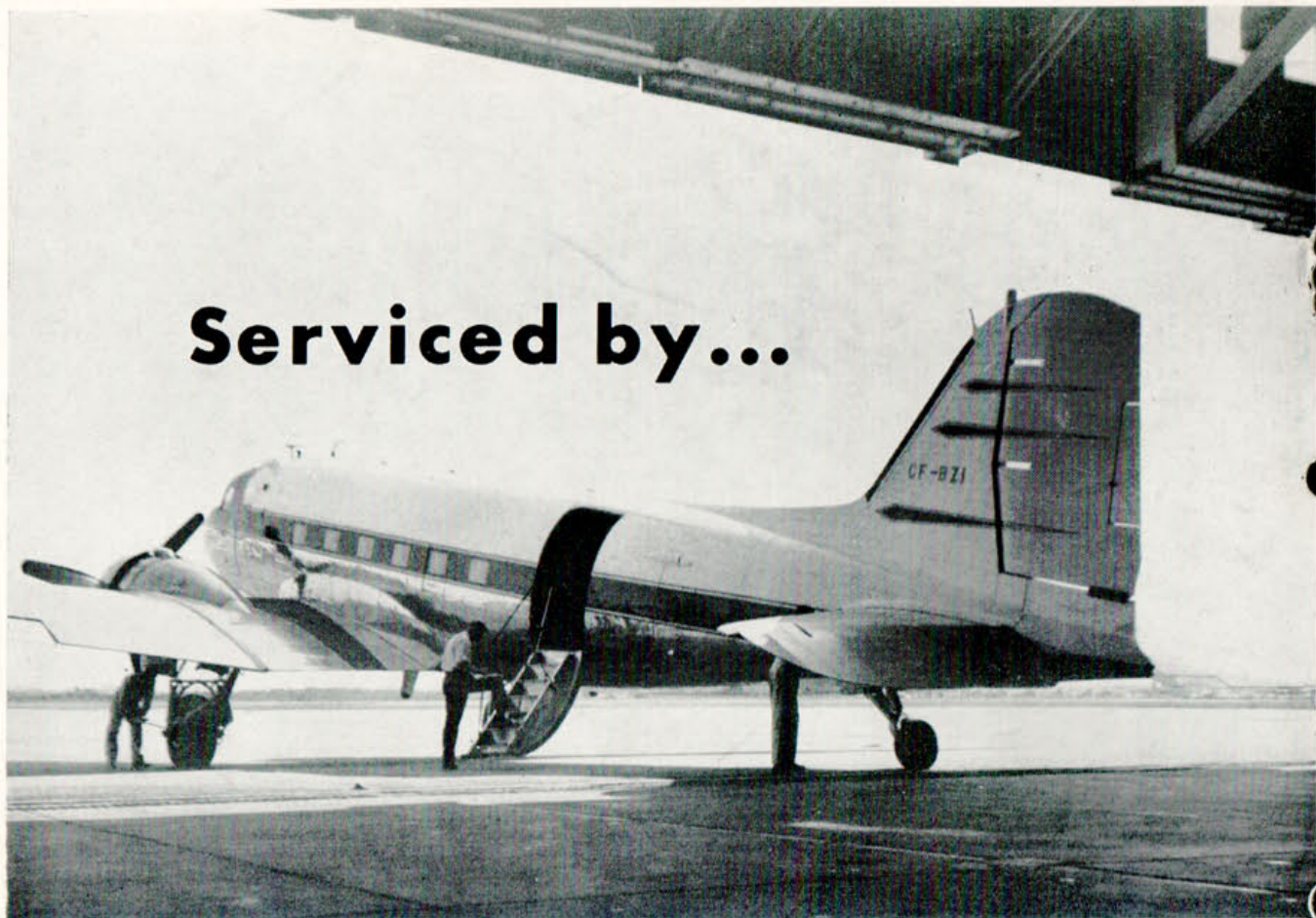


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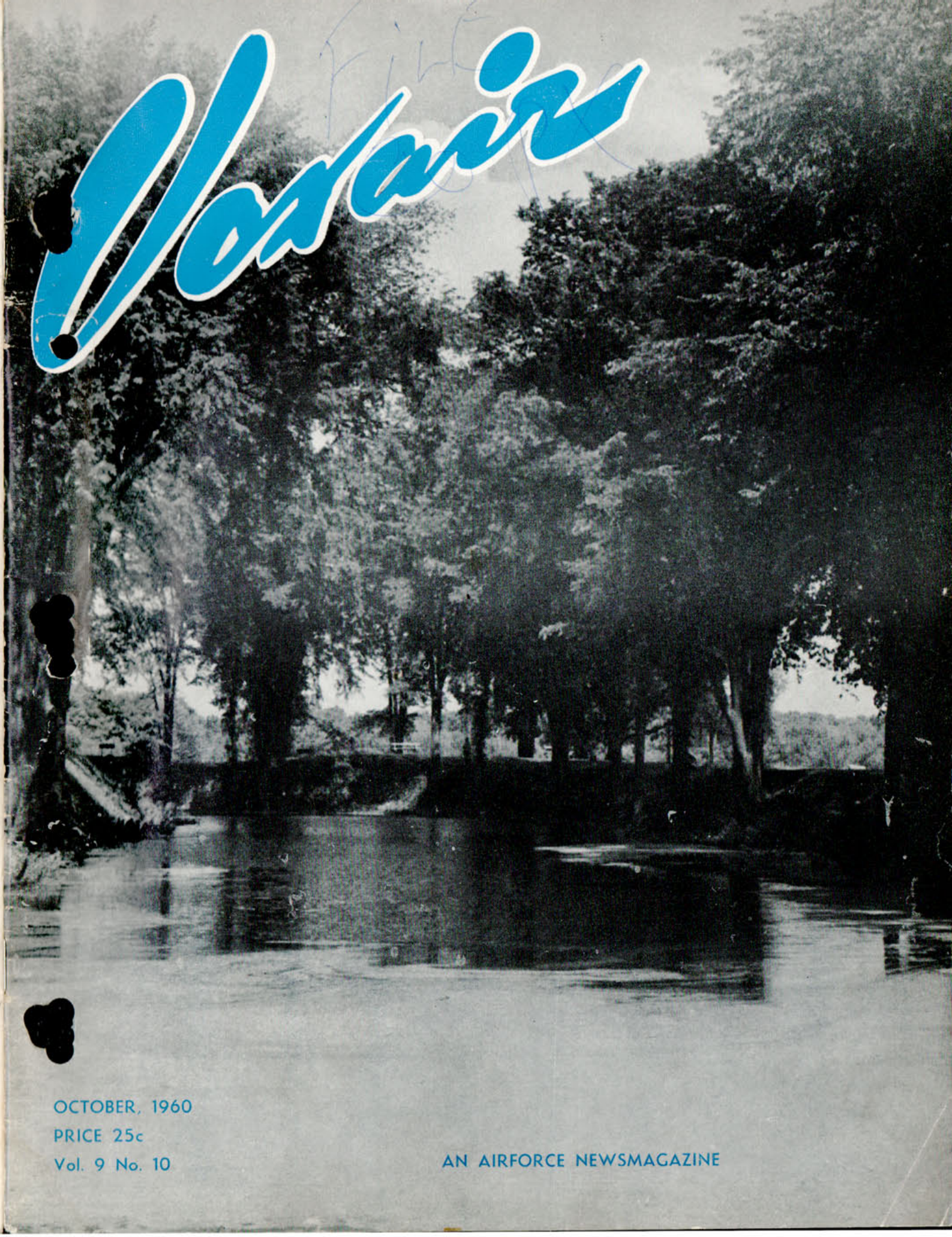
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AN AIRFORCE NEWSMAGAZINE



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## Cover Story

Manitoba's beauty is closely associated with its rivers as seen in this photograph by Cpl. G. Noseworthy.

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## EDITORIAL CORNER

### *A Good Job Well Done*

There is a pride in doing a good job. It is a common sight to see a craftsman stand back from his work and cast a critical eye at its merits. It is not uncommon to see a temperamental workman discard faulty work he is doing and commence over again. Accomplishment and achievement are wonderful taskmasters. It is right that we all consider ourselves craftsmen. Whatever the job, whether insignificant appearing to others or not, it is a challenge to try and do good work.

So many people seem to entertain the thought that craftsmanship only applies to sculpture and designing professions. Every workman is an artist in his own right, and each undertaking should be given the full benefit of his skill.

It is so easy to say, "Oh! That will do, I guess!" That is not fair to yourself as it fosters carelessness and haphazard attempts. These traits are far remote from good service, efficiency and usefulness. Mortals are not mechanical robots. Mistakes do occur, and although each piece of work may never present the appearance of being professional, there is great satisfaction in truthfully assuring yourself that you did the best that you could.

The service, as much as any other career, is based on a good job well done.

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# HUNTING LOGIC

By S/L R. E. CHURCH

## ADVICE FOR THE HUNTING NOVICE

ONE of the popular songs in the show world today says "There is nothing like a dame." To many of us at this time of year it is changed slightly to "There is nothing like a duck."

When the Editor asked me to write this article I flatly refused since I don't consider myself qualified nor an expert in any way. However when he suggested that I might pass on a few tips to beginners, I immediately recalled the numbers of hunts that I have had spoiled by people through their lack of duck hunting skill or ignorance of duck hunting courtesy, and decided that I might be able to help some of these people enjoy their hunting a bit more. This little article is in no way intended for the expert because he already knows how to hunt.

Duck hunting generally can be broken down into two broad headings—equipment and know-how.

### Equipment

Like every other sport, duck hunting requires specialized equipment but there is no such thing as cheap equipment. Cheap equipment will not perform properly and will not give you your money's worth. If you are at all serious about duck hunting then make up your mind at the outset that you will get good equipment within your means. Plan to buy one piece of good equipment each season and you will rapidly accumulate a fair



array of good hunting equipment without a large cash outlay at any one time.

Your most important piece of equipment of course is your gun. Most hunters like myself can afford only one and therefore you should have a gun which can do multiple jobs for you. The type of gun is a personal choice, however I would recommend a 12 gauge in a pump gun or slide action repeater fitted with a variable choke device as the best all round type. There are many excellent brands on the market and the best way to pick your gun is to go to a reputable gun dealer and try them all for weight, smoothness of action, length, fit and feel until you get the one you like.

When you buy a second hand gun which many of us have to do at the start, it is very important that you buy from a reputable dealer. Do not buy a second hand gun under any circumstances unless you know its history and know enough about the gun to tell whether there is too much head space, whether the action is firm and strong and whether parts are available for it. There are still a few old double barreled guns kicking around with Damascus or twist barrels. Steer completely clear of these guns since they cannot take the power of the modern shell. If you plan to hang one over the fireplace or in your rumpus room, fair enough, but don't try to shoot it.

### Clothing

Your clothing should have four qualities:

- (a) be warm—it can be mighty cold in the duck marsh late in the season just before day-break;
- (b) light in weight, but not bulky;
- (c) water repellent, and
- (d) blend with your background.

Again there are many excellent brands on the market but in every case when you are getting together your hunting clothing, buy it large enough to fit loosely and always wear a little more than you think will be necessary. It is very easy to cool down by opening your clothing but it is very difficult to get warm if you don't have quite enough of it along. Here's where weight is very important since if you have a long haul into your blind, every extra pound hauled may seem like a ton by the time you get there. Take along a little extra too. Remember if you're in the marsh, you might get wet!

If you are marsh hunting you will require waders. Don't skimp on this item particularly where you have to retrieve your own ducks. Only the better brands have a knee harness and when you have your feet deep in the mud you are very apt to walk out of your waders or get tripped up if you aren't fastened in. In any event it is quite a struggle to make headway in this type of boot without a knee harness. The knee harness of course anchors your foot to the boot. I have used this type of boot for years and recently branched out to waders known as the "stocking foot" wader. These are chest high waders with a soft rubber foot and a pair of running shoes are worn over them. After a few trips with these waders I wondered why I hadn't gotten them years ago since they are so very comfortable to use in a marsh. There is no drag, no fumbling around to pull your foot free and it is a simple matter to clean both the waders and the running shoes under a pump or in clean water, or simply throw the running shoes in the washing machine when you get home.

The remainder of your equipment will depend pretty well on the type of hunting that you wish to do.

Dressing for the hunt then on

a cold fall morning I would normally start with light wool long underwear and wool socks (warmth in case you get wet), nylon thermal underwear which is a recent and excellent development, or a chill dodger covered by a good heavy wool shirt, stag line pants, and the outer covering of canvas hunting coat and hat. There is excellent extra equipment you can pick up as you go along such as hand warmers, duck straps, etc.

Having envied owners of a good gun dog for years and having recently acquired a dog which shows great promise, I am thoroughly convinced that a dog is a very important piece of equipment. There are many and varied estimates of the number of ducks brought down as cripples and never brought to bag. In the marsh, a duck with a broken wing can swim faster than you can walk and if you haven't already experienced this you soon will. A dog makes these retrievals very simple. There are many times too when a dead duck falls in thick cover and is never found. The dog of course smells them out in very short order. Recently while on a hunting trip to my old stamping grounds near Macdonald, Manitoba I found most of my old sloughs had dried up but on checking one of them there was a small puddle of water probably 10 feet

square. But on that puddle sat one hen mallard. She flew and settled in some thick marsh grass which outlined the old slough bed. We uncased our guns, let loose our dogs and proceeded to kick out the mallard. She stuck close but when she finally jumped she was within 15 yards of me. I had to let her get out a short way and pull off her just a bit in order not to mangle her. I pulled off just a bit too much and brought her down with a broken wing but she was very much alive and, for a duck, a very good runner. We put the dogs in and it wasn't very long before they had nosed out the mallard, but even within the space of less than a minute that mallard had moved more than 80 yards from where she fell. I am certain we would have lost that duck if we had not had our dogs along. As I mentioned previously, there are various estimates on how many birds are brought out of the air and actually brought to bag. Some estimates run as high as 3 and 4 lost of 5 down and this is not counting the birds who take lead but keep on flying. In trying to convince you of the value of a good dog I can say only this—on opening day this season in bagging the limit of 21 birds for three hunters we lost only one duck. This high recovery rate was due primarily to the



Banded Mallard Drake — 37 inch wing span — weighed 3¼ lbs.

skill and determination of our dogs since we were working in very tough cover. A good hunting dog is extremely keen to go and will practically kill himself trying to please his boss. To a good duck hunter he is a buddy that is worth his weight in gold.

#### Know-How

The easiest way to learn how to hunt duck is to go out with a man who knows how. You usually find that a true duck hunter will be only too willing to take along a novice and teach him how, providing just one thing—and that is the novice MUST DO AS HE IS TOLD. If he doesn't of course he will probably get a complete new slant on his antecedents and just won't get invited out again. You can learn only so much from reading, the rest must come from experience and of course the easiest way to gain this experience is with an experienced hunter. If you should be so unfortunate as not to know a good duck hunter, I would break it down for you into these pointers:

#### Gun Handling

Learn to handle your gun like it was part of you. By far the greatest part of successful shooting lies in good gun handling. This comes only with experience and a few sessions on a skeet or trap range with an expert will increase your bag, give you a good deal of satisfaction and save you much frustration. Pattern your gun before shooting season and choose the shell which gives best results for your particular gun, but in any case go out over-gunned rather than under-gunned.

#### Know Your Duck

One of the most common faults is lack of ability to know how far out a duck really is. I believe that this would account for "sky hunters" which is a term applied in disgusted tones to a hunter who is shooting at ducks who are far out of range. A good rule of thumb for rough ranging your duck is this—if you can distinguish a major feature such as a foot, the duck is inside 50 to 60 yards; if you can clearly distinguish between colours, he is inside 40 to 45 yards; if you can distinguish a small feature such as an eye, he is roughly 30 to 35 yards away. These estimates are based on nor-

mal light conditions in mid-season and don't apply in all cases since late in the season on a bright day the green head and white collar of a mallard drake are quite distinct for longer distances than that. But remember this—your shotgun is a 50 to 60 yard weapon and don't attempt anything over 60 yards. Anything over 60 yards results in many cripples and lost birds even for the expert shooter. It is sometimes tough to hold out and not shoot but your duck may swing around and give you another chance at a closer range if you don't fire the first time.

#### Decoys

Except in pass shooting where you station yourself on a flight-way, decoys are invaluable. There are many types on the market—rubber, paper mache, wood or cork, silhouette and stubble heads. Each has advantages and disadvantages. Rubber for instance is light, easy to carry but fairly expensive, and if you happen to shoot too close over their heads and hole one of them, he may go to the bottom from the weight of his anchor. Paper mache are less expensive but are not as durable since they deteriorate fairly rapidly without quite a bit of maintenance. Wood, of course, are the best. They are heavy and most expensive but have proven to give the best use and results since they are usually more realistic looking and can be renovated during the off season. Silhouette and stubble heads are for use in stubble shooting and are fairly inexpensive. For general decoy work in this area mallards are recommended since both pin-tail and gadwall will decoy to them nicely. Don't fool around with any decoy that doesn't float naturally or look quite right. Repair or discard any that don't appear completely natural. In particular, make certain your decoys have a dull finish and don't glisten when wet because ducks don't.

#### Decoying

Up to the moment I haven't made any mention of the fact that there are two main classifications of ducks—divers and puddle ducks. For the purpose of this article I am only going to consider the puddle ducks which in my estimation are the better ducks such as mallard and pin-tail.

Divers and puddlers decoy in different ways. The diver will normally pass over the decoys before landing, while the puddle ducks will possibly make one swing and pitch into the middle of your spread or land outside and swim in.

One of the distinctive features of the puddle duck is that in taking off he jumps three or four feet straight into the air in any direction regardless of wind but like any other duck he prefers to land into wind. Thus when I am setting my decoys or "rig" as the hunters sometimes call it, I get the main body approximately 25 to 35 yards out from my blind which will be approximately 90 degrees from the rig across wind. In addition I make certain that I know the distance of one specific decoy from my blind so that it will assist me in ranging ducks that come in over the spread. For shooting over decoys for puddlers then, because of this take off characteristic of jumping straight up in the air, when I get a flock over the decoys I wait until the first duck has his feet in the water then shoot at the ducks still in the air. If you get off one good shot and your flock swings out of range you still may have a chance to get the duck jumping out of your decoys. Letting one duck get into the water is good practice in any event since it seems to relax the vigilance of the whole flock and they settle down within close range.

To get these birds within range in the first instance requires good hunting practice and one of the most rigid rules when your birds are in close or trying to come in is DO NOT MOVE. Providing you have a reasonable blind and also providing that your clothing blends reasonably as I mentioned earlier, the thing that will shy ducks quicker than anything else is any movement regardless of how slight it might be since they have particularly good eyesight. The second rule is do not make a false start. In other words, don't start to get up for your shot and change your mind because you won't get any shooting at all if you do. Apply the rules of range and when your ducks are in range, stand up and take your shot in one fluid motion. Here is where the gun handling is very important.

(Continued on page 12)

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## SEARCH and RESCUE, TRANSPORT and PROFICIENCY FLYING

"ONE ELEVEN" is so frequently in the news, that any additional comment can be confined to a description of the Unit organization, and the introduction of the personalities who make the flight "tick." The essential purpose of this article is to give the reader and insight into the workings of the Search Unit.

A visit to No. 3 hangar will reveal startling changes over the past

year in accommodation and re-organization of the component sections. Large sums were spent in modernizing office space and planning rooms, and our new "digs" are a far cry from the previous layout in No. 2 hangar. The personnel complement of the unit has also doubled. The introduction of new aircraft types has presented additional problems. The need for specialization arose and resulted in

the creation of new subsections. Closer liaison with the Rescue Co-ordination Centre has been achieved by locating the Operations Room next to R.C.C.

The expansion program created many new problems for the Officer Commanding, S/L "Harry" Galen. The increasing load of administrative details which formerly fell exclusively on the OC's shoulders is now shared by a Deputy, S/L "Trev" Ianson, who was transferred from Rivers last year. In addition, S/L Ianson acts as Searchmaster, Station Air Cadet Liaison Officer, and also manages to fly frequently as RO.

The operations phase is hardly recognizable from what it was a year ago. A glance at the elaborate planning boards and charts in and adjacent to the Ops Office is evidence of the amount of time and effort F/L "Menno" Bartsch has put into his job since taking over. Under F/L Bartsch, F/L "Gord" Grant is responsible for Long Range Operations on Dakota and Lancaster aircraft, (soon the CSR-110 Albatross and North Star); Short Range Operations are the responsibility of F/L "Jim" Jeff. F/L Jeffs looks after training and proficiency on the Otters and Helicopters.

Another subsection is Proficient Flight, whose work has multiplied since the arrival of Training Command Headquarters staff in Winnipeg. This section is ably handled by F/O "Wayne" Plumbtree.

A vital cog in the machinery is the Flight Safety Officer, F/L "Don" Watt, who keeps the aircrew on their toes safety-wise.

New accommodation was found in No. 3 hangar for the Navigation and Radio Officer sections, which comprise a large joint office for the section heads with a training and maps room adjacent. These offices have recently been re-decorated, with the addition of suitable furniture, blackboards and land training aids. The Nav. Leader is F/L "Stan" Moore, and the R/O Leader is F/L "Val" Burdett. In the coming Fall there will be eleven navigators on strength, and eight Radio Officers.

Still in its old location in No. 2 Hangar, is the Para Rescue Section under Warrant Officer Jameson. The section is a hive of industry with a continual training program

of jumping, land search operations, and first aid. WO Jameson has a staff of twelve qualified jumpers and has a team ready for a rescue mission around the clock.

111 "K" Unit maintains a detachment at Edmonton with a Dakota crew on weekly rotation basis. The search Dak leaves Namao on Monday morning to deliver the aircraft to the replacement crew in Winnipeg.

The AOC Training Command has his personal aircraft on the unit establishment, and a pilot and/or a full crew are provided for his visits and inspections. F/O "Bill" Long holds the position of AOC's pilot at the present time.

One of our best known personalities, a comparative old-timer by unit standards, is F/L Gerry Knight, who fills the position of Unit Check Pilot. His duties include unit instrument check pilot and testing officer on all conventional types. Also he is directly responsible for the operation of the Para Rescue Section.

The typical search routine commences with the ringing of a bell in No. 3 Hangar outside the Operations Room. The duty crew, who are on half-hour standby, proceed on the double to the Operations Room, ready for their briefing. The duty searchmaster and RCC duty officer have lost no time in setting up maps and pertinent diagrams and proceed to brief the crew on the search.

When the duty crew is assembled, a quick meteorological briefing is given, and all the details of the aircraft, its flight plan, and the search area, are passed to the crew of the search aircraft. It may seem hard to believe, but the search aircraft is usually airborne in somewhat less than 30 minutes. This is more than adequate proof that SAR does not stand for "Sit and Rest."

As the situation is clarified, further steps are taken by the RCC to make the search as comprehensive as possible. A Searchmaster may be detached to set up an advance RCC on the scene, and further aircraft may be despatched. 111 KU has had as many as six or eight aircraft on a search; this does not include civil aircraft which are hired in the area of the operation.

A search is carried on until the aircraft is definitely located and the fate of the occupants ascertained. If survivors are spotted Para Rescue personnel may jump into the area to help the injured and insure survival until the survivors can be brought out to safety. Survivors are rescued either by a ground party or by the Short Range Section of 111 KU with Otters or Helicopters. Rarely has a

search been closed with no definite results.

As well as Search and Rescue, 111 carries out Mercy Missions, and evacuates people from isolated areas. Our battered old "Gooners" have seemed to be very beautiful sights to people all over the Arctic. Our wide variety of tasks always assures personnel of this unit of something different. It cannot be termed a dull life.



A simulated rescue is carried out by members of 111KW — from the Otter Aircraft. The Otter is extremely valued for short landings and take-offs — such as required in small lakes, etc.

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## HUNTING LOGIC

(Continued from page 6)

Lack of space precludes any discussion on choice of boats or further discussion on the rather sketchy tips that I have given previously, however in closing, just a few words about your responsibilities as a true hunter because you have a number of them.

As a true hunter your first responsibility is as a conservationist. Take only what you need and will be used. Collect all the cripples you can.

At all times respect property. I have found when stubble hunting that farmers are very reasonable gentlemen regarding permission to shoot on their land providing you ask permission and respect it. It is not only a mark of courtesy but very good policy to offer to share your game with him for the use of his land. Clean up the field before you leave. Pick up spent shells, etc.

Don't crowd the other guy. If someone is already in the field you wanted to hunt in, find another. In the marsh don't establish your blind too close to anyone else. This will only result in two people having a bad shoot.

Don't spoil the shoot for others by blasting at ducks that are out of range, or floundering around picking up ducks unless the flight is over, or generally expose yourself needlessly even when you can't see any ducks in your area. There may be a good flock coming in which you haven't spotted.

Know the local game laws and obey them. I would strongly recommend membership in your local Game and Fish Association. A few sessions with some of the older members will prove very fruitful in picking up many tips on good hunting procedures and also good areas in which to hunt.

Where are the ducks this year? I don't know and neither do my hunting pals. The most popular theory is that with the unusually good weather we have had this fall, the ducks have moved north a short way to get away from the hunting pressure. Wait for the first bad weather in the north and they should be back—I HOPE!

Good luck and good hunting.

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## THIRD SPOT WESTERN DRIVING COMPETITION



W/C C. J. Evans, Chief Technical Officer RCAF Winnipeg, presents an award to Cpl. Ed Hanney from Station Winnipeg who placed third in the Western finals.

THE Western Area Finals of the RCAF's Safe and Skilled Driving Competition were held at Station Winnipeg on Saturday, October 8.

Thirty drivers representing all units in Western Canada gathered here to qualify for the RCAF finals at Ottawa and subsequently the Canadian National Truck Rodeo at Toronto November 19th. Seven drivers were selected to attend the Ottawa competition, and compete for cash awards and trophies.

Cpl. Ed Hanney, one of three drivers entered from Station Winnipeg, qualified and in the final runoff placed a close third behind Cpl. Frank Fast from Cold Lake and Cpl. Bud Atrill representing Station Portage la Prairie.

Out of a possible 400 points in the combined written and driving tests, the scores were: Cpl. Fast—

391, Cpl. Atrill—389 and Cpl. Hanney—376½.

The afternoon's program was brightened by the appearance of the Blue Bomberettes accompanied by the Station Winnipeg Band. In addition, the Safety Cavaliers from Station Portage gave a demonstration of precision driving using six vehicles in a routine that caught the fancy of the crowd.

At Ottawa next month, the three winners will represent the western area accompanied by LAC Vern Fitzgerald, Cold Lake; LAC Alex Klein, Lincoln Park; LAC John Maier, Penhold; and LAC Ken McInroy, Namao. They will compete against other area winners from all RCAF units and commands. Three drivers will then be selected to compete at Toronto in the Armed Services Division of the Canadian National Truck Rodeo.

**PATRONIZE OUR ADVERTISERS**

## RCAF PRESENTS "WORMS EYE VIEW"

The hilarious 3-act comedy "Worm's Eye View" by R. F. Delderfield will be presented in the Drama Club Theatre at 8.30 p.m. on the 19, 20, 21, 22 October.

This is a play concerning the wartime housing situation in Britain in 1942 and the experience of airmen billeted in civilian homes. The landlady is, of course, a crotchety type with a henpecked husband, an assinine son, and a beautiful daughter. The troubles of the airmen in such a situation provides an evening of laughter and should bring back memories to many of the personnel at Winnipeg.

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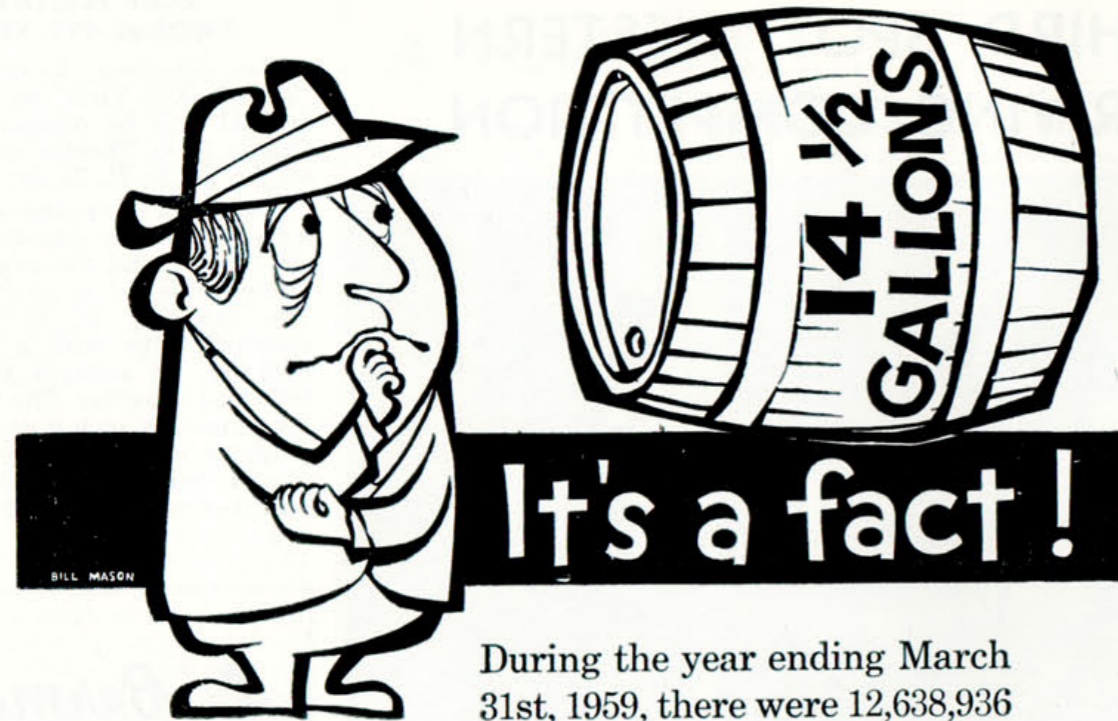
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Source: Annual Report of the Liquor Control Commission of Manitoba.

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## IN THE NEWS !!

ON SATURDAY afternoon, September 24th, RCAF Station Winnipeg in conjunction with the Winnipeg Kiwanis Club entertained some two hundred underprivileged children from Greater Winnipeg.

The day known throughout the RCAF as Kiwanis Kids' Day, commenced at 1:30 p.m. with the children arriving at the Recreation Centre in buses chartered from the Winnipeg Transit System, by the Kiwanis Club.

During the afternoon the children toured the Recreation facilities, 111 Composite Unit, had an opportunity to go through Dakota aircraft and watched a Para Rescue flying display and a fire fighting display.

The afternoon activities concluded with refreshments in the Combined Mess hall, consisting of soft drinks, hot dogs and doughnuts.

The Officers' Wives' Club held their first social event of the fall season, "A Welcoming Tea," in the Officers' Mess on Saturday, September 24th. The enthusiastic turnout for this tea indicates the commencement of a good year for the club. The 1960-1961 club executive are: Honorary President, Mrs. J. F. Mitchell; President, Mrs. D. R. MacBeth; Vice-President, Mrs. R. E. Patterson; Secretary, Mrs. W. A. Gryba; Treasurer, Mrs. A. A. Hyam; Social, Mrs. L. Howes; Entertainment, Mrs. J. W. Rodger; Welfare, Mrs. H. B. Firneisz; Publicity, Mrs. G. W. Guid.

The first meeting of the fall season was held in the Officers' Mess at 7:00 p.m. October 11th.

G/C J. F. Mitchell, CO RCAF Station Winnipeg, was guest speaker at a luncheon meeting of the Winnipeg Lions Club on Thursday, September 22nd. On Oct. 15th the Lions Club visited Station Winnipeg and toured the many units.

The Station Canteen has moved to a new location, adjacent to the Recreation Centre Snack Bar and was officially opened on Sunday, October 16th. The new location is much larger than the previous one and affords the opportunity to stock many additional articles. The canteen is now stocked with many Christmas supplies.

Station Winnipeg's Driving Competitions were held on September 14th. The three winners were: Cpl. E. K. Hanney, 2075 Portage Avenue, LAC J. B. Clarke, 15 Cornwall Blvd., and Cpl. N. V. Gange, 10 Jameswood Drive. These three competed in the area competitions on October 7th and 8th and Cpl. Hanney placed third in the competitions and won advances to the finals.

The Annual Air Force Football Day was held at the Winnipeg Football Stadium on Monday evening, September 12th, during the game between the Winnipeg Blue Bombers and the Saskatchewan Roughriders.

Five T33 jet aircraft from RCAF Station Gimli performed manoeuvres over the city at 1:00 p.m. to officially declare the RCAF's participation.

At 8:00 p.m. prior to the commencement of the game, F/L Bob Hallowell arrived over the stadium in his fluorescent red T33 and for the next twelve minutes thrilled the crowd with a variety of aerial manoeuvres.

At 8:29 p.m. the band of the Royal Canadian Air Force Training Command in conjunction with RCAF Station Winnipeg's Guard of Honour performed a flag-raising ceremony at which time the Canadian Red Ensign and the RCAF Ensign were raised on two flag poles at the north end of the stadium.

During the playing of "O Canada," F/L S. J. Frith of Training Command Headquarters acted as soloist.

Immediately following this ceremony G/C J. F. Mitchell, CO RCAF Station Winnipeg, performed an Honorary Kick-Off with Mr. G. Lawson, President of the Blue Bombers, holding the ball.

At half time a marching contingent of personnel from RCAF Station Winnipeg formed numerals representing the five years that the Bombers won the Grey Cup—while the band of the Royal Canadian Air Force Training Command played the tunes which were popular during the appropriate years.

F/L Don Elliott provided a commentary over the stadium public address system describing the manoeuvres taking place on the field. He also gave a historical resume of both the RCAF and the Blue Bombers, with special emphasis on the five years in which Winnipeg won the Grey Cup.

In addition to the entertainment provided by the RCAF, a large number of Air Force personnel were in attendance at the game in seats reserved for this particular game—thus giving the night a true Air Force flavour.

## STAN'S BARBER SHOP

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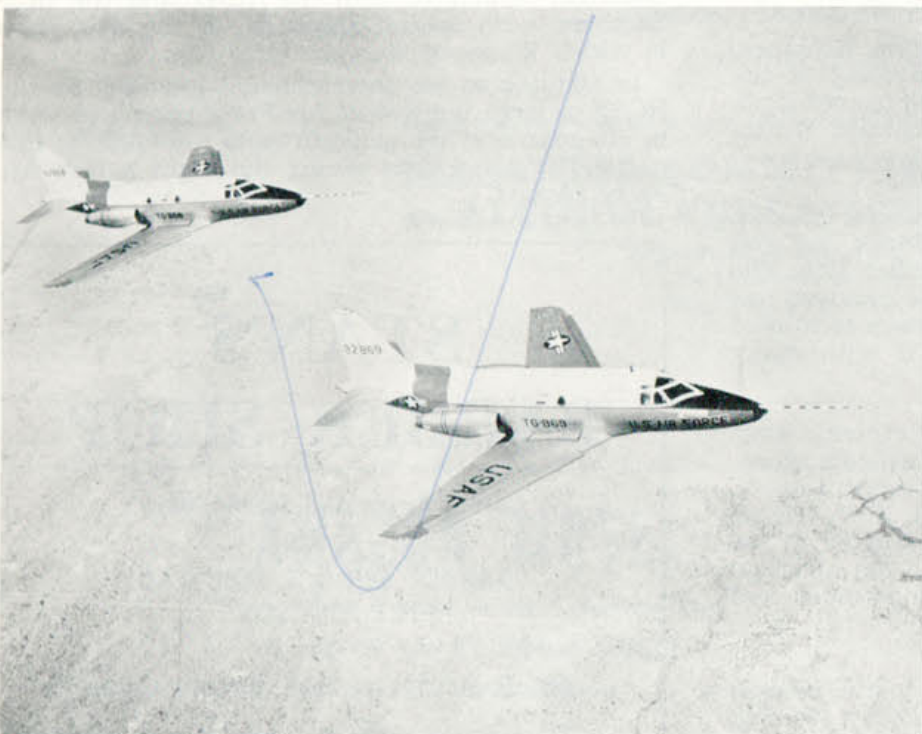
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# NEWS IN PICTURES



WO2 J. B. McDowell of the Station Workshop who recently retired after 25 years service in the RCAF, accepting Sergeant's Mess Presentation from the PMC, WO1 J. W. Van Buskirk.



SLEEK PAIR—First two production models for North American Aviation's T-39 Sabreliner join up for the first time in a "twin" test flight over the desert area near Palmdale, Calif. The No. 1 plane in the foreground completed a non-stop 1820-mile flight just as the Air Force announced it was boosting its order for the twin-jet trainer to a total of 94 aircraft.

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## AIR FORCE FOOTBALL DAY

TOP RIGHT  
G/C J. F. Mitchell, receives a pleasant hello from Ford and Hines — who were in attendance at Air Football day.

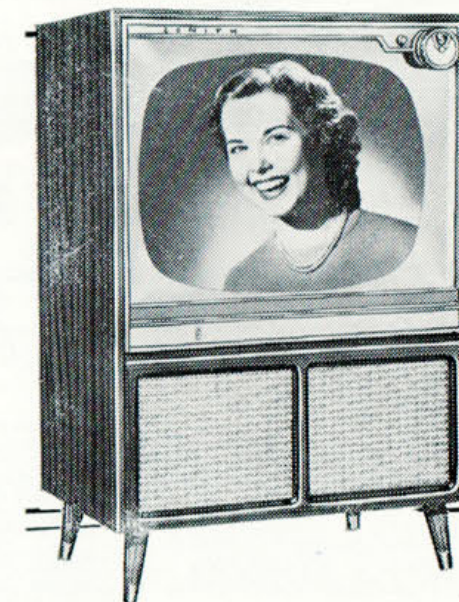
TOP LEFT  
Gordon Lawson, President of the Winnipeg Blue Bombers Football Club holds the ball as G/C Mitchell preforms the honorary kickoff.

LOWER LEFT  
The RCAF marching contingent performs the letters RCAF during half time entertainment.



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# NEW AIRPORT FOR HALIFAX

"Good morning . . . in five hours and 20 minutes we'll be landing in London, England."

These will be among the words of greeting uttered by the airline stewardess when trans-Atlantic aircraft leave the new Halifax International Airport bound for Europe.

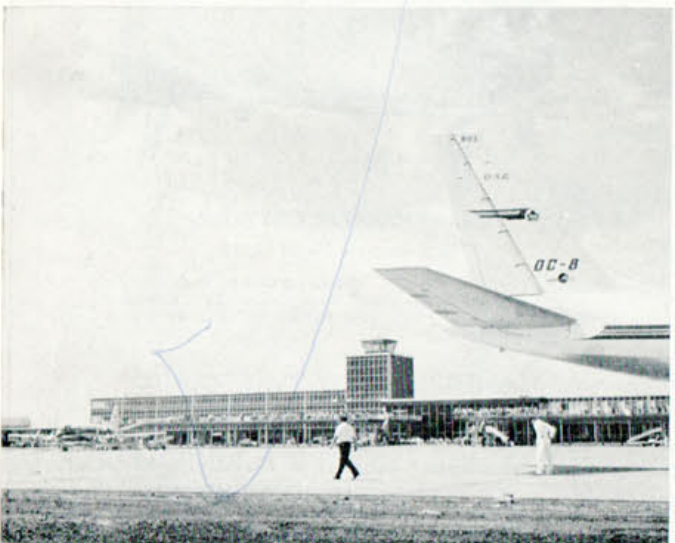
In a matter of a few hours passengers will be able to have breakfast in Halifax, lunch in London and dinner in Rome.

Today's new jet air-liners fly at 550 miles an hour. At this speed the 2,941-mile trip to London will take



(Nova Scotia Information Service Photo)

**FROM THE AIR**—This aerial view of the new Halifax International Airport gives an overall picture of the modern and spacious terminal, the Fairyr Aviation hangar, upper left, and the power plant, upper right. The airport covers an area of 2,447 acres with a perimeter of 10 miles.



(Nova Scotia Information Service Photo)

**INLAND AIR BASE**—The tower of the massive terminal building of the \$18,000,000 Halifax International Airport, which will be officially opened September 10, rises 60 feet above the tarmac. The airport itself is 476 feet above sea level and 20 miles inland from the coast.

little more than five hours and the extended flight to Paris will take about six hours from Halifax.

Both New York and Montreal are only an hour and a few minutes away.

Air miles from Halifax to Rome, 3,831; Berlin, 3,634; Moscow, 4,656; Vancouver, 2,896; San Francisco, 3,176; Tokyo, 7,596; and Hong Kong, 9,381.

The Halifax International Airport is approximately 25 miles from the provincial capital and in close proximity to the towns of Windsor and Truro in Central Nova Scotia.

The airport is located on the recently constructed highway near the western boundary of Halifax County line at Enfield, approximately half-way between the Equator and the North Pole.

From Halifax the new field can be reached via Route 2 and the new Airport Road.

Two routes from Dartmouth provide easy access to the airport: To Halifax via the Angus L. Macdonald bridge and then Route 2 to the Airport Road; to Bedford via Route 7 and then Route 2 to the Airport Road, a distance of about 21 miles.

The town of Turo is about 37 miles from the airport via Route 2, which junctions with the Airport Road near Enfield.

Two routes of approximately the same distance—48 miles—are the avenues of approach from Windsor in the Annapolis Valley. Travellers from the Valley drive on Route 1 to Bedford, then Route 2 to the Airport Road. The second is Route 14 to Route 2 to the Airport Road.

Site purchased by the City of Halifax for approximately \$65,000.

Total cost of airport—\$18,000,000.

Sod turning—November 25, 1955.

Airport area—2,447 acres.

Airport perimeter—10 miles.

Elevation—467 feet above sea level.

Longest runway—8,800 feet (can be extended to 10,000 feet).

Second runway—7,700 feet (can be extended to 8,000 feet).

65 miles of pavement.

Lighting—67 miles of cable for lighting runway.

**THE TERMINAL . . .**

Cost—Approximately \$4,500,000.

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Area—165,000 square feet.

Height—Five storeys including control tower.

Concrete—12,000 cubic yards, enough for 400 house-foundations.

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# TV TALK



**DON'T DO THIS!**

Despite her obvious charms, this little lady should be reprimanded for her disregard of safety measures. She's CBC dancer Gloria Bonnell, getting ready for Victoria Day celebrations. However:

- (1) fireworks should not be clumped in a heap near those being set off;
- (2) one shouldn't wave matches or cigarettes near firecrackers;
- (3) the Roman candle at the right should be set in a bucket of sand or in the ground and
- (4) never light a firecracker while bending directly over it.



**FRONT PAGE CHALLENGE RETURNS**—CBC's panel show Front Page Challenge started its fourth consecutive season, Tuesday, Sept. 20 on the CBC-TV network. Returning for their fourth terms are the show's regular panelists, left to right, TV and radio personality Gordon Sinclair, actress Toby Robins, and newspaper columnist Pierre Berton. Fred Davis is moderator.



**JULIETTE RETURNS**

Juliette returned to the CBC-TV network on Saturday, October 1st for another season of song. The Juliette show will be extended from 20 minutes to 30 minutes this year, and will have a guest each week. Regular artists of past seasons, The Romeos vocal quartet and the Bill Isbister orchestra, will again be on the program.



**A TALE OF FOUR CITIES**—A four-part documentary series entitled A Tale of Four Cities examines life in the four United Kingdom countries—England, Wales, Scotland and Northern Ireland—by studying four famous cities. The series started on Sept. 25, on the CBC-TV network. Each city's story is told in terms of its people. The cities are: Top left, Belfast; top right, Cardiff; bottom left, Coventry; bottom right, Edinburgh.

## VAN'S VERBALITY

By WO1 J. W. VAN BUSKIRK

I HAVE recently felt a keen desire for more learning. There are so many educated people today who have a morbid sense of vocabulary usage. For instance, the other day, when I came a bit close to a pedestrian, who I still feel was at fault, he smiled and said, "you myopic daemon!" It sounded pretty good so I smiled back and said, "the same to you." Later, becoming a trifle curious about the near victim's highfaulting remark, I referred to the battered, old dictionary. Much to my chagrin, I discovered myopic meant near-sighted and daemon meant devil. Now had I known that the lucky streetwalker was calling me ugly names I might have hurled something uneducated back at him. It doesn't seem right that people

should go around hiding behind big words—unless of course, they stay in their own class.

You used to be able to tell when someone was insulting you. Simple epigrams such as "go fly your kite!" or "go jump in the lake!" were soft, gentle insults yet they left you with a sense of having been challenged. Good, simple understandable language used by facetious persons as well.

When people start to crochet words together in a hurry without thinking about the listener, they usually ruin the whole picture. The plan has to be methodical, yet must remain simple. I once heard an evangelist talk for 10 minutes about metempsychosis before someone whispered to me that he was referring to the passing of

the soul at death, into a new body. Why didn't he say so?

It would be self deception on my part if I professed to understand something that I didn't. That's why a friend of mine recently caused me some speculation when referring to his mother-in-law, he said she was "a profligated old ha redon suffering from nephritis who he wished was in Tallahassee!" Come to find out, what he meant to say in my kind of language was that she was a wicked, old, bad-tempered woman suffering from inflammation of the kidneys and he wished she was at some spot in Florida called Tallahassee! Simple when spell out, eh!



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### Letter to the Editor

Bagotville, Quebec,  
11 July, 1960.

The Editor,  
Boxair,  
CAF Station,  
Winnipeg, Manitoba.

Dear Sir:

The staff of 413 Squadron are rewriting and bringing up to date the history of the Squadron and in reviewing old material we find there are many gaps which give the story a disjointed appearance and lack of continuity.

We are hoping that through the medium of your publication any ex-Squadron members, retired or otherwise, will be sufficiently interested in our project to write us, providing any personal experience, items of Squadron interest, anecdotes etcetera, however small, that will help this aim. We are particularly interested in borrowing old Squadron photographs which we promise to return in the condition received.

Yours truly,

R. D. SHULTZ,  
Wing Commander,  
OC 413 SW Squadron.

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## FIRE PREVENTION!

### IT HAPPENED IN A FLASH!

"It happened in a flash, like a bolt from the blue." Not all victims of sudden, flash fires of the last year in Canada are alive today to tell their mournful tale.

A woman was about to make "french fries." She tossed potato slices, still wet from the soaking pot, into the pan of 350 degrees grease. Water and grease having a strong dislike for each other, the water made the grease sputter into the stove flame, setting her flammable fabric dress afire.

An elderly couple's delight was to share a pleasant smoke before bed time. The wife struck an ordinary wooden match to light her cigarette. Pfft! The match head soared up into the overhead plastic-wrapped lamp. The plastic flamed, falling on the woman. Instantly her frilly nightgown became a torch.

Another Canadian family's fun was to take the kids for a hike and to have a bonfire meal. Dad took along a bottle of gas from the power lawnmower supply to "kick up" the damp twigs. One of the youngsters dribbled gas into the embers. In a split second, he was his own "lying bonfire," sadly today remembered by his own family and chums.

A light bulb fell and shattered in a garage gas pan. Children played with the oil control valve of a space heater, shutting it off and turning it on, for an explosion that blew them and the room apart. A woman left the pressing iron going and left the house, and a short while later the house and next door garage were destroyed. In the kitchen category, the cook left the pot roast simmering to exchange neighbourly gossip and the pot boiled dry and caught fire and so did the kitchen.

These and scores of others which have made headlines are typical of the ghastly record. If any relief is to be found in reading the sombre files of the Joint Committee of the Association of Canadian Fire Marshals and the Canadian Association of Fire Chiefs, it is certainly not evident in the variety of geography of the incidents, although occasionally there is mention that somebody showed gumption and saved life, such as by rolling in a rug to put out the flame.

The 1961 flash fire record won't be so depressing if the "thoughtless somebodies" give the possible cause a few seconds prior thinking.

REMEMBER — "The best fires we fight in the home are those that never happen."

### S/L DECORATED

Squadron Leader A. W. (Art) Fisher, of Wadena, Sask., has received a clasp to his Canadian Forces Decoration, denoting 22 years of meritorious service to the RCAF.

The award was made here by Air Commodore M. P. Marty, Chief Staff Officer of Training Command Headquarters, where S/L Fisher serves in the officers' careers branch.

The son of Mrs. M. E. Fisher, of Wadena, the squadron leader has served in the RCAF since 1939 and received his pilot wings in 1943. He served at Training Command units until 1950, when he was moved to Air Force Headquarters, Ottawa, and subsequently commanded 410 Fighter Squadron of the Canadian NATO Air Division in Europe, between 1954 and 1957.

S/L Fisher and his wife, the former Teresa McCarville, of Carleton, P.E.I., with their three children, now reside at 151 Knox St., St. Charles, Manitoba.

### COMMUNITY CHEST APPEAL

The 1960 campaign for funds behalf of the 41 health and welfare agencies of the Community Chest of Greater Winnipeg opened on Monday, September 26th, with an objective of \$1,197,000.

The objective is 5% more than was raised in 1959 and represents the minimum needs of the Red Feather member agencies in providing essential services to the children, youth, the family and aged in our community.

The campaign chairman is Geore H. Sellers, and John Burke-Gaffney is chairman of the Public Relations Committee.

F/L G. H. Keil is the co-ordinator for RCAF Winnipeg. Our quota is set at \$4,100.00.



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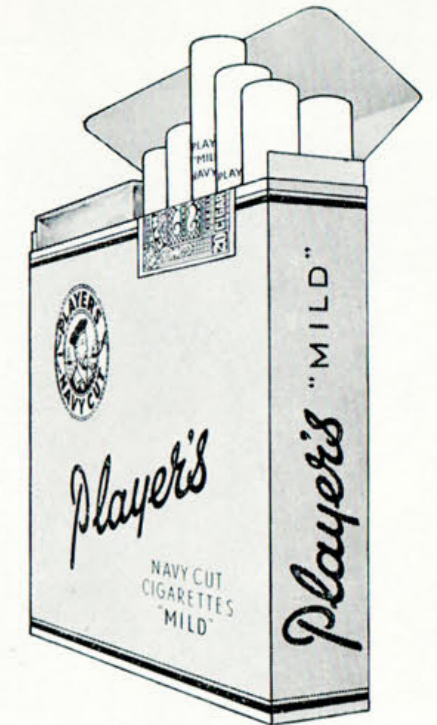


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## WESTWIN EXCHANGE

The old station dry canteen has been moved to a new location — adjacent to the Snack Bar in the Recreation Centre and has been re-named "Westwin Exchange."

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LOWER PICTURE — COURSE 5911 A1

Back Row, left to right: F/O G. Maher, F/O J. Beaudoin, F/O J. D. G. Belanger, F/O W. G. Dubar, F/O R. F. Kangiesser. Front Row, left to right, F/O J. M. Mortimer, F/O C. R. Myatt, F. J. A. J. Boutex (course director), F/O G. K. Dowle.

TOP PICTURE — COURSE 5909 RO

Left to right, F/O J. L. Mdrel, F/L T. M. Swindells (CD), F/O B. E. Eccles.

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