

Voxair

AN AIRFORCE NEWSPAPER



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Vol. 11, No. 16.

WINNIPEG, MANITOBA

April 20, 1962



THE KIDS CAN MAKE colorful Easter baskets out of No. 5 Lily-Tulip paper buckets printed with rabbit design. For handle, twist pipe cleaners together, punching a hole a half-inch below rim on each side. To make the Easter bunny, staple the side of one bucket to the bottom of another, giving you a white area on which to sketch in the bunny's features. Floppy ears cut from white construction paper and stapled to bucket sides complete this easy Easter centerpiece.

Easter Fun For Your Family

If you and your family were in the Austrian Alps at Easter, you'd gather in the hills and sing hymns at daybreak, while cannons were being shot off.

Maybe you can't be in the Alps to celebrate Easter, but you CAN make it a gay time for your whole family by planning an Easter Party with fun and games for all.

What to do?

Even the big girls will get a kick out of make-it-yourself Easter hats. You'll need: a big, No. 24 Lily-Tulip drinking cup and a paper plate (a hat for each hat), ribbons, flowers, glue and imagination.

Begin by cutting a hole in the middle of the plate big enough to slip the bottom of the cup through, until rim is held securely to plate. Tie ribbon around cup at rim, and attach flowers. If you've used a box of artificial flowers and foliage, it can prove a treasure trove here. By separating each petal and pasting it onto the cup, your girls can show off their designer talents and some delightful chapeaux.

To complete her Easter outfit, let each one design a pocketbook to match her hat. Use a No. 5 Lily-Tulip paper, trim with ribbons and flowers, and you're ready for your private

Easter Parade — when the men come home.

Here's something the whole family can enjoy—an Easter carnival where eggs filled with confetti are used as "ammunition" in a mock "war." It's celebrated in Mexico at Eastertime as the War of Flowers, because Mexicans conduct this egg-tossing from open cars decked with flowers. All you'll need is plenty of eggs—and a game-room or lawn for the scene of this light-hearted "battle."

A week before Easter, get your family busy preparing the eggs. Crack open the pointed side of the egg, and empty the contents. (You'll have scores of scrambled eggs, or the makings of a fine holiday cake.) Let empty shells dry out for at least a day. Then, stuff each one with colored confetti. To seal take decorated paper and glue

(Continued on page 7)

My Service Career and Lessons From It

By SQUADRON LEADER J. J. COOPER, RAF

(Squadron Leader Cooper is a Royal Air Force exchange officer serving at the Central Navigation School. He has become well known at Station Winnipeg, and has gained the esteem and friendship of many RCAF personnel through his friendly and enthusiastic support of all station activities. Voxair is pleased to publish the following essay written by S/L Cooper. We feel that although it refers mainly to the Royal Air Force, the essay has a direct relationship to RCAF personnel and to the experiences and lessons we will have learned or can expect to learn as a result of our Service careers.)

Introduction

Every Royal Air Force officer has, at some time or another, asked or been asked the question: "Why do you wish to make the Royal Air Force your career?" It is only when one attempts to write an essay on one's own Service career that one realizes that the Service offers far more to the individual than is expressed in the three stereotyped answer—"I like the life." "Comradeship." "Security". The aim of this essay, then is to give a brief outline of my Service experience and to indicate what I have gained from it in the form of the more important lesson learned.

In preparing an essay of this nature, it is necessary to isolate the lessons learned from Service life from those that one might expect to learn from any other life. However, since the Royal Air Force demands from its officers a high standard of character and leadership, even more so than in most other trades or professions, a degree of isolation may be obtained if we confine our lessons learned to those having a strong bearing on these two requirements. Fortunately the Royal Air Force officer has plenty of opportunity for practising the art of leadership and Service life itself provides the ideal environment for the building of character.

University College, Southampton

Nowhere was this more apparent than at University College, Southampton where Service life had its first impact upon me before I donned Royal Air Force uniform. After attesting in mid-1941, I was fortunate enough to be selected for a Royal Air Force Short University Course at the College. Here in six months I completed, in addition to the normal University curriculum, what was in effect a complete I.T.W. course. I gained a great deal from this initial instruction and from the general atmosphere of collegiate life. In common with a number of others who had never

before been away from parental influence for so long a period. I began to desire and acquire responsibility. I learned to mix easily and make friends readily with strangers. In retrospect, I count myself fortunate indeed to have received such a sound briefing.

Aircrew Training

After completion of the six months at Southampton, I joined the Royal Air Force proper in April 1942 with the comparatively exalted rank of Leading Aircraftman. The next few months, apart from four weeks grading school at No. 6 E.F.T.S. Sywell, were spent at Personnel Depots in the United Kingdom and in Canada anxiously awaiting the start of flying training. It is rather difficult now to envisage the impatience of we 19 and 20 year-olds, anxious to gain those coveted "wings" and seeing no reason for any of the many de-

(Continued on page 6)

SAS Nav. To Visit CNS

On 3rd May 1962 Einar E. Pedersen will visit CNS and give a lecture to CNS Staff, the SpecN course and other interested parties on "Jet Navigation on Trans-Polar Air Routes". This is his 2nd visit to CNS.

Einar E. Pedersen is presently Research Navigator with the Scandinavian Airways System. As well as being an aerial navigator he is qualified as maritime navigator and is a qualified geologist.

Mr. Pedersen is noted for his pioneer work in developing polar routes for commercial aircraft. He was the navigator on the initial flight between Los Angeles to Copenhagen and Tokyo via the North Pole which were inaugurated in 1957 and did the preliminary work on the navigational procedures for

(Continued on page 4)

LIMITED DIVISION Airport, VANCOUVER



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EDITORIAL CORNER

One or Five

Did you ever notice, it seems to be the same people who support and the same people who knock; the same people who attend and the same people who stay away; the same people who help and the same people who watch? This is one of the problems that plagues all of the different Committees.

For the last several years this station has given full support to the Red Feather, Red Cross, and Red Shield. The frequency of these drives, and other less strongly supported campaigns, has created considerable antagonism amongst the personnel. The result is shown by the relatively small amount of \$7,500.00 that has been collected in the last year on the station for the previously mentioned major campaigns, plus Canadian Cancer and Manitoba Heart Campaigns. To make donating more attractive, draws, bingos, and dances have been organized at considerable effort with relatively poor results.

The problem seems to be how to make an appeal that will reach everyone, so that he may do his fair share in meeting his Christian obligations towards the less fortunate! Arising from this, how can contributions be made with less pain to the contributor? Who, among us, can reach into his pocketbook and find the cash donation he would like to make? Not many!

In seeking an answer to these questions many aspects have to be considered. The number of campaigns could be reduced to only one big drive. This would save a lot of man-hours and hard feelings. On the other side, the amount donated might be rather small. One campaign instead of five or six has many advantages but it does not reduce the total amount of cash needed and one dollar at a time is easier to find than five or six.

For some people, pay-roll deductions might be easier. A given amount would be deducted each month from your pay. Pay-roll deductions make a fairer distribution of money when pre-planning can be employed against known assets.

Other people might like the campaigns to stay the way they are. Comments would be greatly appreciated but just remember that it is not how you give, how much you give, but why you give. If you give with a truly Christian heart, the reward will be great as you will know that you are helping another human being live a better life.

Letter to the Editor

Dear Sir:

Your ANS correspondent, "WR-2M" recently phrased a query in Voxair of 6th April, which appears to have been ill-conceived and designed to stimulate unhappiness and dissention. I refer to his question as to the costs of our swimming pool operation. Had he inquired about the matter, the details of expenditure would have been made clearly evident to him, as they have been so many times in the past.

I would first explain that the sum of .50c per month paid by residents of Married Quarters, constitutes a fund entirely separate from Station Fund. While expenditures in this field are controlled to a degree by Station Fund, the true control rests with the Mayor and the Community Council, elected by you, the occupants of these quarters. Over the past several years this fund has been well administered by a succession of councils, who have ensured the provision of playgrounds, skating rinks, supervision etc. Details as to expenditures of this fund have been pointedly made available to all interested personnel.

With regard to the operation of the swimming pool I would stress that, while the facility is provided by the Crown, for general use, including use by dependents, no establishment is provided for lifeguards after normal duty hours. This is an obvious requirement. Further, no establishment whatsoever is provided for locker-room attendants. These latter, by experience, have been found to be absolutely essential, in the interests of security, control and cleanliness. The personnel employed for lifeguard duties are properly trained and are qualified lifeguards. The personnel selected for duty as locker-room attendants have volunteered for this duty and were chosen because of their dependability, and ability to control personnel. The standard rate of pay is consistent with that for all other extracurricular duties on the station, i.e., \$1.00 per hour.

To pay these personnel, money must come from somewhere. As a result Station Fund had to take action to prevent major loss. Further, to preclude use by "non-service" personnel a system of control is mandatory. A financial statement covering operation of the pool for the period 1 Apr. 61 to 31 Mar. 62 is shown below:

Table with 2 columns: EXPENSES, Amount. Includes Cost of swimming badges \$ 600.00, Wages for Lifeguards and Locker-room Attendants (Monthly average 286 hrs.) 3,723.25, Total \$4,323.25.

Table with 2 columns: REVENUES, Amount. Includes Sale of swimming badges \$2,436.50, Community Council contribution 300.00, Station Fund Subsidy 1,586.75, Total \$4,323.25.

It will be seen from the above statement that last year's operation of the pool, and largely on behalf of dependents of this unit, cost Station Fund \$1,586.75. I believe that personnel should consider themselves fortunate in having a facility such as this provided without being charged considerably more. Certainly I believe that Station Fund is doing much more than its part in supporting the operation of this pool. It might be of interest to know that Station Fund also covered the cost of providing the patio outside the pool last summer, to the tune of about \$1,000.00.

The Crown covers the cost of routine maintenance and operation of the swimming pool. This involves continuous supervision and repairs by qualified Pump and Sanitation Services Operators. While I do not have the costing of these services readily available, I know that the monies expended are considerable. I feel personally, we should be grateful we have been provided this facility and furthermore we should be grateful that its use by dependents is permitted. Membership in a similar facility downtown would cost individuals an amount of money far in excess of \$5.00 per year per family. As a result, I would suggest that those who feel as your correspondent apparently does, attempt to curb irresponsible criticism and take a sensible approach to this and other similar problems.

I assure you that questions as to the operation of station facilities will be answered to the best of my ability at any time.

Yours truly, W. B. M. MILLAR, W/C CadO

Station Library

Recreation Bldg. (Bldg. 90-Rm. 25)

HOURS OF OPERATION

Monday to Friday— 1200 hrs.—1730 hrs. 1800 hrs.—2100 hrs. Sunday— 1400 hrs.—1730 hrs.

Note

The Library will be closed during the Easter weekend (20 April to 23 April inclusive).

"CALL

HAPPY EASTER the Easter bunny, and won't forget the true a remembrance of the earth, spoke The Tru with a shining example ourselves and our fell

We note with inter PMQ council assessme There are points well hoped that all citizens these issues, think ser an what they REALL

PLAYBOY SAYS

We see the first st on the station. No dou really prefer to exerci to the watering hole t

PHILOSOPHER M to read a woman like

Went to see the sh one in Winnipeg). We saltry "Sophia," altho Worth a dollar anytin

Speaking of Easte and "Easter Gifts," et serious and religiously by the money hungry seems to have invaded who worship personal boot to their posterior

SPOTTED ON AN Call us, and We'll Ro

This week's colum ver a year ago, we r apses, we've been in p experience would great deal of varied r been called and blaste there have been kind a that most people do l laugh. We've taken a we like. But most of a thing we'd never tried our readers and Voxai out to be full of gold



Some attempt, p conditions which the to develop a successfu and in industrial are and to make gardenin

The average backys enclosed by a board not only separates it gardens but also tend with a good circulation shine is likely to be muck of the day, an surrounding buildings will be excessive shad main areas, reflected h an.

Soil in the city is ap poorly drained, layer not, and perhaps lor So rather than meet w the start, it is well to these negative conditio tempting a garden.

Are You Earning \$300.00 Per Month? \$400.00? \$500.00? In 20 years you will have earned \$72,000 - \$96,000 - \$120,000

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TEEN-TOWNERS

COME TO THE STATION THEATRE

Tuesday, April 24, at 3:00 p.m.

Take part in the Meeting and help to plan the Teentown activities that YOU want

IF YOU ARE A SERVICE DEPENDENT OVER 13 YEARS OF AGE AND A STUDENT, WE WANT YOUR IDEAS

SPORT TALK

with

FRANK BINKUS



CURLING WINDUP

The annual general meeting of the curling club was held in the club rooms on Wednesday evening, 12 April, bringing to an official close a year of successful operation under the leadership of F/L "Curly" Lord and his enthusiastic committee.

A new slate of officers was elected for the forthcoming 1962-63 season, and although at this writing the name of the new President, to be appointed by the Commanding Officer, is not known, the following committee members will comprise the Clux Executive at the commencement of operations next fall:

1st Vice Pres.—F/L Tomlinson.
Secretary—FS Common.
Asst. Sec.—Sgt. Batchelor, B.
Publicity—FS Eaton.
Drawmaster—Cpl. Lee.
Club Mgr.—F/L Cunningham.
Asst. Club Mgr.—WO1 Edwards.
Reg. League Reps.—WO1 Graham, Cpl. Malcolm, LAC Charles.
Mixed League Reps.—W/C Monteith, F/O Barnett.
Junior League Reps.—WO1 Carson, F/L Lord.
Inter Sec. Rep.—F/L Gagnon.
Ladies' League Liaison—F/L Kostiuk.

Although the actual curling is over for the season, let us not forget the year end windup taking place on the 28th April. This will take the form of a social evening, complete with orchestra, food and refreshments. Presentation of prizes for the year's play will be made, and altogether a very enjoyable evening is offered. All skips are requested to contact members of their rinks and advise F/L Palmer at local 376 of the number of persons intending to be present in order that sufficient food is ordered. The cost to each member will be a modest \$1.00. This should prove to be the highlight of the curling

season, so plan to attend and meet your curling buddies.

The retiring committee wishes to take this opportunity of thanking all of the curlers who participated throughout the past season, for their co-operation and above all their good sportsmanship. A special vote of thanks is offered to our two ice makers, Jim MacPherson and George Douglas, for excellent ice throughout the year, which was second to none in the city.

So long for now, and see you all next October.

The Club Champion was determined this year by means of a four-event Bonspiel. F/L Palmer and his rink of F/L Tiller, F/L Vogl and FS Eaton emerged the winner after a closely fought contest with the Art King rink. LAC King and his rink of the two Batchelor brothers and FS Samain however, proved themselves to be outstanding curlers by running up an impressive record of 26 wins and only 2 defeats throughout the regular league games, and came away as winners of the Grand Aggregate.

SAS Nav.

(Continued from page 1)

the SAS DC-8 aircraft flying this route. In line with his work on the Copenhagen-Tokyo route he went to Spitzbergen and did survey work on suitable emergency landing fields. He visited Spitzbergen again in 1959 to do further work as a member of an Arctic Institute of North America survey group.

As well as carrying out much research flying in the polar areas Mr. Pedersen organized a polar navigation school for SAS aircrew and directly assisted in the training of Japanese Airline crews to operate on trans-polar routes between the far east and Europe. Einar Pedersen is a member of the Royal Norwegian Air Force Reserve, holding the rank of Captain.

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POW

By F/S McBurney

In the second episode of our story, F/S McBurney and his crew were captured by the Germans as they were trying to work their way back to England.

The NCO in charge of the party then had them form up in a semi-circle around us and proceeded to march us to their headquarters, which was a few miles away.

The soldier immediately behind me had his rifle resting on the handlebars of his bicycle as he walked along, and somehow tripped and pulled the trigger of his rifle. I could hear the report and the bullet whistling past my ear and didn't know whether I was shot or not for a few minutes. He was severely reprimanded by the NCO, and we continued on to their headquarters with no further incident.

We arrived at the German camp and were escorted into a large comfortable room to await the arrival of an interrogator. While waiting we were relieved of all our possessions which were piled on a table in the centre of the room in separate piles.

Our German hosts appeared quite friendly and gave us each two bottles of beer and several cigarettes.

The interrogator finally arrived and questioned each one of us in a separate room. I refused to answer my questions except for Name, Rank and Number, so, after various methods of persuasions such as jail, being turned over to the Gestapo, or being shot as a spy, to which I answered that I would have to take those chances, the interrogator laughed, said I was a good soldier, gave me a cigarette and called the guard to take me away.

When the interrogation was over we were handcuffed and loaded into a truck with more guards than were necessary and taken to the prison in Bayonne which was to be our home for the next 16 days.

Space at the jail at Bayonne was at a premium, so the four of us were herded into a small cell which contained three beds and a flush toilet. Each night two of us had to take turns sleeping on one of the small beds, and change to the other two next night. The guards always took our shoes and trousers away each night to lessen the desire to escape.

Every morning we were allowed a half hour's exercise in small exercise pens within the high stone walls of the prison, with each pen walled off from the next one.

Meals in the prison never varied, and were always foul smelling and very monotonous. Breakfast was always an undersized cup of black

erzats coffee. Lunch consisted of a cup of very anemic cabbage soup as an appetizer, and then either a cup of thicker cabbage soup, or a cup of carrot soup. Dinner consisted of one slice of black bread and a cup of either cabbage or bean soup.

While in the prison at Bayonne we talked to two British youths who had been living in France when France fell at the beginning of the war and had been interned and sent to Germany to a labour camp. They had escaped and made their way to Switzerland where they were interned when they applied for passage to England. After six months and no action on their being returned to England, they requested an interview with their Swiss camp commander who told them he had no news on their being repatriated. They told him that if they were to get no action they wanted out and would escape. The CC laughed at them and told them that would be difficult, but the boys went over the wall that night and made their way out of Switzerland and across France. They were picked up as they attempted to cross the border into Spain, and sent to the jail in Bayonne.

We were handcuffed again on the 5th of May, ordered out of our cell, and told that we were being sent to Paris. We had two guards for each of us. All of the guards could speak good English, were very friendly, and seemed to want to help us in any way they could. The same atmosphere prevailed among the other Luftwaffe personnel on the train.

While passing through several cities, the train went very slowly due to extensive bomb damage to the tracks in the marshalling yards. The damage would have to be seen to be believed in most cases. Great holes were torn in the earth and rails twisted as if by some giant hand. At Tours it was practically impossible to tell where the tracks had been. Engines and cars were all smashed, twisted, broken and burned. Some of them stood on end, others were upset and many half buried. Most buildings in the close vicinity of the railroad were damaged. Very few had their roofs intact, and none had windows. All this was a result of the Tours raid which had happened while we were hiding out there. We were told that this was the only raid Tours had suffered during the war. Seventeen civilians were killed during the raid, which proved the ability of the British to hit what they were aiming at! The damage to the marshalling yards was terrific but very little damage occurred out of this immediate area.

Rural France has the prettiest countryside I have ever seen. Everything was neat and orderly and all the houses appeared to be white with red tile roofs. The fields were orderly and clean, and at that time of year all the fruit trees were in bloom, adding to the beauty of the green and fresh looking country.

(Continued on page 6)

The ladies of the Chapel Guild gathered at the annex on Monday, April 20, for their regular monthly meeting. There were quite a number of subjects discussed but the points of interest were a social hour will follow the Anglican Confirmation on April 29th and this was presided over by Mrs. Muriel M. The ladies were read giving a description of the adopted foster child and the circumstances under which Padre De Long invited

The Distaff Side

By LESLEY STEVEN

The ladies of the Protestant Chapel Guild gathered in the chapel annex on Monday, April 9th, for their regular monthly meeting. There were quite a number of subjects discussed but the main points of interest were as follows: A social hour will follow the Anglican Confirmation service on April 29th and this will be convened by Mrs. Muriel Munn. A letter was read giving the Guild ladies a description of the recently adopted foster child and the circumstances under which he lives. Padre De Long invited the Guild

members to share in the purchase of a portable worship centre and furnishings for use at the Sunday School. It was felt that a gift of a cross would be a most suitable contribution from the Chapel Guild. The final arrangements were made for the Court Whist, which is to be held in Building 17 on the 7th of May. It was decided to advertise widely the fact that both men and women are invited to attend the court whist. Price of the tickets are 50 cents each and after the evening's games, pie, ice cream and coffee will be served.

Finally the Guild members were shown a very good film called "A day in the night of Johnathon Mole." This illustrated how easy it is for us all to show prejudice, but how futile. WO Picton kindly attended to the showing of the film.

At the conclusion of the evening's activities, the ladies enjoyed a lovely lunch and pleasant conversation with fellow members.

At the close of the regular choir practice on Thursday evening a farewell party was held in the Protestant Chapel annex for Marilyn Gryba and Bob Coulter, who will be leaving us shortly.

The table setting was lovely with a lace cloth enhanced by a centre-piece of roses. There were trays of fancy sandwiches, home-made pickles and coffee, topped off by

strawberry shortcake, cookies, home-made candy and pleasant conversation.

As is customary with the choir, parting members are presented with personal Air Force Hymnarys with the member's name inscribed in gold on the cover. Marilyn received her parting gift from our choir mistress, Mrs. Frances Coulter, while Earle Dolsen presented Bob Coulter with his gift. Both Marilyn and Bob made brief speeches of thanks and farewell. It was an evening enjoyed by all, which, by the way, is also customary with the Protestant choir.

The Gryba's are headed for sunny California after six years in Winnipeg and Bob Coulter will be heading north to Great Whale

(Continued on page 6)

Burney and his crew
ing to work their way

Lunch consisted of every anemic cabbage appetizer, and then of thicker cabbage of carrot soup. Dish of one slice of black cup of either cabbage

prison at Bayonne two British youths living in France fell at the beginning and had been interned Germany to a labour had escaped and made Switzerland where interned when they ap- page to England. After and no action on their ed to England, they interview with their commander who told no news on their be- ed. They told him that to get no action they and would escape. That at them and told they be difficult, but to ver the wall that night their way out of Switzer- cross France. They were as they attempted a order into Spain, and jail in Bayonne.

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yours to enjoy



'MABEL' our popular hostess says, "When it comes to hospitality, Manitobans are justly famous! And here's a special sandwich idea to serve your friends next time you enjoy an evening together."

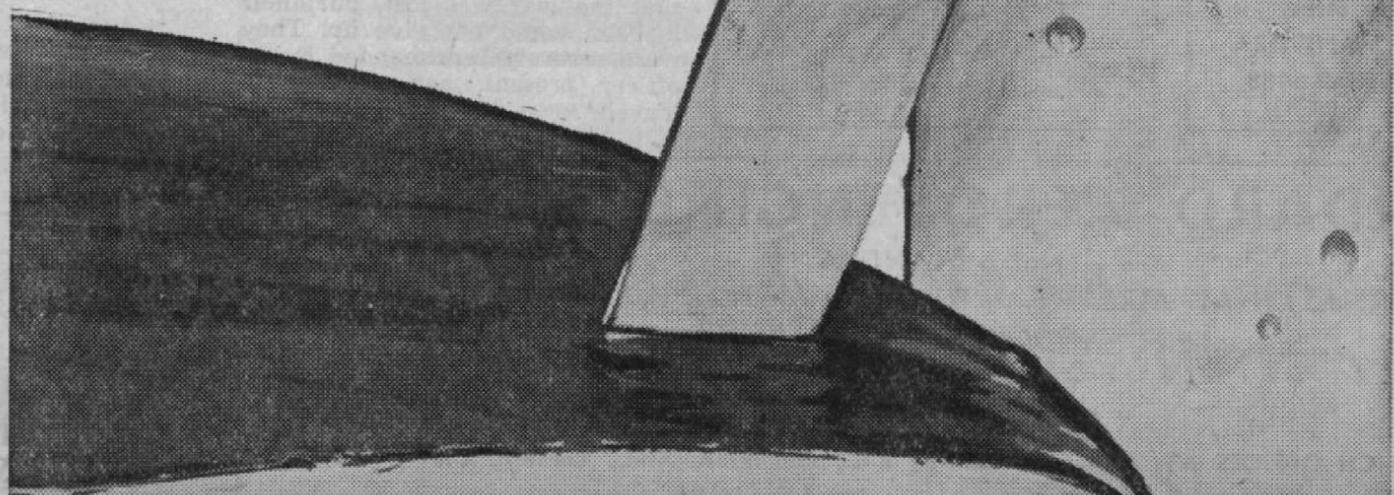
GOUDA AND ONION SANDWICHES
Manitoba-style

"Mix half a cup of grated Gouda cheese with equal amount of grated onion . . . add a dash of Tabasco and one egg yolk. Mix thoroughly with fork and spread on buttered rye bread."

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(Continued on page 6)



Chapel News

ROMAN CATHOLIC CHAPEL NEWS

Rev. F. A. Halle (W/C), Training Command Chaplain (RC).
 Rev. J. A. Frederickson (S/L), Stn. Chaplain (RC), VE 2-1311, Local 272.

MASSES

Sunday—0900 and 1100 hours.
 Monday to Friday—1630 and 1705 hours.
 Saturday—1100 hours ONLY.

CONFESSIONS

Before every Mass. During Sunday Mass.
 N.B.—Parents should send their children to Confession on Friday after school (i.e. from 4 until 4:30 p.m.).

PROTESTANT CHAPEL NEWS

WEEKLY CALENDAR

EASTER SUNDAY

0900 hrs.—Easter Family Service.
 —Nursery in Chapel Annex.
 1000 hrs.—Holy Communion—Anglican.
 1100 hrs.—Easter Family Service.
 —Nursery in Chapel Annex.
 —Kindergarten in Basement Lounge, Rec Hall.
 1200 hrs.—Holy Communion — United.

Communicant members of any protestant Churches are invited to attend and participate in one of the Easter Sunday Communion Services.

GOOD FRIDAY
 1100 hrs.—Service of Lessons and Music.
 —Nursery in Chapel Annex.

THURSDAY, 26th APRIL
 2000 hrs.—Senior Choir Practice.

FRIDAY, 27th APRIL
 1400 hrs.—Junior Choir Practice.

OUR EASTER OFFERING

This year the offering received on Good Friday and through the special Easter offering envelopes will go to the Indian Scholarship Fund. This is a special fund established by G/C E. S. Light, Director of Chaplain Services, Ottawa, after consultation with his Command Chaplains to provide financial assistance to young Indian boys and girls across Canada who would not be able to continue their education without help. Already one young and promising Indian lad in the Gimli area is receiving help from the Chapel folk at RCAF Gimli to continue his training. This particular case inspired the establishment of this fund and you can rest assured that your offering will be wisely used and will be deeply appreciated by some young Indian who otherwise would miss his or her chance to a fuller life.

THE CHURCH SCHOOL

On Easter Sunday a Nursery will be provided in the Chapel Annex during both Family Services at 0900 hours and 1100 hours. The Kindergarten will meet as usual in the Rec Centre Lounge at 1100 hours. The Junior Congregation and Primary Department will NOT meet this Sunday. Pupils from these departments are invited to attend one of the Family Services with their parents.

Pupils may bring their EASTER MITE BOXES to the Chapel, the Nursery, or the Kindergarten as applicable. The Easter Mite Box offerings of Army, Navy, and Air Force Church School this year will help build a new church on the Six Nation's Indian Reserve near Brantford, Ontario.

MY SERVICE CAREER

(Continued from page 1)

lays which beset us. However, wait we did, and it was until September that I eventually started elementary flying training at No. 34 E.F.T.S. Assiniboia in Saskatchewan. During the succeeding 14 years patience has come to be a very necessary virtue.

After successful completion of elementary flying on Tiger Moths, I went to No. 39 S.F.T.S. Swift Current, Saskatchewan. Here I experienced bitter disillusionment when, with only a month to graduation day, I was suspended from pilot training for inability to land the Oxford aircraft on snow. Even now, words cannot convey the disappointment and deflation of that time. After a further period of inactivity, however I was reselected for training as a navigator and on completion of the course at No. 1 A.O.S. Malton, Ontario, in August 1943, I received my brevet and was commissioned. In retrospect, after my own recent experience of suspending navigators under training I am thankful that I accepted the advice and judgment of my superiors and became a navigator. Better a live navigator than a dead pilot.

Returning to the United Kingdom, I completed a Navigator/Radio course and O.T.U. and in

(Continued on page 8)

POW

(Continued from page 4)

We arrived at Paris at ten in the morning, and had to wait for transportation. While waiting we encountered our first experience of what the Germans were doing to the Jews. A group of Jews, mostly old people and very young children, were being herded along by German soldiers. They were the most bedraggled and forlorn group of people imaginable. They were being taken to Germany to a concentration camp (for extermination I presume), as they were obviously not in any physical condition to do much work.

While we waited at the station, we were guarded by a German soldier with a British Sten gun, which he said had been captured from the French underground. It may have been one that we dropped on one of our previous trips!

A very old rickety bus finally appeared, and we were loaded aboard and taken to Fresne Penitentiary, which is about ten miles south east of Paris. Our friendly guards left us here, but not before shaking hands all around and telling us that they hoped our troops would soon arrive and set us free and end the war, since they knew that the war was lost, but their leaders would not give up. They were severely reprimanded by an officer present, and ordered to leave.

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THE DISTAFF SIDE

(Continued from page 5)

River for a year with the Eskimos. Our very good wish goes with Marilyn and Bob on their transfers. They will be sadly missed by the choir as well as by their many other friends at Station Winnipeg.

Akela Pennington and "C" Pack bid farewell to Blue Sixer Bobby Ault who is transferred to Saskatoon, Sask. Alan McNeil has now been promoted to Sixer of Blue Six and Ron Crebo was made second of this group. A number of badges were presented at last week's meeting. Michael Barkley, Bruce Pettigrew and Jamie Bachelor received the House Order badge. Michael Steven and Daryl Henry were awarded the Pet Keepers' badge, Michael for caring for his dog and Daryl for caring for horses. It is particularly interesting to note that the Pet Keepers' badge is new and those earned by Michael and Daryl were the first in "C" Pack. Altogether a fine night of awards, boys. Keep up the good work.

COUNCIL COMMENTS

By now all members of our community will have received a copy of the minutes to the 20 Mar. meeting. It will be noted that attached to the minutes is a form to be completed by those who are interested in playing soccer. The groups covered should provide the young lads with some good wholesome fun during the early part of the summer, if it ever gets here. No doubt more will be said on this point so be watching for further information concerning this activity or phone F/S Lavier at VE 2-0779 or local 568.

As will be seen from the minutes your council and that of the City of St. James are planning to do something about the traffic problem on Ness Ave., with the inclusion of blinking lights and the installation of a sidewalk on the north side of Ness fewer accidents should happen on this busy road. But please remind your children that playing or even walking on the roads is a very dangerous habit and accidents happen so easily while recovery, though, is usually slow and sometimes painful, forever.

All members of the council would like to thank those wonderful few of our community who saw fit to come out and help with the small

Cont. on page 7

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EASTER FUN

(Continued from page 1)

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Try some of these
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GREEN THUMB

(Continued from page 3)

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Cont. on page 11

THEATRE ENTERTAINMENT

FRIDAY APRIL 20 Far Horizon General	MONDAY APRIL 23 The Flower Drum Song General
SATURDAY APRIL 21 (Matinee) 7th Cavalry General	TUESDAY APRIL 24 Paris Blues Adult
SATURDAY APRIL 21 (Evening) Battle at Bloody Beach General	WEDNESDAY APRIL 25 The Cossacks Adult
SUNDAY APRIL 22 The Flower Drum Song General	THURSDAY APRIL 26 The Hoodlum Priest Adult

EASTER FUN

Continued from page 1)

t around opening. Paint or paste
colored polka dots, zigzags and the
like all over eggs.

To equip each Easter "combat-
ant" properly, you'll want to make
a basket to hold his "papaquis," or
Easter ammunition. Use a large
drinking cup, or a No. 5 oaken
bucket to hold them. For a sturdy
handle, twist several long pipe
cleaners (choose two different
colors) together, and punch a hole
half-inch below the cup's rim on
one side. Curl ends of pipe clean-
ers through holes, and your handle
is finished. Stuff basket with thin
strips of crepe paper to cushion
your stuffed eggs, and you're ready
for a ball come Easter Sunday.

On the day, clear lawn or base-
ment for the "war." It's a rule of
the game that each side toss these
bright eggs at the other side as
long as the "ammunition" lasts.
Stand by and watch the gayest and
most colorful "war" yet.

From Ireland, here's another
game with eggs your brood will
enjoy. Paint six Easter eggs these
colors: blue, black, red, green,
white and gold. Set the eggs in the
yard, if outdoors, or prop them in
a room in playroom. Blindfold one
of the children, and give him a
cone or stick. He has to try to
touch the different eggs, while the
others chant this rhyme. "Mike
and Meg, Pat and Peg, Watch me
tap this Easter egg; Blue and black,
green, red and white, value at two,
four, six, five and one. Should I
tap the egg of gold, that shall be
mine to hold." Total up each one's
score, according to this arithmetic:
blue egg—2; black egg—4; green
egg—6; red egg—5; white egg—1.
Whoever is first to score twenty
wins the game—and the eggs. The
first child to touch the egg of gold
wins this egg for his own.

After this "exercise," your clan
will surely get better marks than
ever in arithmetic.

Try some of these oh-so-easy
ways to make Easter Day a time
for fun and cheer. Your family
will remember it the rest of the
year.

GREEN THUMB

Continued from page 3)

ng he aerates, fertilizes, drains and
enriches his soil. Under such con-
ditions, fences may be aglow with
Morning Glories and Scarlet Run-
ners and bordered with carpets of
brightly colored flowers. Even a
Castor Bean may grow from seed
into a huge shrublike plant in a
single season.

In city gardens the soil is impor-
tant. Dig into it, and if you find

layers of unwieldy clay, or brick
and concrete and other debris, you
should excavate to a minimum
depth of a foot and replace the ma-
terial with new soil. This should
consist of a loamy topsoil that has
been mixed with humus, compost,
leafmold and peat moss.

The kinds of plants to use in a
city garden will obviously vary
somewhat according to its location.
It is often best to depend upon a
few kinds only rather than to plant
too wide a variety. Always, of
course, there is room for a little
venturesomeness and some trial
and error planting. It is well to
remember that where many plants
fail, the simple Petunia will seem
to thrive. Indeed, a bed of selected
variegated petunias will provide a
profusion of color all summer long.

A small garden, as a city garden
often necessarily is, must be de-
signed with the most careful atten-
tion to every detail. A city plot
can be skillfully planned utilizing
an attractive fence to form a back-
ground for the planting. A nicely
painted white picket fence will pro-
vide excellent contrast to the vari-
ous colors of the flowering plants.

ANS

by WR2M

This is the time of year when
we welcome many new neighbours
to our Airforce Community. We

hope that your stay at Winnipeg
is a most pleasant one and you
will join wholeheartedly in the ac-
tivities of RCAF Station Winnipeg.

Most of the activities for your
children are sponsored by the Com-
munity Council. Mayor Des Whate-
ly and his council were elected by
the PMQ and LDH residents.

Among the activities sponsored
by the Council is the summer play-
ground and recreational program
for all children. In addition the
Council provides financial assist-
ance to the Girl Guides, Brownies
and the Boy Scouts and Cubs.

The source of revenue to finance
these activities is by the small as-
sessment of fifty cents from the pay
accounts of the PMQ and LDH resi-
dents.

A vote of thanks goes to Mayor
Whately and Council for a job well
done.

Al Chadwick has returned from
his Trans Canada trip. While in
Victoria he enjoyed a game of golf
on fairways that had already been
cut twice this "summer."

Overheard at the Flying Section.
One young officer to a grizzled vet-
eran: "How many years does it
take to get out of debt." Answer:
"Don't ask me, I am not that old."

Remember the ANS SEAFOOD
dinner on Saturday, 28th April.

Transfers and Postings—
F/O Bill Mazey transferred to
Staff College, Toronto.
F/L Gordie Duguid to Stn. Clin-
ton, Ontario.

You may be sicker than you
think. If anyone should be in good
physical condition our stalwart
sportsman F/L Gerry Thomas
should be. He actively participates
in all station sports except basket-
ball, and has organized many an
intersection as well as station play-
offs and tourneys. However, upon
completion of his annual B2 he is
wondering how it is that he is still
alive. In order to prolong his lon-
gevity he has to give up smoking,
drinking and a sport or two.

(Continued on page 12)

ROBIN'S RAMBLINGS

(Continued from page 3)

Seasons Winners and also
Station Winners

Anne Sackett, Eileen Carter,
Clare MacLeon, Babs Marrice,
Ruth Orr, Jean Barry.

Play Off Winners

Pat Price, Barbara Charlesworth,
Kay McLarnon, Muriel Brown,
Bert Glazner, Gladys Hyam.

Consultation Winners

Jo-Anne McAuley Alma Mc-
Conell, Louella Theede, Elsie
Smart, Terry Lambert, Doreen
Jodain.

High Average—Jean Barry.
High Single—Norma Bonner.
High Triple—Marnie Burton.
Best Performer for Year—Terry
Fisher.

Numerous other prizes were pre-
sented followed by a short business
meeting and officers for the fall
league were elected as follows:

Pres.—Marnie Burton.
1st Vice—Eleanor Williams.
2nd Vice—Helene Schmidt.
Sec.—Ruth Orr.
Treas.—Pat Samain.

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MY SERVICE CAREER

(Continued from page 6)

May 1944 was posted to No. 151 Night Fighter Squadron then located at Predannack in Cornwall. Here I commenced my operational flying.

Operational Flying

The first operational sortie is a tremendous debunking and each succeeding sortie a confirmation of the foolhardiness of conceit. The awareness of one's limitations grows with every hour of operational flying. The resolve that follows is inevitable to learn more and more about one's job, the final realisation being that nothing less than 100% effort is ever enough. The sense of humour which has come to be regarded as characteristic of flying personnel is for most a necessary accompaniment to this 100% effort; and at times the only pardonable release from it. (Aircrew humour is the humour of understatement—or over-statement—i.e. an implied recognition that the truth itself is serious.) The following anecdote serves to illustrate this point and I feel it is out of place in an essay of this nature. Although not a personal experience, I can vouch for its authenticity:

"Landing a Mosquito after a night operational sortie the pilot failed to stop the aircraft at the end of the runway. Rapidly approaching the airfield boundary fence he decided to retract his wheels. Too late, however, and the aircraft passed through the fence

finally coming to rest in the main road. Meanwhile the Air Traffic Controller was frantically calling on the R/T, 'Sneezy 29, where are you?' After the pilot had recovered his scattered wits he replied, 'I'm in the middle of the b-----road'. Without hesitation came the call from Air Traffic Control, 'Well park it on the left old boy, park it on the left!'"

Humour is also an ingredient of the comradeship and esprit de corps without which a maximum joint effort by a squadron is impossible. I can think of no circumstance where the true value of camaraderie and co-ordination, outlined at school, is more substantially proven than in an operational squadron.

Immediate Post-war Training and Instructing

After the war ended I decided that "I liked Service life, the comradeship and the security that it offered" and so I extended my service and was eventually granted a Permanent Commission.

In between periods on No. 151 Squadron and, after that squadron was disbanded, on No. 25 Squadron, I completed two post-graduate navigation courses, the Staff Navigator Course in 1945 and the Specialist Navigator Course in 1947 and one post-graduate Navigator/Radio course, the Night Fighter Leader's Course, in 1946. These courses helped fit me for instructional duties that were to follow.

From January 1947 to June 1948,

except for the period spent on the Specialist Navigator Course, I was Station Navigation Officer at No. 54 O.T.U., later to become No. 228 O.C.U. I then left Fighter Command for Flying Training Command and spent the next two and a half years as a Course Commander at Navigation Schools, first at No. 2 A.N.S. and then at the Central Navigation and Control School, Shawbury, where my students were Signallers, Engineers and Air Gunners training to be navigators. The value of knowing one's subject thoroughly was never more evident than at Shawbury, where the students were all experienced aircrew capable of posing questions quite embarrassing to the ill-prepared.

In late 1950 I returned to Fighter Command, this time to the Central Fighter Establishment, West Raynham, where I assisted in the initial trials of high speed, high altitude night interception techniques on Meteor N.F. 11, Vampire N.F. 10 and Venom N.F. 2 aircraft. Here once again there was something new to learn. It was my first experience of jet aircraft and the problem of navigation in a short endurance aircraft at night can be a very vital and critical one indeed.

More Recent Staff and Instructional Appointments

After my first taste of staff duties at Headquarters No. 11 Group I returned to instructional duties upon my appointment as Senior Navigator Radio Leader at No. 228

All Weather OCU in January 1954. Returning to full flying duties after more than two years in a Staff post and finding that it takes some time before one can feel fully confident to instruct others, makes one realize just how important it is for the GD officer to keep in flying practice.

In 1956 I was fortunate to attend the RAF Staff College Course at Bracknell. Here, for a whole year I was afforded an education designed to develop my abilities to think clearly, to speak and write logically and effectively, and to provide a study of operational problems in air warfare and the trends of scientific progress likely to affect future warfare. This course provided an ideal grounding for my next appointment which was to be at the Air Ministry.

My Air Ministry appointment was on the staff of the Assistant Chief to the Air Staff, Operational Requirements. From January 1957 to June 1959 I was a member of "the bowler hat and umbrella brigade", mainly divorced from service life during my off duty hours, but very much concerned with the future requirements of the service during work hours. This appointment proved the requirement for a sound service knowledge, a good knowledge of staff duties and the value of being well prepared to meet all contingencies with tact and resilience. I was called upon to deal, not only with members of other services, but with civilian representatives of the Ministry of Supply, research establishments, and the aircraft industry. An appointment of responsibility, this was a far cry from my initial training when my only awareness of responsibility was that to myself.

Staff Duties at Headquarters No. 11 Group

In August 1951 I went to Headquarters No. 11 Group initially to the post of Night Ops./Nav. Officer, later that of Group Navigation Officer when the two posts were combined. This was my first Staff appointment and I was very proud to share in the planning and control of the three major R.A.F. flypasts in Coronation Year, 1953; the Coronation Flypast, the flypast at the Queen's Review of the Royal Air Force and the Battle of Britain Flypast, the responsibility for each being vested in the A.O.C. of No. 11 Group. The flypasts showed quite clearly the need for very careful planning, for precise but clear orders and for strict adherence to these orders. In all they proved that sound administration and organization must play a major part

(Continued on page 11)

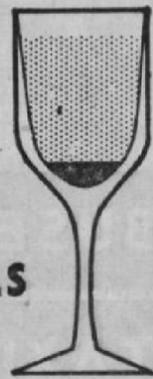
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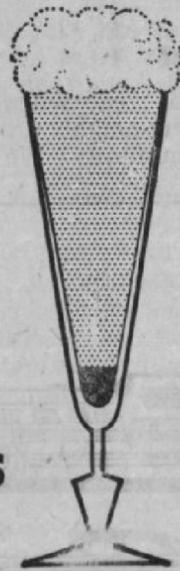
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April 20, 1962

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F/O E. G. Palmer receiving...

This article begins... should prove of interest... when successful... service future. F/O P... successful completion... course 5917. An outst... Executive, he graduat...

Some of the first q... rise in the mind o... graduated Observer fr... "What now; Where o... here; What will I be...

It is hoped that thes... help answer such q... also be of interest... who are not directl... with the problem.

The method chosen... my experiences as one... navigators who hav... during the past year... means a standard pr... could with modifca... anyone graduating f... Navigation School in... Command.

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WHAT NOW?



E. G. Palmer receiving Honor Scroll from A/V/M H. M. Carscallen, AOC, Training Command.

This article begins a 3-part series in which F/O E. G. Palmer, a past ANS graduate, relates his service experience since winning wings. It should prove of interest to all; particularly those ANS undergraduates who, when successful, will be standing on the thresholds of their own service future. F/O Palmer began Basic Training in March 1960 and on successful completion advanced to Allied Navigation training with course 5917. An outstanding student and active member of the Cadet Executive, he graduated with honors on 3 March, 1961. (Ed's)

Some of the first questions that arise in the mind of the newly graduated Observer from ANS are: "What now; Where do I go from here; What will I be doing?"

It is hoped that these articles will help answer such questions, and also be of interest to personnel who are not directly concerned with the problem.

The method chosen is to describe experiences as one of the many navigators who have graduated during the past year. This is by no means a standard programme but should with modification apply to anyone graduating from the Air Navigation School into Transport Command.

The graduation celebrations are over, and the hard work is over, or

is it? We shall see about that later, and for the moment think about what we will be doing next. After a welcome spot of leave, 3 of the graduating class of 7 report back to ANS prior to going on to Transport Command. The others report to RCAF Stn Summerside for Maritime OTU—but theirs is another story.

With many experienced navigators returning to flying duty after a ground tour; and the Transport OTU courses only having 4 to 6 students on the limited number of annual intakes, it will be a few months yet before we 3 can expect to start course. In the meantime 2 are assigned to 436(T) Sqdn at Downsview to gain experience; (Continued on page 10)

ANS Flying Wing

At the Junction Box

For the information of the cadet who thinks that Expeditors are "fully aerobatic," the sign on the side of the aircraft is "FUEL AROMATIC."

It is rather ironic that March 2 pilots are learning their radar navigation on Mach .239 aircraft.

The stork finally arrived at Wol-ever Ave. F/O and Mrs. D. Stewart are the proud parents of a new baby girl.

It seems that F/L Harris is switching his allegiance from hockey to baseball—I wonder why?

I wonder how the chosen few (pilots) are enjoying their course in "backseat driving."

A 'TOUR' IN FLYING WING

The end product of a peacetime air force is measured in a variety of ways—efficiency, preparedness, etc. One of the most readily detectable and measurable quantities is flying hours, and Stn. Winnipeg contributes a large portion to the air force's total output.

Everyone who has ever been associated with this Station is well aware that our primary task is the training of Navigators. This covers all aspects of Nav training from basic right through more advanced and more sophisticated means of navigation. There is an equally wide range of professional experience in the people involved, in students and instructors alike. The same is true of the pilots who fly them.

Although a few of our new arrivals are older, more experienced pilots when they arrive in Winnipeg, many who report here for a "tour" in ANS are pipeline boys; that is, they have recently achieved wings standard. Before reporting here, they have received formal training on Expeditors, and have been trained to "white" instrument level. This then, is a typical new pilot, the man we must further train to meet the rigid requirements of ANS standards. He will have approximately four hundred hours flying time and rather limited experience.

It should be obvious that we cannot simply turn this man loose with a plane full of instructors and students. These people expect and are entitled to have a pilot who will fly his aircraft with professional skill. Indeed, to a considerable extent, the accuracy of their work may well depend on how skillfully and precisely the pilot is able to fly the courses, altitudes and air-speeds on which their navigation is premised. In addition, they need a stable platform to use the variety of machines and devices so necessary to their calculations and plottings. And above all, they must have an aircraft flown through all types of weather and through all

types of emergencies with cool skill and precision.

This then is the eventual role to be played by the pilot, regardless of how limited his background may be. It is for these reasons that Flying Wing Standards staff must carefully appraise the new pilot and then plan a training programme that will groom him for his eventual job, as aircraft Captain.

The position of line-captain does not come easily. There is a thorough and often long period of apprenticeship to be served. The initial period of flying training includes long and frequent visits to the General Purpose Trainer, a descendant of the Link Trainer. Here the pilot learns the intricacies of the aerial highways above, around, into and out of Winnipeg. Here he will first taste, in the safety of a device that doesn't even leave the ground, how to master the variety of data presented by dials, and ear-phones. As he becomes more proficient he will be subjected to simulated emergency on top of emergency. He will learn the "dos" and "don'ts." He will be driven to desperation and still be expected to produce. This is all part of the conditioning which will prepare him to meet the rigid specifications of an "above average" pilot.

During the early stages of his tour then the young pilot is gaining proficiency and experience. He may spend up to six months as a co-pilot on Expeditors and Dakotas, watching and assisting more experienced pilots doing the job which he will eventually take over.

(Continued on page 11)

KADET KORNER

BY HAMMER

Well we have seen the last of course 6106A for a couple of weeks. With them on leave courses 6106B & C get to terrorize Wednesday A.M. inspections. Let's hope we do a good job for the three weeks we have the task.

A few of 6106A are reputed to be heading out Seattle way to take in the World Fair. It is hoped that they are good at promoting public relations of the best kind because a goodly number of 06B & C plan to follow them in three weeks although a group of the fellows are stopping long enough to see good old JESS bite the dust in holy matrimony. Good luck old buddy.

Last Tuesday saw promotions in the mess committee. Some of the senior members bowed out to let their understudies have a go at running things; good governing chappies.

From 6104 comes word that Sam and his henchman Lloyd still mix a pretty mean drink. They flew down to Centralia last weekend on a radar trip.

es at Headquarters

o. 11 Group

1951 I went to Headquarters 11 Group initially as a Night Ops./Nav. Officer. I was of Group Navigator in the two posts which this was my first Station and I was very proud of the planning and execution of three major R.A.F. operations in 1953; the Flypast, the flypast in Review of the Royal Canadian Mounted Police and the Battle of Britain. I was responsible for the operations in the A.O.C. of No. 11 Group. The flypasts showed that we need for very careful planning and precise but clear instructions for strict adherence. In all they proved that the administration and organization must play a major part.

(Continued on page 10)

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AIR FORCE



By HOPP

Comeback of the Backcast

More anglers every day are leaving their casting and spinning rods at home and trying their hand at the fascinating art of fly fishing.

The fly fishing comeback has resulted for several reasons. First of all the cost of a satisfactory rod has dropped to within the average man's range with the introduction of fibreglass rods. These rods are not only of a nice action suitable for the weekend fisherman, but come in such a variety of price ranges that the budget need not be strained. Another factor is our gradual reduction in fish populations making it essential to have more fun with our fish and be less concerned on how many are taken home.

A deeper reason is that our era is marked by man's challenge of the things about him, and rather than sit back and be content with his present learning and ability, he is continually striving to accomplish more complex and knowledgable things. This attitude has carried into our recreational field and many people are not satisfied with the simple, relatively crude mechanics of bait and spin casting but prefer the more difficult, refined and challenging fly casting. The rewards in personal satisfaction and sense of accomplishment are naturally enough, much greater.

No other fishing picture can compare with the tranquility and beauty of motion of a fly line gracefully curving through the air. No worm or tin lure could ever match the pride of workmanship, beauty and colour that extrudes from a well tied fly. No thrill makes one's heart beat faster than the sight of trout dimpling the surface of a quiet, evening stream as you prepare to cast in their direction. No other sound is more relaxing than a fly line gently swishing through the air in preparation for its denouement on the water's surface.

On the other hand probably no cuss words can compare with those expounded when your back cast gets hung up in a bush! No other fishing line wraps itself around you more neatly than when your fly gets caught in the back of your hat! Admittedly there are a few minor hazards involved as well!

Fundamentals of fly fishing are not difficult to learn, and within a very short time a beginner can have the satisfaction of taking fish, assuming that he has started with properly balanced equipment. The hit and miss method of tackle selection as used in other type of fishing causes only grief and discouragement. The best aid to tackle selection is available in the various outdoor magazines.

Southern Manitoba isn't noted as a fly fisherman's paradise, but some fly fishing is available for those who want to look for it. Rainbow and speckled trout are among the fly fisherman's favourite fish and are found in a number of nearby lakes. The rainbow in particular is a spectacular aerialist on a fly rod, and a large one will give a thrill not soon forgotten.

Many fishermen think of fly fishing as being exclusively for trout, but this is not so. Jack can be taken with fair consistency on streamer flies and offer a knockout battle requiring considerable skill. Jack up to 18 pounds have been taken in the Cranberry lakes and this size of fish is a problem to handle on any type of tackle.

Surprisingly enough one of the best customers for a dry fly is the bluegill. Their numbers are not large in this province but these panfish offer some of the fastest sport a fisherman can find. Another fish frequently taken is the black bass. Large feathery streamers and poppers are the best lures, and when an old mossback nails one on the surface, water flies in all directions. Not a sport for the weak hearted!

There is a lot more to fishing than merely catching fish. Fly fishing is both an art and a hobby and offers the ultimate for those not satisfied with the usual run of the mill methods. If you fit in this category give it a try and doubts will soon be replaced with enthusiasm.

Next week: The Basics of Fly Fishing Tackle.

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ANS NUMISMATIC NEWS

By MICHAEL J. KOSTER

When cleaning your coins may I remind you just once more, to use nothing else but an old tooth brush, soap and lukewarm water in a large container. It would be better if you soaked the brush in warm water for at least one hour before using.

Last Friday I gave you a short description of the Canada very small 5-cent pieces which have been out of circulation for many years. These are to be found for certain in most coin shops and in possession of some collectors. Equally attractive and perhaps more so are the Canada large 5c pieces, commonly referred to as "nickels".

The first large nickel was struck in the year 1922 at the Royal Canadian Mint. Being 13/16" in diameter and 1/16" thick, the reverse side has a large number 5 in the centre. The word FIVE is on the left and CENTS to the right. CANADA is in the form of a curve over the 5 and there are two maple leaves located under the five cents, with the year curved at the bottom near the trim.

WHAT NOW ?

(Continued from page 9)

while I report to 102 (KU) at RCAF Stn Trenton.

My first flying unit! What will I be doing? How will I fit in with the organization? As soon as I report in all these questions are answered for me. At once I feel at home, on the unit by the friendly welcome of all the aircrew. I am told my duties will largely be to gain as much experience as possible before going on to OTU. 102 (KU) operates 3 types of aircraft; the Albatross, Otter and one old familiar, the Dakota. The unit also has the Caribou, but it is not used for search purposes. Since I have no ATC category all flying will be done in the presence of an experienced supervisor.

The prime role of the unit is search and rescue, with airevacs also carried out when required. The very next day I am airborne for seven hours and forty minutes as nav on a Dakota flight, and the nav supervisor is busy helping me solve the many new problems that arose. The navigation theory taught at ANS is the very requisite basic framework of fundamental procedures; now I could see how important were the many hours spent on these basic procedures which are used throughout the RCAF, but modified and extenuated to suit the role, the aircraft and the occasion. It was not until that first "operational" flight that I realized how little I really knew about the art of navigation, but by keeping eyes and ears open I was able to learn many of "the little things that mark the professional"

The obverse shows a portrait of King George V of England. Near the outer edge is the inscription in Latin:—"Georgius V Dei Gra: Rex et Ind: Imp:" latter meaning King and Emperor of India. The rarer nickel of this group is the one with the year 1925 because 201,921 only were minted. Also extremely rare is the 1926 far-away six valued at nearly \$25.00 depending on the condition of course. Far 6 simply means that the point of the figure 6 is farther away from the maple leaf than the "near" 6. You will need the blue Whitman folder No. 9064 for this collection. Mine is complete with the exception of the 1926 far 6 nickel.

Sixteen large Canada nickels are required to fill the first page of this folder with spaces provided for dates 1922 to 1936.

Next week I will attempt to give you a few details on the truly handsome and artistic designs which appear both on the reverse and obverse sides of our large 5-cent pieces or nickels minted from 1937 to present date.

Et bien, au revoir bons amis!

—and only hope I can be equal to the task of making my navigation an art.

In addition to the primary role 102 (KU) also provides the water conversion course for aircrew on Otter and Albatross aircraft. This is extremely interesting for all concerned, since it involves a completely new aspect of flying. One must learn to be somewhat of a sailor as well as an airman. After a few famil trips to become accustomed to the new sensation of water landings, I learnt the art of "Wing walking"—that is, how to trot along the wing while underway, for the purpose of securing mooring lines. This is exacting work and require complete crew co-operation to prevent accidents. After acquiring handling proficiency we went off on trips to Northern Ontario and Quebec lakes to gain experience for our pilots in selecting proper landing areas and beaches; and for myself in sounding while taxiing in, putting on the lines and finally beaching and securing the aircraft. Thus the crew was trained to operate in areas where no aids exist and in fact to become self-reliant.

This type of exercise requires fine map reading on the nav part since it was routine to investigate up to 20 different lakes in a day and land on 6 or more. The map reading problem is compounded by the low altitude required for such work, but the experience would be of immense help at the time of my first search—which wasn't long in coming and which I will describe next week.

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ANS FLYING WING

(Continued from page 9)

And all during this time assessed. He writes and flies periodic checks the Standards Staff during this period he more advanced level for a "white ticket" "green" instrument he is considered capable a moment before, he died as a Captain of This will be his status achieved considerable both in flying and in embryo navigator. More will be done clear although he is quite coping with weather in fact, periodically h

After approximately as an Expeditor capti age pilot is ready to a larger aircraft and added responsibilities. been sent to the Transnational Training Unit where he will master. On his return to Win be further assessed abilities; and depend well he does, will mo sota Captain status. young pipe-line pilot mature and very cap he has acquired skill ence. He has learned knitting a group of team . . . a crew. Hi decisive and show co has learned that "th truth than fiction in axiom: Flying is ho boredom interspersed of panic."

BE A

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NEWS

shows a portrait of V of England. Near is the inscription in Latin V Dei Gra: Rex latter meaning King of India. The rare group is the one with Also extremely rare away six valued depending on the course. Faf 6 simply the point of the figure way from the maple "near" 6. You will Whitman folder No. collection. Mine is the exception of the kel.

Canada nickels are all the first page of spaces provided for 1936.

will attempt to give oils on the truly hand-drawn designs which are the reverse and obverse of our large 5-cent nickel mints from 1937.

revoir bons amis!

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ANS FLYING WING

(Continued from page 9)

And all during this time he is being assessed. He writes examinations and flies periodic check rides with the Standards Staff. Some time during this period he will pass a more advanced level than required for a "white ticket" and earn a "green" instrument rating. When he is considered capable, and not a moment before, he will be classified as a Captain on Expeditors. This will be his status until he has achieved considerable experience both in flying and in helping the embryo navigator. Most of his flying will be done clear of cloud, although he is quite capable of coping with weather if he has to. In fact, periodically he does.

After approximately six months as an Expeditor captain, the average pilot is ready to move on to a larger aircraft and to face up to added responsibilities. He will then be sent to the Transport Operational Training Unit in Trenton where he will master the Dakota. On his return to Winnipeg, he will be further assessed on his flying abilities; and depending on how well he does, will move up to Dakota Captain status. By now, our young pipe-line pilot has become a mature and very capable captain. He has acquired skill and experience. He has learned the knack of splitting a group of men into a team . . . a crew. His actions are decisive and show confidence. He has learned that "there is more truth than fiction in a very old axiom: Flying is hours of sheer boredom interspersed with seconds of panic."

Normally this wraps up the progress of a pilot through the hands of Flying Wing. And in general terms it does. However, there may still be two to four years before his "tour" with ANS is complete. This time will be spent performing typical Nav training trips, usually at the rate of three every four days. His remaining time is spent in flying training. He must still pass written and flying examinations every three months. He will perform his share of administrative duties; investigations, Orderly Officer, parades, etc. He will likely have a secondary duty, and may serve on station committees or with Air Force sponsored groups and activities. He is expected to take part in social functions. He must develop himself professionally and must pass Qualifying Exams before he can move up to the next rank. He must maintain an A1 physical condition which is rigorously checked annually.

Finally, there is one side of the captain's tour that is sadly overlooked. And that is the monotony of flying the same old routes, doing the same old job, day after day. He is an individual only to his family, and occasionally to his supervisors. As long as he is performing his jobs, and not getting unwelcome attention, everything is going well. Every once in a while he will have to "pull one out of the fire" . . . but after all, that's what he has been groomed and carefully trained for.

And there you have a typical ANS captain, somewhat glorified in presentation, but nevertheless a very routine guy with a very routine job.

MY SERVICE CAREER

(Continued from page 8)

in any of the Royal Air Force's flying commitments. Also strongly emphasized was the need for co-operation not only between branches and Commands of the Royal Air Force but also the other Services; the Royal Navy, for instance, took part in the Battle of Britain Flypast. For my part at this time, I really began to appreciate the necessity for tact when dealing with superiors; a curious state of affairs existed at the time of Review Flypast for Headquarters No. 11 Group, planning and controlling the flypast, had to give orders to higher formations such as Commands. The need for tact in such a situation is self evident.

Conclusion

My Service career may be divided into four periods each contributing its share of lessons learned:

- (a) At Southampton I learned that:
 - (i) A healthy mind requires a healthy body.
 - (ii) A healthy mind is an enquiring mind.
 - (iii) An enquiring mind requires the stimulus of society and of a full life.
- (b) The period I spent in training taught me:
 - (i) That decisions of superiors demand respect always. Where such decisions conflict with one's own opinions, they demand also patience and forbearance.
 - (ii) That the same patience is required in the mastery of mental and physical co-ordination. (Practice makes perfect; the importance of drills and continued, though

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small, improvements in ability to perform the tasks required of us.)

(c) On my squadron I learned the true value of:

- (i) Humility. (The vastness of the skies is always apt to make us more cognizant of the omnipotence of God, and never more so when danger may be concealed anywhere within this vastness.)
- (ii) Enthusiasm. The urge which is for efficiency, engendered by the enquiring mind and achieved through practice and patience.
- (iii) Good Humour. The companions to enthusiasm and efficiency.
- (iv) Cameraderie and esprit de corps. The reflection in a body of men of their individual good humour and enthusiasm.
- (d) During my post-squadron career I have realized the need for:
 - (i) Tact.

(Continued on page 12)

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\$500	-----	44.43	30.49	23.54	19.37	16.61
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Girl 14, for baby sitting, call VE 2-1170.

MY SERVICE CAREER

(Continued from page 11)

(ii) Resilience (i.e. the willingness to adapt oneself to new circumstances—to learn from one's pupils to un-learn and re-learn in face of new techniques, etc.).

(iii) The ability to lead others to the realization of the bounties of comradeship.

1) Clarity of perception and expression.

In ending this essay with a list of lessons learned, I should like to stress the point that their value lies not only in utilizing them to the full during one's Service career, but in adapting their lesson to everyday life in general.

THE DISTAFF SIDE

(Continued from page 6)

rinks. We are all set to give it another try next year if the people of our community agree.

Now that some of the snow is gone from our yards and lawns and spring cleaning is just around the corner, let's not forget that this time of the year is the hardest on lawns, particularly those lawns which have been used as a shortcut all winter. So please stay off the lawns and give them a chance to grow.

To the many new residents moving into our community the council members would like to welcome and invite you to attend their council meetings. Your constructive criticism is welcomed and will be of benefit to the community. Let's hear from both old and new residents, we can only do what you want if you let us know what you want.

ANS

(Continued from page 7)

The Nav Section extends a hearty welcome from ANS to F/O Gordy Shaver, recently transferred to Nav Air Section from 404 Maritime Sqn.

On the refresher training side Nav Air extends a most hearty welcome to F/L Wally Luchka—late of Mont Apica, who upon com-

pletion of the refresher course is being posted to Maritime OTU.

Any sentimental Lancaster aircrew wishing to join the Lancaster Club or who wish to obtain information about the Lancaster Club are invited to contact F/O John Caron—Nav Air Section, Local 527.

Rumour has it that some personnel are concerned about the Keep off the Grass signs that recently have been appearing all over the Station. If F/L Frank Clark plants any more trees this year, the signs will have to be changed to "Keep out of the Bush."

P.S.—Mr. Art Donnelly, ANS Met Instructor, is forecasting some good weather for Easter weekend.



UP AND COMING

More Canadian progress: Manitoba Telephone System Headquarters

Going up — six storeys tall. Manitoba Telephone System's new administration building at Portage and Empress Street in Winnipeg will be in service this year.

Nerve centre for a growing Canadian communications network: four million dollar aid to conversation. More evidence of the UP AND COMING TREND IN MANITOBA.

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Vol. 11, No. 17.



Cpl. Wally Matthews and C...

OPERA

The normal duties of land search has located them. Search conducted. However to meet participate in search operations aircraft and are lying, too on the air.

Land search members are different types of terrain and are sincerely interested in

Prospective members are further details. All Aircrew men who give so freely that as soon as possible. In the foreground search.—Ed.

I'll park the car in the ceiling 700 feet, visibility to drop around great, I should be fine. All stop will put me back

Jack was just hanging on the rack as I walked right room. "Hi Charlie had your bird up for experienced a slight vibration light winked at it cleared when Jack. I had no trouble handles real nice."

Jack must have noticed look on my face. "Have no fear he knew you wanted to get for your Cat ride, mark it in the book. I could write it up when finished."

Thanks Jack, you are buy you a beer for Jack went to the end of team to get a juice as I pecker door.

Now where in hell is hanging suit and mukluk