Day, activities may not follow the above program accurately, and some events may possibly be arranged that are not listed above.



DAKOTA



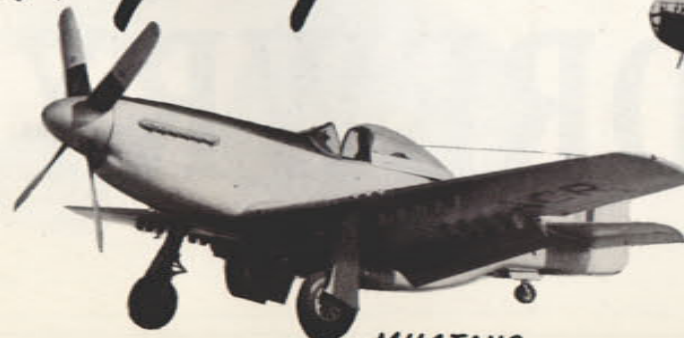
EXPEDITOR



C-119



CF-100



MUSTANG



T-33



HARVARD



MITCHELL

RCAF Station Winnipeg 1953

common during late fall and winter, but only if flying over large open water leads amongst the ice. On one flight, when crossing Jones Sound at 12,000 feet with the temperature at -29°C , moderate turbulence was experienced and on another occasion at 9,000 feet while flying over open water near the Belcher Islands in Hudson Bay. From casual observations it would appear that when an open water area is sufficiently large to influence the air above it and temperatures are low, turbulence may be expected to a considerable altitude. These areas are generally covered by a broken layer of stratocumulus above which the air is smooth.

Visibility

Visibility is generally very good throughout the polar regions. On occasions there is ice-crystal-haze and cloud, but under clear conditions it is possible to see certain types of terrain over one hundred miles from an aircraft flying at 15,000 feet. During late summer visibility over the barren lands is often greatly reduced by smoke from fires in the Great Slave Lake Area. The smoke from these fires is carried north with a southerly flow of air. On one flight during August this smoke was encountered over Boothia Isthmus at a height of 8,000 feet. It was so dense that at an altitude of 5,000 feet accurate sextant observations of the sun could not be made and at the same time static blanked out all radio contact. Similar conditions have been observed over Alaska, even extending for a short distance out over the polar ice.

Continued next Issue •

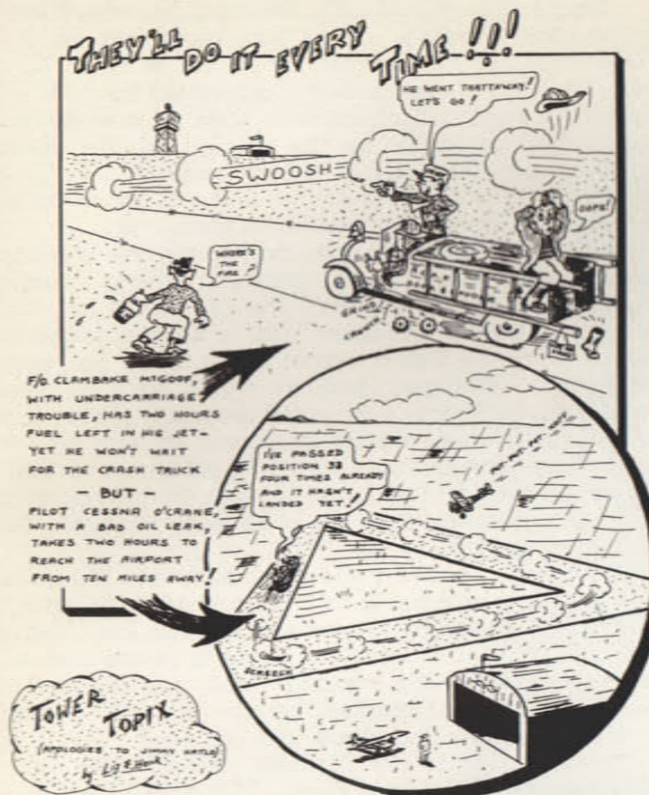


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CANADA

"Me and Bud" by LAC "BUD" McINTYRE
LAC "SCOTTY" THOMPSON

"WELL THIS IS IT. This is me talking from the RCAF Station, Winnipeg, Telecom section." Now Bud—that's my pal in telecom—is a very enthusiastic type. At times, in fact, I think he's a little on the dumb side.

That reminds me of the first day we arrived on the Station — Bud and Me. We were hustled together into the orderly room, and after a very hasty salute, presented our credentials to the guy (the Adj, I guess) behind the desk.

"Well boys, I'm glad to see you here. We have all been waiting for you. You will have to report to the Voxair editor as soon as you can. Boy he's desperate." I nodded over to Bud, "What did I tell you, we're Peg Personalities already." "I'll bet?" replied Bud in his usual energetic style, "He probably wants his floor swept. The Editor probably heard about us from our last Station."

After stowing our gear, we headed for the drill hall. "Well fellows," gushed forth the editor in that tone that all professional salesmen seem to adopt, "It is a real pleasure to see you. I'm sure your vast knowledge and experience will be of tremendous value to our paper. I understand you have both had a very colourful background in the journalistic field." I conjured up in my mind immediately the many wastepaper baskets I had had the pleasure of emptying in my last Station. This was all that I had in the way of experience. I looked at Bud. Bud looks at me. "Well, we have journeyed a bit," replied Bud.

"Your modesty is most commendable boys. Don't try to hide anything. Didn't you know that the Air Force finds out all your secrets sooner or later. Now take, for instance, Bud here — "graduated from McGill University summa cum laude in 1949, gained distinction with your article on the Swahili on the Upper Zambesi, and was offered a staff position with Time Magazine. We know, of course that you wrote under an assumed name. I'll bet that surprises you."

Bud's mouth flopped open on hearing this startling revelation, for the moment, was incapable of uttering a sound. "You see, fellows," the Ed droned on, "the Air Force knows all about you." He proceeded to tell us what he would expect of us while we were stationed at Winnipeg, how we would have to cover various station activities, entertainments, sports and any other pertinent articles that came up from time to time. "The Voxair Vixen — well I take care of that" cautioned the Ed. You know — those pictures have to be censored". He gave us a knowing glance. Our hopes were dashed.

Bud and I, unable to speak, stagger out. We stand outside a few minutes to catch our breath. "Imagine," said Bud, "Yesterday, I was just another Joe. Today I'm a big wheel. I think we ought to return and tell him he made a big mistake. "Are you kiddin'," I replied, somewhat startled by my friend's sudden honesty. I'm stringing along with this deal. "Say," he muttered, "What is this Zambesi routine? The editor sure trapped us into this deal." "Oh well," they muttered in unison, "it can't be worse than sweeping floors." Both walked away, stunned as yet by the way in which we found ourselves honourable members of Voxair incorporated.

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Voxair Vixen.

Marilyn Monroe

Photo Courtesy of 20th Century - Fox



Back Row, Left to Right—A/P/O I. B. Gregson, A/P/O J. J. Adams, A/P/O K. J. Whitome, F/C I. W. Davies, Sgt. M. G. Lecat, A/P/O S. M. R. Webster, F/O G. L. Ferguson (Course Director), A/P/O D. S. Stocks, C-Pl. R. Caudron, F/C L. I. Sandberg, A/P/O A. J. Smith, A/P/O P. J. Bedford, A/P/O P. A. Lyons.

Front Row, Left to Right—A/P/O H. G. Wakelam, A/P/O P. W. T. Broadhurst, A/P/O C. H. Cranfield, F/C B. Sorensen, O.S. L. I. Loyer, F/O G. L. Blackburn, F/C A. H. Martin, A/P/O G. Dalton, A/P/O A. Crisp, A/P/O G. C. Dennison.

Course 42 WA

John Adams

Nickname: Rusty Draper II
 Favourite Expr.: I've got rhythm.
 Ambition: To get rhythm.
 Prob. Destination: General Hospital (Nurses' Home)
 Appearance: Rhythmic

Peter Bedford

Nickname: The "Toff"
 Favourite Expr.: Splendid.
 Ambition: To get back to Whitbread's Ales.
 Prob. Destination: Hop Picking.
 Appearance: Bottled.

Peter Broadhorst

Nickname: Chicko.
 Favourite Expr.: When I was in Hollywood . . .
 Ambition: To tell a **true** experience.
 Prob. Destination: Story Teller's Hour.
 Appearance: Innocent.

Robert Caudron

Nickname: The S.P.
 Favourite Expr.: Shut up eh!
 Ambition: To have complete Silence after lights out.
 Prob. Destination: The Church.
 Appearance: Lovable (???)

Colin Cranfield

Nickname: Ichabod.
 Favourite Expr.: Can you **lend** me a cigarette?
 Ambition: To learn to navigate.
 Prob. Destination: The road.
 Appearance: Above average for a hoboe.

Alan Crisp

Nickname: Colonel.
 Favourite Expr.: Listen, Jack!
 Ambition: To own a racehorse.
 Prob. Destination: Nearest race course.
 Appearance: Horsey.

George Dalton

Nickname: Al Capone II.
 Favourite Expr.: Anybody want a motorcycle, going cheap?
 Ambition: To sell a motorcycle.
 Prob. Destination: Stony Mountain Prison.
 Appearance: Indescribable.



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GRADUATING CLASS 42WB



Back Row, Left to Right A. C. T. Knight, D. M. Scott, P. J. Norris, A. R. Wood, A. A. Mansell, J. M. Sutherland, D. J. Bale, W. Livingstone, D. S. Voller, G. G. Soar.

Centre, Left to Right—P. P. Jaegar, J. A. Sampson, Y. R. G. Tixier, F/L J. G. Klqour, K. E. Stalker, M. J. Ryrle.

Front Row, Left to Right—L. J. Morrison, A. H. Chadwick, A. C. Newland, B. Cash, D. A. M. Paines, R. E. Polling, W. C. Kornyk.

42B At the Post!

AFTER 35 WEEKS of sciving, dodging parade, assignments and extra duties, missing bed checks, drinking coffee by day and liquor by night, binding complaining, criticising food, drink and all other amenities of Winnipeg, chanting subversive ditties, giving "da boss" grey hairs, 42B is about to be graduated cum laude (with wings yet!)—and get them to heck out of here.

Staggering forward in order are:—

Dave "Bunty" Bale:—an associate member of A.A.—a boy with a mission in life—to stay in bed longer than Jaeger. He never did discover that there is an overlap in the Winnipeg and Regina mercator charts.

Gerry "Is that the break?" Bandrand:—was once known to say eight words in succession—and proved his point—you do fly north of track. Whenever Lt-Commander LeBuf called him he didn't know if it was for aboard or a promotion.

Paddy "Lips" Cash—the cute little Bohemian type who blows a mean horn at 3 a.m. The boys would like to mother (or smother) him. Spent a weekend in Detroit (no, Paddy, you don't look 21) getting thrown out of bars. Chicago for two weeks—came back with loss of several items.

Al "Oh no! Don't tell me!" Chadwick—logged more "pit" hours than rest of course put together. Until mid-term the "A.P.O.'s" thought he was a paraplegic. Went into a coma in the mess one Saturday evening not so long ago, and woke up shackled. Battle cry!—"where's the mail?"

P.P. "Prince Paul" Jaegar ("No kidding!" "each hit!"). Gorgeous George brought his grandmother to the mess one evening (most touching). "Jaegar you're wanted on the phone!" The doctor once found a trace of blood in his alcohol stream.

A.C.T. "Adam" Knight (Eve's in Woodstock, Ont.)—tried to convert Sampson to the paths of righteousness. The only member of the course to have a girl put alcohol in his drink and try to take advantage of him. Swears she didn't succeed.

Wally "Tarzan" Kornyk—(actually in pay of M.O.S.)—will long be remembered for his valiant efforts to get P.P. out of bed in the morning. Occasionally slipped off to the Marlboro Hotel for a weekend for dubious reasons, (he said it was to "get away from it all").

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42-WB

Wynn Davies

Nickname: Taffy.
 Favourite Exp.: Let's go to the Assiniboine.
 Ambition: To be sheep farmer.
 Prob. Destination: Railway linesman.
 Appearance: Welsh.

Gordon Dennison

Nickname: The Stirrer.
 Favourite Exp.: I bought the last round.
 Ambition: To avoid all physical exertion.
 Prob. Destination: Soap box in Hyde Park.
 Appearance: Chic.

Barry Gregson

Nickname: Mau-Mau.
 Favourite Exp.: When I was in Kenya.
 Ambition: To mark Dalton's trips.
 Prob. Destination: Somewhere he's not known.
 Appearance: Colonial.

Marc Lecat

Nickname: Noisy One.
 Favourite Exp.: Y'nous font chier. (They make me sick.)
 Ambition: To have three radios going at the same time.
 Prob. Destination: His pit.
 Appearance: French.

Paul Lyons

Nickname: Puppy.
 Favourite Exp.: Look at my snapshots.
 Ambition: To take a snapshot.
 Prob. Destination: Outerspace.

Louis Loyer

Nickname: Sinbad.
 Favourite Exp.: Where is today's mail.
 Ambition: To be like Don Juan.
 Prob. Destination: St. Boniface.
 Appearance: Danceur Mondain.
 Appearance: Unbelievable.

Alexander Hamigon Martin III

Nickname: Buster, the Crab.
 Favourite Exp.: It's the same in the States only cheaper.
 Ambition: A bird watcher.
 Prob. Destination: The States.
 Appearance: Wolfish.

Lorne Sandberg (Winnipeg)

Nickname: Sandy.
 Favourite Exp.: Censored.
 Ambition: To find Portage and Main.
 Prob. Destination: B & A.
 Appearance: Out of this world.

Andrew Smith

Nickname: Snooker.
 Favourite Exp.: Who's going to buy me a beer?
 Ambition: To have a bed with a bedside barrel.
 Prob. Destination: The Sahara.
 Appearance: Sober and upstanding.

Bendt Sorensen

Nickname: So-so.
 Favourite Exp.: Pwoof it!
 Ambition: To stay sober.
 Prob. Destination: Denmark.
 Appearance: Glowing.

Derek Stocks

Nickname: Tich.
 Favourite Exp.: Get me a pin-point quick!
 Ambition: To get a pin-point quick.
 Prob. Destination: Looking for pin-points.
 Appearance: Small.

Harold Wakelam

Nickname: The Swot.
 Favourite Exp.: Get some service in, sonny.
 Ambition: To step in where angels fear to tread.
 Prob. Destination: O.D. Section
 Appearance: Old.

Stanley Webster

Nickname: The body.
 Favourite Exp.: A wonderful landing.
 Ambition: To be the world's best developed man.
 Prob. Destination: Mr. Britain Contest 1983.
 Appearance: Muscle bound.

Kenneth Whittome

Nickname: Snozzle.
 Favourite Exp.: Who owes me money?
 Ambition: To collect his money.
 Prob. Destination: The morgue.
 Appearance: Something like a miser.

F/O Ferguson

Nickname: Fergie.
 Favourite Exp.: It's only a matter of similar triangles.
 Ambition: To get rid of 42A.
 Prob. Destination: The Altar.
 Appearance: Official.

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42-WA

Bill "Jock" Livingstone—"Hoo far is it tae Aberrdeen?"—has done more to ruin the Scots' national pride than occurred in the theft of the "Stone o' Scoon." Was picked on continuously by the rest of the course. Will not accept a 3 position line fix off an unidentified object.

Allan "Silent" Mansall—being 6 ft. 2" and brawny of limb we offer him nothing but respect and politeness.

Lynn "Aw, hell" Morrison—now is permanent lessee of G.I.S. by law of "possession is 9/10 of ownership." He loaned money, too.

Art "Climb that beanpole, Jack" Newland—claims personal knowledge of the interiors of every night club and bar in Montreal. His sole aim in life is to renew that acquaintance at the soonest possible date. He once gave his first nav. radio bearings and "forgot" quadrantal correction.

Pat "I lost it!" Norris—has lost everything including his most precious possession (his computer?) while in Winnipeg. On leave he dived into Pacific Ocean—no ocean! Cut head.

Ken "Mr., if you please!" Stalker—was known to have missed a turning point once and had to be restrained from suicide. Was mistaken by a waitress in Los Angeles as the R.A.F. mascot.

John "Cherokee" Sutherland—his "laugh" has been responsible for driving people into psychiatric wards. His "I have a question, sir." drove everybody including "da boss" over the hill.

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Yves "You can't say yab" Tixier—instructors trembled at this famous utterance 'cause they generally "couldn't say yab." It is all very normal. Does not appreciate Englishmen's attempt to speak French.

Derek "Slim" Voller—the man with the built in slide rule. Knows more about inside of honk bags than anyone else. Swears he lost his shoes on one trip.

Ross "Swab that deck!" Wood—received his uniform the day he failed D.L. theory—still trying to find a person with a similar shape to sell same to.

F/L "Lenny" Kilgour—"Well, fellows, it's all in the précis"—Da boss worked hard to get us through this course—"you're a dumb set of dastards." Once went to town to buy a car—came back with a cigar. What he has taught us in navigation has been to some extent returned by odd jokes and unusual songs. He was known to get the best of Soar and Polling (a highly unusual situation) and even put the effervescent Cash in place.

G.P.O. "Labour" Paines—took 16 weeks in Canada before learning to speak English. Will get a three position line fix of an unidentified object at any time.

Reg "6 to 4" Polling—tried to educate Cash into the ways of the world—his only miserable failure. Occupation making bets with Soar and winning—"who won the test, Reg?" Pining for the "dingy back yards of Ba'ersea, even if he has to go via Alaska!

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René "Popeye" Ropars—a menace with a pencil at any time: bought his suitcase shortly after failing D.R. Theory. Was not allowed to make posters during S.D.R.T.'s—too bad, it would have done him more good.

Mike "I believe in fairies" Ryrie—gauges his marks by the temperature (except in excess of 80°F). Originated the navigators' "love call." Spent a week drinking milk in a drug store—she was pretty, Mike.

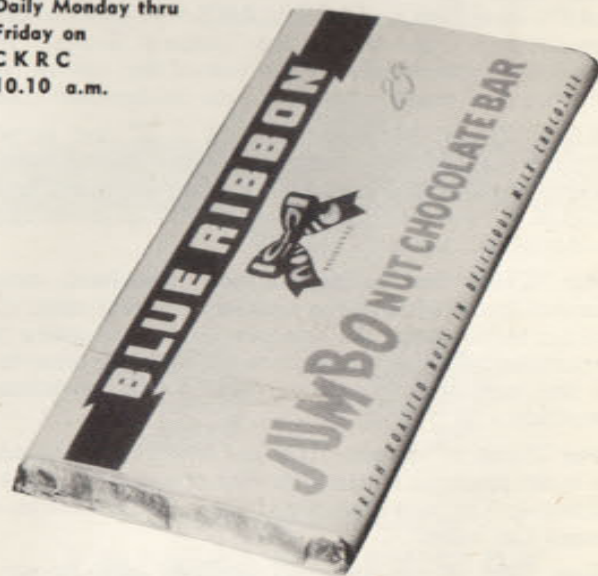
Jimmy "Nothing so vile!" Sampson—poet laureate and punster of the course; known for spending his time on the mountains or in the pits. A dubious bet for the safety of Y.V.'s. Thought R.C.A.F. was a private airline running Winnipeg—Calgary.

D.M. "Seal Head" Scott—celebrated D.R. Theory with a cigar after a period of pregnant waiting. Spends weekends in town and refuses to talk.

Gerry "I was there in the dark days!" Soar—will tell anyone with 4 days and a good ear his life story. Has been a member of the Foreign Legion, Commandos, O.S.S., Airborne Regt., R.A.E.C., Frogmen, submarine commander and patrol leader of Girl Guides and Brownies. The last two we believe. A habitué of "Rae and Jerrys"—too bad the waitress didn't fall for you, Gerry. (Who lost the test, Gerry?)

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Information Column For Airmen

2PSU(O), The Officers' Selection Unit at London.

Perhaps it would be best to describe briefly just what the Personnel Selection Unit (Officers) is and does. It is located at London, Ontario, and forms a part of RCAF Station, London. Its purpose is to study all incoming aircrew and non-flying list officer candidates to estimate their likelihood of becoming good officers. PSU(O) has been doing this sort of thing for years and has developed well tested methods of measuring officer potential. In fact, so good that it has been decided to use the experience and know-how of PSU(O) to help the AFHQ Commissioning Board in making its final selections. As the RCAF Station Information Bulletin No. 110 emphasizes, the PSU(O) is not the actual selection board. It is simply a medium of providing additional useful information to assist the AFHQ board in making final selections.

Ideally, every applicant for promotion to commissioned rank would be sent to PSU(O). However, this is physically impossible because the unit simply could not accommodate all involved. As many NCOs as possible are accommodated at PSU(O). To decide which of the several hundred applicants should go to PSU(O), a preliminary screening of applicants is made at AFHQ. Those not selected in this preliminary competition will, of course, be considered in subsequent years providing they re-apply for commissioning. From the group who do attend PSU(O), certain ones are selected for promotion, up to the limit of the annual quota, by a senior AFHQ board which takes into account not only the PSU(O) reports but all other information and reports on file.

Now what about those who go to London in a certain year and are not promoted immediately? The majority of this group, in all possibility, will have made the grade at PSU(O) but, because of the limited vacancies, cannot be promoted in the current year. This does not mean that these NCOs will not be considered in subsequent years if they again make application for a commission. It does mean, however, that they will not be required to attend PSU(O) again, since the PSU(O) contribution to the selection process being already on their individual files. If they re-apply, they will be considered by the final AFHQ board in competition with all later applicants who have attended PSU(O).

"Hints for Housewives on Cooking"

1. Apply ciriolis in the direction of the pinpoint.
2. A.N.T.'s will **not** work out the birth rate incidence.
3. If in doubt apply variation and deviation to T.A.S. and fly heading.
4. Astro compass and sextant useless for opening cans. Conversely don't try to take asco checks with can-opener.
5. Buy lots of drinks for members of B. and A.—they are not immune to bribery.
6. Don't worry—being a civilian is nice.

In all this nonsense we will introduce one note of sanity. A very humble and sincere "Thanks" to F/L J. G. Kilgour and latterly F/O Cassels who have bore out the last six weeks with us. And more thanks to each and every instructor.

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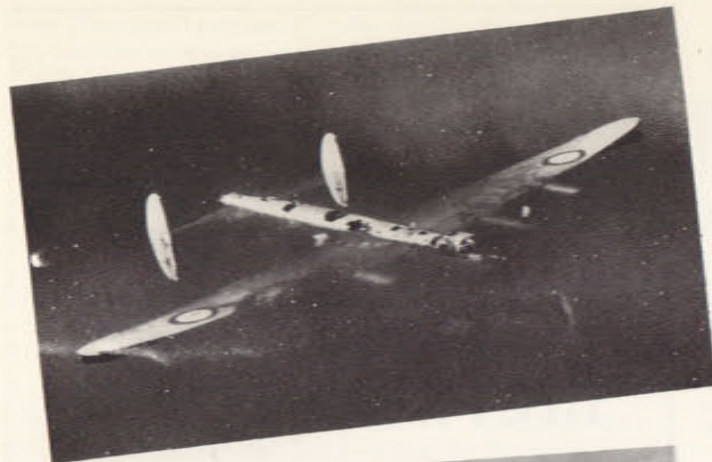
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CREW OF DAKOTA 568 WHICH SIGHTED THE LANCASTER 999
 CHIEF OPERATIONS OFFICER - S/L JACK HUDSON
 RADIO OFFICER - F/O W.H. MCLEOD
 NAVIGATION OFFICER - F/O R.G. MILLS
 PILOT - F/O E.G. McNARRY
 CO-PILOT - F/O W.C. JUDD (MADE SIGHTING)
 IN BRIEFING ROOM AT CHURCHILL OPERATIONS



111 Complete a Search

On Saturday afternoon Aug. 29 F/O W. E. Judd, navigator of a Dakota from 111 Squadron, sighted the Lancaster bomber from Greenwood, N.S., which had been missing for a week in the tundra of the North-West Territories. Thus ended the search for eight men forced down by weather and engine trouble in the far north.

What started out as a routine navigation training flight from Greenwood to Churchill ended up as a survival course for the eight downed airmen and an intensive search by 111 C and R Flight and aircraft from Greenwood. The Lancaster bomber ran into trouble about midnight Saturday night when it flew into a terrific electrical storm. Its radios were of no use due to the terrifically great electrical charges in the air. The pilots were unable to get bearings or radar help from Churchill. They flew for another hour back and forth trying to pick up the radio range signals and then suddenly lost two engines. The pilot was forced to lose height and finally broke through cloud very close to the ground and with very little time to decide, did a crash landing on a small unnamed lake and finally ended up on a sandbar. One man was burned from a flash fire which started when the aircraft struck but otherwise the crew were unhurt except for a few scratches and bruises.

They spent a cold wet night clinging to the partially submerged bomber. In the morning they cut into the aircraft with a fire axe and salvaged what rations and equipment they could that was undamaged. They paddled ashore in the aircraft's dinghy and set up a paratepee made from parachutes. However the ground was so wet that they were forced to do most of their sleeping in the dinghy. Fortunately these men had taken the RCAF Survival course which undoubtedly made their forced stay much easier.

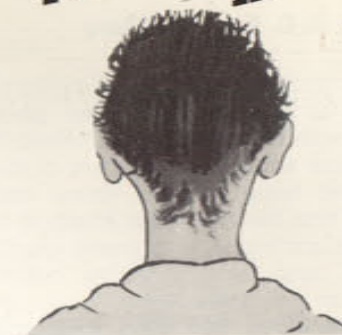
For seven days they existed on survival rations, and courage, with the sure knowledge that the RCAF Search and Rescue organization would be on the hunt for them. The weather remained dull, wet and overcast and the search proceedings organized and run by Squadron Leader Jack Hudson of Station Winnipeg operations was hampered greatly by this poor weather.

Finally on Saturday afternoon the sun shone through on the stranded flyers for the first time. At that very moment, Dakota 568, flown by F/O E. G. McNarry saw the reflection of the signal mirror from the ground that two of the downed crew were using.

Within six hours of that mirror flash, the complete crew had been picked up and flown to Churchill in a RCAF float-equipped Otter.

The happy crew spent a few days in Churchill resting up and eating their fill of steaks, etc., which they

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Lou Cancilla, Prop.

had, no doubt, longed for after a few days on meagre survival rations. From Churchill they were flown to Winnipeg, and from here back to Greenwood where they were greeted with tears and joy by their Squadron friends and wives.

Voxair salutes these airmen of 405 Squadron and all the men who took part in the week-long search, from S/L Hudson, Searchmaster, F/O McNarry and F/O Judd down to the crew members of Dakota 568 of 111 C and R Squadron which has never yet failed to find lost aircraft downed in their search territory.

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Summer Camp-1953

R. C. A. F. Auxiliary

The summer training of RCAF Auxiliary personnel is perhaps one of the most important phases of this "little Air Force within the Air Force." First, the summer training is the time when the members of the Auxiliary RCAF leave their desks, offices, shops and stores of civilian life and don the Air Force khaki to become full time aero-engine, air frame instrument, electrical in fact every technical and administrative activity that is required to run an Air Force Wing.

These are the boys and girls who culminate the years training with a solid two week demonstration of their ability. Thus is the meaning of Summer Camp and too, it gives the Permanent Force experts to see the Auxiliary in action and give experienced direction.

Much different from last year, the 17 Wing (Aux) was spread from Ottawa, Ont., to Abbotsford, B.C., for the original plans of holding camp at Watson Lake, Yukon Territories (known to Yukonites as the "Spa of the North") again this year had to be quickly changed when polio rampaged through the Yukon. There was no other suitable location that could accommodate the Auxiliary Forces of Western Canada so the component units of 17 Wing (Aux) were divided into non-flying units and their support went to Calgary. The Mustang Sqs of Winnipeg and Calgary went to Rockcliffe, Ont., under the command of G/C R. D. Turner. Trainees were incorporated with the Air Cadet Camp at Abbotsford, B.C.

The 2402 AC & WU under the command of S/L V. P. Grant were posted to a Radar Station in Ontario and report that a good time was had by all. Perhaps some of the best recreational hours were spent by the W.P.'s and members of 5002 Intelligence, 4003 Reserve Medical Unit and some of the HQ staff of 17 Wing HQ. A feature day at the famous Calgary Stampede was perhaps none the less spectacular as many first glimpses of the Canadian Rockies around Banff. Of course there were many hours of work and drill but since most of the Auxiliary personnel use this vacation period to train with the R.C.A.F., it is the new places and new experiences that are more easily remembered.

Then too away down East in Rockcliffe the members of 402 City of Winnipeg and 403 City of Calgary Sq sweated it out through some of the hottest weather that city has had. The keenness of the ground crew and air-crew was most evident, especially amid such picturesque surroundings.

The flying training program was centred around GCA and GCI practice. As one pilot was heard to say "sure glad those Radar boys know their stuff, with this heat haze I just call up and say you have control where am I . . . they bring you right back to the runway."

But then as the saying goes, "all work and no play" . . . so time was arranged for city tours, sight seeing, pub crawling and a tour through the Federal House of Parliament. Perhaps the most notable event was a stand-down called for the mid-camp weekend. This was necessitated by "Operation Tailwind" taking over and since Mustangs are slower than jets they didn't want the air filled with these aircraft. Personnel were air lifted to Montreal and many headed for New York, Toronto, Detroit, to spend this bonanza of free time.

Incidentally there were no AWOLs even with the temptations of far away hospitality.

While all this was going on in Ottawa, out in Abbotsford, B.C., trainees of 3052 TTU were settling down for a two month stay amid the glories, beauty and balmy weather of the West Coast. Regular lectures and classes in drill, technical trades and administration took up the work hours. Horse back riding, fishing, swimming and trips to nearby Vancouver was enjoyed by all.

We have only touched on perhaps the lighter side of Summer camp for it was vacation time spent with the R.C.A.F. but high credit goes to the men and women of the R.C.A.F. (Aux) for leaving their wives, families and sweethearts at home for this period. The fact that they are willing to do this speaks of the sincerity and purpose they view the activities of Canada's Defence. For it is this same group who spend two parades each week during the year to keep up to date train and be ready if called upon to perform duties vital to Canada's Air Defence. Take a look around the station activity, streamline it, take out the nucleus and you have a force and basis of the R.C.A.F. (Aux) function. As a member of the permanent force it should be reassuring to know the man who takes your street car ticket, repairs your radio or perhaps sits in a private office behind a battery of secretaries, maybe is one of the R.C.A.F. (Aux) who wore coveralls at Ottawa, Calgary or Abbotsford this year. That is the R.C.A.F. (Aux)—that is Summer Camp of 1953.

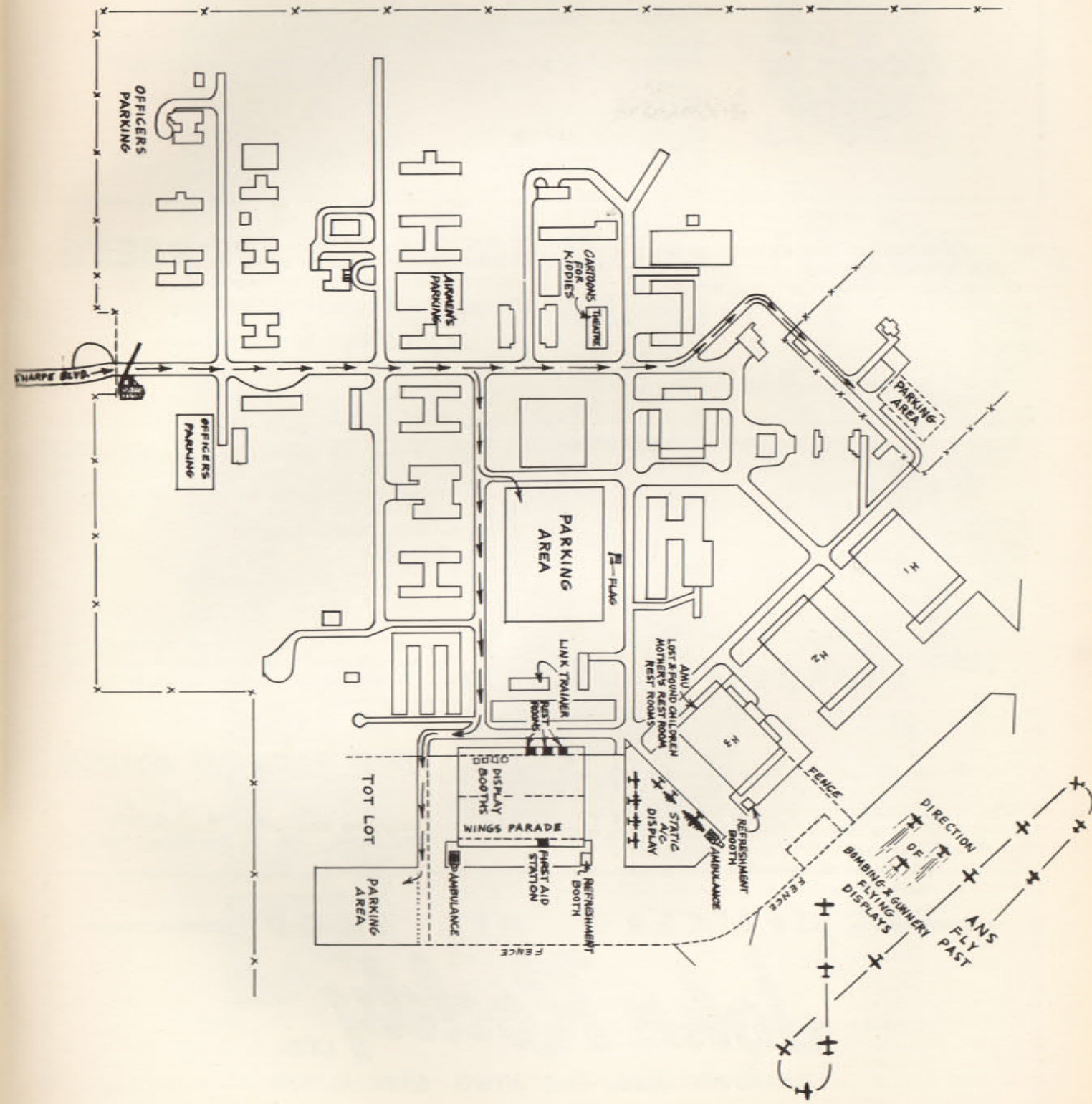
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TOMMY DORSEY

Born Nov. 19, 1905, in Mahoney Plains, Pa. Grew up in Shenandoah, Pa. The trombone is his favorite instrument. Originated his own dance orchestra with his brother, Jimmy. Now heads his own name band. He hates arithmetic, but it hasn't stopped him from amassing a fortune. HOBBY: Likes to psychoanalyze his friends.

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