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THE VOICE OF THE AIR FORCE



AUG. 1st 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 F/O F. G. Bolan

WHERE ARE YOU IN THE SERVICE?

RECENTLY the Hon. Brooke Claxton, Minister of National Defence, announced that the total strength of Canada's armed forces was to be increased to 120,000. This would be the largest peace time force in the history of Canada's 1,400,000 people.

When the budget was brought down in the House of Commons last spring approximately 48 per cent of the total expenditure for the fiscal year ending 31 March 1953 was earmarked for the armed forces. This expenditure alone amounted to almost \$150 for every man, woman and child in our country. A staggering figure? Undoubtedly!

However, these few facts prove that our government is concerned with the times. It considers the armed forces as something more than just a token of security.

Security! Is that why we are in uniform? For some of us, yes. We read in every newspaper, periodical or other publication of atrocities being committed by men against fellow men; by countries against fellow countries and by both against the principles of Christianity on which modern civilization was founded. Will our uniform give us the security which is sought? Not individually, for we are here to give that security to others.

Some have donned the uniform for personal gains. These have found the competition in the "cruel world" too stiff and have sought out the service as a haven where food clothes and pay are automatic. His job, a secondary factor, is done haphazardly. He has become a clock watcher—eager to "bog off" sharp on the stroke of the hour—so as not to do more than his share. This is a far cry from the "old boys" who worked until fatigue overtook them even if it meant risking their lives. Advancement for these

people holds no glory as a scrounge to them is their personal victory. Their every deed is, in a form, an act of treason against the Crown. They offer only one thing—a feeling of security to John Q. Public that is false for he has become dependent on the man in uniform of whom in years gone by he has been so proud.

The service is comparable to one of our modern machines of which we are all a part. A minor break down in its mechanism may be easily and hastily repaired causing little reflection on its efficiency. A major break may cause unceasing delay and result in radical changes in order to obtain the desired peak of efficiency. Similarly in our service.

That day when you approached the portals of the Recruiting Centre, most of you were taking one of the major steps of your life. With eagerness you completed forms, were interviewed and nervously attempted tests. Your medical was finalized. Then after a period of uncertainty the news arrived—you were accepted. On completion of your business in "civvy street," you reported in—took your oath of allegiance and were officially greeted as a member of one of the truly great organizations — Canada's Armed Forces.

Your indoctrination was confusing to you. New faces, new friends, new terms of reference all baffled you. However, out of this seemingly spell of dizziness, a definite pattern began to take shape dimly. You fell into the routine and eagerly applied yourself to learning a trade.

What has become of that eagerness? It is the same service now as then. Personnel are the same now as then except richer in knowledge and experience. Why then do some now seem to distrust the motive that caused them to enlist?

The answer to the problem lies

within their grasp alone. The world situation has not improved — our government's defence decisions have answered that. He who wears the blue or the khaki must make his own decision as to why he is in the service. Canada needs FIGHTING men — men who are willing to stand the onslaught of any aggressor force — men who appreciate what this country has offered and what she may offer in the future. Let your conscience guide your answer.



COVER STORY

Canada's career girls of 1952! Here is a testimony to the value and satisfaction of life in the RCAF. LAW Irene Howe of St. Vital is the lovely lady in the blue blazer studying Best Dressed Model of the Year. To Irene, this is the RCAF's New Look—because she was a flying control operator during the war when we saw shorter skirts and head-hugging hats. She has not only re-enlisted but has induced her sister Marion to join. We don't have to tell you but Marion is the attractive girl on the left of the picture looking at an attestation form. Flying Officer Irene Hempseed, a career counsellor, is supporting the poster and Squadron Leader W. Clark, CO of Winnipeg Recruiting Unit, bides his time to explain service life.

On page 20 of this issue you will find an article entitled "Career Girls—1952" which explains routine and procedure at a Recruiting Unit when a girl makes enquiries concerning a service career.



'PEG PERSONALITY

Flight Sergeant C.R. Ibson

FS C. R. Ibson, C.D., is one of those Supply bashers who is so essential to the operation of the RCAF. However, this was not the primary reason for choosing "Ibby" as this issue's 'Peg Personality. It just so happens that he is one of the colourful characters that we have with us.

Ibby was born in Winnipeg in 1912. Repercussions were felt immediately in the Ibison family and a World War broke out two years later. City life proved too much for him and at an early age he moved with his family to Swan Lake, later known as Carman.

Having an inclination that he was slated for a military career, Ibby joined the RCAF in July 1936. His trade has taken him to many stations in Canada. This is his second tour of duty at Winnipeg.

Ibby is a very active individual.

In spite of his heavy list of duties in the supply section, he is a keen, year-around sports enthusiast. Winter finds him roaring and beating his broom on the ice as he kicks his lead's rocks into the house. Or he may be found in a spray of ice as he flashes about after a disk of rubber. He has a few championships and near championships in both curling and hockey playing in the Inter-service Leagues. Baseball in summer is another one of his sports spotlights. He also wields a wicked golf club shooting a consistent 136 for a complete round.

Auctioneering is another of his talents. You always hear his musical voice calling "five-fifty once—five-fifty twice—five-fifty three times and sold to the man in the pink shorts."

Our station entertainment has a guiding hand by Ibby. Remember



those bingos, dances and station stags? He was one of the men behind the scenes who so ably ran those shows.

The determination and enthusiasm that Ibby has displayed in carrying out his duties and assignments in his Air Force career sets an example that could well be followed by all ranks.



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Conference of Station Commanders in 14 Group



The conference of station commanders of 14 Training Group held here recently, brought together: A/C J. G. Bryans, CBE, CD, 14 Group Commander; G/C W. F. M. Newson, DSO, DFC, CD, SASO of Training Command; G/C E. M. Mitchell, DFC, CD, SASO 14 Group; G/C M. Lipton, AFC, CD, formerly CO of Station Gimli; G/C L. H. Randall, DFC, CD, our own station commander; G/C R. S. Turnbull, DFC, AFC, DFM, CO of Station Saskatoon; G/C R. D. P. Blagrove, CD, CO of Station Macdonald; W/C M. E. Pollard, DSO, DFC, AFC, CD, CO of 435 Squadron, Transport Command and future CO of Gimli; W/C W. B. Hodgson, DFC, CD, CO of Station Claresholm; W/C A. R. Ross, CO of Station Penhold; W/C G. A. Falkins, AFC, OC 2 FTS, Gimli; W/C J. D. McCallum, AFC, CO of Station Moose Jaw; W/C J. L. Berven, AFC, CD, SOAT 14 Group; W/C R. A. Skuse, MBE, STSO 14 Group; W/C D. L. Forbes, CD, SPSO 14 Group; S/L H. G. P. Dymond, SOAF 14 Group; S/L G. Sutherland, OC 4 FTS, Station Calgary and S/L D. V. Thomas, SO Org 14 Group.

TA

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Can you estimate the total seniority of this group? Going from left to right around the table are: W/C Ross, S/L Thomas, S/L Sutherland, W/C Falkins, G/C Blagrove, G/C Mitchell, G/C Lipton, A/C Bryans, G/C Newson, G/C Turnbull, G/C Randall, W/C Pollard (barely visible), W/C Hodgson, W/C Berven (behind W/C Skuse), W/C McCallum, W/C Skuse, S/L Dymond and W/C Forbes.

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NEW SITE PROGRESS



THE BUILDING BOOM

2 ANS is already the largest training school in Canada, but it still is a "little fella" in comparison to what it will be. Just west of the present locale of Station Winnipeg is a bee-hive of construction activity. VOX-AIR, on these pages, presents an "interim progress report".

Nearing completion are the airmen's barrack blocks seen in the picture above. Two barrack blocks having accommodation for 180 men in each are being erected at a cost of \$380,000 each. The other two barrack blocks will accommodate 252 men in each and will cost \$510,000 each. It is expected that these buildings will be completed by Christmas but the \$760,000 steam plant to supply heat to them will not be finished until a month or two afterwards.

Beyond the barrack blocks is a long, two-storey

Composite Mess building, costing \$340,000 which is having the finishing touches put to its interior.

The unit supply building, at a cost of \$315,000, is rapidly nearing completion, but it is not visible in this picture.

Steel framework for two new "blister" hangars has almost completed its arching, cob-web pattern. Each of these hangars will cost an estimated one and a quarter million dollars. It is expected that they will be turned over to the RCAF in November. However, the prize, the latest in hangar construction has not been started yet. Work on this hangar of cantilever construction, will not get underway until January and will not likely be completed until November of 1953. Its estimated cost is \$3,000,000. It will resemble a huge T, three storeys high with 130 feet of roof overlapping

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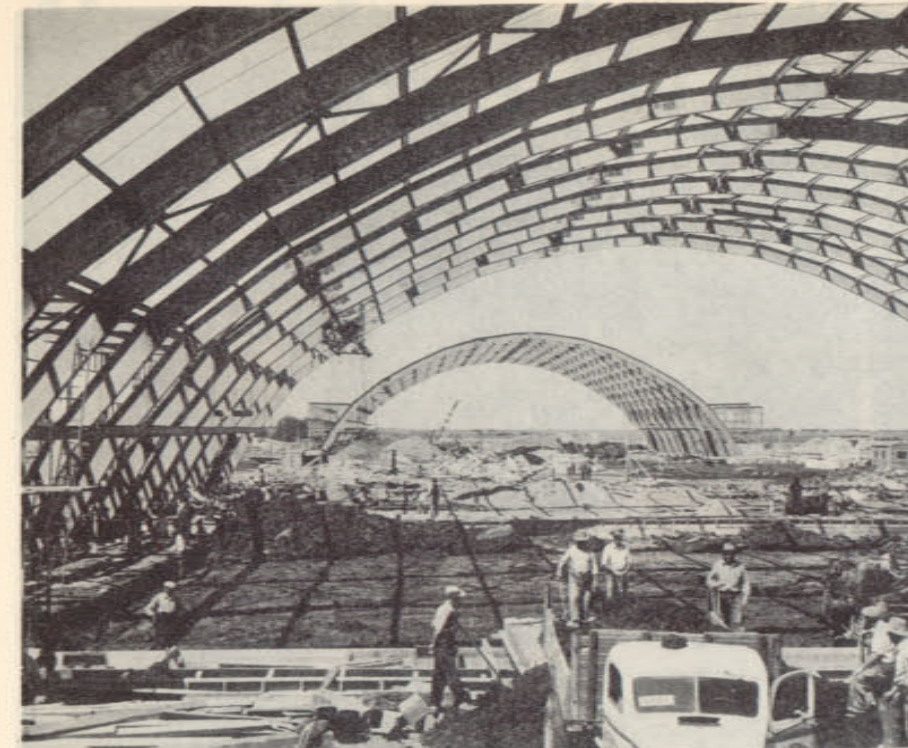
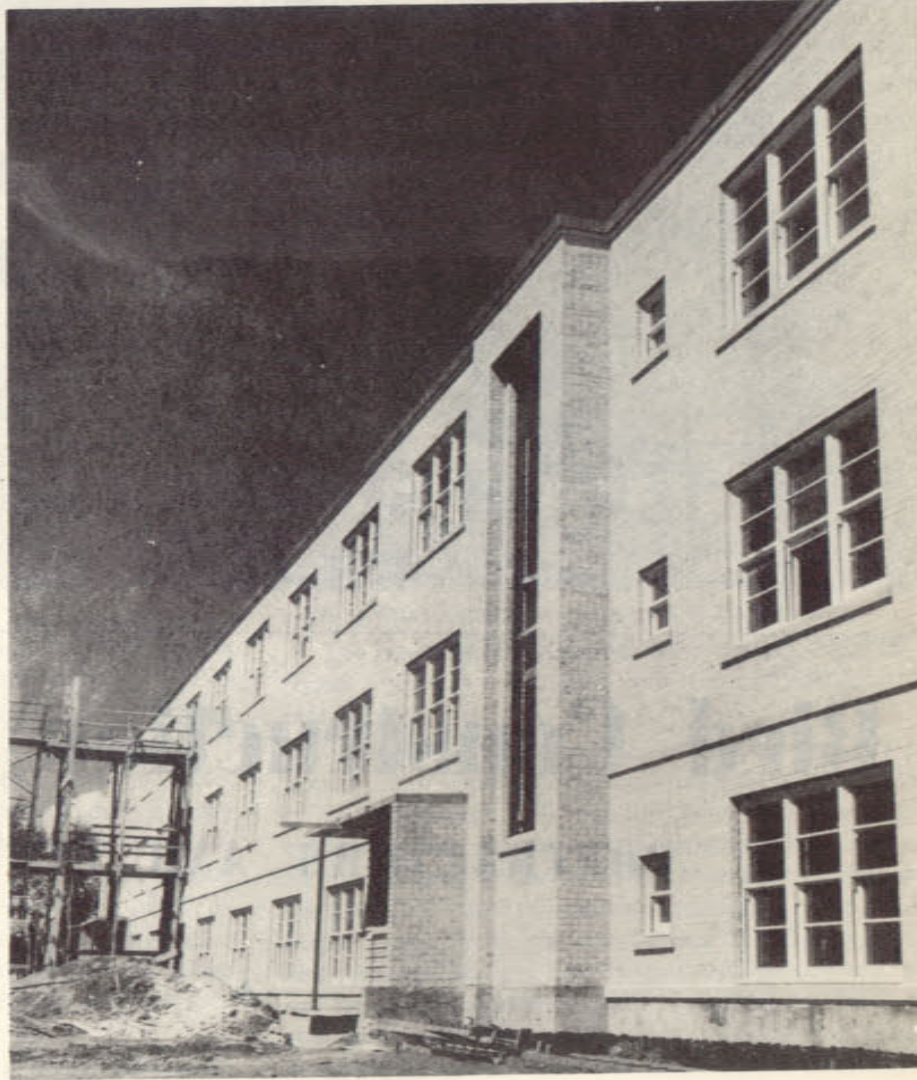
CLEAN
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CARS

each side of centre. Because the doors would be too heavy for the roof to hold them when aircraft are towed inside, they will fold into an underground passage directly beneath the hangar. A parking area and taxi strip connecting the hangars to the present field site are being prepared at a cost of \$1,000,000. Plans for two more blister type hangars, valued at \$1,250,000 each, have been shelved for the present.

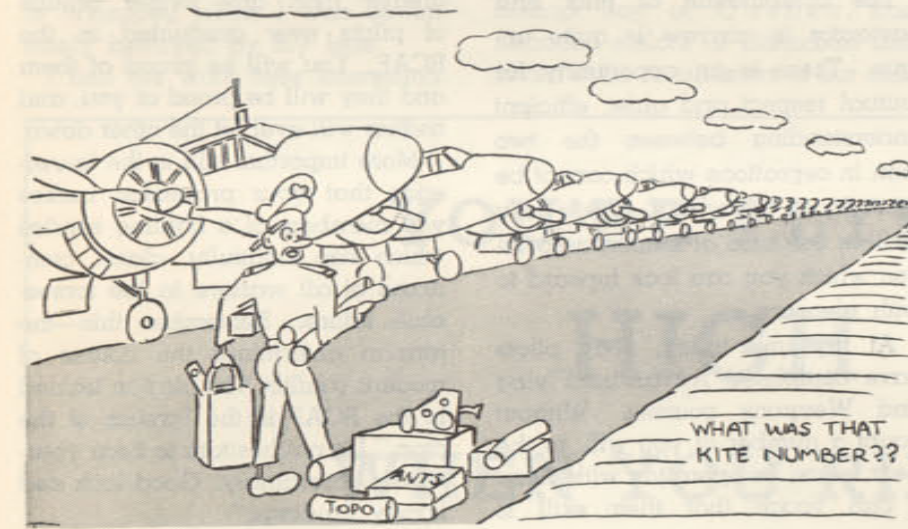
Two officers' quarters are rapidly nearing completion, situated to the south of the airmen's barrack blocks. One building will hold 30 at a cost of \$175,000 and the other will hold 60, at a cost of \$265,000.

These pictures clearly show the permanence of the building under construction. All buildings have been designed by RCAF engineers in conjunction with civilian consultants, with the prime motives of economy, practicability and attractiveness. In comparison to present quarters, living in these new buildings will be like taking up residence in the Waldorf-Astoria.

Where you have living quarters, you also have many expensive auxiliary services—such as roads, sewage systems, steam and electric mains. Until all the heating, plumb-



Here is an excellent camera study of the two "blister" hangars under construction at the new ANS site, being built by the Bird Construction Company who also built TCA's hangars on the opposite side of the field. VOXAIR is grateful to the Winnipeg Free Press for allowing the use of this picture.



ing and electrical installations are made, it is pointless to lay roads. As a matter of fact, a railway spur to the site is nearly completed. Many installations, including a \$225,000 pump house; a 220,000 gallon concrete reservoir; a \$210,000 sewage disposal plant; bulk oil storage tanks and equipment to cost \$150,000 are all part of the plan—and underway.

And there are other buildings to be started later. Contracts have not yet been let for the new Ground Instruction School but it is expected that construction will begin sometime this fall. Estimated cost for the GIS will be somewhere in the neighborhood of \$750,000. Also included in the project is a recreation hall, but to date, we understand that arrangements have not been finalized.

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Co-operation

Group Captain R. D. F. Blagrave, CD, Commanding Officer of RCAF Station, Macdonald, recently presented wings to the navigation graduates of Course 21.

To the graduates he delivered one of the most topical, sincere and brief addresses for such a patterned occasion. With his kind permission, VOXAIR is pleased to reproduce his talk on this page.

We feel he has struck a major attribute of service life—a by-product so to speak—where you find co-operation founded on mutual respect. Probably because of the nature of their work, this factor reaches a peak with aircrews.

We feel that those who were unable to attend the wings presentation would benefit from G/C Blagrave's words.



The combination of pilot and navigator in aircrew is quite unique. There is an opportunity for mutual respect and quiet, efficient understanding between the two men in operations which cannot be reproduced anywhere. There is a thrill in this kind of human association which you can look forward to with pleasure.

At my unit today, sixty pilots have completed Advanced Flying and Weapons courses. Without doubt a number of you will, in the near future, be operating with them. I can vouch that their skill is

greater than any former groups of pilots ever graduated in the RCAF. You will be proud of them and they will be proud of you, and neither will ever let the other down.

More important still is the knowledge that your profession makes you members of a fighting service which can rightfully claim command of all warfare in the foreseeable future. Remember this—the airman determines the course of modern conflict. The airman trained in the RCAF is the "cream of the crop." Do not hesitate to bear yourselves accordingly. Good luck and happy landings."

"You of the graduating class and I have an experience in common today. This is your wings parade and this is the first time I have had the honour and privilege of presenting wings. I assure you I feel my responsibility in this matter very seriously. And I am pleased that I should be presenting these wings to Navigators, for I have a high respect for the profession from personal experience and from the reputation which RCAF navigators have gained over many years.

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Alumni Notes from Overseas

NEWS FROM THE ALUMNI

Many station personnel will remember Flying Officer Jacques Parent—ANS personnel who were here when the school opened will never quite forget him. Everybody who knows him, likes him.

We are publishing his letter in VOXAIR so that his many friends may learn and appreciate that he has not forgotten them since his posting to AMCJS, London, England.

To all my old friends at "ANS":

Today, for the first time since my arrival here, I saw London bathing under the sun, but somehow it does not look like the old grey city—so I hope it will rain again soon.

I have received your mug for which I want to thank you all. The sight of that mug, however, brought memorable visions of my last night in Winnipeg when I was so untimely betrayed by my legs.

I find the work here interesting.

I took a three-star fix at Pigalle the other night and found out it isn't where most people think it is, then I realized I was shooting the neon sign of the "New Eve."

It is a wonderful experience however and does make one realize how little he knows about geography, people, languages, politics, culture, wine and cheese. I love Paris and speaking French usually saves me a few bob on the price of most articles especially around the "La Madeleine" church in Paris.

We have a little time left for flying and when I get bored I do a bit of navigating. Bill Hansen left quite a reputation here and I do my best to maintain the high standards he had set.

We are away quite a lot. Last month we were away from base for 27 consecutive days. We meet interesting people from the CAS of the Swedish Air Force to Archbishop Roy of Quebec, from stranded sailors of Canadian merchant ships to ministers of our cabi-

net. We are getting lots of RCAF personnel over here and they soon will be moving to France. We sort of lose track however, of what goes on in Canada. For the last three months I have been wondering whether or not Dick Tyler got his ANT's, or F/O Clark his white chalk, S/L Wattie his cleaning wax, Bill McBride his blankets or erasing fluid for Sgt. Watt. Computers, protractors—the hell with these things. I only have 20 months to get some flying in and really enjoy life. Best of luck.

Cordialement

JACQUES PARENT

HELP WANTED

Young man for continuous employment in Snack Bar. No previous experience necessary but applicant must not be afraid of hard work. Person, ambitious and anxious to succeed, is needed to wash wooden spoons and rinse straws. Breakages will be deducted from wages. Apply to Assistant CA/O, Station HQ.

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Sport Spotlight

by Cpl. J. Speirs

With the Inter-service Fastball League rapidly coming to a close, the only positions found secure are the Army and RCAF (Wpg) in first and second positions respectively. The RCMP who were fighting it out for first place just a mere two weeks ago, suddenly took a turn for the worse and have failed to win a game in their last five outings.

The big game of the year was witnessed by a good crowd last week. They were treated to just about everything in the book. Army, with a ten game winning streak, met RCAF (Wpg) who had not tasted defeat in their last six games. This was to be the battle for first place. Previously both teams had beaten each other, the Army losing the first game 8-2. The RCAF lost the second one 6-2.

In the big game, the RCAF opened quickly with one run. This was short lived as the Army came back with two in the third inning. For seven innings the teams vied with each other for the lead. The seventh saw the Army come to life and streak ahead to the tune of 9-5. The score remained the same until the top of the ninth when the crowd was starting to disperse. The RCAF came into bat. With one out and men on first and second, the Army decided to use their strategy and give Lowe, the RCAF slugger, an intentional pass so that a ball hit to the infield would put an end to the game by a double play. Lowe walked and filled the bases. This brought Hunter to the plate who hadn't been hitting too well in the last few games. Time was called and a pinch hitter discussed but Hunter was allowed to bat for himself. Running the count to three and two he proceeded to hammer the ball over the right field fence for a homer and a tied up ball game.

After two scoreless extra innings, Army's Mel Johnson, with two out, found a ball to his liking and drove a homer to win the game and sew

up first place in the League. The final score being Army 10, RCAF 9.

With two games remaining for each team in the final stretch of the schedule, the standing reads as follows:

	Won	Lost	GBL
Army	12	2	
RCAF	9	5	3
RCMP	5	9	7
Navy	4	10	8
Gimli	4	10	8

The playoffs, to start August 1st, will see the first and fourth place teams and the second and third place teams meeting in a best of two out of three series. The winners will meet for the Inter-service League Championship in a best four out of seven series. All games will be played at the Fort Osborne Athletic Field and will start at 1900 hours.

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Hospitalization

by P/O J. D. Gibbs

At odd times during the last few months, members of Course 22 have been sampling the rigors of Canadian hospital life. Now in case any simple-minded soul should be thinking of a skiv along these lines, we print this account that was left to posterity by one such misguided youth.

Jan. 7, 1952

Had a little accident today on the football field; a slight sprain on the right knee. I suppose I had better look into it at the MIR tomorrow and get a cold compress for it.

Jan. 8, 1952

The MO reckons that a couple of days in Deer Lodge Hospital would put me right again. So here I am ogling at the pretty nurses and instructing student doctors on knees and how to massage them.

Feb. 27, 1952

They allowed me out of bed today—on crutches of course. The quack here is a genius. The knee feels perfectly OK to me, but he can see the hidden danger in walking on it.

Apr. 3, 1952

I am now in the convalescent stage and doing light exercises to strengthen my knee. Just lifting a 31-lb. weight on my leg is quite easy and I am sure, beneficial.

June 17, 1952

I must be getting much better—I can now lift 90 lb. weights on my right leg. Yet it would be better if they let me off my crutches. My left leg is becoming withered and my shoulders hunched from using crutches.

July 21, 1952

Doctor kindly left two books today—"What is the Future for Disabled Veterans" and "Scenic Views of Canadian Cemeteries."

ODE TO A COM OP

There was an Op called Jones
Who wound up slightly screwy;
His ears were fused to the phones,
He looked like "Crewy Lewy."
What a sodden pile of nerve
Comprised this Signal tool.
The old boy would seldom swerve
In fact, remained quite cool.
They say his face was quite a sight
When he heard the frantic plea—
An SOS in the dead of night
'Twas worth a medal, you'll agree.
He pressed the phones to his ears
To ensure he'd heard it all;
He knew the crew's hopes and fears,
"Yes, boys" he answered, "heard
your call."
The crew relaxed free from strife,
Radio had found them and they cried—
For they knew the O had saved their
life
Without his efforts they'd have died.
The planes found them safe and
sound—
On the ice on Hudson's Bay.
Their joy must have been profound
When they landed here that day.
Across the country the press acclaimed
The headlines read "LOST FLIERS
FOUND"—
But the poor old Op remained unfamed
The crew forgot once on the ground.
It's hoped you'll forgive this story
For after all, it is our task;
Who cares who gets all the glory?
Hey Jones! Mind tipping up the flask?

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CURRENT AFFAIRS

The Volga-Don Canal

The opening of this canal, now near completion, will make it possible for Russian submarines to pass through Central Russia from the Baltic to the Black Sea. It is felt that though this will allow greater security and ease in the movement of Russian submarines, in case of war the canal might be of doubtful value, being vulnerable to air attack. The canal is sixty-three miles long, running from just south of Stalingrad on the Volga to Kalach on the Don, and will accommodate ships with a cargo charge of two thousand tons.

Addis Abbaba

The exploration for oil in Ethiopia continues with favourable reports from the drilling of the second well. The first well, which was a failure, is reported to have been started before sufficient geo-physical reports were in "for political reasons".

Reports of latest surveys have been very hopeful of the presence of a major source of oil in Ethiopia.

Cambodia

Communist guerrillas have begun infiltrating the French Associated state from Viet Nam. The king, Norodom I, has taken full control of the government from the elected nationalistic cabinet. The 29-year old king pushed through the reforms which changed this centuries old absolute monarchy into a parliamentary one within the past five years. In re-asserting his powers at this time, he is motivated by the belief that though Cambodia's eventual aim is complete independence from France, the possibility of this leading to dependence on Red China must be dealt with first. Norodom I is reported to have been a brilliant student at the French army's school of cavalry and armour. His resumption of power

was accomplished without bloodshed.

Rum Jungle and Radium Hill

These two areas in Australia are slated for "colossal social and economic changes" according to Paul M. Hasluck, minister-in-charge of federal territories. The reason: recent discoveries of very extensive uranium deposits. Production is already proceeding under contract to the United States Atomic Energy Commission. Details of the contract are secret but two well-substantiated reports are that uranium exports in the first year will be worth £5,000,000 to Australia. The ore is said to contain at least 2% uranium compared with up to 1% in the hitherto leading sources, Canada and the Belgian Congo. The Radium Hill area is just now almost desolated by the worst drought in its history but is expected to be soon transformed from a collection of vast

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parched cattle runs to a network of thriving inland towns. There has already been evidence of Communist Party plans for sabotaging shipments and elaborate security measures are in force throughout the areas.

India

India is seeking another \$10,000,000 shipment of wheat under Canada's contribution to the Colombo Plan. The Colombo Plan was not originally intended to cover the provision of food or other expendable commodities. It was designed to provide capital aid to improve the living standards of the people in south and south-east Asia on a long term basis. Last year, by a special agreement, ten of Canada's fifteen million dollar contribution was made in wheat. The Indian government then sold this wheat in India and deposited the monies received in a special fund, used to proceed with building a dam on the Mayurakshi River. Thus the wheat was, by an indirect method, translated into economic aid for India.

The Indian government wishes to follow the same procedure this year, and talks have opened in Ottawa. Canada has agreed to provide \$25,000,000 to be used as capital aid and an additional \$400,000 for technical assistance.

Tokyo

Commonwealth representatives and Japanese officials announced they have reached agreement on two main points covering the use of bases here by Commonwealth troops. The points cover entry of vessels and planes and use of public utilities. These rights are granted United States forces under the Japanese-United States mutual security agreement, and Commonwealth representatives have been negotiating to obtain similar rights for British troops.

London

Much germ-warfare discussion has already taken place. This should end it all. The Dean of Canterbury, returning from China, said that thousands of Chinese school

children had been trained in anti-germ warfare. As soon as the alarm is given, the children spread over the countryside and germ-carrying insects are hunted with chopsticks. This has led at least one of the few British taking germ warfare charges seriously to admit having been laughed out of court.

Syria

A type of revolution is proceeding in Syria. Six months ago an anti-western government was formed by a premier who had said that it would be better for Syria to be taken over by Communism than by Zionism. Twenty-four hours later, military leaders who have been behind four coups in the last two years, openly seized power. Col. Shishekly is at the head of the government. He has given up any attempt to maintain a semblance of parliamentary government and has installed a fellow officer, Col. Silo, as head of state. Together, these two have set out to remodel Syria along the lines of Ataturk's Turkey.



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2 ANS GRADUATING CLASS

Thoughts on Being A Big White Chief Pilot-Officer J. R. Wyld

It is always deemed a privilege to be party to the inner counsels of the great, to share the secrets of a power-stricken conscience. Now, how such a mind works is disclosed by publishing passages from the diary of one who has lately been able to dispense divers punishments to the cowering multitudes.

June 5, 1952

Am informed by OD this morning that the singular honour of being Cadet Officer Commanding will fall to me. Although I hold myself to be unworthy of this trust that these gentlemen have seen fit to impose upon me, I will, in all things endeavour to uphold the highest traditions of the Cadet Organization, knowing that I can look for the

fullest support of co-operation from the other members of the senior course.

June 9, 1952

Requested two members of the senior course to assist me with the working parade this morning. Was requested in turn to go to the devil.

June 11, 1952

Three courses on early morning parade—but only four representatives from each course. Obviously some slight error on the adjutant's part. Upon enquiries, found the adjutant still in bed—merely abusive.

June 17, 1952

Appears there is not one NATO type on the unit who can understand the meaning of the words "charge" or "extra drill."

June 19, 1952

Blast.

June 20, 1952

"A" School—237 on extra drill.
"B" School—215 on extra drill.

ODE TO THE SILVER CITY

or
Thoughts on a Recent Editorial
By P/O K. A. BULGIN

*Oh, who would go to Florida
To sun on Miami Beach,
When the glorious weather of
Winnipeg
Is here within everyone's reach?
"Come to sunny Manitoba."*

*In search of excitement and spice?
Why travel the ocean to Europe
The Cote d'Azur is devoid of allure
When compared with our Mecca of
Vice.
"The Monte Carlo of the West."*

*The circus comes here every week,
Your skill may win you a vase;
And entertainment reaches its peak
In the city of forty-one cinemas.
"Air-conditioned throughout."*

*But setting aside these thoughts of
leisure,
For your happiest hours you may seek
The unique and incomparable
pleasure
Of working an eight-day week.
"Sanitoriums second to none."*

FIRST FLIGHT (A Play in Four Acts)

or "WHAT HC! WILL"
A Drama in Four Acts by William Hamlet Thurston.

ACT I

An office in GIS. A pensive figure stands lurkingly by the window, dividers poised to strike. The silhouette shows murkily in the background. (Offstage the lilting strains of "The North Atlantic Squadron" are heard.)

"If DR be the food of nav
Plot on, give them excess of its;
Then by their action of continued use
Their quaint inaccuracies may at last
be obliterated. In the passage
of their excellence the envious may
Trace the master's wit directing."

ACT II

A notice board. A frenzied figure, gesticulating wildly, bawls abuse at 24 quietly sobbing wretches. Offstage, sombre strains of "When the Ruddy Course Is Over.")

"Art thou ignoring, dim as Toc-H lamps?
Nay, dimmed yet, for Toc-H lamps do flutter.
Hast thou no soul and canst not know
What 'tis to teach? How no response embitters?
Oh! Had thy fathers never met their mate
To bring forth thee who teaches me to hate."

ACT III

A sprightly, martial figure standing erect before an 8:30 a.m. breakfast queue in the "Flightway" canteen. (Offstage an RAF male-voice choir rendering, with poetic license, the "Marseillaise.")

"If you are marked to fail you are enough
To do this Air Force loss. But if to pass
The fewer navs, the greater choice of kites.
By Polaris, wish not then one nav more
Rather proclaim it, Raderecht, through this mob,
He that shall outlive this course and fly safe home
Will swell with pride whene'er this place is named
And rouse him at the thought of gen-man Bill.
Then will he show his wing, with pleasure blush,
And say: "This honour I gained by Thurston's push."

ACT IV

A dim, red glow illuminates the stage. A shadowy figure sipping tear-replenished ale and gazing affectionately on sundry prostrate bodies. (Offstage the RAF March Past is produced with passion on comb and paper.)

"So with all my art, I do commend to you.
And whatsoever for me the future now may hold
Whether in the sombre counsels of OD,
Or fiendish cruelties of B and A,
Within the shadows of my memory
You shall lurk, spectres of my few
Hours of Glory."

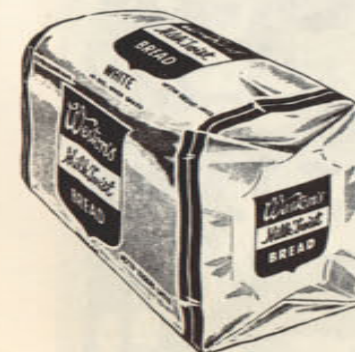
REFLECTIONS OF A PMC

*When you are old and grey and full of beer,
And charping in your pit; pick up this book
And slowly read, and dream of that stark look
Your eyes had once while in training here.*

*Some loathed the tales you always had to tell,
Some loathed your manners in the mess.
While O.D. wished you all in hell—
With countless maidens brought to dire distress.*

*Then take one last lingering swig of that brew,
Which was that standby of your carefree youth.
Remember those numbered 'mong the happy few
Of that shower comprising twenty-two.*

P/O JEFFCOTT, 22WA



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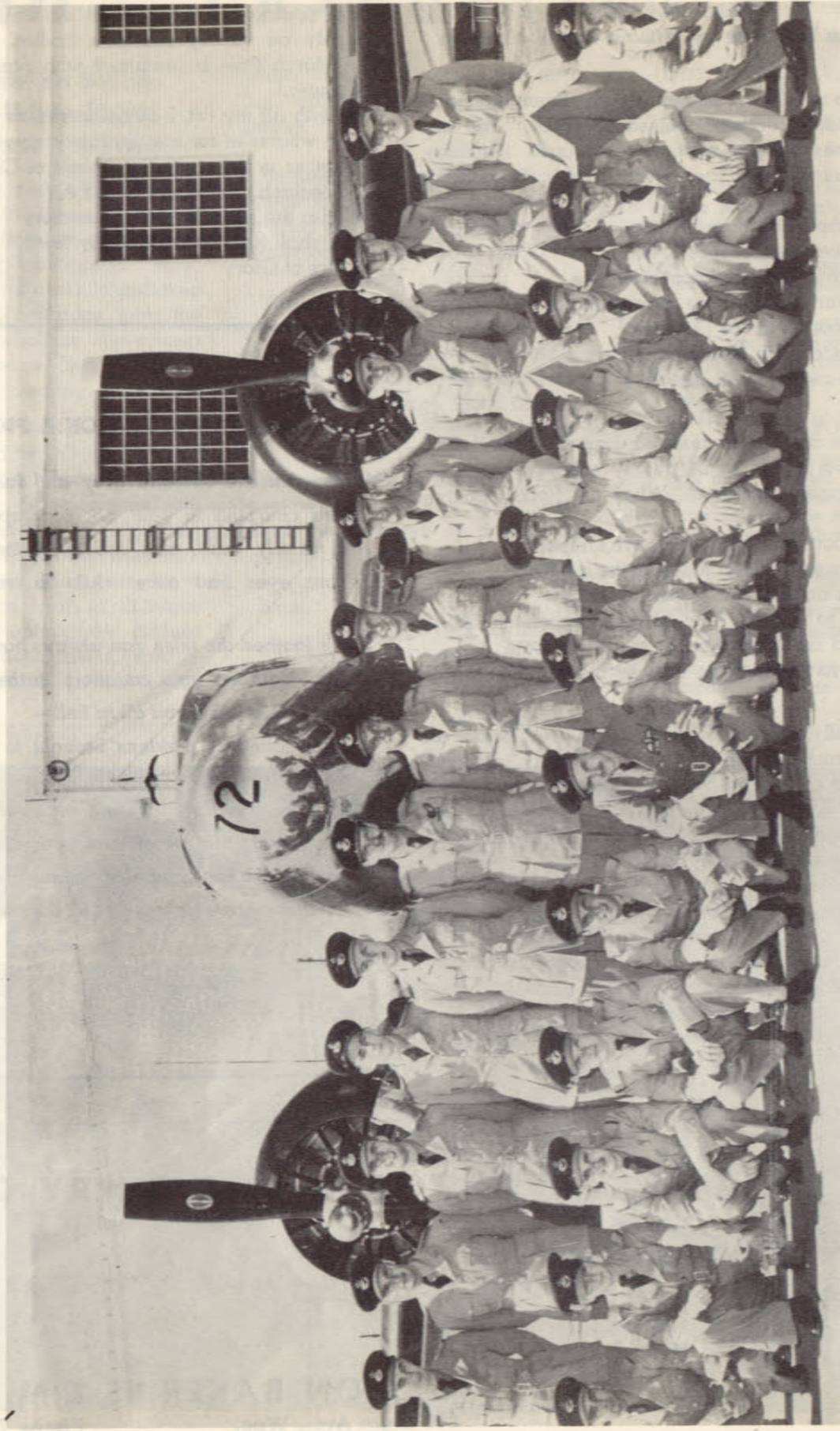
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2 ANS

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 FRONT ROW: A/P/O's Rowley, Shelley, Eames, Craddock, Batchelor, F/O Thurston, Course Director, A/P/O's Raderecht, Newton, Eaton, Hoyer, Weedon, Gibbs.



2 ANS

GRADUATING CLASS

COURSE 22 W. B.

Career Girls-1952

With a scant 12 million population, Canada undertook a heavy responsibility in supplying fighting men and equipment, not to mention the British Commonwealth Air Training Plan, during the Second World War. A considerable factor contributing to the records and achievements of Canadian airmen was the part played by airwomen—our WD's.

When all our available manpower was needed "at the fronts" Canadian girls came into the air force to fill the gaps. They came from home, from schools and colleges, from offices and stores—and an amazingly efficient job they did too! Even the old "die-hards" were won over and the women carried their responsibilities so well that they earned the deepest respect of the highest strata.

Again the hands of the clock of world events have wound around—and again women are needed. This time, not so much because they can release a man for more arduous duties, but because there are so many trades in the RCAF that can be handled so capably by a woman.

Authority was granted to enrol women in the RCAF Regular Force on June 4, 1951. Little more than a year has rolled around and many have joined. Many more are needed.

You can help. You **should** help. It is not purely and simply a question of duty. It is, in effect, good business. Let's look at it this way: We are working for a big firm; well-established, well-managed, has a proud past and a brilliant future. To achieve any progress, we must have the best people to do the job. Do you know any one you would

like to have working with you? Have you ever thought of it in that light? Have you ever asked anyone if they would like to work for your firm? Do you even know what your firm has to offer them?

These are the qualifications:

- 1—must be single
- 2—must have passed her 18th birthday but not her 30th
- 3—must have a Grade X education or better
- 4—must be physically fit
- 5—must be a Canadian resident
- 6—must be a Canadian or British subject.

If you know of someone you would like to see with the firm and she qualifies under all six points, tell her to see the Career Counsellor at the Recruiting Unit at 377 Graham Avenue.

Let us follow the steps and stages that Sally Davies took when she enlisted:

When Sally told the Career Counsellor that she was seriously considering joining the RCAF, she was asked to complete a Classification Test—this test merely measures Sally's ability to learn. This does not mean that she has joined the Air Force. Sally, showing that she has attained the standard, then completes the Information and Application Form (R332) and arrangements are made for her to have a chest X-ray at Deer Lodge Hospital and a medical examination at RCAF station Winnipeg. She is notified of the results of these tests and is asked to bring proof of her education and her birth certificate.

Then Sally has an interview which deals with trade selection in conjunction with tests administered by the Personnel Selection Unit of



"Anybody here from the West?" Quite likely they have a new formal manner of greeting new arrivals at Manning Depot. Young hopefuls gather their first (and very lasting) impressions of the RCAF here, now located at St. Johns, Quebec. During the war, the station was No. 9 Air Observers School.



There's no denying the awful fact that no matter where they may go—women will be women—and always womanly. AW Virginia Fegan of the famed city of Kingston (from whence comes so many important RCAF people) refreshes her already bountiful charms.



Service life is not without its friendlier moments. And all work and no play make Jack and Jill dull somethings or other (or perhaps they end up in Accounts). Many a major operation has been discussed over a milk shake—or some other reasonable substitute. And that goes for any and every air force station!

St. Johns, Quebec, and discusses such other items as pension plan, income tax deductions, length of service, clothing issues, leaves, working hours and other details. Even a suggested list of clothing Sally should take and details of the train trip to St. Johns are given. The final step is the preparation of enrolment documents and attestation (or swearing in).

Sally Davies starts her air force career in civilian clothes on the train trip to St. Johns. She is given berth and meal tickets and leaves Winnipeg on a Saturday night so that she can report to St. Johns Manning Depot on Monday morning.

Her basic training there consists of: documentation, kitting, inoculations ('t'warn't nothing—ouch), drill, physical training (other than rumba), sports and lectures on service subjects. This course normally takes eight weeks during which time Sally finds that she has eased smoothly into air force life.

She then starts her three months trade training course. These schools

are located in Ontario at such places as Clinton, Trenton, Centralia, Aylmer and Camp Borden—although some trades require contact training before going on this course. Upon completion, Sally is granted a Group 1 rating and starts drawing additional trade's pay. She is posted or transferred to an air force station. From then on, progress in her trade depends entirely on the effort that Sally gives as the opportunity for advancement exists.

After being an airwoman for six months, Sally is entitled to thirty days leave—which she may take partially or all at once—plus travelling time up to a maximum of eight days. She also gets travelling allowances calculated at 1½ cents per mile for each mile over 500 which is not completed on service transport.

There is one important point that Sally knows—and often thinks about. It's that young women who decided to marry must serve a year and give two months notice in writ-

ing. They are not normally permitted to stay in the service.

As it invariably turns out, Sally's pally, she's not nervous in the service but a blam lamb with a sweet bleat. She gets along well with a lot of wonderful people. And after all, isn't that what you like about the air force?

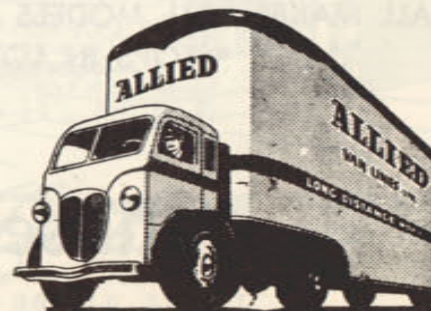


...and service life has its productive moments too. Many of the girls entering the RCAF today may find themselves in just such a situation as this in a matter of months. Fighter control operations presents one of the most skilled, exciting careers available to women of the RCAF. History is in front of you!



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Ground Observer Corps

IN PREVIOUS ISSUES of Voxair, an effort has been made to give you an insight into the organization of the Ground Observer Corps and the reasons why such an organization is necessary in the air defense of our country. In this issue it is proposed to show another side of the Ground Observer Corps story.

As each one of you is no doubt aware, this is an entirely new field in the Air Force. Admittedly, during the last war, we did have a similar organization working in some of the more strategically important areas of our country and known as the Air Spotter Corps. However, when it was decided to give the Air Force the job of setting up this present organization, one of the first things that came to mind was the necessity for a competent staff to handle the job. Within the Air Force itself there were few officers or men who had previous experience at this type of work. Furthermore, due to the expansion of the Regular Force, it was not considered practical to take officers from their present duties to fill the staff positions which were being created to man the GOBC. For this reason a number of ex-RCAF officers were enlisted in the Regular Force to fill the field positions. The majority of these men are ex-aircrew officers and there was a distinct need for a training programme to fit these men for their new job.

Each new officer was given a short indoctrination course at Air Defence Command Headquarters, St. Hubert, P.Q. Here he was made familiar with the job he was expected to do. This in itself was not enough, so after spending some time in the field he was posted to the Aircraft Controllers School in Florida for a ten day course in GOBC work. Are groans and exclamations of envy heard from the readers? Well, read a little further, dear friends! To begin with, the Air Force did not intend this to be a holiday for tired officers. As an officer of the RCAF Regular, one is expected to make an effort to at least remain in a comparable position with USAF officers attending the Course. Bear in mind here that these officers have the benefit of at least a year's experience over our chaps and have been working in

Filter Centres and in the field during all of that time. We are starting from scratch! So, it was necessary for our men to work a little harder to maintain the standards required and expected. Did someone snicker? Well sometime, just for laughs, try standing over a plotting table for three hours, in a room with no air conditioning, with the outside temperature at about 105 degrees in the shade! This while you are trying to figure out where DOG CHARLIE 35 BLACK is and whether that last jet was flying southwest or northwest.

This course at Tyndall is very good in many respects. However you start classes at 0700 hours and even at this time of the day temperatures are rising to the 100 mark with humidity anywhere from 85 to 97 per cent. At 1500 hours we are through for the day and then



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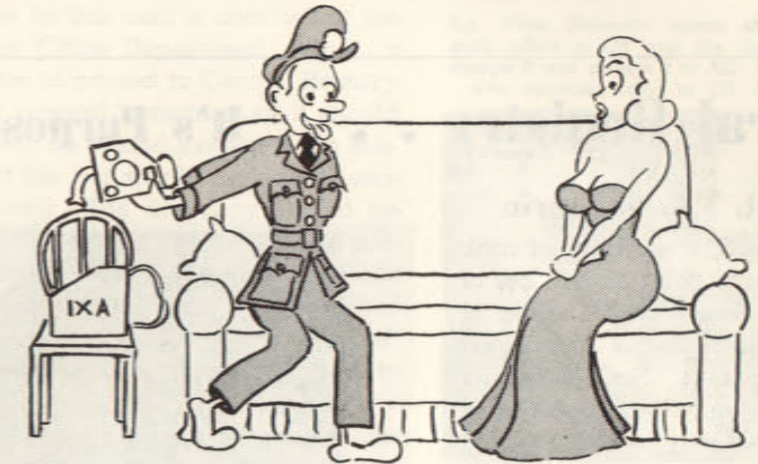
the question is whether to head for the beach or the bar. Either one is a welcome relief from the swelter of the classroom.

At the beach the swimming is grand—if you like salt water and can withstand the blazing Florida sun without becoming first cousin to a boiled lobster! Quite truthfully one of the major evening occupations of most Canadians is that of ministering to a friend's sun burned and peeling back. What about girls? Well there is some extremely interesting scenery on the beach, but most of it belongs to someone else! If you should happen to be a single man and have ideas about visiting Florida don't take for granted all you may hear about "southern hospitality."

Now don't think I am being a kill joy. If you think that you would enjoy a holiday in Florida, by all means follow your inclinations. But here is what you will see in the area around Panama City: sand, pure white and fine as salt; scrub pine, Southern variety, useful for the ex-

traction of turpentine but not for shade; some unknown variety of grass which bears a very annoying burr, these not only stick to your clothing but actually will creep to the most embarrassing places; air conditioned bars which sell a variety of alcoholic beverages, including a beer which bids fair to replace that of Manitoba and Saskatchewan in its lack of "stimulus"; and

some lovely beaches. Five gets you ten that you will come back with an uncomfortable sunburn and a strong resolve to enjoy your holidays in the future at one of our own beautiful Manitoba lakes. Here you will cast vainly but hopefully for that twenty pound Northern Pike of which we have all heard, but have never yet been lucky enough to land.



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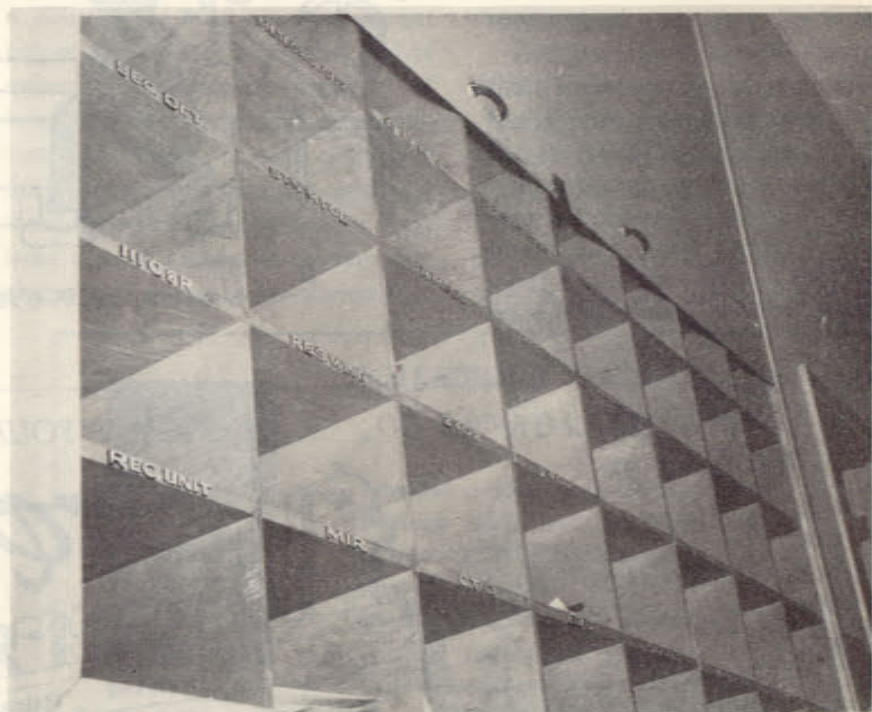
Central Registry . . . It's Purpose and Procedures

By Sgt. T.A. Sabourin

MOST OF US, irrespective of rank or trade, have been, or will be, in a position where the handling of correspondence is one of our service assignments. For this reason it is hoped the following outline of CR procedure may be of assistance to you in this respect.

The RCAF Central Registry system, when used properly is the most efficient way of handling correspondence. Let us follow a letter through normal channels until it has reached its designation on the Station:—

The first step taken by the CR clerk, responsible for opening the correspondence, is to date stamp the letter, give it a number which serves as a CR reference, allocate a file number for it, and indicate to whom it is being passed for action. The letter is then passed to the incoming mail registry clerk who records the letter in the Incoming



The paper centre of Station Winnipeg! Here is an unusual shot of Central Registry's distribution point. Forty sections have their pigeon holes here which gives you an idea of the volume of mail flow. And Group and ANS each have their distribution points as well!

Mail Registry, indicating originator's reference, date of letter, originator's address, subject of the correspondence, CR registration number and to where it is referred.

The letter is then placed on the fly leaf of the file concerned and the front of the file is actioned under the column headings indicating to whom the file is being passed, the letter number, date, and initials of person passing the file. When the file is drawn from the cabinet a charge card (CR 4) is similarly marked showing where the file has been passed. If the file is out at the time, a Transit Slip (CR 17) is used as a temporary file, thus alleviating holding up correspondence until the main file has returned. The transit slip is actioned in the same manner as the main file, and when the file is again available the transit slip and correspondence is placed on the file.

When this correspondence has been actioned, the column headings "Date of P.A." (Put Away) and "Initials" are completed by the person actioning the correspondence. The letter is then placed on the main body of the file. If it is required to have the correspondence returned at a future date the "BF" (Bring Forward) column is completed by annotating the date desired. This entry must be made in RED ink or pencil. Upon receipt of the file in CR the BF is entered in the BF Registry Book for the date requested, and the file is then placed in the cabinet. The Charge Card is annotated indicating the date of PA and initials of clerk

responsible. The card is placed in the front of the file for future charges.

When outgoing correspondence is received in CR the following procedure is carried out. All outgoing correspondence is entered in the Outgoing Mail Registry indicating file or reference number, subject matter, and address. Registered Mail is entered on a Post Office Registered Mail Form and a signature for this mail is obtained at the Post Office Department. When a letter is passed to Central Registry for onward transmission, it should never be placed loosely in the subject file but should be passed separately. The file copy should be placed on the file whenever possible by the originator. If the file is not available then the original letter, the file copy and one reference copy should be passed to CR.

Incoming signals are treated similarly to incoming correspondence in that they are allotted a file number, and section designation. They are then entered in the Incoming Signal Registry showing the number allotted to it by the Telecommunications Message Centre, Originators Number, to whom passed and file number. PA and BF action as previously outlined for correspondence also is applicable to signal messages.

As a final reminder, you will be assisting yourself and the CR staff by referring any queries you may have, pertaining to the handling of correspondence or files, direct to Central Registry.



Sgt. Vern Sabourin opens the incoming mail, allots a CR and file number, date-stamps it and passes it to ACI Pat Jackman who records entry in CR In-registry.



ACI Jackman then draws the file pertaining to the correspondence from the station files, places the letter in the file and leaves the complete file in the pigeon hole.



Outgoing mail is received by Mrs. Minnie Berg who records it in the CR Out-registry and prepares the envelope. She is shown here putting the letter through the stamp machine.

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How to be Airsick

As Reported By

Dr. K. E. Dowd

T.C. A's. Chief Medical Officer

DR. K. E. DOWD, TCA's Chief Medical Officer, reports that one of the difficulties with which a certain number of people are faced when flying is airsickness. In most instances these same people are found to be equally susceptible to sickness when travelling by train, car or boat. Considerable investigation has been made in the past in hope of finding some simple and satisfactory method of preventing this distressing condition. However, no final answer to the problem has yet been obtained. From time to time various medications have been prescribed as preventive treatment and all have been tried.

In a recent issue of the Journal of Aviation Medicine there is a report on motion sickness dealing with the importance of head movements as a stimulus to the produc-

tion of this condition. The report was presented by Dr. W. H. Johnson. Doctor Johnson is associated with the Defence Medical Research Laboratories, Toronto. It is stated that most of the work reported in his paper was carried out while the author was with the RCAF Institute of Aviation Medicine prior to the establishment of the Defence Research Medical Laboratories. The other associates with Doctor Johnson are Messrs. Stubbs, Kelk, and Franks of the staff of the RCAF Institute of Aviation Medicine, Toronto.

The report itself is rather detailed and technical. However, a summary of it was recently prepared by the Canadian Government Travel Bureau in Ottawa. Certain excerpts from this summary are reproduced here.

Here's good news for travellers

prone to motion sickness at sea or in the air. A Canadian Defence Research Board scientist has found the ailment's basic cause as well as almost sure-fire methods of easing its familiar symptoms. The Canadian Government Travel Bureau is eyeing this research with interest.

Head motion is the cause, and the cure, though no yet final, seems to lie in its reduction. The complex movements of ships in heavy seas and aircraft in "bumpy" air cause passengers' heads to move in a variety of ways. While this head motion differs widely among individuals, it is remarkably constant with any one person. It is believed that travellers rarely realize unusual head movement is occurring.

Thanks to the Defence Research Board's Dr. Walter H. Johnson, of

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Toronto, the reasons for variations in susceptibility to sea and air sickness among individuals have been confirmed for the first time in medical history. With the assistance of colleagues from the Royal Canadian Air Force's Institute of Aviation Medicine, Dr. Johnson has shown that nausea results when violent motion affects the fluid in the labyrinthine channels of the inner ear. This, in turn, depends upon the way in which a person person "carries his head."

Dr. Johnson likes to make his point with a spinning gyroscope. When the supports are moved at right angles to its plane of rotation, the gyroscope turns end over end as if objecting violently to the resulting change of motion.

"This illustrates just what happens to the fluid in the inner ear channels as it rushes about, trying to compensate for unusual head movements," Dr. Johnson says. "The organ of balance in the ear acts like a gyroscope tending to maintain one's equilibrium under ordinary circumstances. Normally we are unaware of its action, but when it starts tumbling the inner ear's nerve ends are

affected by the moving fluid and nausea results."

The Defence Research Board makes no claims for complete cures—but it does know how to reduce the incidence of motion sickness with groups, and its advice to travellers is worth noting. Head rests fixed to the back of aircraft seats have proved their usefulness in cutting down sickness among service personnel in flight. A traveller in a commercial plane should rest his head firmly against the back of the seats. This lessens the forward and backward motion of the head. And staring straight ahead prevents sideways movement, the type usually certain to bring on a feeling of nausea to the afflicted. The experts particularly warn squeamish travellers against looking from side to side out of an aircraft's windows . . .

Psychology too may play a part in creating discomfort. Dr. Johnson cites the unhappy individual who feels ill almost as soon as he steps aboard a ship, even though heavy hawsers secure it firmly to a wharf. Fortunately such cases are unusual.

Old salts recommend to queasy sea voyagers that they "nail your

head to the bulkhead" for relief. Stretching out on a bunk helps, but only because the position restricts head movement. Dr. Johnson doubts if fresh air, chewing lemons or pickles or striding about the deck relieves those liable to sea sickness, except possibly from a psychological point of view.

Dr. Johnson and his associates have developed several devices designed to help determine individual susceptibility to motion sickness. The latest is an electronic machine, as yet unnamed, which includes a 15-foot swing, electrically rocked, and a special helmet for the subject's head. A cage-like apparatus is overhead, and when the swing is set in motion, head movement is charted on a nearby recording machine. From the amount of head movement shown, the scientists can forecast whether or not a subject should be acceptable as an aircrew member of the RCAF.

Dr. Johnson's research into motion sickness isn't over yet. At this stage he won't predict a total cure but is confident of progress.

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On Looking into VOXAIR

Those who claim distinction of the poet

Too often warble the delights of flight,
 Hackneyed cliches of soaring wings at sunset
 And sensing there the power of God's great might,
 Thus insidiously the lie is spread,
 While earth-bound mortals envy those who fly;
 And from the comfort of a feather bed,
 Would wish themselves a warrior of the sky.

But sombre truth presents a different scene.

Quiet muttered curses from the first nav's seat,
 His partner thinking where he might have been
 Had he been wise and stayed on civy street.
 Five hours of panic with a fleeting prayer—
 And this they deem a carefree life up there.

ANONYMOUS.



A Tribute to the Late "Wop" May

By Flying Officer Harry O'Hara

CAPT. WILFRED REID MAY, O.B.E., D.F.C., whose distinguished career took him from the dogfights of World War I combat, through years of barnstorming and bush-flying to an executive position with C.P.A., will always rank with Canada's greatest airmen.

Born in Carberry, Manitoba, he moved to Edmonton when a small boy and there acquired the name "Wop" when a small cousin's difficulty with "Wilfred" turned it into "Woppie." The name stuck and in the North where he made his home for many years, he was known only as Wop by trappers, traders and school children from Edmonton to Aklavik.

Early in 1917 he transferred from the Canadian Army to the R.F.C. and shortly thereafter made news when, as one of the youngest members of his squadron he became involved with top German ace Baron Manfred von Richtoven. Rushed into combat with little more flying time than the amount with which students are soloed today, Wop found himself in the unhappy position of being in Richtoven's sights with guns jammed. At that moment Canadian ace Roy Brown recognized the predicament of the squadron's new arrival and fired the burst which ended the career of Germany's greatest ace.

Back from overseas, credited with thirteen enemy aircraft destroyed and wearing the D.F.C., Wop wrote Canadian Commercial License No. 7. With "Punch" Dickens he engaged for awhile in barnstorming in Western Canada.

Very briefly he tried to leave flying for a ground career (where he unfortunately received the small injury which was to later cost him his eye and active engagement in flying) but like many other pilots he soon found the inactivity distasteful and finally deserted a fine position and promising career to return to the comparative insecurity of a venture into aviation during depression years.

In 1929 he flew an open cockpit Avro-Avian to Ft. Vermilion with diphtheria anti-toxin, landing without skis on a snow-drifted field. The severe frostbite suffered when 30 below zero temperatures and blinding snow storms were encountered enroute convinced him that open cockpits were never designed for northern operations.

Always interested in encouraging amateur flying Wop helped organize the Edmonton Aero Club and became its first president and instructor. Then in 1930 backed by Solloway Mills of Edmonton he, along with Cy Becker, Maurice Burbridge, and Idris Glynn-Roberts, established Commercial Airways



"When iron men flew wooden ships." Canadian air mail for the north being loaded by Robbie Robertson, Walter Hall and Wop May.

—(Photo, courtesy of Walter Hill, Fort MacMurray)



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and the same year took the first airmail to Aklavik. The company was later joined by Lewis Lee, "Monkey Sherlock" and John Bythell still later merging with Western Canada Airways to become Canadian Airways.

In 1930 Wop May was awarded the McKee trophy presented yearly as indicative of the most deserving contribution to Canadian aviation. Later in the mid-thirties when all Canada watched the great man-hunt for the "Mad Trapper," Albert Johnson, as he attempted to snow-shoe to Alaska (following his murder of one Mountie and shooting of another) it was Wop who was selected to serve as air scout for the posse on Johnson's trail.

From his cockpit Wop watched the final siege in the frozen wilderness finally landing his Bellanca

on wind-swept glare ice near the fallen Johnson to indicate to the pursuers that the trapper had made his final exit. In 1935 he was awarded the O.B.E.

During World War II, Wop served in an advisory capacity during the initial stages of the B.C.-A.T.P., later managed the A.O.S. at Edmonton and finally became supervisor of all Canadian Airways schools in Western Canada. In addition he assisted the R.C.A.F. in setting up procedures for Arctic survival and was one of the foremost advocates of a para-rescue section.

Several weeks ago Wop May died suddenly in Utah while holidaying with his son. A Canadian Pacific Airlines plane carried him home for the last time and he was buried in Edmonton attended by

hundreds of his friends and mourned by countless numbers throughout Canada.

Perhaps only those bush pilots who, like him, have known many hours of single-engined loneliness over tundra can truly appreciate how much his kind of flying advanced Canadian aviation, but in all who knew him in the slightest and were led to aviation through him, something of the spirit of Wop May is very much alive.

In cockpits boasting radio aids, de-icing equipment and with the multi-engined aircraft early bush flying never knew, today's airmen have good reason to reflect long and well on the career of Wop May, war ace, bush-pilot and, in the words of Northern sage Jim Cornwall: "... first class Northern man."

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CANADIAN OPEN GOLF CHAMPIONSHIP

"Fore" was the cry at the Charleswood Golf Course on July 16th as the 42nd Annual Canadian Open Golf Tournament got underway with many entries from all over North America and as far away as Buenos Aires. This was one of Winnipeg's greatest moments as the honour of this event falls infrequently on any one city.

Wet weather on the last day was the only dampening effect on the thousands of enthusiasts who crowded the course. They watched in silence as Palmer shot his third 66 and a 65 to wind up 25 under par and breaking the Canadian Open record by 5 strokes. He walked away with the Seagrams Gold Cup and \$3,000 first prize money.

Runners up were: Fred Haas Jr. of New Orleans, La. and Dick Mayer of St. Petersburg, Fla.—both with a total of 274. They were each awarded \$1,350 for their efforts.

Stan Leonard came through with a 280 to top all Canadians in the event and was awarded the Rivermede Cup and \$525.

RCAF Winnipeg was represented in this great event by Bill Tykwa (pronounced Tim-cue). Bill, one of the oldest civilian employees is our local pro and although it was his first shot at any big stakes, put up a wonderful show. The crowd may have rattled him we think, as he has shot this course in par. However, we are pleased to say that the RCAF was represented in the Canadian Open.



Champion Palmer putting on the 7th . . .



. . . and here he tees off on the 8th.



The crowd moves along the fairway with the Champion.



Shot of club house and parking lot during the final round.

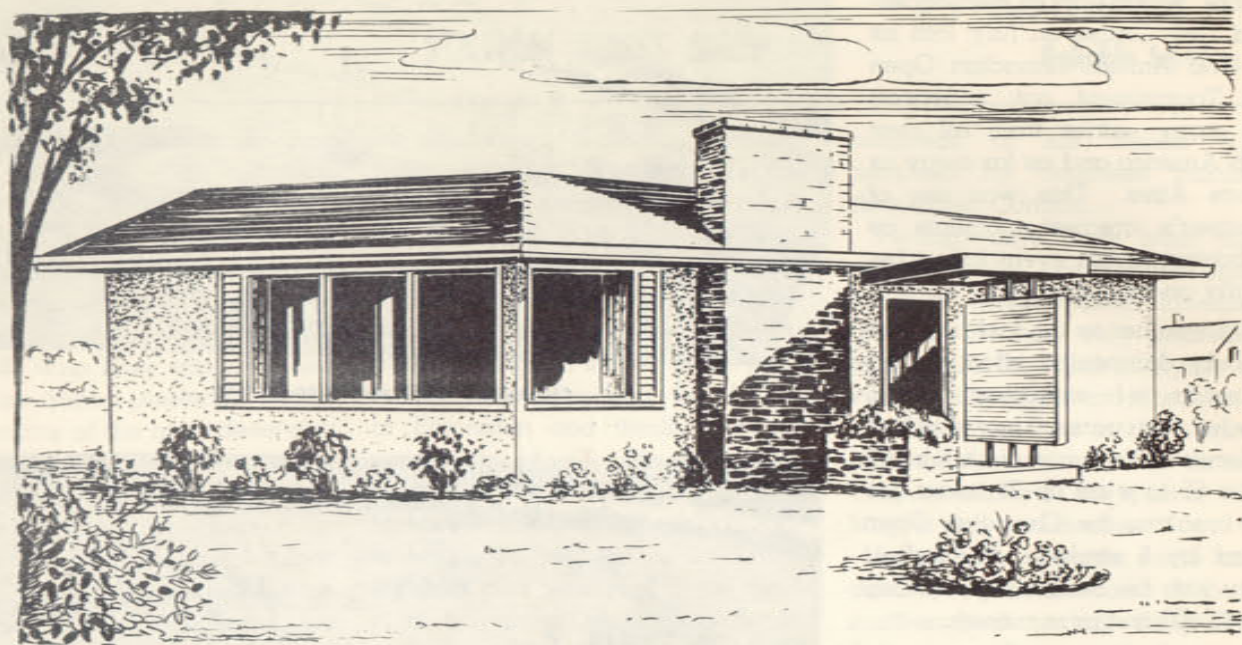
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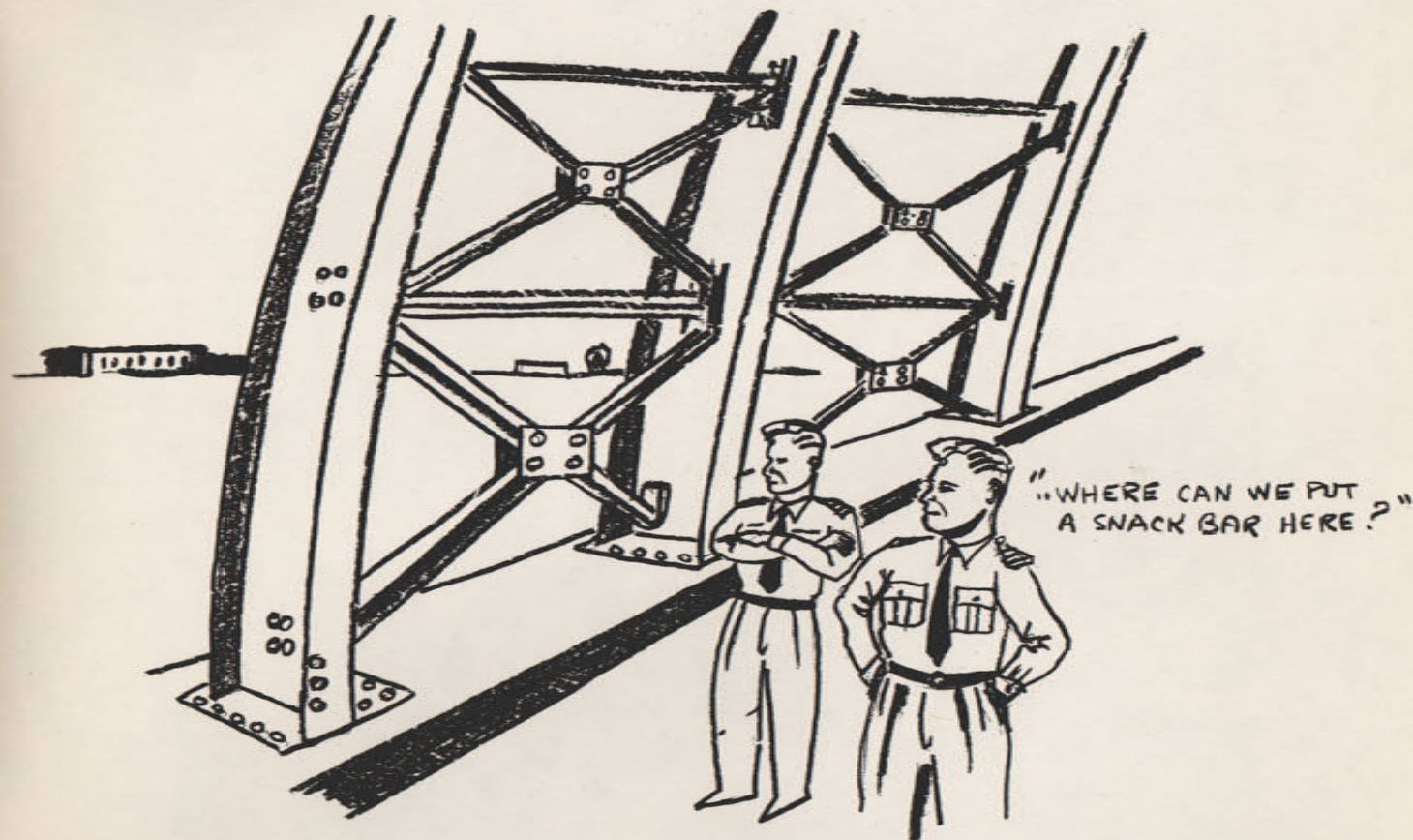
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