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Cover Story

In perusing VOXAIR files we came across a picturesque view of spring at Trafalgar Square, London, England as viewed by two unknown service men.

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EDITORIAL CORNER

Apartheid

JUST recently there have been many spirited articles in newspapers and magazines, condemning the attitude and actions of the authorities in the Union of South Africa. Many of us are content to read and sympathize, but how many, we wonder, give the subject any more thought? How much does the average reader know about the conglomeration of peoples that make up its population? How much does he or she know about the background of the country or its conditions?

We do not set ourselves up as experts, nor do we choose sides in the racial and political battle that is apparently going on there at present, but we do point out that there are two sides to every story, and a comparison can be drawn to that story, here on the North American continent.

One may ask what is "Apartheid," and we may briefly answer that it is separation. Separation of the three main races in South Africa, white, black and coloured. Basically it is an attempt to maintain a pure white strain, and at the same time ensuring that the Africans and coloureds maintain their status quo. There may be certain advantages to this, in view of the population percentages, but just as certainly there are many disadvantages, one of which is the often overlooked fact that a good deal of the economy of the country is based on manual labour, provided by the African.

Because of the largeness of the present issue, one is apt to overlook another, yet just as important fact, and that is the narrow bitterness of the political issues between the two white races, Afrikaner and English, and between the Africans themselves and the Asiatics who make up a large percentage, together with the Coloured (mixed blood) of the population, the latter dislike being evidenced in the bloody Natal riots of several years ago. In the opinion of some people, the situation today is a product of the old Boer political narrowness, but this is in itself excusable as it stems from a people placed in such a way, that they were cut off from the world for generations, and have been nursed and nourished by sentimentality into a survival which may be fatal to the civilized interests of the country.

You may or may not agree with the ideas expressed here, but if it has stimulated thought, so that all the evidence for both sides has been weighed, it may drive home the important fact, that each of us in some way practices some form of apartheid without even realizing it, at one time or another. We call it discrimination. What do you call it?

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The Fire Hall at RCAF Station Wpg., showing two of their modern trucks ready for immediate action.

"OUR PROTECTORS"

THE control tower operator at Stevenson Field pushes the crash alarm and three RCAF fire trucks roar out of the fire hall at Station Winnipeg—on their way they'll be directed to the crash scene by two-way radio from the tower.

Sixty odd times in the last three months, the 25-man air force fire-fighting detachment has answered these alarms as part of their 24-hour-a-day job of providing crash and fire protection for Station

Winnipeg and both military and civilian aircraft.

When a call is received in the fire hall, the location is determined by an automatic computer which punches out the number of the fire box and the number of the building on a tape.

Crash positions are determined on a grid chart by position numbers which are detailed by the control tower. These grid maps are carried in each truck so that regardless of the position of the truck when the call is received, the driv-

er through reference to the chart can proceed directly to the crash scene.

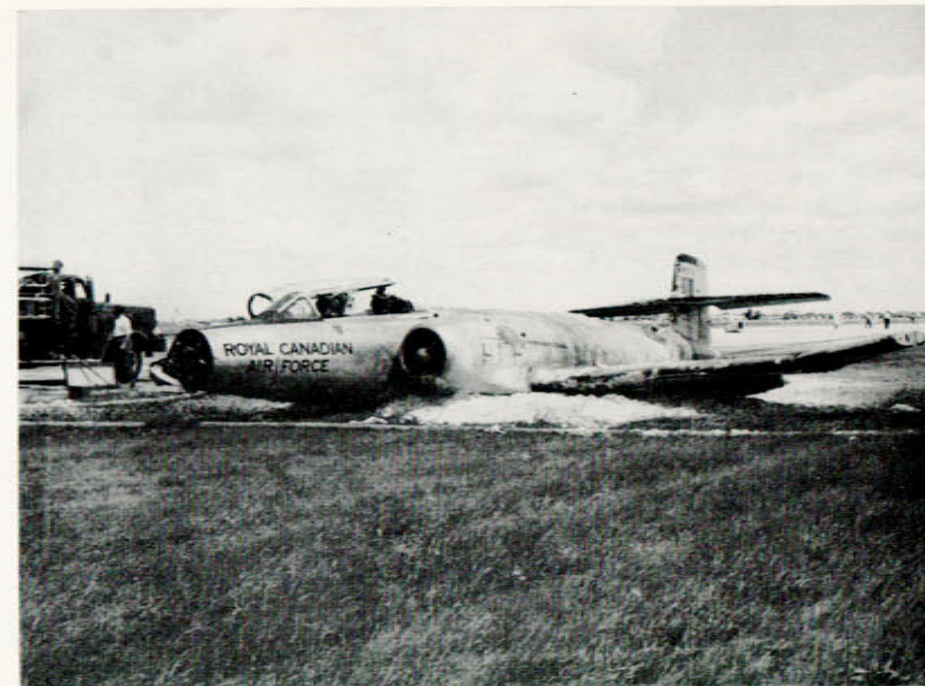
Although their primary mission is protection of military aircraft, the RCAF crews answer every alarm, civilian or military, round the clock. And to carry out the mission, they have some of the world's most up-to-date equipment at their disposal.

Always first at the scene of a crash is the G13, known as the "first line truck." Carrying 1,000 lbs. of dry chemical (soda bicar-

bonate) this truck is designed as its name implies, to get there first and prepare the way for the heavier equipment. For this purpose it can accelerate from zero to 60 mph in a mere 45 seconds. The chemical it discharges is very effective in immediately smothering flammable liquid fire—and more important, "knocking down" the temperature of the burning aircraft to protect the passengers and thus permit rescue.

A drawback to its use is that the flammable liquids may be re-ignited by hot metal or small ghost fires, called "flashback" by firefighters, and so must be followed quickly with a blanket of foam.

This is a job for the foam trucks, the "Salamander" (G19) and the G23. The Salamander is the most recent acquisition of the Winnipeg RCAF firefighters and its specifications are impressive. With each of its six wheels individually suspended and driven by a 237 hp Rolls-Royce engine capable of accelerating the vehicle from a standing start to 50 mph in 60 seconds, the "Salamander" can move through brush, trees, over ditches and through water 30 inches deep in short it can take the most direct route to a crash, and then pour out foam at the rate of 5,000 gallons a minute through a turret on top of the cab and two four-



The effectiveness of using foam in fire-fighting is clearly demonstrated on this CF-100 aircraft which crash landed at RCAF Station Winnipeg last summer.

inch hose lines. The foam concentrate, a slaughterhouse by-product, is mixed with 95% water and has an expansion of 13 to 1; the main principle of this mixed solution is a smothering effect on the fire. The "Salamander" can produce 10,000 gallons of foam without extra water and 30,000 gallons with water replenishment.

The "G23," although older, is of proven efficiency and can pump 370 gallons of foam a minute through its manually operated turret and two hoses. Like the "Salamander," this vehicle also has nozzles which sweep the ground ahead and beneath to protect the truck itself when it moves in close to a burning aircraft. Both vehicles carry rescue and first-aid equipment.

Remaining behind on standby at the firehall is the "G8," which has in addition to a two-stage centrifugal pump, a four-stage high-pressure pump which converts water to fog. Directed through two guns at up to 800 lbs. pressure, the fog is useful in controlling and cooling fire involving liquids like gasoline. In addition, the 500 gallons of water carried by the G8 can be used to replenish the foam trucks.

Once at the scene of the crash, first priority is given to rescuing passengers and crew. For this the firefighters wear specially constructed "Bunker Suits" of fire resistant material. In these suits, the fire fighters move into the crash under the protection of dry chemical land lines or a blanket of foam, to carry out rescue operations.

With aircraft in the air at all times, they must be constantly

The G23 shooting foam through its manually operated turret.



alert. For instance they average 25 to 30 crash calls a month, 5 to 10 structural fire calls a month and 10 to 15 false alarms a month.

Under their Fire Chief, Warrant Officer L. Dagg of Shawville, Quebec and Deputy Fire Chief Flight Sergeant D. D. MacLeod of Ripley, Ont., Station Winnipeg's firefighting and crash crews keep up a continuous training program to maintain peak efficiency. The firemen are responsible for instruction in elementary firefighting and first-aid for men in other trades—particularly those who work where the fire hazard is greater, such as hangar personnel, construction workers and personnel who handle flammable liquids. It is estimated that approximately 40,000 gallons of flammable liquid is handled daily at Station Winnipeg.

There are always a multitude of routine duties like the monthly inspection of fire hazards and fire extinguishers in seven hangars and 60 other buildings on the station, fire patrols during the silent hours, and keeping an eye on potential fire hazards in the 640 married quarters on the the station.

To carry out these commitments the fire hall has a staff of 25 firefighters, with 12 men assigned to each shift. They work periods of 24 hours on and 24 hours off and have sleeping quarters in the hall. From the initial placing of an alarm the firefighters are able to be fully dressed in their equipment and on the trucks ready for action in 120 seconds, regardless of what time of the day the call is placed.

The staff members are: WO2 L. Dagg, Fire Chief; FS D. D. MacLeod, Deputy Fire Chief; Sgt. J.



The Department of Transport use a jeep and trailer manned by a volunteer crew for combatting civilian aircraft fires.

B. Dale; Sgt. E. J. Herbert; Sgt. J. B. Joly; Cpl. I. J. Kearley; Cpl. H. Livingston; Cpl. A. H. McBride; Cpl. J. J. Phillips; Cpl. K. Smith; Cpl. W. A. Zillman; LAC J. F. Allard; LAC E. Anaka; LAC R. Beaulie; LAC R. Boudreau; LAC J. H. Couillard; LAC P. L. Dickens; LAC R. J. Finlay; LAC A. Giesbrecht; LAC R. C. Leneveu; LAC J. Theriault; LAC A. R. Turner; LAC F. Whitehead; AC1 M. Vey; AC1 E. A. Lauzon.

In addition to the regular staff approximately 315 other station personnel are trained in fire fighting techniques each year through their tour of duty as fire pickets. So in an emergency these people could respond to a call for assistance from the fire hall and immediately

be able to assist in the basic principles of fire fighting.

Speaking of liaison between the air force fire fighters and their civilian counterparts, WO Dagg said, "Our relations with the fire departments of Winnipeg and the City of St. James are of the best. We have a two-way reciprocal agreement with St. James which has been used several times."

"There is also a verbal agreement with the Department of Transport which has only limited firefighting equipment manned by a volunteer crew," continued WO Dagg, "and RCAF trucks respond to all calls, whether it's for a TCA Viscount, Scandinavian (SAS) DC8, an RCAF CF-100 or a small private Piper Cub."

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The Jamesport Trophy is presented to Mayor Thos. B. Findlay, by G/C J. F. Mitchell.

"CO-OPERATION" RCAF - ST. JAMES

HOW a military unit fits into a community is dependent upon the association and co-operation existing between the service people and their civilian counterparts.

This association is fostered to a large extent between the leaders of the military unit and the leaders in the community affected. Co-operation in these circumstances can be defined as the understanding of one another's problems and the solving of these problems through mutual understanding.

On the civilian side these problems may be: excessive aircraft noise; overcrowding of public facilities; dissention between mem-

bers of the service and the local residents and many other problems. On the service side the problems may be: shortage of suitable housing; limited facilities; high cost of living; peculiar taxation, etc.

These problems, regardless of how serious, can normally be solved through the combined efforts of the service and civilian personnel if there is a desire on the part of these people to work together harmoniously for their mutual benefit.

At RCAF Station Winnipeg there are over six hundred families living in married quarters and rental units and over seven hundred fam-

ilies living throughout St. James and greater Winnipeg.

If we take an average of two and one half children to a family we come up with a figure of approximately forty-six hundred dependents. This, coupled with the married personnel themselves and the fifteen hundred single living in personnel, gives us a total of approximately seventy-four hundred additional people in St. James and vicinity because of the location of this military unit.

With this many people there are bound to be problems. However, we are fortunate in having excellent relations with the citizens of St. James so our normal problems are solved quickly and efficiently.

The representatives of the St. James citizens, the elected council consisting of: His Worship Mayor Thos. B. Findlay and Aldermen Dave Graham, Reg Wightman, Tren Bourke, William Carlyle, Paul Lindquist, Sam Morgan, Dave Johnston and Jack Brownrigg, take a keen interest in the welfare of our service personnel and their dependents.

On March 5th the council visited our station, touring through many sections and meeting many of our officers and airmen. During the tour the council members were taken in a flight over their city in our helicopters.

On March 12th the council and other representatives from St. James competed against members of the RCAF in a curling competition held at our curling rink. That evening the St. James representatives and their wives were guests of the Officers Mess for dinner.

The trophy for the curling competition was made by members of our workshops in number 16 hangar and was won by the St. James curlers. The trophy is inscribed:

THE JAMESPORT TROPHY
For Annual Competition Between
Distinguished Representatives of
the Citizens of St. James and
Distinguished Representatives of
The Commanding Officer
RCAF Station Winnipeg
— 1960 —

"MAY ALL OUR STONES BE ROCKS"

In addition to the trophy, individual prizes were donated by the

(Continued on page 13)

SPOT NEWS

Miss Francis MacInnis, daughter of Flying Officer R. A. MacInnis of RCAF Training Command Headquarters, was crowned Sno-Queen of St. James by Mayor Thos. B. Findlay, at the annual Sno-Queen Amboree held in the Drill Hall at RCAF Station Winnipeg on Saturday evening, March 19th.

The March of Dimes campaign at RCAF Winnipeg, which included door-to-door canvassing, a station dance and a variety show, concluded with the presentation of a \$1,572.41 cheque to the Winnipeg March of Dimes committee.

The RCAF Curling championships were held here on the weekend of March 25th to March 27th. The rink from RCAF Station Greenwood, N.S., consisting of LAC G. MacMurray, Cpl. W. Stevenson, Cpl. N. Shewchuk and Cpl. J. Price, emerged from the three-day tournament as the winners.

Warrant Officer First Class Al Engelbert (47) of Edmonton, Alberta, died suddenly on March 25th at his residence on Portage Avenue. W/O Engelbert was the aircraft repair Warrant Officer at the station, and had been in the RCAF for 22 years. He is survived by his wife Alison and son Ronald.

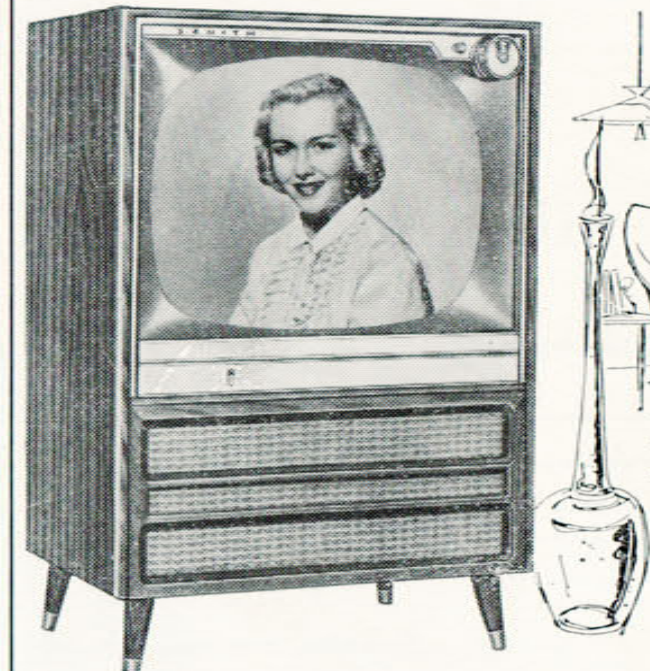
The April promotion list brought smiles to the following airwomen and airmen of RCAF Station Winnipeg: To Sergeants—Cpl. D. J. Harris, Cpl. R. J. G. Hughes, Cpl. J. W. Leaker, Cpl. K. W. Robinson, Cpl. K. Wiebe, Cpl. T. C. Hand, and Cpl. J. O. R. Forgues. To Corporals—LAC J. H. Couillard, LAC W. P. F. McGuire, LAC R. E. Gallant, LAC R. Wilkinson, LAC C. E. Naugler, LAC F. Bartlett, LAC A. Lanthier, LAC R. E. Lang, LAW M. A. Thompson, LAC J. R. C. Racine, LAC J. G. G. Nagant, LAC R. O. G. Palmer, LAW M. A. Greer, LAW B. J. Leong-See and LAC D. G. McDougald.

A Sportsmen's Dinner sponsored by the St. Boniface Optimist Club, to be held at the Civic Auditorium on April 26th, will pay tribute to Mr. Lolo Couture, an employee at RCAF Station Winnipeg and the first man from St. Boniface to play hockey in the N.H.L.

In paying tribute to this gentleman, the city will be joined by an impressive group of sportsmen: Jean Beliveau, Yvon Durelle, Red Story, Clarence Campbell, and many more.

Voxair takes pleasure in paying tribute to Mr. Couture and all that he has contributed to the sports field. We hope to have photo coverage of this event in next month's magazine.

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VAN'S VERBALITY

By WO1 VAN BUSKIRK

"Now see here, Corporal, I know that those two hooks on your arm are almost unmistakable proof that you have good leadership qualities, integrity, outstanding ability, and show promise. However, I don't think that I should have to keep you in cigarettes, lie to the Sergeant, when you're not in, and keep telling you how smart you are. I have been meaning to speak to you before about this, Corporal, Sir, but I didn't want to provoke you. I will say though, you are very different from the corporal I met at the Recruiting Office.

I've been so jumpy lately, since you threatened to give me a bad R211, that I have been considering seeing a psychiatrist, but I had a good talk with the wife instead. She didn't give the couch treatment like they do, but she did worm information out of me about that ten dollars I was short on last day day, those lipstick marks on my collar, and promised to speak to the Padre about my conduct. So you see, Corporal, between you and her, I don't have too much peace of mind.

It was only last week that I told the sergeant that you were attending a Mess Committee meeting, when he asked for you. I nearly told him the truth and said, The Big "A" Tavern! And if you hadn't warned me about being put on night shift and working week-ends, I would have, probably. Don't get the idea that I chickened out, 'cause I didn't. It was only because I am too nervous to become involved in a court martial.

I've been taking pills, see. Large, brown vitamin pills that are supposed to give me iron, and when I get the iron, we are going to have showdown. I haven't seen much change yet, but I've only been taking the pills for three months. It's only fair that I warn you of what to expect.

There's just one other thing, Corporal, that I would like to get cleared up. This protection money

that I give you each week to see that I don't get a transfer to Newfoundland. I'm not kicking, mind you, and fifty cents a week's not much, but can't we tie it in with the \$5.00 you borrowed from the coffee fund and let me put the fifty cents a week into the fund until the \$5.00 is paid up? The only reason I ask is because the coffee money is pretty low and I have been bringing a bit of milk and sugar from home lately, to keep it going. I would like to see this fixed up if you can see your way clear to it.

I spoke to you about this last Spring and you got so mad at me for mentioning it that I haven't wanted to speak of it again. This is one of the things the wife mentioned to me when she questioned me last week — she caught me smuggling the rations from the cupboard at home.

Cpl! Wake up! I don't think you heard a word of what I said! What's that? A cigarette? O.K. — take a couple, 'cause I'm going out for a while — I got to get a glass of water, it's time to take another pill!"

RCAF—ST. JAMES

(Continued from page 8)

St. James curlers to each member of the RCAF rinks.

A challenge for a golfing competition, later in the year, was also agreed upon.

The value of these friendly competitions between the local citizens and members of the RCAF is great, as it builds a solid foundation in welding the service and civilian personnel into a harmonious community with mutual respect and understanding.

Too often service people tend to withdraw into their own groups, thus missing one of the most rewarding parts of service life—that of being able to mix with people in communities from many different parts of the world.

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WINNIPEG

MAJOR R. J. (Bob) SHAW (USAF)

THERE are approximately 50 USAF officers based at different RCAF units throughout Canada.

This month we are introducing one such "exchange" officer, namely, Major "Bob" Shaw who recently commenced a two-year tour of duty at the AOS here at Station Winnipeg. While at the school, Major Shaw fills the position of Chief Air Instructor and is certainly well qualified for this post.

Before we embark on this officer's career let me first explain the term "exchange." This is an agreement between the Commonwealth countries and the United States, whereby select officers of the nations involved are "traded" to the member air forces and assume specific duties therein. This provides each of the services with an opportunity to appraise the different techniques and procedures used by the allied force. At the same time it promotes confidence in each other's ability and enhances the good will and understanding that only this personal contact can establish.

Major Shaw was born and raised in Westchester, Pennsylvania, situated near Philadelphia.

In 1943 he enlisted with the USAF under its cadet training program. The recruit must foot the

bill for transportation to the base or camp, and also pays for any dental work that is initially required.

The necessary "Boot" training was at Kessler AFB, which is situated in Mississippi. Possibly it was here that the slight southern drawl was imparted to this "Pennsylvania Dutchman."

Then came "Aviation Cadet Training" at Santa Ana, California. This included a 12-week pre-flight training. This is the equivalent of our PTS (Primary Training School) at Centralia, Ontario. In both cases the potential officer is given a brush-up on mathematics and introduced to the history, traditions, laws, and general knowledge necessary to assume the responsibilities of the commission.

A break from the class room routine came when "Bob" was sent to Las Vegas for gunnery training. Here the student could shoot up the Nevada desert during the day and get shot down at the nearby gambling casinos that night.

Hondo AFB, Texas, was the next stop. If it will help at all, this is just west of San Antonio. Here the Major studied navigation and in June, 1944, received his wings as a 2nd Lieutenant in the USAF.

"You've heard the jokes about

2nd "Lootenants"—it's the lowest commissioned rank, comparable to the RCAF Pilot Officer—and we sure took the ribbings in those days," said the Major.

Assigned to a B24 crew (10 all), "Bob" trained with this new formed crew and in the latter part of '44 they joined the 15th Air Force Group in Italy.

Targets in Germany, Austria, Czechoslovakia, and enemy supply dumps in the north of Italy were the B24's "round-the-clock" commitment.

"We were fortunate and had no trouble," said the Major. "As you know, the enemy was on the way down at this time and we had pretty clear sailing," he concluded.

In May '45 the crew returned "Stateside," and "Bob" was sent to Memphis, Tennessee, where he worked in "Personnel" for the next year and a half.

MATS (Military Air Transport) put Major Shaw back into the air. With this world-wide travel organization he did tours at Kindley AFB in Bermuda; Westover AFB in Massachusetts; Churchill, here in Manitoba; then a long stretch at a lonely spot in Greenland designated as BW1, from whose icy runway they supplied Arctic weather

(Continued on page 20)

PERSONALITIES

WO1 J. W. (Joe) MORGAN C.D.



A NATIVE of St. James, WO1 Morgan tells of the great excitement among the local kids as they watched the first aircraft arrive (via truck no less) at Stevenston Field.

"It was just a raw field surrounded by bush," said Joe. "The truck, and its flat trailer carrying the plane, kept getting stuck in the mud. This delighted the small fry following this odd procession and," he continued, "I am amazed by the terrific growth, not only of the airfield, but the entire west-end here."

After completing high school, "Joe," who had a great interest in cars, worked in a local garage: first, as a mechanic's helper, then as a mechanic. It was only natural that his enlistment into the RCAF in May 1940 was, as an AEM.

Through a typographical error in his enlistment papers it turned out that he was slated to be a WEM (Wireless Electrical Mechanic).

"I tried to explain," said "Joe," "but—you guessed it; a WEM."

Adding insult to injury, it was further changed to WOG (Wireless Operator Ground) and he was shipped off to No. 1 Wireless School at Montreal.

Warrant Officer Morgan may have been an excellent mechanic, but it seems he was an even better radio man. The next four years

he was kept on instructional and administrative duties at wireless schools across the country.

In June '41, he headed a party that was sent to open up No. 3 school at Guelph, Ontario. It was while here he received his Sgt. "hooks," a promotion which in all probability was based on the fine electronic installation work and the course curriculum set up by "Joe" and his staff.

April, 1945 was the first real break from the "schools." The Warrant was sent to British Columbia as NCO I/C of a D/F station. First to Tofino and then, Dog Creek. These direction finding units were extensively used by Canadian and American aircraft flying the Yukon and Alaska routes.

Long before the war's end, the air force foresaw a great increase in the demand for skilled technicians and more advanced electronic equipment. So it was that once again "Joe" was sent to Clinton, Ontario to help lay the ground work for the RCAF's proposed new electronic school. Today, this school has mushroomed along with the service requirements for trained personnel.

In Dec. '47 (now FS Morgan) he led another "pioneer" group at RCAF Stn. Centralia, where he formed a flying training program for Radio Officers.

The next few years included a tour at Whitehorse, then back to Clinton, and in March '55 an overseas posting to 4ATF (4th Allied Tactical Air Force Hdqrs. at Trier, Germany).

In Europe "Joe" took good advantage of the situation and managed to travel a total of 16 countries.

"We camped a lot, and finally, in Holland, I purchased a trailer for approximately 800 dollars. The same unit in Canada would be valued at 16-1800 dollars," he said. "This was a great improvement," continued "Joe," "though I certainly would not condemn camping to anyone; it's most economical, and a lot of fun."

Regarding "Joe's" trailer—it may be of interest to some readers to know the cost of shipping this back to Canada. For the trailer 250 dollars, and for the car 110 dollars.

On his return to Canada in August (1958), WO Morgan took up duties with the Directorate of Communications at AFHQ.

In December of last year "Joe" arrived "back home." He has covered a lot of country since first leaving St. James, and has picked up a wealth of experience.

"To settle down?" the Warrant

(Continued on page 24)

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WEEKEND WARRIORS OF 402 SQUADRON (Aux.)



LAC Arnold Ashcroft has been serving six years with the Auxiliary unit, known as 402 "City of Winnipeg" Squadron. They have been years of changes for "Red" and for the Squadron.

Arnold Ashcroft was born in 1935 on a farm in Looseland, Saskatchewan but his farmer father moved the family to the interior of British Columbia and then to Vancouver Island. In the little village of Parksville Arnold grew up and attended school. In 1953 he travelled to Victoria and enlisted in the RCAF. He was then phased through the normal routine of St. John's, Que., Camp Borden and by the time he was transferred to 402 (FB) Sqn. he had become an Aero Engine Technician.

The first things the Auxiliary did for Arnold were to change his name and make him work weekends. "Red" has been working weekends for so long he can't understand how the rest of the Airforce can get along with the stores not being open on both days off. Of course, there are other advantages to working with the Auxiliary. Each year the squadron goes to another station for two weeks summer training and Red has attended summer camps at St. Hubert (1954), Cold Lake (1955), Saskatoon (1956), and Gimli (1957 and 1958). In 1959 Red's wife was expecting their first son. Not to be disappointed, Red took leave when Robert Joseph was born, but missed summer camp at St. Hubert.

At first glance it would seem that six years on one job would not be too interesting nor informative. Red says that this is not the case. While 402 Squadron has rung the changes through fighter-bomber, transport, and now emergency and rescue, Red has had to

become proficient on a series of A/C including Mustangs, Harvards, T33s, Expeditors, and soon the Otter. Additionally he feels that there is the advantage of working in a small group of some thirty men. They are divided into two crews and take turns at maintenance and then servicing. In this way all aspects of Squadron ground operations are covered by each man as he does his turn about first on the "floor" and then on the "line". "Couldn't be better" Red says of his six years experience with 402 Squadron.

Situated on the old and almost forgotten side of RCAF Station Winnipeg, lies the land of the week-end fly-boy's. Operating out of No. 1 hanger, 402 (Aux.) Sqn. does most of its flying on the weekend and at summer camps. However, there is a small select group of permanent force types that call No. 1 hanger their home seven days a week. These are the men who maintain the auxiliary's aircraft and carry out the administrative work of the support group.

At the head of this support group is a man who has had a varied and colourful airforce career and is well qualified to guide the squadron through clear and stormy skies.

S/L (Walt) Pacholka began his eventful life on a small farm in Yorkton, Saskatchewan in 1919.

The quiet routine of farm life was not for Walt and donning his seven-league boots in 1938, he trotted off to sunny California, where he enrolled in the Glendale Aero Technical Institute. Several months later, he was working for the North American Aviation Co. in California where he remained until Christmas of 1939.

The war clouds that had been gathering over Europe for so long finally burst raining down terror and destruction. The aircraft industry, which since the first world war had been almost at a standstill suddenly boomed. Military fighter and training aircraft became of prime importance and Walt, carried along by the boom, returned to Canada where he was given the task of setting up the overhaul of Harvard aircraft on a production basis at Noorduyn Aviation in Montreal. The beginning of 1942 found Walt on the West coast, now employed by the Boeing Aircraft Co. who were overhauling Hudson Aircraft for the RCAF.

In May of that year, Walt decided to join the RCAF and reported to No. 1 C.N.S. at Rivers, Manitoba. Graduating as an air observer in 1943 he underwent special training in naval bombing at Paulson Manitoba. In July 1943, Walt was posted overseas and was attached to 199 Sqn. who were stationed at Lakenheath.

Completing his first tour of ops with 199 Sqn., Walt was posted to Wells on Sea where he joined a group specializing in radar and radio jamming. This job lasted until March 1945 and during the course of events, Walt completed his second tour of ops.

Meanwhile, cupid had thrust his arrow at our personality and Walt began courting a pretty WRAF observer. Perseverance won the day and on Dec. 20th, 1944 Walt and Pam were married.

Just after V E day, Walt returned home and landed a position in Seattle with Boeing Aircraft Co. carrying out development work on the B-29 bomber. The thirst for education moved our personality to enroll in the University of British Columbia as a mechanical engineer student in Jan. 1946 but the flying bug was deeply embedded in Walt and since the Airforce offered good career possibilities he re-enlisted as a Flight Lieutenant in Feb. 1946.

Between Feb. '46 and Sept. '47 he was first acting medical administrative officer at Vancouver and then O.C. of RCAF Stn. Abbotsford. At this time the RCAF once again began to train pilots and Walt proceeded to Centralia on the first post war pilots course graduating in May 1948. From there he went to Air Armament School at Trenton for an eight week course and remained at Trenton on staff until 1951, leaving as O.C. bombing and towing flight.

Now our personality really began to travel. From 1951 until 1957, he;

- attended special courses with the USAF at Denver, Colorado;
- was in the Directorate of Air Intelligence at AFHQ;
- was Command Intelligence Officer at No. 1 Air Division in Metz;
- was again in the Directorate of Air Intelligence at AFHQ, and finally in 1957 took over as O.C. Support Group here at 402 Sqn.

S/L Pacholka appears very happy in his present job. He is an avid booster of the Auxiliary Airforce not only because he works with them but because he believes in them. When asked about the future of the Auxiliary he replied, "I believe that on the basis of present and past performance, the Auxiliary Airforce definitely has a place in civil defence operations in an emergency."

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TV TALK

Edited by GARNET BOUTET



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PERSONALITY

(Continued from page 14)

stations and transported personnel through Newfoundland, Labrador, Greenland, and Iceland.

At BW1 the dependents (those who were brave enough to go there) were housed in old converted barracks. "It was a small group there and though it was a bleak, isolated spot, we lived well and laughed a lot," he said.

After nearly two years, Major Shaw was firmly convinced that he was a native "Greenlander" and the USAF, in order to preserve this officer's mind for greater things, came up with the perfect antidote—a transfer to the Hamilton AFB in California. Here he joined the Air Rescue Service. He bathed in that sunny climate for three years until July '49, and enjoyed every minute of it.

One unusual tour by this officer, was a six-month jaunt at the Eniwetok Atoll in the Pacific, near Wake Island. This is where a series of atomic tests were staged. The

Major described these tests simply as—"Awesome!"

With the Korean War "Bob" was sent to Langley AFB in Virginia to team up with a B26 crew (3). They were given a mountain survival course at Reno, Nevada and in September 1952 were operating night intruder missions out of Kumsang, Korea.

After 50 such missions against enemy transport, bridges, highways, and communication installations, the crew was rotated and "Bob" once again returned "State-side." This time to Mather AFB at Sacramento, California.

At Mather, an Air Training Command unit, Major Shaw took up the inevitable instructional duties and

also managed to squeeze in a Radar Bombing course.

In June '57, another transfer, this time to the ATC school at Harlingen AFB, Texas. This is an OBS/NAV school such as our own AOS here. It was from this unit that Major Shaw was selected for an exchange transfer to Winnipeg.

In August of last year, Major Shaw, his wife Cecilia, and daughter Roberta, aged 9, cleared customs and took up a temporary residence in Canada.

Winnipeg has made a lasting impression on the youngest member of the Shaw family. Roberta—in quiet wonder—watched her "first" snowfall here.

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"JAMESPORT TROPHY COMPETITION"

On Saturday afternoon, March 12th, three curling rinks from RCAF Stn. Winnipeg competed against three rinks from St. James for the "Jamesport Trophy."

The trophy was constructed in the workshops at the RCAF Station and is for annual competition between members of St. James Council and the RCAF.

The trophy was won by the rinks from St. James and is now on display in the St. James Mayor's office.



Left to Right: Ald. Jack Brownrigg, Ald. Tren Bourke, Ald. Reg. Wightman, City Clerk Mr. A. Reid, S/L R. E. Church, S/L J. D. Wadleigh, S/L W. Sherry, and S/L A. C. Maskell.

Left to Right: S/L J. P. Whitehead, W/C C. J. Evans, W/C W. B. M. Millar, G/C J. F. Mitchell, Mayor Thos. Findlay, Ald. S. Morgan, City Treasurer A. Duncan, and City Assessor Norm Simpson.



Left to Right: Ald. Dave Graham, Ald. William Carlyle, Mr. J. Hanno, Ald. Dave Johnston, W/C D. C. Evans, W/C W. F. Davy, S/L J. B. Inson, and S/L R. H. Coulter.





BOOK SHELF

The Lion

By JOSEPH KESSEL
(Fred A. Knopf)

IN reviewing this book, it is perhaps worthwhile to mention two things. The first, that this story was originally written in French, and is very ably translated by Peter Green, and the second, perhaps almost unbelievably, is the fact that it is written with an odd factual background.

Mr. Kessel, whose own story would doubtless make a fascinating novel, having been among other things, born in the Argentine, domiciled in Russia and educated in France, serving with the French Air Force in World War I and as a Resistance agent in the Second World War, developed his idea for this story when on a visit to Kenya in 1954. He had gone to East Africa to obtain information about the Mau Mau uprising, and whilst there, he happened to see a striking photograph. It was in the family album of a warden employed in a national park, and it was the photograph of a small girl curled up between the paws of a huge lion. The girl was the warden's daughter, and the lion had been her childhood friend, remaining a family pet until it had been unfortunately shot by a panic-stricken stranger.

Out of this unusual photograph grew the story of ten-year-old Patricia Bullit, daughter of John and Sybil Bullit, resident warden of a Kenya national park, and his wife. To Patricia, the wild beasts of the African bush were her friends, her only friends. The power that she held over them was unbelievable until you saw her walk amongst them. But of all the animals, the lion, called King, first brought to her as a cub, was her special friend.

Cradled between his paws, against his massive chest, the little girl knew contentment and peace; in the dominance of his power she could restrain the lion from stalking his prey—or goad him to the attack.

Would such a gift lead to happiness or disaster? This was the question which confronted Patricia's parents. Her father, handsome, competent, suited to his life as warden, was deeply concerned. To Sybil, her lovely but high-strung mother, there was an even more poignant fear, even though mother and daughter did not agree. The answer, when it came, was as much of a shock to them, as well as a

revelation, as it will be to the reader. The story is a compelling one, filled with rare imagination which plunges the reader into a world of savage and delicate beauty. The reader is introduced to the almost feudal life of the European living in authority in an isolated part of Africa, and is then swept into a sea of descriptive passages about the country and the wild animals inhabiting it.

Inhabiting the country too, are the famous lion warriors, the Masai, and among them is the young "morane" or member of a special age group named Oriunga. The reader is fascinated by an account of a duel between this morane and King, and it is the outcome of this fight which provides the answer to the situation. It would not be right to spoil the readers' enjoyment by revealing the ending, but one thing can be revealed. Once this book started, the reader will not want to put it down until the end is reached. It is easy to appreciate why the author was awarded the "PRIX MONICO," a prize of one million francs, for the best work produced by an author in his entire career, in France.

By F/L E. TEIMAN

NEWS IN PICTURES



ROUTE TO CHAMPION — Sizzling low over the flight line at Tyndall Air Force Base, Fla., Capt. Emma E. Perfili, flying a Lockheed F-104A Starfighter, dips knife-edge wings of the 1500-m.p.h. interceptor in salute to sister Starfighters which won Sidewinder missile-firing marksmanship honors during recent USAF world-wide rocket meet at the Florida aviation center. Framing scene is a Starfighter of the Air Defense Command's 538th Fighter-Interceptor Squadron, Larson AFB, Wash., whose crack pilots shot their way to the Sidewinder championship. Blurred by speed too fast for the camera, silhouette of the vapor-trailing F-104 shows why it has been named "the missile with a man in it." Starfighters are powered by the General Electric J-79 turbo-jet engine.



RCAF AWARD FOR B.C. OFFICER

Winnipeg — Flight Lieutenant V. W. Speer, of Sayward, B.C., an RCAF security officer, has received a clasp to the Canadian Forces' Decoration, denoting 22 years' meritorious service in the armed forces. Since joining the RCAF in 1936, F/L Speer has held staff appointments in both Canada and Europe. His father, Mr. R. W. Speer, lives at 38 Pauline Avenue, Toronto.



Flight Lieutenant Ted Tieman, who played the part of the "Inspector" in the RCAF Drama Clubs last Presentation, "An Inspector Calls" — won the best Actor Award at the Dominion Drama Festival of Manitoba and North Western Ontario. Four plays were entered in the festival which was adjudicated by Mr. Eugene Jousse, noted Canadian actor and director. The award was made at the Playhouse Theatre in Winnipeg on Saturday, March 26th.

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GRADUATING CLASS 5816 RO: Back row (left to right), F/O H. Heron, F/O D. Kerry, F/L C. Quinn (Course Director), F/O R. Hess, F/O E. A. Young. Back row, F/O S. M. Hoffer, F/O L. F. Gray.

GRADUATION CLASS 5816 NAV



GRADUATING CLASS 5816 NAV: (Left to right) F/O R. Boulet, F/O B. Barnes, F/O B. Hockett, F/O B. Hicks, F/O H. Knight, F/L C. Quinn (Course Director).

PERSONALITY

(Continued from page 15)

picks the Lake Huron district in Ontario.

"I lived in Goderich, and I do believe that someday I will settle in that general area," he said.

"Joe" is the type that is at home wherever he "hangs his hat." He has the personality to be easily acceptable and an enthusiastic approach to new ideas or social interests.

A great golf participant (low 80's). Both he and his wife, Crystal, are expert bridge players. A hardy supporter of the "Little Leagues." Active in "Ham" radio clubs (call VE3-BXR).

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