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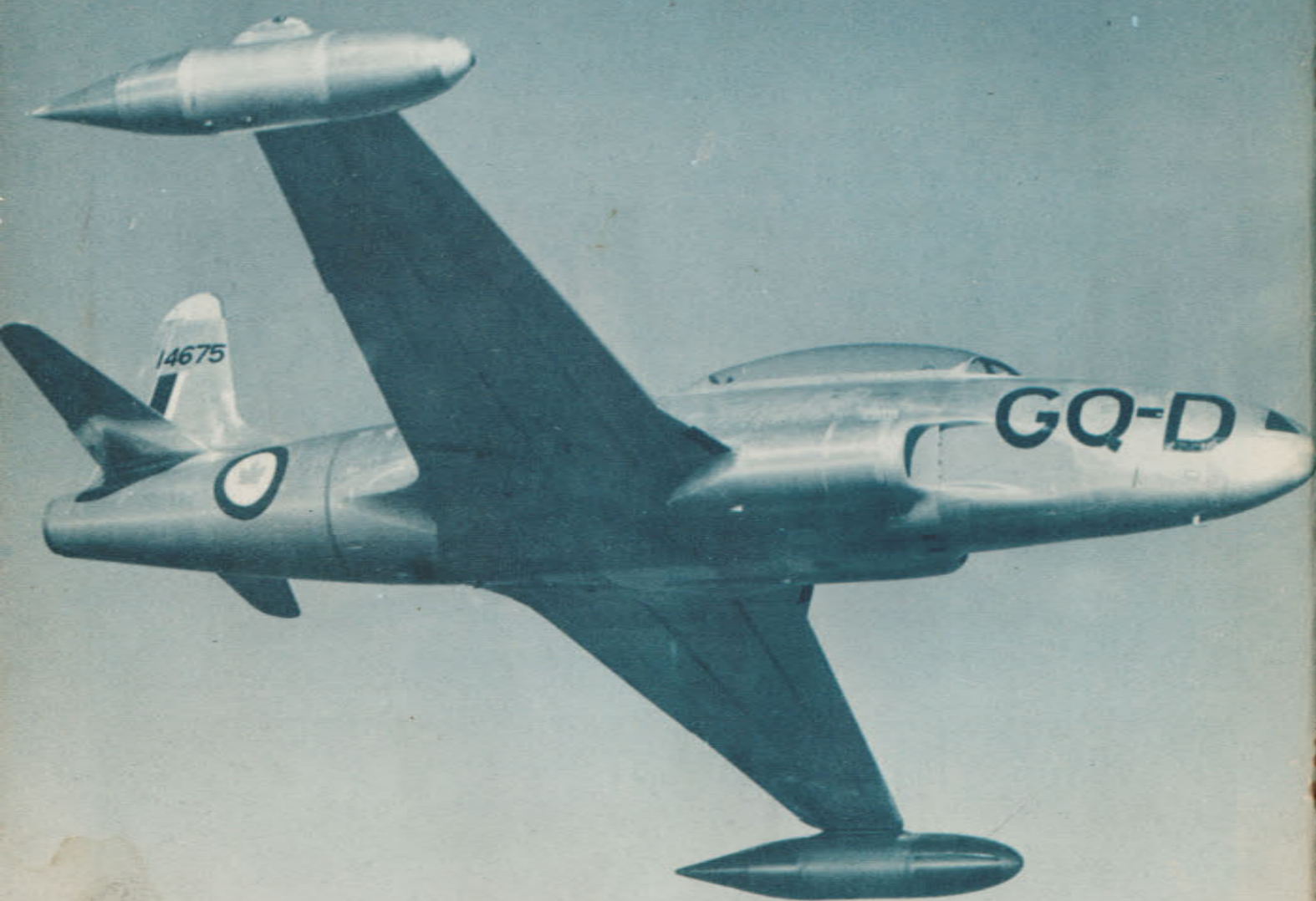
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THE VOICE  
of the AIR FORCE

OFFICIAL PUBLICATION OF THE R.C.A.F. IN WINNIPEG



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## NATO

### *Aircrew Training*

By Air Commodore  
J. G. BRYANS, C.B.E., C.D.  
Group Commander  
14 Training Group

WE CAN ALL remember with what high hopes we watched the formation of United Nations Organization following the close of the war. It was a magnificent concept, in sharp contrast to the many harsh and degrading influences exhibited during the period of conflict. It was proof that men of goodwill from many nations were anxious to establish the co-operation necessary to avoid a recurrence of the retrogression inevitable with war. With all members of the organization co-operating, it was bound to have far reaching and great results. But, provision was also made in its charter for smaller groups within the organization to co-operate in the maintenance of law and order in any particular area.

It was only normal that the allies of the late war were persuaded to form a secondary group within the United Nations when they found themselves, weakened by rapid disarmament following the war, but facing a nation which had not disarmed and showed positive hostility to Western standards and philosophy while forcibly placing the governments of several European countries entirely under its influence. Canada played the role of catalyst in setting up this secondary organization which became known as the North Atlantic Treaty Organization. What was to be the nature of such an organization and how was it to become effective?

The countries involved agreed to a plan of mutual contribution toward a military organization for the defence of the North Atlantic area

and for co-operation amongst each other to assist the growth and development of each other's economy. Supreme Headquarters Allied Powers in Europe (SHAPE) was set up, with General Eisenhower as its first commander, to head the military organization in Europe. Of this military organization we shall speak further. The Atlantic Ocean area and the Western Hemisphere area were dealt with as well.

Canada's contributions to SHAPE took the form of a brigade of the Canadian Army and an air division of the RCAF. It also included donations of arms to allied countries and the NATO aircrew training that we are undertaking, among other places, at RCAF Station Winnipeg. Contributions have also been made by Canada toward the defence of the Atlantic Ocean area and the Western Hemisphere area.

The NATO aircrew training now being undertaken at all RCAF aircrew training schools is not only a major part of Canada's contribu-



tion to NATO defence, but an excellent opportunity for those of us engaged in this work to establish enduring friendships with airmen from allied countries. It gives us the opportunity to discuss mutual problems and to practice mutual co-operation. The young men sent to Canada have an opportunity of visiting parts of the country from coast to coast. They may see the state of development this young and vigorous country is experiencing. They may appreciate, from first-hand knowledge, the growing importance of Canada in world affairs.

To all the lads engaged in this important work of Air Force training, I commend the opportunity to learn a useful and manly skill while you also have the opportunity to contribute greatly to the maintenance of peace during your life-time by knowing the nature and the problems of the other countries, partners in the North Atlantic Treaty Organization.



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# VOXAIR



THE VOICE OF THE AIR FORCE

SEPT. 12th 1952

ACTIVITIES OF THE ROYAL CANADIAN AIR FORCE IN WINNIPEG

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The views expressed by individuals in any article herein are not necessarily those of the RCAF or the staff of VOXAIR



# EDITORIAL

SINCE APRIL SEVENTEENTH, we have had a regular diet of wings parades where attention and well wishes have been focussed upon the graduates and rightly so.

Graduation date is one of the most exciting days in the lives of these men because it spells a major success. They have proved themselves capable of taking up the responsibilities of one of the most essential occupations in these days—that of a well-trained modern "air-war technician."

Bowing in the limelight of the occasion, too, have been the senior officers presenting the wings, honour guests, guard of honour commanders, support party commanders and organizing staffs.

However, we feel that many airmen and non-commissioned officers have contributed so much effort and support that without their co-operation or their reliability, our wings parades would not have been such efficient achievements.

We immediately think of the fine job that the Service Police have done in regulating, directing and marshalling traffic. And WO1 Lapensee's charges in Station Workshops for their imposing presentation dias and band platform.

We remember the boys in servicing for their neatness and deportment and those who have had the

less glamorous job of getting flags and bunting strung—and those who kept the huge floor clear of dust and oil.

Few appreciate the hours of extra work demanded of the fellows in the Photo Section who have the problem of printing and distributing any or all pictures taken during a wings parade ceremony—and that includes all individual graduates.

To these and the many others who have had assignments—big or small—we offer our sincere compliments. "Press on"—keep up the fine job.

In the previous issue, space limitations prevented us from spinning our usual cover story. Most readers would have little or no difficulty realizing the situation of our cover subject. For those who still harbour indecision, we hasten to state that the picture by Cpl. D. Nakiura shows two of 402 (City of Winnipeg) Squadron Mustangs at Watson Lake during summer camp. It has been a long time since we have seen a picture that could stir the imagination as much as this one stirred us. It certainly made it perfectly clear that none of us are "peacetime careerists."

To keep the record straight, in the light of the story of the Winnipeg

Blue Bombers particularly, the editorial board unequivocally state that they accept no favours or curry no obligations to anyone. We insist on the right to criticize as well as commend. Our sole guide is our conscience—our purpose is to make everybody better acquainted with each other and our objective is good taste and good humor.




## COVER STORY

TODAY marks the achievement of the first NATO graduation ceremony. To exemplify the airpower co-operation of NATO, our cover depicts the six different uniforms that have attracted the quizzical attention of Winnipeggers. We have the Canadian, Belgian, French seaman, French airman, Dane and Britisher.

The setting of this picture was chosen by LAC Ken Gregg of our Photo Section as being the most fitting camera study to represent the implication of the occasion of our first NATO wings parade.



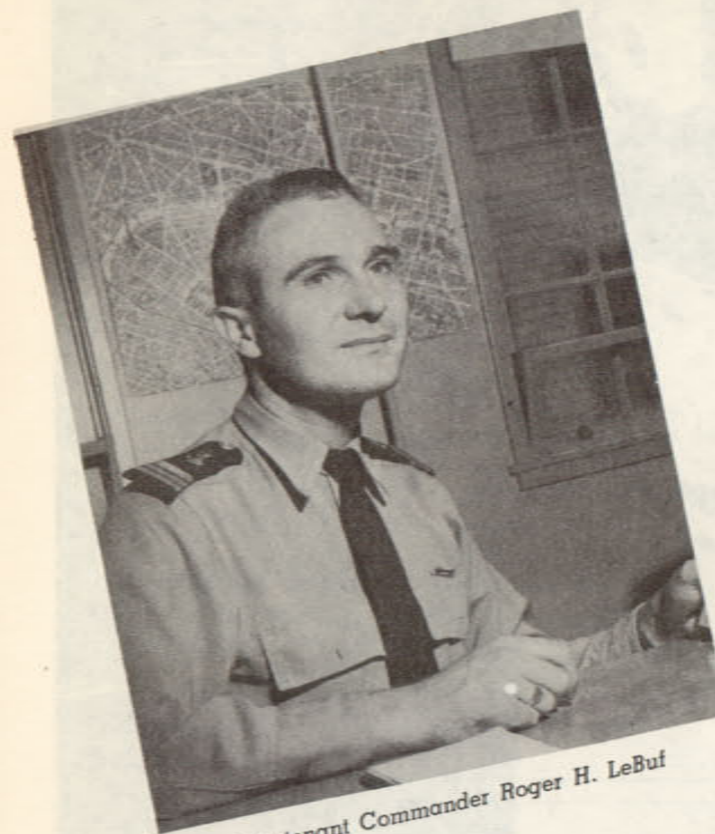
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## 'PEG PERSONALITIES



Lieutenant Commander Roger H. LeBuf



Lieutenant Michel Cheval

LT. CMDR. LeBUF was born and raised in Paris, France. He joined the French Merchant Navy in 1940 so that he could get out of Occupied France. After cruising for two years, he stopped off at New Orleans, Louisiana, and joined the Free French Navy, then he went to the French Naval Academy in England, aboard the Aviso Amiens.

Early in 1944, Lt. Cmdr. LeBuf was posted to a river-type frigate, the "Escarmouche," for convoy, escort duties and close support during the beachhead landings on D-Day.

One of his more interesting experiences, apart from "the usual submarine attacks," was being on the receiving end of torpedo attacks by three Junker 188's around D-Day time.

In 1945, he became a navigator on Sunderlands and later went on to pilot training in Morocco. He spent two years in Indo-China guiding troop movements and surveying. He was wounded in 1948 by ground fire and was hospitalized for three months.

He returned to France in 1950 and was in charge of French cadets selected for overseas training. In 1951, Lt. Cmdr. LeBuf came to Winnipeg from Summerside as Officer Commanding, French Naval Air Force detachment in Canada.

LT. CHEVAL was born in Nantes, France, but in his twenty years of military service, hasn't had too much opportunity to see the old home town.

He joined the French Navy in 1932 and served on destroyers in the Far East. He was evacuated with British and French troops from the beaches of Dunkerque in 1939 and in 1940 joined the Free French Air Force. He completed his navigation training in Canada and did two tours of operations on Bostons with 342 Lorraine Squadron, the first Free French Squadron formed in England. He participated in laying the smoke-line on the D-Day landing operations, for which he received the American Air Force Medal.

Later, Lt. Cheval was posted to the French Transport Group, under American control, near Casablanca in Morocco and then followed the 1st Army into Germany. He participated in air lifting prisoners of concentration camps.

After the war, he did four years with the French Air Transport Command between France and Indo-China and in 1951 was an Operations Controller for the new NATO Air Defence system.

He was posted to No. 1 CNS at Summerside and later came to Winnipeg as Exchange Officer of the French Air Force.



## Your Survival is Expensive . . . but Worthwhile

SITUATED in the lean-to of No. 2 Hangar is found one of the sections that is relatively unknown to a large percentage of the people on the station — your Safety Equipment Section.

We hope this article and others to follow will serve the dual purpose of making you acquainted with our shop and its personnel and secondly to acquaint you with the equipment for which this shop is responsible.

In charge of the section is Sergeant G. Boerin who has been with the RCAF since the outbreak of hostilities in 1939, and, beside having seen almost every station on the west coast, has spent 5½ years at the Technical Training School as a Safety Equipment instructor.

Just an idea of the extent of this shop and its equipment can be found in the parachute equipment that is held on charge. There is over \$250,000. (yes, over one quarter of a million dollars) in parachute equipment alone. To calculate accurately how much money it has cost for safety equipment alone for this station would be quite an interesting mathematical problem.

At the present time, there is a total of 23 airmen in the Safety Equipment Section, 2 in the Para Rescue and Land Search Section and 3 in the Parachute Section of 402 (RSS) Squadron.

As the name implies, the shop is



interested in the safety of personnel engaged in flying duties, but even more than safety, the survival of

those who find themselves forced to exist with Mother Nature as their only groceteria.

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As this will save you precious time,  
But all we get is a look that's hazy  
As tho' you thought we all were crazy.  
Didn't you know that patience is a virtue  
So standing in line will never hurt you,  
And then you start your silly capers  
Decapping our salt and pepper shakers.  
Messing around with sugar and cream  
As tho' it came to you out of a dream.  
Putting ashes and butts on all our dishes  
Which is against the dishwashers wishes.  
You stand at the counter tossing coins and debating  
While the poor girl behind is patiently waiting,  
After all this, you expect a smile and a joke,  
To go along with your coffee and coke.  
So won't you all be good little boys  
And stop using gadgets on tables as toys,  
Take heed of this plea chaps in all ranks  
If you don't want to be served by a bunch of old  
cranks.

—H.S.

### One Week From Tonight

WINNIPEG'S social season gets a flying start next Friday, September 19th, with a wow of a Bingo-Dance in the Drill Hall.

Flying Officer J. A. Gauthier and his Entertainment Committee have had all summer to scratch their heads for this big one—the opener. Your guess is as good as ours—but the committee insists the prizes are bigger and better than ever—and that's a brash statement to make in view of the prizes that were offered last spring. However . . . well, you be the judge. Get your party together and join in the fun—and the prizes. Proceedings are scheduled to get mobile at eight o'clock.

After the bingo, the orchestra will fill the night with mellowness(?) until one a.m. 'E gad, suh, there shall be refreshments.

Give the belle a break, fellas. Bring her to the bean and jump session.

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# DEFENCE NOT DEFIANCE

NATO provides a fair chance of averting war or a fighting chance of winning should war come.

By Dr. L. A. Glinz

NATO is today the most solid and hopeful structure for the defence and economic advancement of the free world. In the initiation and development of NATO, Canada has played a significant part.

## The Red Threat to Peace

Within less than two years of the signature in San Francisco of the Charter of the United Nations, in 1945, the hopes of people everywhere for universal peace had given place to growing anxiety and fear. The Security Council had been made ineffective by Russian tactics and the United Nations seemed unable to guarantee the keeping of peace. In 1948 the fall of democratic Czechoslovakia shocked the free nations into concerted action.

Mr. St. Laurent, as Canadian Secretary for External Affairs, had already suggested in 1947, before the General Assembly of the United Nations the necessity of "an association of democratic and peace-loving states willing to accept more specific international obligations in return for a greater measure of national security."

Would the United States and Canada forsake their traditional policies and link their destinies with those of Western Europe? On April 4, 1949, the U.S. and Canada signed the North Atlantic Treaty, an instrument for peace without parallel in the modern world, committing themselves, along with ten other countries, to preserve the peace and security of the North Atlantic area. The other signatories of the Treaty were Belgium, Denmark, France, Iceland, Italy, Luxembourg, The Netherlands, Norway, Portugal and The United Kingdom.

## ABOUT THE AUTHOR

DR. L. A. GLINZ is the Current Affairs Adviser to Navy, Army and Air Force units in Manitoba and Saskatchewan and is presently attached to 14 Group. He has just recently retired from the RCAF, having been Command Education Officer at Air Materiel Command Headquarters. He holds the degree of PhD from Stamford University, California, and has also attended Columbia University and Oxford. Prior to joining the RCAF, he was a high school teacher and principal in Manitoba schools and was also a lecturer in the University of Saskatchewan for three years.



## What of Greece and Turkey?

In 1952 Greece and Turkey were admitted into NATO. Some of the North Atlantic countries were dubious about this, fearing that it would increase their chances of becoming involved in war. The mild and peaceable U.S.S.R. sent a belligerent note to Turkey warning her against joining this aggressive alliance. But the tough Turks were not to be intimidated. Their substantial army, along with the stout Greek army, is now a part of the NATO forces.

## To What Does Nato Commit Canada?

The North Atlantic Treaty made it clear that this alliance of the free nations was sanctioned under Article 51 of the United Nations Charter as a measure of regional self-defence. The Russians naturally labelled NATO as aggressive with hostile intent towards the peace-loving U.S.S.R.

The basic articles of the Treaty were as follows:

- (1) The parties "by means of continuous and effective self-help and mutual aid" undertake to "maintain and develop their individual and collective capacity to resist armed attack."

- (2) "The Parties will consult together whenever, in the opinion of any of them, the territorial integrity, political independence or security of any of the Parties is threatened."

- (3) An armed attack against any member will be regarded by other members as an attack against all. In this event each party agrees to assist the party or parties so attacked by such action as it deems necessary "including the use of armed force."

- (4) The parties recognize their common political, cultural and economic interests and agree to co-operate in the strengthening of their free institutions and to eliminate conflict in their national economic policies. (This Article was a distinctly Canadian contribution to the Treaty.)

## Who Runs NATO?

The North Atlantic Council is the governing body of NATO. It consists of a Secretary-General (Lord Ismay), his Secretariat, and Permanent Delegates from the member countries. Top ministers of the member nations attend the more important meetings.

## SHARE

Supreme Headquarters Allied Powers Europe (Paris) was established under General Eisenhower in

troops demanded. The economies of the NATO countries must not be allowed to collapse under the burden of rearmament. As Mr.

Churchill has said, "A nation with an unsound economy cannot wage war." Economic difficulties will undoubtedly mean delay in reaching a satisfactory state of preparedness.

## BUILD-UP OF TRAINED AND EQUIPPED FORCES EISENHOWER REPORT

	April 1951	December 1952—Proposed
Army	15 divisions (plus unequipped reserves)	50 divisions (25 standing 25 ready in 3 to 30 days)
Air	1,000 operational aircraft (many obsolescent)	4,000 operational aircraft (reasonable proportion of jets)
Navy	Effective force	Greatly strengthened and reorganized force.

Note: The considerable national forces of Greece and Turkey to be added to these figures.

April, 1951. He had considerable success in overcoming nationalism, suspicion and paralyzing fear and in building up strong armed forces before handing over to his successor General Ridgway in the Spring of 1952.

Other subordinate NATO commands have been formed. Troops of many nations are steadily being welded into a sharp and sturdy instrument for combined defense

## Germany and the European Defence Community

Western Germany is of immense strategic importance in the defence of the West. Though unarmed today, she is a potentially powerful ally. Eisenhower says that "with Western Germany in our orbit, NATO forces would form a strong and unbroken line in Central Europe" and that defence in depth would be provided.

The French, though fearing a re-armed Germany, have proposed a European Defence Community, which would have a European Army, including German forces, to defend it. Western Germany would not be in NATO but her forces would be within NATO's European command structure, and under a measure of international control. This proposal has been provisionally accepted and, if ratified by the various national parliaments, will become effective soon. The result will be the addition, if all goes well, of 12 German divisions to the forces of General Ridgway.

## Can Europe Afford NATO?

NATO has planned rearmament on a vast scale, so vast that many countries doubt their capacity to provide the weapons and the

## Canada's Contribution

Canada's share in all this, to quote the Hon Brooke Claxton, Minister of National Defence, "has been realistic rather than impossibly ambitious." The following summary of Canada's contribution is, however, just cause for pride:

- (1) Mr. St. Laurent's initiation of the idea of NATO.

Continued on page 29.

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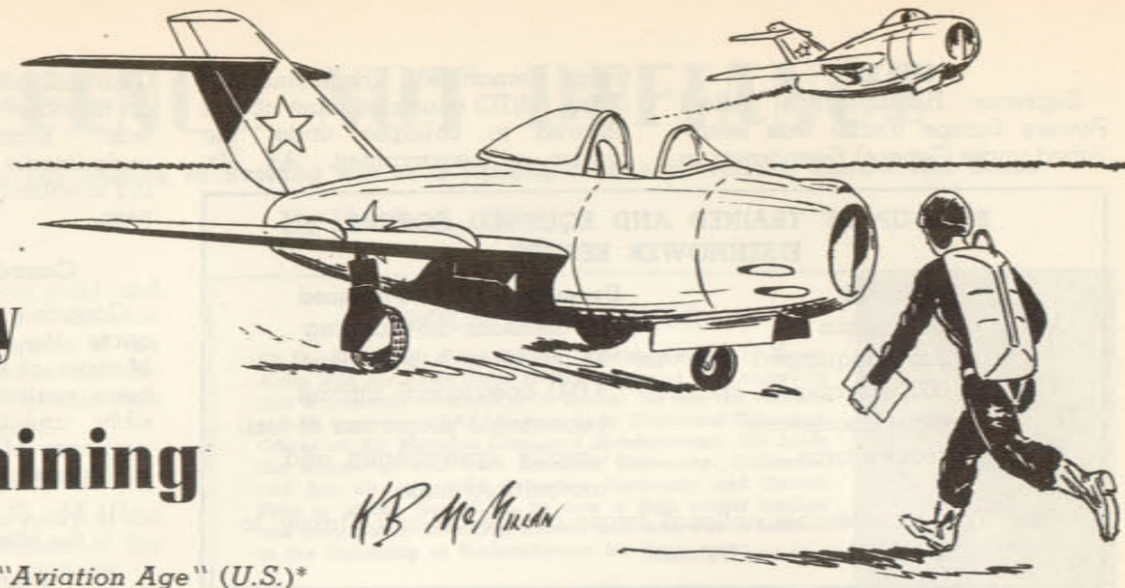
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# Soviet Military Air Training



From an Article in "Aviation Age" (U.S.)\*

THE LARGE MANPOWER reservoir from which the Soviets have to draw upon for likely Air Force personnel is carefully filtered, so to speak, at its very source. At the age of 17, the youth who has completed satisfactorily the primary DOSAV (All-Union Society of Voluntary Assistance to Aviation) flight course is eligible for the Air Force entrance examinations, with certain provisions. He must have had seven years of elementary education if he wants to be a pilot. This is the Soviet equivalent of United States high school preparation. If the candidate is older and desires to become a navigator or bombardier, he must have had 10 years education, or the equivalent of three years of college in the United States.

## Examinations

The youth takes his three-phase examination at the DOSAV headquarters nearest his place of residence. He undergoes a thorough physical examination. This is followed by a scholastic test in which mathematics is emphasized. Then comes the political test which determines whether or not the youth is worthy of handling the State's aircraft. This is given by MVD officials . . . The Air Force candidate, can be eliminated immediately, at this point, if either his parents or grandparents erred even slightly

from the Party line. If the boys forebearers were "kulaks" or land-owning people, bourgeois middle class, officials or even members of any church, or if they were counter-revolutionary, he is disqualified. If he has sufficient DOSAV flying time, he may be permitted to go to one of the "Aeroflot" schools. If the youth can survive this political screening, he is sent to one of the Air Force's flying schools.

## Training

The selectee goes through a period of basic training which is much

the same as that given to Army trainees. Then his flying begins with a critical "primary review" period in the UT-2. This phase reveals to his instructors how well he retained his DOSAV training. If the selectee is too sloppy or otherwise lacking in aptitude, he is washed out during this 25-hour period. In this event, he can, at best, become a bombardier or navigator if he has sufficient education, or he may be sent to the civil airline school. At worst, he may be sent to one of the schools which train ground crewmen.

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**Basic Training:** The selectee progresses to the basic flying state in which he flies La-7, Yak-7, or Yak-18 trainers for a period of about 45 hours. During this phase, the youth also gets some instrument training in the American Link or British Bachelor trainers which are built under license in the USSR. The amount of instrument time appears to vary with the particular school.

At the beginning of the advanced phase, the selectee is permitted to state his preference for fighters or multi-engine craft. Normally, he is assigned to the branch of his choice, if he has demonstrated the proper attitude during basic training. The Soviets are following the American practice, to some extent, of assigning the younger men to fighters and the older, more stable candidates to the bombers. These assignments are made by a school selection board, one member of which is the ever-present "Smersh" representative. From this point on, youths who show special aptitude can be "promoted" out of the course and sent to various instructor's schools.

**Advanced Training:** Between 25 and 30 hours are given to advanced training in obsolete single- or twin-engine wartime aircraft. The favorites for this stage of training are the American P-39 and B-25; but the more numerous MIG-3, La-3, La-5, La-9 and La-11 models are widely used. Some Pe-2 and Pe-3 types are used along with PS-84s, Tu-2s, Yer-4s, and Il-4s; for bomber aircrew training. This advanced stage ranges from 65 to 100 hours and includes gunnery and a growing emphasis on formation flying. The Soviet instructors prefer live ammunition to synthetic gunnery devices of any kind. Both ground and towed sleeve targets are used for aerial shooting, while considerable small arms' practice is given on the ground. One popular gimmick is a kind of skeet shooting with a small-calibre rifle at a target larger than the United States "bird."

The pilot-trainee takes a final ex-

amination in not only his flying but the political courses given under the auspices of the Local Young Communist League. Then, as a junior lieutenant, he is assigned to a fighter or bomber squadron for operational training.

## Readying for Combat

He is made combat-ready at this squadron stage. The youth flies wing on the veteran in fighter units or spends considerable time as co-pilot in the bomber squadrons. The training officer, who is usually the deputy squadron leader, keeps a weather eye on all his rookies. He personally is responsible for them, and can be removed if too many of his charges fail to demonstrate the proper progress and aptitude.

Squadrons are kept intact whenever possible, and the "growth of the family" is encouraged for purposes of morale and esprit de corps. Pilots seldom are promoted out of the squadron. The practice is to de-activate the complete outfit and re-establish the unit at some other point. In the fighter units, jet training reportedly is given at squadron level in the two-seater Yak-15C, which is known to be in large-scale production.

## Ground Crews

Ground personnel are selected at DOSAV level. Mechanics serve a sort of apprenticeship right in the aircraft plants before they are assigned to operational outfits. Many institute scholarships are available for promising mechanics. In the bomber squadrons, both mechanics and gunners get sufficient flying time to at least "solo" the aircraft. The ground crews show great enthusiasm and take considerable pride in their work as part of the team.

Several schools of higher education are playing an important part in the preparation of future officers. The Moscow Aviation Institute is the most prominent for tactical instruction. The Soviet Air Force War Academy has branches in Moscow, Sverdlovsk, and Chkalov. The Air Force Medical School also is located near Moscow. There is a Motor Transport School at Magnitogorsk, a Political Welfare School at Zaratov, and a Chemical Warfare School near Tashkent. Others include the Kuibyshev Military Engineering Academy, Kharkov Aviation Institute, and the well-known Zhukovski Air Engineering Acad-

Continued on page 24.

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# BOLTS from the BLUE

by Dr. J. J. Green

Defence Research Board Scientific Adviser to the Chief of the Air Staff, RCAF

(Re-produced through the courtesy of Avro's "Jet Age")

## Canadian Progress on Guided Missile Research

- Continued from last issue -

**Editor's note:** In the last issue, Dr. Green introduced the factors or requirements of an air-to-air guided missile. If the missile has good directional (or guidance) and maneuverability characteristics then it may be a small missile. However, if there may be near-misses, the missile must be larger. The Defence Research Board is at present working on the development of an air-to-air missile for the RCAF. In this issue, we continue with Dr. Green's views on missile aerodynamics.

The guided missile poses a number of aerodynamic problems. In the first place, the missile must be stable in flight from the low speed of launch up to its highest speed of flight. This stability must be positive both before and after the consumption of the propellant, which changes the centre of gravity thereby influencing the stability. To enable the missile to correct its course smartly and at high flight speed it must be highly maneuverable and must be capable of sustaining large transverse accelerations imposed by the wing surfaces. This means that the wings must be as large as practicable which conflicts with the requirement that the missile be kept as small as possible. The ability to withstand high accelerations introduces structural problems for the wings, which for high-speed supersonic flight must be kept very thin for aerodynamic reasons.

Since the missile is travelling at very high speed, any delay in the actuation of the control surfaces in response to signals from the guidance system would involve the covering of considerable distances before the missile responded. This would obviously reduce the accuracy of the missile and could not be tolerated. Again, the heavy lift loads sustained by the wings of the missile can introduce large hinge moments if control of the missile is effected through wing deflection. It is obvious therefore from these considerations, that control systems for guided missiles must be instantaneous in response, they must be precise and they must be very powerful.

It should not be thought that this preoccupation with guided missiles has put an end to all further works on the older, more conventional armament. This is not so and the RCAF has several problems for research and development in the conventional gun and ammunition field. These are more or less day-to-day problems aimed at improvements in training and operations, or the development of specialized handling equipment, or instruments for the observation of gun behaviour.

The Germans took more than ten years to lay the necessary foundations of research, supporting industrial capacity and experimental facilities for the V-1 and V-2 weapons, which might be considered as ancestors of the guided missile. Despite the ingenuity revealed in the design of these weapons, they only employed very crude methods of guidance and could not be considered as accurate by modern standards. It should be realized that, despite the concentration of design and development effort on guided missiles, the magnitude of the problems involved are such that we should not expect the era of push-button warfare to be just around the corner.

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## HOUSE THINGS by F/O S. D. Callin

THE LADY was not too co-operative. She had her own opinions of the situation, and that's all there was to that. She said, "I know you fellows, if you want to rent my house, the Air Force will send some one down to see it, and if it's OK, they'll pay the rent for you—so it's gone up \$20.00, what can you do?"

Then there's the case of the apartment advertised as "Four room newly decorated apt.—close to bus and town, reasonable rent."—You should have seen it—there was a living room, two rooms called bedrooms, and a pantry for a kitchen—no sink, no bathroom, no closets—somebody had painted the window sills, and the rent was a reasonable \$85.00.—Oh, well, as the recruiting officer said, it's easy—you can get a house anywhere—how much interim lodging can a man get anyhow?

Dear reader, am I boring you?—Or have you been through this yourself? Whistle down to the Tribune office at press time to read the "For Rent" ads—chase around finding a street car to get you there, and finally ending up potted in the St. James, while the better half and all the little quarters are jumping away upstairs in two rooms.

There is always one solution, you can always get a discharge—but can you? It's not that easy, and besides, this is a grand life—if it wasn't for the problem of a wife and five kids, oh, oh she heard me!

Somebody suggests go and see the Housing Committee—so you spend an hour arguing with a bunch of dull clobberheads who insist you can afford \$90.00 a month for a two-room suite.

Then you sally forth—yes you, sally! — to try downtown again, armed with a flock of addresses and phone numbers, calling which you get, "NO CHILDREN — NO DRINKING, NO PETS, NO SMOKING, NO ADULTS, NO!!!" or some-

thing like—"Oh yes, I love children, isn't it a shame, the poor dears, how many do you have—you do, really!—Yes, well, you're just too late, I'm afraid, I've rented the house."

Just remembered—the Padre!!—Let's call him, he should help.—"Hello, Padre, my name is—yes, but—well, I—No, I—Yes, Padre—Goodbye." — He says he's just quit. — How about the Benevolent Fund?—Here it is—Adjutant's Officer—"Sir, my name is—yes, but—well, I—no, I—Yes, sir, thank you, sir." — Guess the Benevolent Fund is out of money these days. — Let's send the family home to mother and put in for SFA!"

## Air Cadets Swing Out

AIR CADETS will be attending tonight's big wings parade—and they are having their own celebration afterwards.

The air cadet building on the TCA side of Stevenson Field is decorated for the occasion and the orchestra is all set for the "do." It looks like a great time in the old town tonight. The actual handling of the dance will be done by the cadets and their squadron officers.

Station Winnipeg is pleased to play host to the "junior birdmen" on the auspicious occasion of our first NATO wings parade.

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# THE DANISH VIEW

By Flight Cadet JONS J. KAPPEL

OVER EIGHT HUNDRED years ago, our forefathers, the Vikings, landed on the east coast of Canada and completed successfully a journey over an unknown ocean. Nine months ago, seven Danish cadets, accepting the comforts of modern transportation, followed the same course. Thus the wanderlust that has infected my people from ageless times, was satisfied by the world situation that demands a country's preparation for war. We were the first lucky team that had been sent to Canada to train as navigators—our country's first commitment as a member of the North Atlantic Treaty Organization.

We landed at St. John's on a typical winter's day and were immediately swept off our feet by the pace of events. Interviewed by newspaper correspondents on the deck of the ship, we were surprised when we eventually left the dock to see reports of our interview in the local papers. The kindly reports were our first taste of Canadian hospitality, and this we came to understand in the months that followed, stemmed, not from the agreements that had been made with NATO but from the peoples' desire to make us feel at

home. In this they have succeeded admirably, and this is stressed, for such friendliness gave us the confidence needed to successfully complete our training.

Before arriving here in Winnipeg, we had often wondered how the RCAF would react to the program of training foreign students, and if the instruction would differ from that given to the Canadian students. The language difficulties suggested that this was likely, and until such problems were overcome in the early days, we found some allowance being made. This differential treatment lasted for but a few weeks, and we are happy to know that from then on we were accepted as if we were native students, sharing identical duties and privileges. The small difficulties afterwards experienced were no different than those we might have expected had we been instructed in our own language, and our tutors cannot be complimented too highly for the pains they have taken. Their problems were at all times far greater than ours, and they handled their tasks as specialists.

If language difficulties did constitute a minor puzzle originally,

they also contributed to some humorous situations. "I do not understand," became the rule not only in genuine bewilderment but also when a deliberate infringement of orders had been made in order to escape the consequences. Then, too, national pride involved us in troubles when we once suggested that Welsh and Scots were Englishmen, all hailing from the country we call England. The heat of ensuing remonstrations convinced us on that point. At one party we were shocked to hear the host urge us not to leave until we were full. In Danish "full" means very intoxicated.

If the balance was against the solitary Canadian representative, it was offset by his trust and tolerance. He ignored the various troubles that were inevitable to his position, and has done a lot to help us enjoy our visit. If he hasn't totally convinced us that we shall soon be leaving heaven, it wasn't for the lack of trying. From him and the boys from France and England, we learned more of their respective countries than if we had spent a similar time in their own homes. We are sorry that boys from Europe had to cross the Atlantic to work together so well. We return to Denmark with broadened minds and a new perception that will make us far more tolerant of future dissensions within the framework of NATO; an invaluable gift that is aided by our being able to converse in one tongue.

Continued on page 17

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# NAVIGATING with NATO

by Wing Commander F.Y. Craig, DFC,  
Officer Commanding, 2 ANS

THE PICTURE on this page is indicative of the international spirit that prevails at 2 ANS Winnipeg. French Naval, Belgian and Canadian Flight Cadets are shown climbing into the Expeditor III N, preparatory to a 5½ hour cross-country. In another aircraft one might find an RAF cadet, a French Air Force Cadet, and a Danish cadet embarking on the same exercise. Seeing all these various nationalities working together is heart-warming indeed, for in the unity of NATO, there is great strength.

During his training period, each cadet puts in 150 hours flying, half of which is first-navigator time when he assumes the responsibility of safely guiding the aircraft on a flight which might last from three to five and a half hours before he returns to base. Each flight has different requirements. One may be a bomber trip, another may be a coastal patrol up Lake Winnipeg at 1,000' above the water; another may be a low level tactical exercise involving flying at 300' above obstacles when the ground speeds by at such a pace that it is extremely difficult to pinpoint position; another may be a grid nav trip wherein no compass is used and direction is obtained from heavenly bodies and maintained by gyro; another may be a pressure pattern exercise wherein a single heading is computed and flown and in which the meteorological officer's pressure forecast is tested. All-in-all, the cadet is given a basic training

which makes it easy for him to adapt his knowledge to any type of flying anywhere in the world. When he graduates, he is at the stage where he needs only limited instruction of a more special nature, and experience.

In each aircraft, goes a single pilot who, as captain, has many responsibilities and problems. Many of these officers are veterans of World War II; some are re-entries who graduated at the end of World War II and were immediately retired; and many are young pilot officers who just completed their training at the Flying Training Schools scattered throughout Canada. All these pilots take a keen interest in seeing how accurately the cadets navigate, and they know that in all but a very few instances will they be forced to take over navigation of the aircraft from the trainees.

With the weaker students, staff navigators often fly as "screens" to help the cadets co-ordinate their work properly and make the most of radio aids, pinpoints, drifts and celestial observations. Often a screen can guide and help the trainees so well that the cadets blossom forth and henceforth become good navigators.

Language does not form the barrier that one might think. Each NATO CADET HAS learned enough basic English to understand and be understood. In any event, however, in a noisy aircraft as little conversation is used as possible and all instructions are given to the pilot in writing. Towards the end of the course, a French cadet knows his English to quite a satisfactory degree. With a common language, we can be sure of a closer feeling of kinship between our NATO friends and ourselves.

May I say in conclusion, to all you cadets from across the Atlantic, that I hope you have enjoyed your stay in Canada and that you will treasure the memory that you have been accepted as our friends. May we meet again.

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# 2 ANS GRADUATING CLASS

MANY PEOPLE BELIEVE that navigators are born rather than made, and members of twenty-four course are staunch supporters of this philosophy, realising that one is born almost every minute. No one, fully appreciative of the saner things in life could possibly occupy themselves with intricacies of steering an aircraft around the skies. Therefore, it is hardly to be expected that this course should produce a normal person, and in introducing a few of the personalities, no effort will be made to disguise this fact.

Meet Bom Smidt from Denmark who was recently so confused by the huge error in an astro position line, only to discover sorrowfully but enlightened, that his moon was a reflection in the wing of his aircraft. And this really is true.

Nor is his compatriot Willie Werther any luckier. This unfortunate,

called by some "Minneapolis", is currently taking the chair in a government commission that is trying to explain the Beechcraft tendency to fly southwards to a certain city in the U.S.A. Also on the advisory board of the same committee is that popular character, Teg James, who achieved a rare fame when involved in an accident while using the receptacle so invaluable to air-sick navigators. His efforts to empty the container down the flare-chute gave the pilot new views of the follies of his work, an increasing vocabulary and a cleaning bill. Hasta la Vista!

Have you met Grimoldby, he of the limbering gait, wandering around with a vacant look since he hinted of his engagement to some unfortunate Canadian filly. With his friend, Jim Barrie, the "Haggis," he has done much to leave a per-

manent mark of his visit, and both were well loved by all who knew them. How unlike them is Petty Officer Dubroca, who was tempted from the billet only with difficulty, which shows that Frenchmen are not always the men they are supposed to be. Indeed, most of the French contingent are seen around the station far more at weekends than are their English counterparts. But this is not a difficult thing to accomplish. Incidentally, I have it on good authority that the national sport of France is football. This should have an important bearing on future discussions in the billets.

Have you met Red Kappel from Denmark who was often reported but never confounded, or Coello Da Silva from France, who carries a tangible reminder of his training days at Winnipeg in the form of a scar on his head, left by the astro

# 2 ANS GRADUATING CLASS

compass mount on one of the more turbulent flights.

Some fame has also been achieved by debonair Mollinson from Scotland who possesses the largest collection of cocktail sticks in the world (?) — evidence of past glories. And if Keith holds the record for sticks, then Nev Evans of Wales has similar claims for the liquids which are thereby stirred. His "Molotov Cocktail" can, he assures all, be used also as a scouring solution, or paint remover, and is an answer to the acid shortage, too. Evans was extremely well-known in the upper circle of Winnipeg society, for the expensive automobile he purchased with an insane friend, during his stay here. Of exclusive design, the running costs exceeded \$100 per mile, which probably explains why he spent his leave on Portage Avenue. Many hours would be happily spend in the capacity of co-pilot manually propelling the vehicle in the direction of the city.

Duchenoy of the French contingent has long impressed all observers with his leadership qualities and it has always been his contention that to do the unexpected shows an unfettered mind. He is the apt pupil of the yokel of the course, P/O Pidwell from Zummerzset, which recently became a part of the British Commonwealth.

The solitary Canadian representative, while sinking all his time and money into the promotion of his hair restoring business, found time to impress all with his capacity for work. A very popular "colonial."

Ray Davies, the dapper Welshman, has earned laurels on the local soccer fields and recently played for Manitoba against Saskatchewan. An active person, he once surprised his friend Jeff Hancock by remaining on the station

for a whole week-end. Jim Barrie gives us no such shocks.

The course has a former law student in Poulain, the boy from France who so ably assists Flying Officer Hutchinson with his lectures in primitive love. Poulain has yet to be convinced that murder is a punishable crime in France, but promises to find out before graduation day.

So there they are, a few of the course that will soon be leaving 2 ANS for England, France and Denmark. They leave behind a collection of instructors who have long since developed ulcers and other ailments in the pursuit of their profession. Flying Officers Papp and Decruyenaere, the course directors, found in the early days that the best incentive they could offer was a glass of beer to every graduating cadet. Their discovery was used also by Flying Officer Carpenter who always insisted that we were not responsible for our actions, and by Flying Officer Nutter and his six honest serving men.

In conclusion, thanks are offered to one and all who helped to make our stay a valuable and happy one. Profit has been reaped in every step, and we were offered nothing

but kindness by the officers who filled us with knowledge, the cadet girls who filled us with "Coke", and Denny who filled us with tea and stories.

If an epitaph is indicated, let it be the one used by Frank, the "met man" (whether about navigators or clouds we never discovered)—"the three stages in their life," he said, "are Humorous, Mature and Dissipated."

## Danish View from page 14

Please remember that if every scrap of navigational knowledge garnered within the confines of this city were to be lost to us in the next years, there will remain a more valuable thing, the knowledge that in Canada we have countless friends that are intensely aware of their duty, and play an active part in the North Atlantic Treaty Organization.

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—John Ruskin



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Front row: F/Cs VESNAT, CHARTIER, A/P/O HANCOCK, F/Cs FELDENKREISS, SMIDT, F/O E. PAPP, Course Director, A/P/O COULES, F/C COELHO DA SILVA, A/P/O MILNE, F/C KAPPEL and A/P/O CUMMINGS.

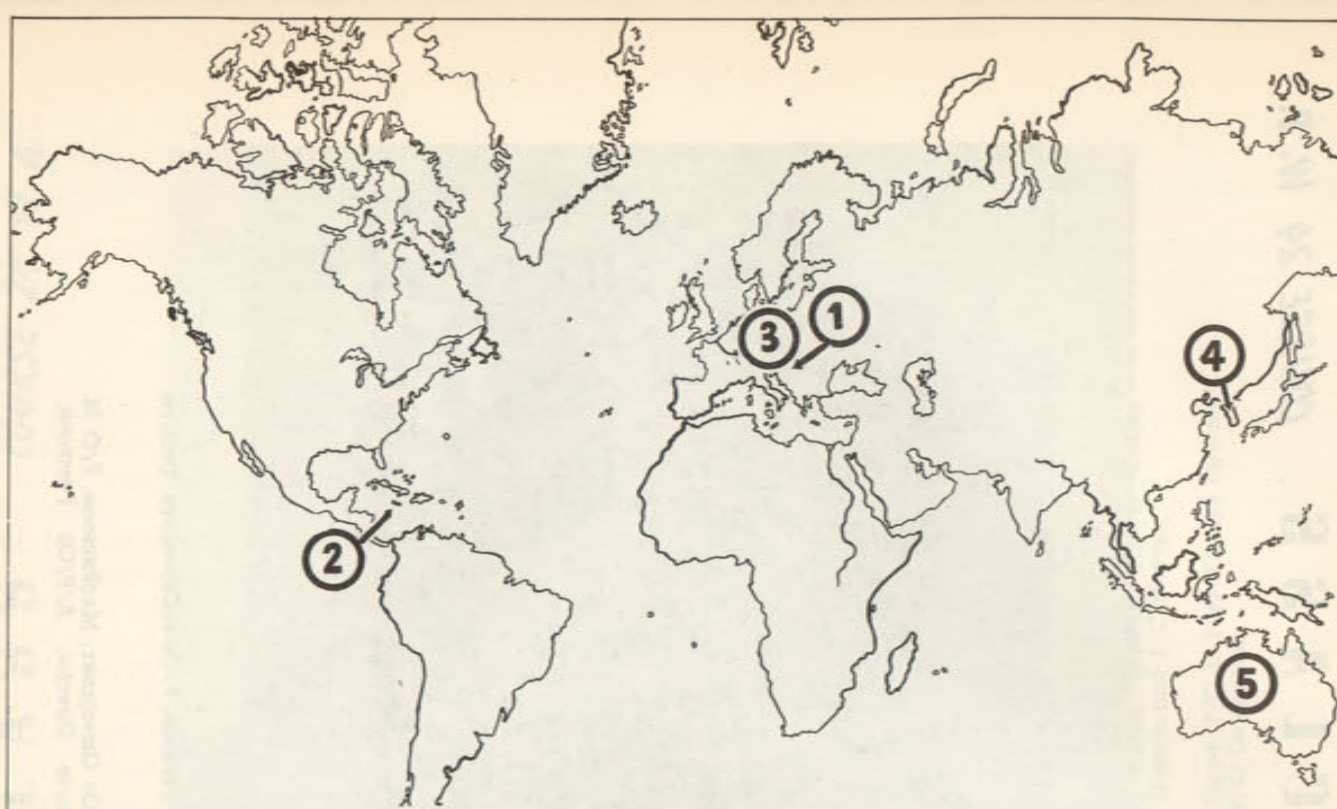
# 2 ANS GRADUATING CLASSES COURSE 24 W. B.



Back Row—left to right: F/Cs DARGAUD, RASMUSSEN, A/P/O BARRIE, F/O FERRAGE, F/Cs DECREVOISIER, DELOYE, CRIQUET, TALLON, A/P/Os HARTLAND, JAMES MCGUIRE, and Lt. JORGENSEN.

Front row: F/Cs LIENHART, DUCHENOX, A/P/O LIDGLEY, F/C LACOTTE, A/P/Os GRIMOLDBY, MacPHERSON, F/O M. MOLLISON, PIDWELL, F/C LEHYARIC, Lt. PEDERSEN and DeCruyenaere Course Director, A/P/Os POMFORD, A/P/O Durbin.





## CURRENT AFFAIRS By F/O W. S. G. Nutter

### AUSTRIA

① The latest Soviet note on the question of an Austrian peace treaty was a disappointment to the U.S., France and Great Britain. Russia flatly rejected the "shorter" treaty proposed by the Western Powers last March and re-introduced various extraneous issues such as Italy and Trieste, over which there has been a complete deadlock. It was felt that this note, added to the circumstances of the last twenty months, led to the clear conclusion that Russia does not want an Austrian treaty that would compel her to withdraw her troops and weaken Soviet economic control over a large part of Austria. The promise of a free Austria was made originally in the Moscow declaration of 1943.

### JAMAICA

② The Jamaican economy, dependent since slave trading days almost entirely on sugar and rum, has been given a much needed boost with the discovery of the world's largest known deposits of

bauxite. Bauxite is to aluminum what iron is to steel. The first sample was identified in 1942 and production on a large scale was begun in May of this year by a U.S. company. A Canadian company is on the scene but not yet in production. To Jamaicans, 2 out of 3 of whom are seasonally or chronically unemployed, bauxite gives hope of a new economic prosperity. The island, largest and most populated of BWI self-governing colonies, has been also the poorest—and the only one where Communist sympathizers have gained any ground. With this in mind, the company has set up a "private Point Four programme." Only 10% of its land holdings will be used for mining at any one time. The rest has been cleared and offered in quarter and half acre sections in free lease to any who want to grow food. Company tractors will also plough the land free. Over 800 families already work plots on company land.

### NATO ARMIES REVIEW

③ All over Western Germany, the NATO armies are on maneu-

vers this autumn. Early reports are that general officers are well satisfied with the progress made over the last two years. In the north, General Sir John Harding (now Chief of the Imperial General Staff) commanded the British Army of the Rhine and a corps from Belgium and the Netherlands. He is reported to consider this as efficient an army for its size as any in the world. With the re-inforcement of these northern forces over the past year—the Belgian and Dutch form a brigade to a corps and the British to three armoured divisions and an infantry division—tactical opportunities has widened from a question of holding the river line to one of counter attacking east of the Rhine. The French Army is on exercises along the middle Rhine. Progress in training has been accompanied by a gradual movement of units east of the Rhine. Equipment rather than morale or training is said to be the present problem of the French forces. The U.S. Seventh Army, maneuvering in Southern Germany, has contended this year with a re-

placement programme which has affected 60% of its personnel. The programme was well planned however, and the army is reported better trained than a year ago. Equipment again, is the major problem.

General Ridgway said the NATO countries had made good progress and still had the "capacity" to attain the Lisbon goal.

### KOREA

④ The present phase of the air war over Korea continues with bombers flying close to 1,000 sorties a day over enemy lines. The main purpose now was described at headquarters of the Far East Air Forces as "to destroy enemy supplies, repair facilities and over-all ability to wage war." With enemy ground troops deeply dug in, re-armed and re-inforced since a year ago, such attacks are almost the only form of military pressure the U.N. is now applying. This represents a third phase in the Korean

air war. The first being to attack major strategic targets, and the second, "Operation Strangle," to attack lines of communication. The over-all effectiveness of these operations is difficult to judge. Communist troops in the line are undoubtedly still well supplied. Factors which have affected our programme are, first, that almost all arms and munitions come from beyond the borders of North Korea. Secondly, due to geographic, climatic and political conditions prevailing, complete isolation of the front is not possible. A third factor is the industrial system of Korea which follows the Japanese pattern — a few large plants, a few assembly points, but a major volume of cottage and small-workshop industry. Control of the air has meant more Allied aircraft put out of action than the Communists. Official figures halfway through August showed 692 enemy aircraft destroyed or probably destroyed, and 742 of ours definitely downed. Of the 742, 458 fell to

ground batteries. The enemy is operating radar-controlled guns in batteries with modern radar approach nets and a good system of ground-controlled interception. Just who is operating the system has not yet been proved.

### AUSTRALIA

⑤ The first flight was made over Australia-South Africa airway. The route, a three-day schedule over 8,400 miles (2,000 over land from Sydney to Perth) saves four days over the present route and will be the first scheduled run over the Indian Ocean. More important is that Britain and Australia have an alternative air route through Johannesburg as quick and effective as the one through Djakarta, Singapore and the Middle East. The route was first surveyed in 1939 by Australia's Captain "Bill" Taylor, who is now well forward with plans to pioneer another route from Australia to South America with the Antarctic next year.

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Q. — What is the best type of Life Insurance policy for me?

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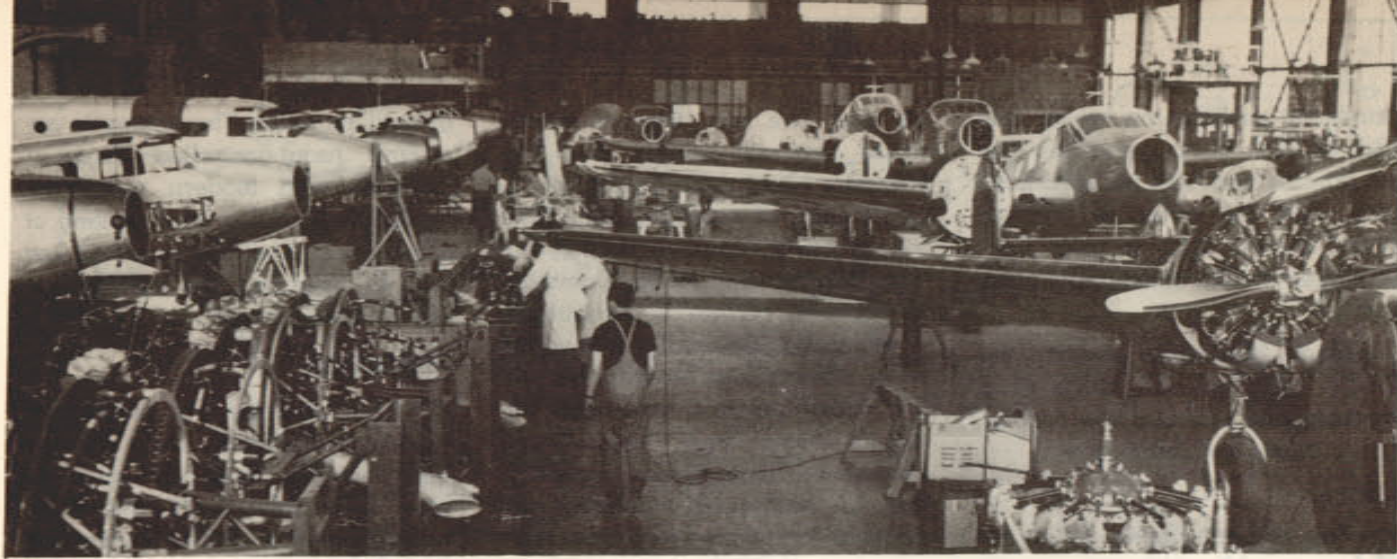
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# Happenings Across the Field

## A Review of Major Activities at MacDonald Bros. Aircraft

WHEN MUCH of the nation's present industry is again being geared to defence needs, a survey of the plant's activities provides interesting new material. Aircraft conversion and overhaul for the RCAF, and manufacturing work sub-contracted from principal aircraft concerns in the east, have increased in the interval to the point where the number of personnel now approaches 1,000, and productive floor space has increased to 200,000 square feet.

This expanded activity is due particularly to two new commitments which the company has undertaken. One is the intensified program on a production line basis of overhaul work on North American F-51 Mustang Fighter and Beechcraft Expeditor 3T Pilot Trainer Aircraft for the RCAF. The other is a new type of precision sheet metal manufacture—stainless steel components for high temperature application in aircraft Turbojet Engines.

The scene in the aircraft overhaul department is reminiscent of the busiest days of the war period, with the exception that the aircraft now in process are of a more complex nature than the Anson navigational trainers with which the plant was then concerned. The Mustang F-51 is a highly developed fighter aircraft of the piston engine type. Work on the Beechcraft Expeditor also involves a major modification which affects important parts of the whole aircraft, and which can be entrusted only to personnel of advanced skill and experience.

Aircraft of both types arriving at the plant are placed in one of three categories: time-expired aircraft for their periodic reconditioning and overhaul; crashed aircraft for repair and rebuilding; serviceable aircraft for conversion and modification. Each aircraft first receives a complete check by licensed or RCAF approved inspectors who then indicate the extent of the work required. A complete overhaul proceeds according to the following general outline.

The aircraft is dismantled, and all

components are cleaned and routed to specialist departments for repair or overhaul. Hydraulic components—brakes, landing gear assemblies, etc.—are dismantled and examined for damage and wear. Unserviceable items are replaced and all rubber seals and diaphragms are renewed. After re-assembly, the units are adjusted and subjected to rigid inspection and functional tests.

Structural components, such as wings, tail surfaces, engine mounts and the like are dismantled and receive a scrupulous examination.

Members and skin panels showing signs of damage or corrosion are replaced, all bearings and bushings changed and the protective finish renewed. Such components, after processing, start a new life.

The main fuselage structure, after dismantling and removal of all accessories, is placed at the starting end of the assembly line where it receives the same treatment as the sheet metal components. An important feature at this point, in the case of the Expeditor, is the magnaflux inspection of the centre section truss. The magnaflux machine is a device used to detect cracks or defects otherwise invisible in steel members. This inspection is carried out on all other steel components during the inspection stage.

After reconditioning a systematic build-up of the aircraft commences. Overhauled components are installed in planned stages as the fuselage moves along the line. New or overhauled engines and accessories are installed, and items such as nuts and bolts, flying control cables and hydraulic plumbing are replaced with new parts, experience having proved that it is more economical to completely replace such items than to process them through the overhaul system.

At the end of the assembly line the aircraft is ready for servicing and test flight before delivery. The company maintains its own staff pilots who conduct test flights in the rejuvenated aircraft, according to RCAF requirements. The special modifications to the Beechcraft Pilot Trainer include structural and aerodynamic changes designed to modernize it from its original wartime design. The nature of the modifications will also permit return to service of aircraft which have suffered major damage and have previously been considered irreparable.

Another feature of modification work on both Mustang and Beechcraft is the replacement of existing radio communication equipment with units of the most modern type. MacDonald Bros. have carried out the design and production of the fitment items required for installation of the new units in the aircraft. In addition, the company's radio section is responsible for bench testing, and alignment and sensitivity checks on all units previous to installation.

The radio and electrical department accordingly has seen considerable growth during the last year,

and now occupies an area of approximately 7,000 square feet. In addition to work on airborne units described above new operations include the overhaul of electronic communication ground station equipment for the RCAF, consisting of both transmitting and receiving sets. An important feature of the department is the screen room which provides protection from interference generated by the surrounding plant activity, in which final adjustments for sensitivity and alignment are carried out on both airborne and ground units.

An instrument room in the plant carries out adjustments and recalibration of the flying instruments carried in aircraft undergoing overhaul.

As a special service, MacDonald

Bros. maintain a mobile field crew of aircraft mechanics who travel between various RCAF Stations in the rural areas surrounding Greater Winnipeg. One of their main functions is in connection with the storage of aircraft, on one hand to activate units which have been in storage, and on the other hand to inhibit the engines, apply protective treatment to the airframe, and otherwise prepare for storage aircraft which the RCAF removes temporarily from service. Another function is to perform weatherization changes and minor modifications to aircraft which it is not expedient at the time to remove from service for processing at the plant.

Supplementary to the overhaul program the company is manufac-

Continued on page 28



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## Soviet Military Air Training

Continued from page 11

emy or VVA for the training of designers and engineers. A smaller institute for aero designers is the highly regarded MAI.

### Engineering

During World War II, a serious kink in Soviet training became apparent. The top-level engineering people were first-rate. However, these personnel lacked depth. At the junior and shop levels, the engineers and technicians were too few and too limited in training and talent. The rapid expansion of the older schools and the establishment of new post-war institutions indicate the Soviet's determination to correct this shortcoming.

Insofar as flight training is concerned, its very scope and activity in all parts of the USSR upsets the hope that the Soviets might have been too short on oil for the high-gear training programme required to keep pace with their large-scale production of military aircraft.

National airmindedness is a vital element of air power. In this, the Soviets boast a tremendous potential. "Sports flying," as they call it, is practiced on a scale exceeding that of private flying in any other country. Aviation, per se, has been propagandized to the point where Tupolev or Kozhedub are as familiar to elementary school pupils as are Washington and Lincoln to American school children. Aviation Day is as big an occasion in the USSR as is Memorial Day in the United States.

### Air Conditioning

The Soviets have capitalized cleverly on the natural fascination aviation holds for the youth. Every high school has its aero club. Each Young Pioneer Club holds classes on model building. Youths who demonstrate an aptitude for some phase of aeronautics—as well as the promise of becoming an "active-participant in socialist construction"—are given physical examinations and enrolled into one of the DOSAV clubs.

Recruits in the DOSAV receive their training free of cost, but they earn their wings through rigid application and study during evenings and week-ends. This is the post-war organization which succeeded the well-known Osoaviakhim, whose training activities date back to 1927. The society was responsible also for the disciplined civil defence organization to which many observers credited the low casualty rates during the wartime raids on the larger cities. In addition to these "air raid precautions," today's DOSAV members devote approximately a year to the study of the conventional ground school subjects such as aerodynamics, power plants, construction, navigation, and parachutes. Considerable political indoctrination is included in this course. To break the monotony, students are permitted to make parachute jumps from the 'chute towers that abound in the public parks, trade union recreation grounds and rural centres. There are reported to be about 1,100 of

these parachuting towers under DOSAV supervision. The students' completion of a satisfactory examination is rewarded by primary and advanced glider training.

### Air Training

The most promising glider pilots are permitted to begin flight training in primary Po-2 biplane trainers. They receive approximately 30 hours' dual and 20 hours of closely supervised solo time in this plane and the Yak-11 monoplane. During this period, they also make one or two parachute jumps from aircraft. If they evidence the stomach for serious parachuting, the recruits can gain some measure of local fame by going over the side at least 50 times to win a "master jumper" badge. (As of May, 1950, there were 387 master jumpers registered with the Central Aero Club. Most of these had more than 150 jumps to their credit, and five are claimed to have made 1,000 descents from aircraft.) It is believed that some advanced training is afforded the DOSAV pilots in the growing number of Yak-18 trainers, and several of the clubs in the larger cities are known to have available obsolete tactical craft such as the twin-engine SB-2.

Early in 1949, there were some 400 of these DOSAV "cells" throughout the USSR. This is made more impressive by the fact that, in 1935, the Osoaviakhim had in operation only 135 flying clubs. Although the purpose of the society is the procurement of air personnel of all kinds, the Soviet Air Force looks to DOSAV for its reserve of pilots. Before the war, the most talented Osoaviakhim graduates went

to the larger training centres to receive their advanced air force instruction. However, under wartime pressure, many of the larger flying clubs became themselves the basic training schools of the Soviet Air Force.

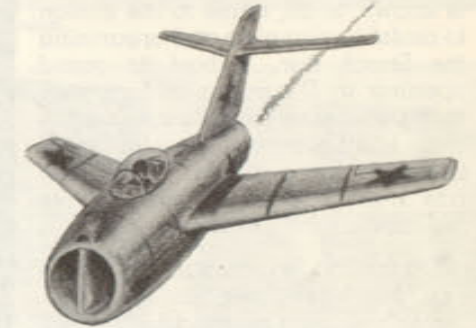
### DOSAV's Programme

Although emphasis is laid on flying, the society encourages efforts in other directions. Annual competitions for the design of trainers or sports planes are contested keenly for prizes as high as 40,000 rubles. Between 900,000 and one million youths between the ages of 14 and 18 are conscripted annually for industrial training. After the on-the-job training period is completed, conscripts serve the Government for a four-year period. DOSAV experience enables the youths, many of whom are young women, entering the aircraft industry to complete their training more quickly. And it reportedly entitles the conscripts to special privileges throughout their working periods.

Equally important, the organization is the greatest source of ground personnel for both the Air Force and civil air fleet. To a lesser degree, DOSFLOT (all-Union Society for As-

sistance to the Naval Fleet) is a source of personnel for the naval air arm and industry.

This factor alone makes the organizations well worth their large subsidies. However, DOSAV and DOSFLOT are of value to the Government in still other ways. They are the largest agencies for arousing national airmindedness in all age brackets. The societies impart to a large portion of the population a considerable amount of technical knowledge.



*The highest and lowest points in the United States are in California within sight of each other and only 86 miles apart. They are the crest of Mount Whitney, 14,496 feet above sea level, and Bad Water, the terminal pool of the Amargosa River, 276 below sea level.*

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# Station Winnipeg's Palais de Coke by F/O E.G. Bolan

THOSE SHINING FACES and cheery salutations that are passed out free with each coke, cup of coffee or what have you, just could not go any further without acclaim from this magazine. Yes, we mean the girls in the Snack Bar and Flightway who have been so courteous to us for nearly a year.

They are only reflecting the charming characteristics that are wrapped up in their supervisor, Miss Jennie Stadnyk. Jennie, as she is known to all, came to the station to assist in planning and organizing the Snack Bar. It had its grand opening in December of last year and under her excellent management, has been so successful that a 24-hour-a-day auxiliary "Flightway" has been opened to help relieve the terrific flow of business.

During the few months that these facilities have been in operation, Jenny has been assisted by several capable waitresses. Still with her from the beginning are: Margaret Sari, Anne Hrabi, and Gerta Finney. At present the remainder of the staff of fifteen is filled with Helen Spencer, Dorothy Bowma, Mandy Jones, Frances Walker, Cecille Jubenville, Lena Paskaruk, Anne Paziuk, Dorothy Findlay, Lorraine Romanow, Kay Holm, and Eve Cunningham. Quite a crew!!!!

The girls do more than just serve. They were a very valuable asset to the Station Fastball team and they believe that they were responsible through their cheering for the club taking the cup. At least, they were a big help. They suffered casualties, too—one being hit on the chin and another on the arm by foul balls or wild throws. Otherwise, no fatalities.

We can't think of the Snack Bar without visualizing the man who does the "joe" jobs, namely Bruce Cowan. In the photo, you see him guarding the group of girls who think the world of him. By the smile on his face, you can see that he is happy with the service. Who wouldn't?

VOXAIR would like to take this opportunity to salute the staff of our Snack Bar and Flightway. The girls have done a fine job and we hope they will be with us for some time to come.



Inter-Service Fastball Champs are rewarded by the Snack Bar manageress and staff.

*Capt Bill Campbell*

*Miss Jennie Stadnyk*



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## 500 Wing R.C.A.F. Association

IN THE PAST, the Wing has been actively engaged in furthering good fellowship between ex-Air Force members, and in a number of cases, being able to offer assistance to members in need. It has also been responsible for assisting in recruiting operations here in Winnipeg for the RCAF.

At the present time, No. 220 Air Cadet Squadron is sponsored by the Wing and it has been instrumental in furthering the knowledge and ideals of the boys along the lines of RCAF instruction.

In the Fall of 1951, a request was received from RCAF Association Headquarters in Ottawa for the assistance of each wing in forming an overseas library for the various RCAF squadrons overseas. Quite a number of books have since been collected and are awaiting shipment, and additional collection depots are being planned to augment the supply of books going forward.

To start the Fall season's activities, preparations are being made for a trip to RCAF Station MacDon-ald in September, to look over the station and bring the Wing members up to date on the latest techniques of RCAF operations.

Arrangements are being made to hold a Wing dance in October, at which time an invitation will be extended to any air force personnel who would like to attend. As this "do" is still in the planning stage, we ask you to watch for further details in the next issue of VOXAIR.

As this space has been very kindly offered for our use, it is hoped that there will be something of interest to offer each issue, both to serving members of the RCAF and Association members. It seems that the Wing needs some method of maintaining the interest of its members—and re-kindling the interest and enthusiasm of those who have been members.

Perhaps, through VOXAIR, the Wing will be quickly brought back to "paid up member" strength.

Any queries should be addressed to Mr. A. J. D. Angus, Secretary-Treasurer, No. 500 Wing, RCAF

Association, Ste. 26 Coronado Apts., Winnipeg. Please keep your letters down to two pages, as it is a very small suite!

### Happenings Across the Field from page 23

turing quantities of Mustang and Mitchell parts for the RCAF under license from North American Aviation Inc. MacDonald Bros. plant has also been approved as a Beech Certified Service Station.

A second project, carried out in collaboration with the Radio Department, has been the development of a local radar instructional school for the RCAF. This project has involved initial design, technical development, procurement of material, installation, inspection, and functional tests of the equipment.

#### AN ENVIABLE RECORD

While the greater part of MacDonald Bros. facilities is devoted at present to the production of national defence needs the history of the

company, through its twenty-two years of existence, indicates an ability to adapt itself successfully to changing conditions. Commencing with the production of seaplane floats in the depression era of the 1930's, expanding as a military aircraft contractor in World War II, successfully overcoming the problems of the reconversion period, and now participating in developments in the Turbojet Field, and overhaul work on modern design aircraft, it has gained recognition as a permanent unit of Canada's aviation industry.



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## Defence Not Defiance

Continued from page 9

- (2) The training in Canada of 1,000 French, Italian, Dutch, Norwegian, Danish, Belgian, and British aircrew by the Spring of 1952.
- (3) A plan to train approximately 1,400 aircrew for NATO countries, exclusive of Canada, by the Spring of 1953.
- (4) By the end of 1952, 24 ships of the Royal Canadian Navy available to the Supreme Allied Commander, Atlantic; and 52 ships by 1954.
- (5) The 27th Brigade stationed in Western Germany in 1951.
- (6) By the end of 1952 four fighter squadrons of the RCAF in Western Europe, increasing to twelve squadrons in 1954.

(7) \$686,000,000 in Mutual Aid (gifts to NATO countries) by March, 1953, less \$105,000,000 appropriated in 1950 but not spent. (Mutual aid covers aircrew training for European countries, the provision of armament for one division for each of Belgium, Holland, and Italy, and other military and economic aid.)

### NATO As a Safeguard Against War

General Ridgway has said, August, 1952: "There is no reliable evidence known to me . . . (that) the potential threat of armed aggression . . . has in any way abated."

NATO is behind in its rearmament schedule but is increasing its armed strength substantially. The

14 member nations have a collective population of approximately 360,000,000 and they have inventiveness and resources superior to those of the U.S.S.R. and her satellites. If they have the necessary courage, persistence and spirit of self-sacrifice they can provide security for the Western World. It is imperative that Canada in the defence of freedom continue to do her full share toward building up NATO's military, economic and spiritual forces.

Note: Facts and figures given are based on The Bureau of Current Affairs pamphlet "Canada and NATO," prepared by The Department of External Affairs, Ottawa.



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## THE SWING SHIFT LAMENT

It might well be said, that I'm practically dead,  
From working on night crew so long.  
As I toil through the night,  
Not and aircraft in sight,  
I start wondering what has gone wrong.

For the flights — one, two, three,  
Haven't had work for me,  
And that, in itself is a twist.  
I had, hours before, jumped from aircraft to floor,  
And done all the D.I.'s on my list.

Now I wait for one kite,  
To come back from the flight,  
It's the last of the planes to be done.  
Then my work will cease — to the barracks and peace,  
But wait! I have hardly begun!

The plane is U.S., and that, you can guess,  
Means an hour or more of hard work,  
So I grumble and swear,  
And tear out my hair,  
Like a person locked up and berserk.

Then the plane is O.K.,  
To the flight I'm away,  
To the L-14 awaiting me there.  
Sitting all by itself, in the rack on the shelf,  
To a Corporal—entrusted to its care.

Now my work is complete,  
And my name's on the sheet,  
So the aircraft can fly—I have won!  
And this lad dressed in blue, once again did come  
through,  
For the job, though just small, was WELL DONE.

NIGHT SHIFT ARMAMENT SECTION.



## A Touch of Greatness

by P/O J. A. CUMMINGS

A STORY concerning the late King George VI appears to have escaped the notice of major publications, both in this country and abroad. It concerns a visit he once made to an RAF station. As the CO of this unit was a noted disciplinarian, the parade was expected to be of a high standard, and every building and post shone with new paint, balancing the gleam and polish on brass and boot.

The King, accompanied by the AOC approached the saluting dias, crossing the main road as they did so. The atmosphere was one of tension as several hundred men stiffened to attention on this most important occasion. Suddenly, the two approaching figures were brought to a sudden halt by the appearance of the station scrap wagon, which bore down on them with as fast a speed as its battered frame could bear. A decrepit vehicle of unknown age and origin wheezed along, scattering dust and refuse in all directions. The driver made no effort to stop; but merely gave a blast on the horn and tore magnificently on.

His late majesty and the AOC were left with no alternative. Both sprang into the ditch bordering the road.

When the dust had settled, the CO was seen swiftly crossing the road from the parade, with a very crimson face. He was obviously beside himself with rage. King George VI alone saved the situation from one of collapse. Regaining the road and dusting himself as he did so, he remarked to his companion with a smile, "I don't think that fellow was aware of the programme."

The highest and lowest points in the United States are in California within sight of each other and only 86 miles apart. They are the crest of Mount Whitney, 14,496 feet above sea level, and Bad Water, the terminal pool of the Amargosa River, 276 below sea level.

He: "Don't you like bowling?"  
She: "I don't approve of anything you have to do in an alley!"

Myrt: "Is your boy friend broad-minded?"  
Gert: "I'll say. That's all he thinks about."



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