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OFFICIAL PUBLICATION OF  
THE RCAF IN WINNIPEG

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of the AIR FORCE  
in Winnipeg

NOVEMBER 6, 1953

# REMEMBRANCE DAY

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• THE AIRFORCE NEWS MAGAZINE •  
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## Editorial

NOVEMBER 11, REMEMBRANCE DAY, will soon be here and gone. The wreaths will be laid. The churches will toll forth their sacred chant. The world's people stopped briefly from their toil to remember those who gave their lives on the field of battle. Ypres, Mons, and Dunkirk will once again be impressed upon our memories. Yet, there will be something indefinably different about this memorial day to mark it from all others. Even as the last sorrowful notes of the bugler's "Last Post" sound across the memorial lawn; even as the last war widow utters her final word of prayer—you will notice too a shadow of hope? This is not just an ordinary day of remembrance. Intermingled, with the otherwise sombre hues of November 11, there will be a ray of hope and confidence that slowly another type of memorial is being erected.

This particular year, though recalling with pride and nostalgia Britain's trials and travails through the long war, we felt that something much more immediate had come to pass. The war in Korea had come to an end. In those bleak days of 1950, President Truman of the United States had acted courageously indeed. Even before he knew for certain that the General Assembly of the United Nations would decide upon war, he had convened a special session of the American Congress. Within a few hours after the Communist invasion of South Korea, the United States made its solemn declaration. From 1948 onwards, the world had seen the gaping spectre of war staring it in the face. Here, many said, was the spark that was to send the world again into bloody conflict. Those of us who were on military training at the time prepared to put our lessons into immediate use. Many of us have seen our fellow trainees slain on the field of battle. To these and to all others who have paid the supreme sacrifice we can say, "They have not died in vain."

Truman had acted with courage. By his speedy action, the Western democracies proved that an international body such as the United Nations actually could act against an aggressor. The League of Nations, the international body formed after the First World War, had proved to be an ineffective and inept organization. When the time for action came, the League, despite all its mighty sounding platitudes, was unable to act. First we had the Chinese-Japanese War of the early '30's; shortly afterwards the Spanish Civil War; then the Italian attack and occupation of Ethiopia. Finally

Adolph Hitler came along to seize one parcel of Europe after the other. Is it any wonder that thinking individuals began to lose faith. If the League of Nations failed, then what hope was there for the UN. Many wondered and shook their heads.

For the first time in her history, the United States led the other major powers into an international war. After the Battle of Britain and the long war in which Canada had suffered over 17,000 casualties, we could not send over a number of troops comparable to the Americans. Canada did participate actively in the Korean Air Lift, as well as sending various ground forces. Britain and France, notwithstanding their commitments in Malaya and Indo-China respectively played a valiant role in this international struggle.

This Memorial Day, then, not only are we looking back to the past and recalling with pride the sacrifices of our young men and women. There is, this year, too, a great note of hope. Ours is truly a heritage of peace. Let us work to create and to carve a fitting memorial to those of the past. The responsibility is ours to see that they who fought have not sacrificed in vain.



### COVER STORY

LAW Ruth Morrison, New Glasgow, N.S., and AC2 Ralph Odendahl, Vancouver, B.C. are the subjects of Photo Editor Ken Gregg's Remembrance Day cover. Ken achieved the very pleasing effect through patience and the use of natural light.



'PEG

Personality

W/C D.L. FORBES C.D.

WE INTRODUCE in this issue of Voxair, as Peg Personality, W/C D. L. Forbes C.D.—14 Training Group Qs. His pleasing personality and affable nature undoubtedly accounts for his position as SPSO, for at times he must play the role of Padre, Personnel Counsellor, and Lawyer, in advising and directing the many personal problems that pass through his office, by correspondence, interviews, etc.

W/C Forbes was born in Nova Scotia where he lived until his parents moved to New Brunswick. Here he spent the early years of his life. He attended the University of New Brunswick, graduating in 1939 with a B.Sc. in forestry. The RCAF beckoned at that time and he decided on a flying career via the Halifax Aero Club, then affiliated with the Air Force for "ab initio" training. On completion of this phase of training a transfer to Camp Borden followed for intermediate training, and in November, 1939, he graduated as a pilot in the RCAF at Trenton, Ont. Further training at Trenton included a navigation course.

In the spring of 1940, W/C Forbes was transferred to 112 City of Winnipeg Squadron then forming at RCAF Station Rockcliffe, and proceeded overseas in May with the Squadron. It is worthy of mention here that Peg Personality in September issue of "Voxair" (WO1 Sosweski) was attached to the same Squadron.

While overseas W/C Forbes flew reconnaissance, photo missions, and special assignments laying the ground work for fighter and bomber missions to follow.

Following his overseas tour W/C Forbes returned to Canada in July, 1942 for instructional duties as the intake of aircrew was at its peak, and qualified instructors were in demand. During this time he was transferred to St. Hubert, Quebec, as an instructor. Leaving here he attended the Army Staff College at Kingston,

Ontario, and proceeded from here to Yarmouth, Nova Scotia, with 113 (Hudson) Squadron then engaged in anti-submarine operations.

In 1943 W/C Forbes was assigned his first Staff Appointment at AFHQ where he was appointed to the position of Staff Officer (Plans).

Completing his first tour as a Staff Officer in 1944, he again resumed flying duties and following one of the first "green ticket" courses then given by the RCAF at Pennfield Ridge, New Brunswick, was attached to 164 Transport Squadron flying the now well known air route to Goose Bay, Gander and Torbay, Nfld. With his added experience, AFHQ again beckoned and W/C Forbes found himself once more in a Staff position, this time Staff Officer Air Transport in the Directorate of Air Operations, (Air Division).

In 1949 he was transferred to AMCHQ to fill the position of SO/ORG1. He remained here until he attended Air Force Staff College at Toronto, graduating from there in the spring of 1950, when he was transferred to Trenton, Ont., as Staff Officer Postings and Careers (SOPC). He held this position until June 1952, when he was transferred to 14 Training Group HQs, Winnipeg holding the position of Senior Personnel Staff Officer (SPSO).

His duties as SPSO are wide and varied. He is directly responsible to the Group Commander for all matters concerning personnel of units under 14 Training Group. His staff comprises, Staff Officer for Personnel Administration, Medical, Messing, Security, Welfare, Legal, Chaplains, Records, etc.

W/C Forbes is married, and has three children, two girls and a boy. His wife is a former Maritime girl, the daughter of Colonel and Mrs. W. R. Clarke of Edmundston, New Brunswick.

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DAILY HOME DELIVERY

## The TCA Comes to RCAF Station Winnipeg

by AL McPHAIL (TCA)

AN IMPORTANT NEW CONTRIBUTION to the national defence effort has recently been made by the addition of TCA staff to Stevenson Field in Winnipeg. Here in the hangars where formerly TCA DC3s and North Stars had been modified and overhauled RCAF aircraft now are jammed to the rafters.

Now that the TCA Defence Contract is looking after this portion of the work, the RCAF has been able to release a good number of trained maintenance personnel to be sent to operational squadrons, either for service in Canada or overseas and in other capacities within the North Atlantic Treaty Organization.

It was on June 1st, 1953, that TCA Defence Contract took over the operations of the Control Room. The Control Room, for those who do not have a chance to see our work personally, is responsible for calling up inspections, modifications, and the staggering of aircraft so that the inspections do not all fall due at one time. In addition the Control Room does look over the transfer of aircraft from one station to another. It also handles all log books.

On June 15th, 1953, Defence Contract started to take over the operations of 2ANS at RCAF Station, Winnipeg. On the following dates TCA took over these



Left to right are: Mr. Jack Dahlgren, Mr. Bill Baggle, F/L Ash Collins and Mr. Jack Douglas.

Flights: June 15, No.2 Flight; Aug. 1, No. 3 Flight; Sept. 1, No. 4 and Mitchell Flights.

These operations involve the despatching, handling, refuelling, servicing, daily inspections, pre-flights and whatever test-flights may be necessary. Operations entail the following aircraft: 102 Beechcraft Expeditors

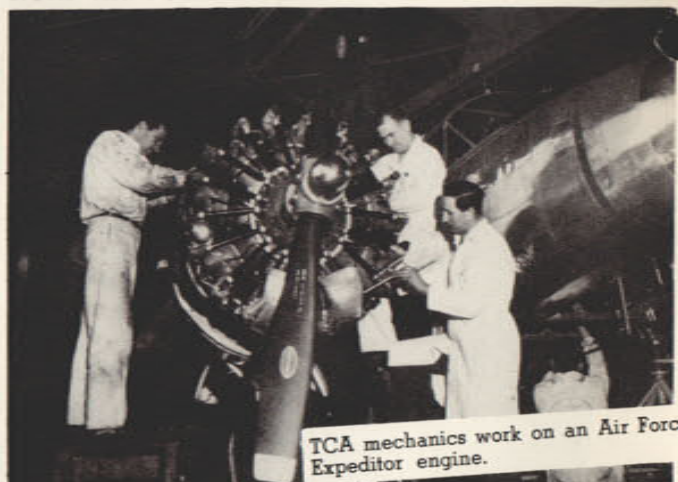
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(plus 3 at Gimli, 2 at MacDonald, and 2 at Portage la Prairie.) 11 Mitchell Bombers and 4 Dakotas (stationed at MacDonald for minor and major checks only).

The Defence Contract has handled 542 Harvard aircraft from the initiation of the contract up to the present time for Stations Gimli, Portage and MacDonald. Harvard aircraft, parts and equipment are now in the process of being transferred to Base Maintenance Unit at Portage la Prairie to facilitate the Harvard maintenance for the above stations. The maintenance work done on the training aircraft is held strictly to the RCAF and TCA standards.



TCA mechanics work on an Air Force Expeditor engine.

A crew of eight maintenance men together with two electrical instrument men, a radio man, and two groomers work as a unit on one aircraft. In charge of each unit is a lead mechanic. A crew chief supervises three of these units. There is, too, a special mobile crew operating under a TCA licensed mechanic. This is an important job. Equipped with a station wagon, they take off to the site of what might be, in RCAF terminology either a "C", "D", or "E" crash. An "A" or "B" crash is considered too serious. More than mere



RCAF Expeditors are seen inside TCA's hangar while being worked on by company mechanics.

maintenance work is required on this type of crash. possible, the mobile crew, which carries tools and parts along with it at all times, completes the required maintenance work on a crashed plane on the spot. When necessary, however, they dismantle the machine, load it on a truck, and dispatch it to Stevenson Field.

Normally the aircraft are ferried in from the RCAF Stations by Northern Airways Ltd. Then the various

Continued on page 19 •

## An Airman Adopts Canada

by L.A.C. THOMSON

MANY HAVE BEEN the commentaries on the Canadian way of life, the produce of the country and its vast potential for the future. May I, as an airman of the RCAF, offer my few comments on the country I now propose to call my own.

For many years Canada has remained in the background—so to speak—of world affairs. While Jacques Cartier, Champlain, and Alexander MacKenzie were all trekking the wilds of Quebec and the North and opening up vast areas of the country's riches to the settler, the men at Montreal and Quebec, then the centres of Canadian life, had little time to waste on the niceties of government. Nor could they have cared less about what was happening across the Atlantic. European affairs were strictly of no interest to the Canadian settler. Very gradually responsible government had been won. Ultimately in 1928 Canada could claim her absolute freedom within the British Commonwealth of Nations. In the meantime Canada was slowly preparing herself for the role she was later to play in the destiny of mankind.

As yet, Canada is still overshadowed by its close neighbour—the United States of America. Together, the two countries share a common and undefended border. Together we share the ideals of a common English birthright. To the countries of Europe, Canada has come to be regarded more or less as the interpreter of everything American. Canada translates the aspirations and ideals to the Americans to our South, and at the same time is supposed to act as a prism reflecting all things British across the 49th parallel. Increasingly Canada is coming into recognition as an international power. In this regard we have only to recall that the past president of the General Assembly, Lester Pearson, is a Canadian, as are several other prominent members of the various UN bodies.

Having seen a lot of this country, three remarkable things strike me. First of all, Canada is still today, as it was fifty or even a hundred years ago—a land for the oppressed of the world. All of us are reasonably familiar with the fact that thousands of refugees have poured into Canada since the end of the last war. In the past, many of Canada's immigrants fled Europe

because of political or religious oppression. Today, perhaps even more have come to Canada in search of a higher standard of living. Gradually, it is hoped, all these different people will be fused into one integrated nation. But this will take time.

Secondly, Canadians, as a people, will never tolerate dictatorship, nor ever accept the yoke of a conqueror. Already they have too long tasted the good fruits of liberty. To preserve them, Canadians will fight, and fight hard. Canadians, in short, are a rough, tough people who will not allow themselves to be pushed around by any one.

Thirdly, Canadians are a friendly and an understanding people. One reason for this is possibly the fact that Canadians have pretty well broken away from the closely-knit patterns of family living that one finds in most European countries. Canadians tend to regard all men—stranger and friend alike as essentially fellow members of one large social family. It matters little that the fellow next door happens to be of Scottish or Ukrainian origin, or whether he is Protestant, Catholic, or Jew. The essential thing is that he, too, is human with feelings and ideas quite similar to your own. Canada is a cross section of all the basic cultures and traditions of present day Europe. Such being the case, Canadians must be a tolerant people. This breadth of outlook and sense of tolerance provide a solid basis of Canadian diplomacy collectively and individually.

Fourthly, Canadians are a people who cherish their freedom. The broad horizons, the intense blue of the clear summer skies, even the air one breathes—all seem to show forth that Canada—this land I now call my own—is truly a land of the free. This is a land that has been forged in the trials and tribulations of the past. No less is it a land of the future. It is the land of promise. From Newfoundland to Vancouver, Canada still has plenty of room. This is a great nation, devoid of fear, and capable of untold greatness. A "foreigner" salutes you, Canada.



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## The Wright Brothers . . .

WHENEVER one thinks of the history of the airplane, the epoch-making flight of the Wright brothers at Kitty Hawk, North Carolina, on December 17th, 1903, comes to mind. Through the centuries many had attempted to fly and in the forty years preceding Kitty Hawk, more and more men had been successful in rising aloft from the ground. However, these attempts could hardly be called flying in the sense that the word is known today. The Wright's first power flight at Kitty Hawk lasted exactly twelve seconds and five years later in 1908 when Orville flew for ten minutes in front of President Roosevelt he set a new "endurance" record.

From their earliest years Orville and Wilbur Wright were characterized as persevering workmen and entrepreneurs. When Orville was nine he became so proficient at kite making he worked up a steady business building and selling them to other boys. When in their middle teens in Richmond, Indiana, the brothers put on a circus complete with advertising and parade. The show, which drew hundreds, featured "rare birds and wild animals", all of which were obtained from a taxidermist whose son was partner to the enterprise.

Another of their money making schemes was in the candy making business. Orville had noticed that many boys chewed small chunks of tar. It seemed to him that if the tar could be flavoured with sugar to make it more palatable and small pieces were wrapped in tissue paper a market for the product might be found. After a series of experiments they seemed well on their way to having a saleable article. But, as they kept testing the sweetened tar their stomachs started reacting until finally they had to abandon their plans.

After a whirl at publishing their own newspaper the young men next turned to bicycle repairing. The shop prospered and soon they were manufacturing as well as mending cycles.

Along in the early 1890's Wilbur and Orville were likely to read any article they saw on a scientific subject. Interspersed with these articles on the "crackpots who are trying to repeal the laws of gravitation", attracted the interest of the two Wrights.

In 1895, reading accounts of Lilienthal's attempts to fly, the brothers were deeply impressed and in the future hunted down all material they could find on Lilienthal's gliding exploits. A crash which took the life of the Wright's hero spurred their interest on further.

After five years of absorbing information (and misinformation) on flying, the Wrights decided to test their

many ideas. In keeping with their personalities they meticulously scoured weather and topographical maps of the country to find a location suitable for their experiments. At length they decided on a place in North Carolina no bigger than the dot of an "i". Kitty Hawk appeared to be the ideal spot with its flat land and steady winds.

Wilbur and younger brother Orville set up their first camp at Kitty Hawk on September 12th, 1900. After testing their glider as a kite in which the craft mechanisms were controlled from the ground they found even their fondest hopes of success had been exceeded. To them the problem of maintaining equilibrium seeded the primary obstacle to overcome before flight was possible. To this end they invented a mechanism to "warp the wings", and placed an elevator directly in front of the wings. Still, however, their problems were not completely solved. They could not yet maintain equal speeds at the wing tips.

They finished their tests for that year and returned home to their bicycles with the problem of equilibrium still not solved. Although they had made spectacular advances in controlling equilibrium they were unhappy over the situation, in fact Wilbur remarked, "Not within a thousand years will man ever fly."

The next year at Kitty Hawk saw the addition of a "vertical fin some distance in the rear of the wings", to give added stability. As their experience in gliders grew so did their doubts as to whether flying would ever be achieved.

To date they had relied heavily on the experiences of other fliers for aeronautical knowledge but now in their despair they were driven to doubt the authenticity of all the tables and rules which had evolved. Eventually they discarded most of their previous learning and went to work in the rear of their bicycle shop creating new theories and discovering new laws to govern them.

Thus equipped they went to Kitty Hawk in 1901 immediately following the spring and summer rush season on bicycles. With their new glider they made over one thousand flights some of which were of one minute length and covered up to six hundred feet in length. They still had some problems, however, and returned home to Dayton to solve them.

Eventually they felt sure that they could now successfully attempt a power flight and immediately took steps to build the new aircraft. The problem first was to obtain a suitable engine. They wrote letters to about a dozen manufacturers asking if they would make an engine to the desired specifications. Many companies

Continued on page 21 •

## The RCAF's Air Defence Command

THE RCAF has many individual duties and responsibilities, but none is more important than that of Air Defence Command. This Command is responsible for the air defence of Canada, a highly complex task calling for the finest available aircraft, equipment and personnel.

ADC, as it's called within the Air Force, has been and is getting just that—the finest available—and while it has not yet reached its full planned growth it is already a potent force capable of giving a good account of itself should the need arise.

Before and during the second World War fighter squadrons formed a part of the home-based defence forces. Even during that war, however, the question of enemy bomber attack on Canadian targets formed a very secondary threat. Today a different situation prevails. The danger is a prime one, calling for diversion of large resources to provide forces to be ready to warn of the approach of enemy bombers, locate those bombers, and destroy them.

The RCAF's post-war plans called for fighter forces to form the major operational element of the service. In 1948 the headquarters that was to control these forces came into being. This was Air Defence Group, brought into being initially as a planning group at Air Force Headquarters and moved shortly afterwards to St. Hubert, outside Montreal, where it is still located.

Its aircraft, originally few in numbers, were at first Vampire jet fighter and Mustangs of second World

War vintage. Plans were underway, however, for provision of more deadly and efficient types—the F-86 Sabre and the CF-100 Canuck, and even as the first Vampire squadrons formed, time-tables were being drawn up for equipping of later squadrons with these two types.

The decision to expand the RCAF after Korea, and the decision to provide a 12-squadron Air Division to the NATO commander in Europe affected Air Defence Command. It was decided that as fast as the single-engine Sabres came off the production line at Canadair Ltd., Montreal, they would replace the Vampires which were flown by the regular force squadrons, and would be used to form new squadrons.

These squadrons were to be brought to a standard of operational efficiency by ADC, and then despatched to the UK and Europe, to form the Air Division there. The programme called for a certain number of Sabre squadrons to be in Canada until the first Canuck squadrons had formed. These Canuck squadrons form the backbone of the home-based air defence forces.

This programme has been followed. The twelve squadrons making up the Air Division are all overseas (note to editors: at time of writing—August 28, 1953, the movement of the final Wing of three squadrons, from Canada to their new base at Baden-Soellingen, in Germany, has just begun. It is presumed that within the next week or two this movement should have been completed) and the logistic support unit to back them up is operating in the UK.

Squadrons of Canuck jet fighters have been formed, and additional squadrons are being formed as fast as

Continued on page 30 •

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# Today in SPORT

by D. J. SWEENEY

## Soccer - - -

By F/O TED RICHARDS  
and A/P/O MUNDAY

DURING THIS SEASON of soccer, the RCAF Station soccer team has only lost two games. We have finished second in the Manitoba second division. This is the result of the hard work of our skipper, A/P/O Munday and our secretary, A/P/O Long. Despite night flying, graduations, bad weather and injuries, our Station soccer team has put up a good show throughout the year.

As we say thank you to those who played and helped us this year, we sincerely look forward to another season. Let us hope that next year we will do even better and possibly enter the first division.



Top, left to right: Tony Cape, Frank Best, Lawrie Long, Ted Richards, Pete Rosati.  
Bottom, left to right: Jack Mitchell, Terry Montgomery, Major Munday, Tony Hornsby.  
Missing: Ron Fisher.

—Photos by Cpl. D. Stewart



Long leaps to a high one.



Frank heads for home.



Irish attacking RCAF.



Monty to the rescue.

WITH FLAGS UNFURLED and the tramp of marching feet, one of Winnipeg's most colourful football games was ushered in the weekend of the 19th. The game itself was preceded by a show perhaps unsurpassed in Winnipeg football history. Hundreds of cadets representing Winnipeg's Tri-Services paraded on the gridiron of the Stadium, and resplendent in their various uniforms, marched and paraded before a capacity crowd. They had come to see a game that promised to be unique in the fact that cadets of the three services—Army, Navy, and Air Force were to play in opposition to Winnipeg's own Weston Wildcats.

The final score, although of course signifying the winner, was in fact, no true indication of the game's interest. The Weston team opened the scoring in the first quarter. They took the offensive in the first few minutes of play and scored a converted touchdown. They went on to score an extra point by a kick to the dead-line. RMC got back into the game in the second quarter by scoring a converted touchdown. The quarter ended with the teams stalemated at a score of Weston 7, RMC 6.

Preceding the second half, the Tri-Service colors were paraded on the field once again, where a trophy was presented to RMC for annual competition in swimming. This trophy was presented by three cadets of the various cadet organizations on behalf of the cadets of Winnipeg.

Weston again opened the scoring in the second half. A converted touchdown gave them a 13 to 6 advantage. From there until the final gun had sounded it was a see-saw battle with both sides trying to outdo the other in run-backs, kicks, and passing. The game ended at a score of 13 to 6. It was a game that will long be remembered by the citizenry of Winnipeg, not only as a football game, but as something that will surely help to weld together the embodiment of civilians and service personnel, as they play and work together towards a common goal.

Pictures on pages 16 and 17.

# Chaplain's Page

## Military Life Makes Room for Homes

By F/L PAUL GORIEU

ONE OF THE FEATURES which arouse the interest of visitors to our stations in recent months is the residential area that spreads out very often for a considerable distance along the main entrance to the base. The sight of these blocks and blocks of single and duplex homes, with children playing around, housewives busily cleaning and visiting, husbands tinkering with cars, mowing lawns or just loafing, brings home to the outsider the fact that the armed forces are really made up of human beings who know and enjoy the normal family life which most of the civilians take for granted. The average citizen is also struck by a sudden realization that the military life is not a temporary, war-time occupation or a skeletonized peace-time profession. In our century, at least in Canada, it has become a permanent and considerable part of the national scene, and its sanctuaries, the unembellished barracks, are now surrounded by teeming homes, which transform the factory-like establishments into neighborhoods.

The domestic life is even emigrating to bases across the ocean. Arrangements for reunion of family groups at one great Station will be soon completed. From another centre come reports that the family life of the Canadian military personnel is one of the most efficacious means of winning the confidence of the people in whose country they are stationed.

No one concerned with the spiritual well-being of the armed forces can help but applaud this development. The possibility of enjoying a normal family life, except perhaps in time of emergency, must certainly attract

into the military ranks, men who would otherwise prefer to direct their talents elsewhere. Once in the ranks and happily married, the man finds in his domestic life a strong incentive to proficiency and progress in his career as well as a common bond with civilians which safeguards him from too narrow an outlook on the purpose of his training. At the same time, this greater appreciation of the role of arms as a means to the strengthening of peace—no home-loving man would wilfully stir up war—does not deprive him of a strong fighting spirit, for the home life which causes him to love peace also gives him the strongest of motives for battling with all his might against aggressors, who threaten the security of his hearth and home.

Chaplains see a particular benefit in the growth of residential areas around Stations in lieu of less home-like arrangements, because they know from experience that one of the most powerful guardians of morale in a military establishment is the creating of an environment and of activities which carry over into the military scene those features which helped the soldier, sailor or aviator to grow spiritually and morally in his preceding civilian life. That is one of the good reasons why the religious needs of personnel must be amply provided for, otherwise their religious habits and inclinations wither away, leaving them profoundly dissatisfied. In the same way, practically, the deprivation of a reasonably happy home life may work havoc in the conduct and contentment of the average, mature practitioner of military life.

Actual warfare can, of course, interrupt the building of a happy home life at any time and frequent, necessary changes from one part of the country to another also make the undertaking a difficult one—almost fatal in fact to many a budding courtship—but within the limits of what cannot be avoided, the factors favorable to normal, family life as part of a satisfying military career are gaining strength every day, in Canada.

Padres are notoriously in favor of this development, which adds considerably to their measure of responsibility. They know, in fact, from the lessons of history and from their own experience, that for the building of good citizens, good men and good soldiers, nothing is more powerful than the united influence of Church and home. From time immemorial, heroes have struck their bravest blows, "for their altars and their homes"

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# AOC's Parade

—Photos by Cpl. Ken Gregg



1. Air Commodore J. G. Bryans takes the salute as personnel of RCAF Station Winnipeg, under the command of Group Captain R. B. Ingalls, march past.

AFTER SEVERAL WEEKS of intensive practice, RCAF Station was privileged, October 14th, to have its annual inspection. Air Commander Bryans, C.B.E. C.D., Group Commander of 14 Training Group reviewed the parade. After noting that the Station was well turned out, Air Commodore Bryans directed several comments to the No. 1 Wing. It was, he commented, a fine exhibition of what could be achieved when nations of different countries got together. Not only through the course of training did they merely learn to study and to work together, but what was perhaps much more important, many previous misconceptions about the people of various countries, by such close contact, are corrected. When the NATO troops do return to their respective homes in Europe, they do carry with them many fond memories of their associations together in Canada.

Turning his attention to No. 2 Wing, the Air Commodore noted that RCAF Station Winnipeg, was the largest Station in his command. It not only had the

2. Air Commander J. G. Bryans takes the General Salute as the flag is raised.



3. NATO navigation students are inspected by A/C J. G. Bryans.

greatest percentage of veterans on strength of any peace-time Station he had yet seen, but RCAF Station Winnipeg was, as well, the only one that could muster up to Wing strength.

All of us on the Station certainly did feel a great sense of pride in the knowledge of a job well done. Notwith-

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standing what anyone might say, there is nothing that can take the place of drill and the parade square to instill a sound sense of discipline and pride in a unit. Besides inculcating the qualities of determination, courage, and firmness of will, drill forces individuals to



4. The Group Commander speaks to a French navigation student.

work together as a team, thus helping to build an esprit de corps. As evidence that these observations are true, we have only to recall the high degree of enthusiasm and the number of pleasant comments passed throughout the Station, the afternoon of the day of parade. It was a job well done. We all knew it.



5. A/C J. G. Bryans inspects airmen of RCAF Station Winnipeg.



6. A/C J. G. Bryans chats briefly with LAC P. Zaron of the GIS Stores.



7. Cpl. M. Horning of the Orderly Room answers smartly as the Air Commodore discusses Air Force life with her.



8. A/C J. G. Bryans speaks to LAW P. R. Kilbride.

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## Current Affairs . . .

by F/L HARRIOT

### The World I Saw

**Adlai Stevenson**, leader of the Democratic Party, unsuccessful in the recent U.S. presidential election, has just completed a tour of many thousands of miles through thirty friendly countries of the free world. His impressions of what he saw, heard and felt were recorded in a series of articles appearing in "Look" magazine. The following is a summary of these impressions.

**General Impressions**—More than a billion people live in the countries he visited. The West must realize that these billion neighbors—neighbors because they, too, live in the free world—have basic interests as closely bound to ours as the people living in the same block. In the struggles of today and tomorrow, these people are more important than assembly lines—or atom bombs.

In the course of a journey such as this a person is inevitably led to draw a number of general conclusions.

**Adlai Stevenson's first conclusion is this.** Russia's intentions are unchanged. The change evident in the last two months is a change in Soviet tactics—in means rather than ends. The Communists will adopt more subtle and divisive tactics but always with the goal of world domination. They will exploit every sign of weakness, distrust, misunderstanding or jealousy between us and our neighbors. The chances of war within the next ten years are growing less, but there is an added burden in maintaining the united front of the allies which has been kept up with difficulty even in the face of the obvious and naked threat from Communism.

**The second conclusion** is that the free world—the non-Communist world—is far from being a happy team. It is rent with conflicts and ill-will—India and Pakistan, Yugoslavia and Italy, Britain and Egypt, France and Indochina. Each of these offers opportunities to the Kremlin to fish in troubled waters.

**Thirdly**, America's prestige and influence are declining. Proud countries are sensitive about dependence on U.S. aid. Countries, old and experienced in diplomacy and the conduct of foreign affairs are doubtful about America's ability in that field.

"McCarthyism" has destroyed the shining image of a big, strong, free and fearless America. Most non-Americans, not familiar with American political campaigns, fear that extreme political talk may dominate reason. There is a wide-spread impression that the United States is scared and losing confidence in itself just when cracks are appearing in the Iron Curtain.

**Asia**—It is in Asia that the Russians are likely to make the biggest effort—here are the greatest human and physical resources, the greatest poverty and ignorance. The Communist appeal is to the elemental wants and feelings—land, bread, peace, nationalism and anti-colonialism. Anti-Communist talk makes little impression people who have not seen Communism in brutal practice, yet the non-Communist world must demonstrate that the free way of life has more to offer the common man. The West is at a disadvantage because of the Communist's familiar contempt for

*Continued on page 14 •*

## Clarendon Hotel

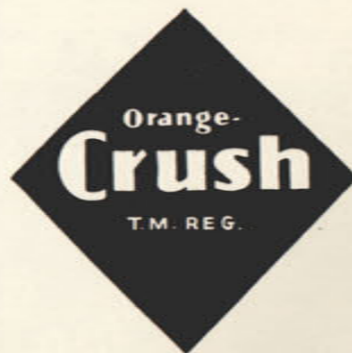
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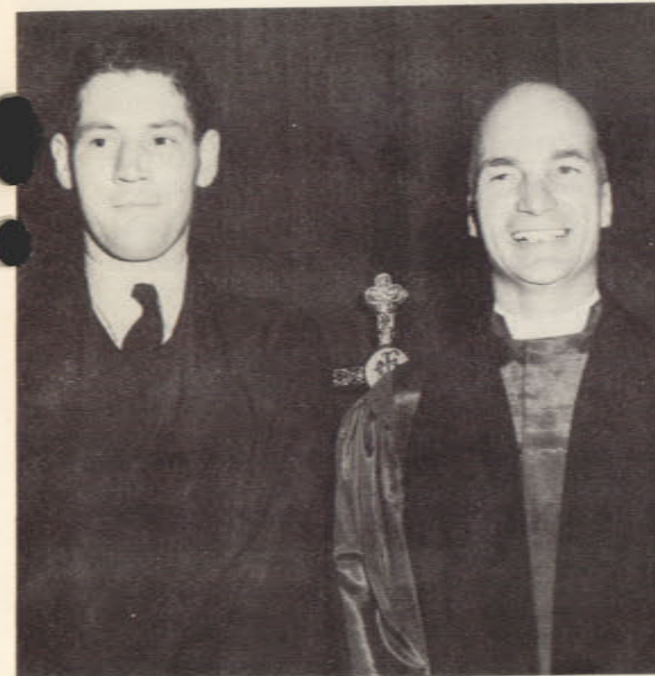
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## Induction of Protestant Ministers



TWO PROTESTANT MINISTERS, F/L J. K. Goldie DFC, Regina, a former Regina Roughrider, and F/L S. M. Parkhouse of Fergus, Ont., were inducted into the Chaplain Service of the Air Force at RCAF Station Winnipeg's Chapel, Sunday Oct. 18th.

F/L Goldie joined the RCAF in Oct., 1939 and trained as a pilot. He went overseas in July, 1940, where he served in England as a special fighter instructor. He returned to Canada in 1942 and instructed student pilots at Swift Current and Calgary. He was again sent overseas in Dec., 1943 and flew with Bomber Command, winning the Distinguished Flying Cross. F/L Goldie was the No. 1 Flight Commander of the first squadron of 12 aircraft to fly to Canada, returning in June 1945.

When VJ Day was announced he was returning on a mission from Bermuda to New York. He was discharged from the RCAF in 1945 and came to the United College here in Winnipeg where he studied arts for three years and theology for a further three years. Upon graduation he served for one year at Grey Street United Church in East Elmwood. After re-enlisting in the Air Force in August this year he proceeded to London, Ontario, for a short indoctrination and orientation course.

F/L Goldie is leaving today for his first Air Force assignment as a Chaplain at RCAF Station Whitehorse in the Yukon.

F/L S. M. Parkhouse, joined the Air Force in Jan., 1942 and graduated as a Navigator. He was transferred overseas to North Africa in Mar., 1943, and was in on the invasion of Sicily and Italy. After completing his tour of operations he was sent to England in the fall of 1943 where he instructed at an operational training unit for 13 months. Returning to Canada in Feb., 1945, he received his discharge in May the same year. He attended the University of Toronto for six years studying Arts and Theology, graduating in 1951. His first church was Levack United Church, Levack, Ont.

F/L Parkhouse re-enlisted in May this year and after attending a short course at London, Ontario, was transferred to RCAF Station Winnipeg as the Station Protestant Chaplain.

The Air Force Chapel overflowed with guests who attended the Induction Service at 2:30 p.m. Sunday. F/L Goldie was sponsored by Prof. G. Taylor of United College and F/L Parkhouse was sponsored by Maj. M. J. Carson, Army Prairie Command Chaplain. The Invocation was given by S/L W. K. Batty, Command Chaplain at Tactical Air Command Headquarters, Edmonton, and the Scripture lesson was read by W/C F. Y. Craig, DFC, Acting Commanding Officer of RCAF Station Winnipeg. The sermon was given by the Rev. J. L. Patterson, B.A., of St. Andrew's River Heights United Church and S/L A. R. MacIver, 14 Training Group Chaplain conducted the Induction ceremony. F/C F. W. MacLean, Director of Protestant Religious Administration at Air Force Headquarters, Ottawa, made the Investiture. Organ music was by F/O J. Foote. A reception in the Officers' Mess followed the service.

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Continued from page 12 •

truth; and because the Iron Curtain makes comparison difficult. The free world can give help and counsel, but the long, slow job of Asian enlightenment can only be done by Asians.

**China**—China, over-populated and poor, must achieve industrialism and increased food production. This requires goods and machinery from the West. That's why many experts conclude that China wants peace and trade above all, even though, like Russia, she will continue to press for sympathetic Communist states around her borders. America's allies are hungry for trade with China, too, and they feel that normal commercial relations will reduce China's dependence on Russia and ease the pressure towards the rice, rubber and tin of Southeast Asia.

**The Middle East** is the bridge between Europe, Asia and Africa, and the repository of fabulous oil resources. It is a land of contrasts—riches and poverty, deserts and fertile valleys, old civilizations and new nations. There is a power vacuum in the Middle East which cannot be filled until passions cool and fears subside. Communism is less a problem than economic and political matters. What America needs is a policy and the resolution to carry it out.

**Western Europe**—Except in Britain, where heads are cool, Europe is pathetically eager to "settle things" somehow.

The British would like to sound out the Russians, but they won't be stampeded into paying too high a price for anything. Britain wants the European defence community, and political integration of the continent. Instead of help from the United States she wants chance to develop her trade until she can pay her own way. But most of all what Britain wants is to be considered an equal of the United States.

France is beginning to feel that she can no longer afford to bear her share of the NATO defense burden to fight Communism with social reform at home and also to fight the Indochina war—all at once. Something must be sacrificed and it will probably be Indochina.

The greatest hope for peace is a united Western Europe, but this can only be effective if it includes its strongest member—Germany. The Russian bait to offset this may be a reunification of East and West Germany in exchange for neutralization of Germany and renunciation of European unity.

**Basic Conclusions**—These things, then, America must face squarely and promptly.

First: American leadership and influence have sagged. Fear is contagious, and if we appear to distrust ourselves and our ideals, we can't expect others to trust us.

Second: Germany is imperative to the West.

Third: Red China is a reality that cannot be wished away; Formosa must be a bastion of peace and security in the Pacific.

Fourth: Trade is life itself for the great industrial nations, and their well-being is our security.

Fifth: Southeast Asia's security hinges on the war in Indochina.

Sixth: The crisis of our times is moral as well as material, and the spirit of man is stronger and hungrier than the body.

## Back Seat Driver . . .



### Speedy Flypast . . .

WHISTLING past the CNE breakwater at close to 520 miles per hour and holding a tight formation the Flight Leader looks like this to an observer in the starboard jet. Training Command T-33's put on a two and a half minute show which was witnessed nightly by thousands of spectators at the big annual Exhibition. —National Defence Photo.

THIS YEAR, the navigator, long a fellow relegated to the bomber or transport type of aircraft made his first official bow to exhibition audiences in the stellar role of aerobastist.

True, this signal milestone of progress in the art of flying seems to have passed without causing any great flutter of excitement either in the columns of the daily press or in the hearts of the thousands of spectators who, rightly, witnessed and applauded the RCAF's fabulous Canadian National Exhibition aerial display. Nevertheless each night some seven navigators, members of CF-100 crews and the vanguard of many more to come, burst through that previously exclusive domain of the single-seated fighter pilot, to move with lightning like speed across the expansive sky, which is the aerial performers stage.

Let us be honest—there were a few pilots along too; seven in fact, and in a way this is a tribute to them, a word of praise for their masterful handling of that restless element Time.

Our interest in the whole affair started like this. Hearing that the CF-100's were carrying complete crews, we inquired around Command and found out Training Command's T-33's were doing the same thing. A bit of liaison with S/L Lou Hill, leader of the T-33 formations and we were in on a flight, Mae West, crash helmet and all.

Like all new experiences, it opened our eyes to a few things not fully appreciated before; like for instance this business of timing.

Now to a navigator timing is a sort of second nature; practically everything he does is weighted with a time factor of one kind or another. Astro, Conversions, even ETA's are calculated to sweep second precision. Engrossed in the divergent ramifications of his own trade he rarely considers that "other fellow" the pilot, as one deeply interested in the exacting deliberations of time.

The modern jet pilot is as time conscious as a young escort keeping his first date with Marilyn Monroe. Not without reason either, for an aircraft flashing around at close to nine miles per minute requires a bit of accounting for. When you have an air display featuring both jet and propeller type aircraft the miscalculation of a few seconds one way or another can be fraught with serious consequences.

The CNE display was just such a show. It included everything from the Navy's Helicopter thrashing around at naught feet with nothing on the clock, to the CF-100

Continued on page 30 •

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# NEWS... in pictures

Photos by Cpl. Ken Gregg

## WINNIPEG WESTON WILDCATS VS. ROYAL MILITARY COLLEGE KINGSTON, ONTARIO.

CAPTIONS PAGE 18.



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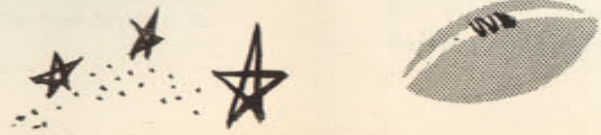


—Photo by Gord Roberts,  
Tribune Staff Photographer

7



3



**East-West Junior Football Game  
Between Weston Wildcats and  
Royal Military College**

1. A crowd of 8000 tensely awaits the outcome, as the Cadets display a last quarter rally, to try and pull the game out of the fire.

2. His Worship Mayor Garnet Coulter presents the RMC Commandant, Brigadier D. R. Agnew with a new trophy to be used at the eastern college, to honor the annual champion of the schools 100 yard free style swimming race. This trophy is to be known as, "THE WINNIPEG ARMED FORCES CADET TROPHY"

3. RCAF personnel from Winnipeg, march past the crowded grandstand in a pre-game parade, which brought 2,000 members of the armed forces and cadet corps into the stadium.

4. Weston's Len Prendergast gives RMC's Peter Howe a legal "straight arm" on a brilliant end run by the Wildcats halfback.

5. Cadet Peter Howe makes no mistake on this tackle, as he stops a good ground gain by Weston's charging Grant Simms.

6. RMC linebackers desperately try to hold back a plunging Weston halfback. The ball was scrimmaged on the two yard line, and this play resulted in Weston's second touchdown.

7. The highly successful East-West football game was played in Winnipeg's new stadium. This fine aerial photo of Winnipeg's pride and joy was taken by Winnipeg Tribune's staff photographer, Gordon Roberts.

This photo appeared in our last issue but did not receive the correct credit. Our apologies to Mr. Roberts.—Editor

**Canada's Pride!**



**DREWRY'S**

Continued from page 4 •

major and minor checks are made. They are painted and polished, then returned after a test-flight to determine air-worthiness.

"Acceptance checks" are made by the TCA group on request. These checks—that is on the brand new aircraft on the way from the factory to the embryo RCAF flight crew members are done in the hangar right alongside the regular maintenance work.

A training plan for the men working on the Defence contract is now being introduced. To supplement on the job training arrangements have been made for films and technical information to be made available to the men. There is a group of men especially trained to act as crewmen. These men fly in the aircraft as crew members. They are responsible for doing daily inspections, service work, snags, and refueling of the aircraft while it is away from the home base.

A happy liaison between TCA and the RCAF is maintained on the job at all times. An Air Force liaison group, headed by F/L Ash Collins, has an office at the site of operations over at TCA.

**STATISTICS: (Dry But Necessary)**

From January 1st, 1953 to the present date, October 20th, 1953, the following amount of aircraft were handled, serviced, and repaired by TCA Defence Contract Shops.

Beechcraft Expeditor, minor checks .....	448
Beechcraft Expeditor, major checks .....	177
Harvard minor checks .....	3
Harvard, minor checks and engine changes .....	85
Dakota, major changes .....	8
Dakota, minor checks .....	13
Harvard C crashes .....	14
Harvard D crashes .....	18
Expeditor D crashes .....	4
Expeditor, double engine changes .....	50
Expeditor, single engine changes .....	72

As you can see from the magnitude of the figures, this programme is on a very large scale, employing approximately 400 employees on all types and branches of aeronautics.

The diversity is great: mechanics, radio men, instrument men, electricians, crewmen, planners, maintenance instructors, welders, sheet metal men, finishers, fire men; these are only but a fraction of our large staff. With each individual striving to do his utmost, we hope to provide the RCAF with the standard of work for which TCA has long been noted.

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## WD's Report

By LAW ANN ZAWADIUK

WITH THE INDIAN SUMMER we are having this year, a person is inclined to feel lazy and not too energetic. Perhaps after the cold weather sets in we'll have more vim and vigor and be able to accomplish more. This is all leading to the fact that yours truly was working on a project she hoped to publish in this issue, but due to insufficient material had to delay the matter.

Something new, in the way of entertainment, has been added to the airwomen's Lounge. Commencing October 28th, and every Wednesday thereafter, the girls shall gather downstairs for an evening of fun and education. I mention education since I understand that we shall occasionally be honored with the presence of a guest speaker.

Notice the large amount of beaming faces on the Station since the 20th of October? Reason for that is the arrival of Tradeboard Results. Both the airmen and airwomen did very well and congratulations are definitely in order.

It appears that more personnel prefer to take their leave in the fall rather than during the hot summer months. At present it seems that a great number are either just returning from or departing for territories near and far, wherever their domain may be. A holiday is nice—if you can get it.

Welcome back Cpls. Borsa and Beaubien. During the middle of October these two airwomen managed to spend a week in our country's capital. Along with six other personnel from the Army, Navy and Air Force, they took an Identification Course. The only comment

they made upon their return to Winnipeg was, "Ottawa was beautiful but cold".

Apparently there are several good crib players among the girls. It has been mentioned that if enough interest would be shown we could have a tournament every so often. Might be a good idea to try Wednesday nights during our get togethers in the lounge.



The famous Tommy Dorsey, one of the Star Attractions of Air Force Day, gives LAW Trowsdale a few professional tips on the trumpet.

—Photo by Mickey Cariton, Tribune Staff Photographer

## Remembrance Day . . .

by SGT. HAGGERTY, 14 Training Group

NOVEMBER 11th, 1953. Let us turn back the pages of history to that morning of November 11th, 1918. Somewhere in Flanders, the early morning light parts the cloud of smoke to reveal the trenches and the scarred fields of France. Let us pause for a moment and visualize, if we can, the emotions and feelings of those who have been spared on this morning. Perhaps this can best be told by a soldier who lived in these trenches, John McRae.

"We are the dead, short days ago we lived,  
Felt dawn, saw sun set glow, loved and were loved,  
But now we lie in Flanders Fields."

The guns are silent now. Long rows of white crosses stand in serried file where once the trenches stood. Poppies grow today among these crosses and stand like sentinel-guardians of this sacred field.

So today, November 11th, 1953, servicemen from all over the world will stand in silence at the Cenotaphs. Buglers will sound the last post and the reveille. Wreaths of poppies will grace our government houses and memorials in testimony of our faith to those who paid the supreme sacrifice. Perhaps somewhere, away from the pomp and ceremony of this Remembrance Day, a silent tear will be shed for the boy who did not return.

It is these things that we recall today. In faith and sacred faith let us know that, as long as the lamp of liberty shines over our land of Canada, they have not died in vain. We do remember.

Continued from page 6 •

had heard that the Wrights were connected with flying and felt that if anyone heard their company was in some way connected with flying, their prestige might be hurt. Certainly no man who believed human flight a possibility was intelligent enough to run a sound business. No one offered to make an engine. Not to be daunted the Wrights decided to build the engine themselves.

This they did and with better results than engine manufacturers were obtaining. Long afterwards, they found out the engine by present standards should have produced twice as much power. "The trouble", they said, "was lack of experience building gasoline motors."

In September of 1903, the Wrights again set out for Kitty Hawk where they assembled their new power driven aircraft. To get the feel of flying once more, they brought out the glider of 1902 and practised on it. Finally, on December 14th they were ready for their first attempt at flying the new aircraft. By flip of coin Wilbur won the right of the first attempt. He roared down the runway at twenty-five miles per hour, left the ground for three and one half seconds and crashed.

They repaired the airplane and on December 17th were ready to try again. This time it was Orville's turn. He shot down the skids they had prepared and to the amazement of all present except possibly Wilbur and himself left the ground and remained aloft for twelve seconds.

The times and distances were increased further and further as they experimented more. The Wrights now know they had conquered the air despite disbelief by the general population and an article by one of the most distinguished scientists of the day who had proved with unassailable logic that man could never fly.

## Air News . . .

THE FORMATION of an Overseas Ferry Unit to be located at RCAF Station St. Hubert, P.Q., was announced Oct. 1st, 1953, by Air Force Headquarters.

Designated No. 1 Overseas Ferry Unit, the new formation will be responsible for supplying the RCAF's Air Division with additional F-86 Sabre jet aircraft and for all post-acceptance testing for jet aircraft slated for overseas service.

Under the command of S/L G. L. Middlemiss, DFC, 33, of Montreal, the unit will set up detachments at four points along the overseas ferrying route. Goose Bay in Labrador, Bluie West 1 in Greenland, Keflavik in Iceland and Kinloss in Scotland. This is the same route followed by the four Leap Frog operations undertaken by F-86 squadrons when proceeding overseas.

Flying the Atlantic became common place during the second World War when Ferry Command delivered thousands of aircraft to the operational areas of Europe. However, jet crossings were developed only after cautious trials a few years after the war's end. With the RCAF's Leap Frog operations proving so successful it was considered feasible to set up the Overseas Ferry Unit as the most economical method of delivering jet aircraft to the Air Division.

S/L Middlemiss is the former O/C of 441 Fighter Squadron now serving at North Luffenham, England. He is a veteran fighter pilot of the second World War in which he was credited with destroying five enemy aircraft and probably destroying five others.



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## Station Workshops Attend a Welding and Metal Show

CPL J. R. BEAUCHAMP

STATION WORKSHOPS PERSONNEL of RCAF Station, Winnipeg and Portage la Prairie recently attended a welding and metal show sponsored by Alloy Metal Sales Limited of Winnipeg. In attendance were representatives of the leading manufacturers of ferrous and non-ferrous alloys. These companies provided technicians who very ably demonstrated the use of the latest gases, equipment, fluxes, and filler rods—all used in modern welding. Booths were set up for the different demonstrations with a technician giving a running commentary on the operations in progress. Persons attending were given every opportunity to try out the equipment and techniques after each demonstration, much to their satisfaction.

At intervals during the exhibition, motion pictures were shown on various welding subjects as well as one or two of more general interest, such as, "Prelude to Kitimat" and "Melting and Refining of Modern Steel".

Technical pamphlets on all subjects relating to metals and welding were freely distributed. Also on display were exhibits of various manufactured products demonstrating the utilization of the various metals and processes.

The enjoyable lunch served by most attractive young ladies provided the climax for a day which proved both instructive and informative for all ranks. A vote of

thanks is extended to Alloy Metal Sales for their invitation to their Welding and Metal Show.



Back row, left to right: LAC Johnson, LAC Crowe, Sgt. Shrimton, Cpl. G. Loves, LAC C. Thompson.

Front row, left to right: F/S Richard, LAC R. Lecuyer, LAC Kemp, Cpl. J. R. Beauchamp.

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*Terry Moore*

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★  
GRADUATING CLASS 5301A (LR)  
★



Back Row, left to right: A/P/O I. P. Hadwen, A/P/O R. Varcoe, A/P/O D. J. Grimwade, A/P/O M. H. Dunn, A/P/O P. V. Gray, A/P/O P. J. W. Chilton, A/P/O R. V. Rees, A/P/O I. P. Clay, A/P/O J. Staples, A/P/O P. G. Riviere, A/P/O H. G. Bruce, A/P/O R. A. Pawling, A/P/O R. T. Newton-Clare, F/C D. R. Montgomery.

Front Row, left to right: A/P/O K. C. Penny, A/P/O J. C. Van-Bylevelt, A/P/O B. P. Roberts, F/C H. R. Yeager, Sgt. G. C. Caubert, F/O A. A. D. Clarke, Course Director, Sgt. F. P. Poncy, A/P/O N. Long, F/C J. Grieve, A/P/O B. Read, A/P/O R. F. Alban.

**Course 5301A (LR)**

**APO ALBAN (Robin Francis)**

Nickname: Trog (lodyte).  
Appearance: Well-scrubbed.  
Ambition: To be mistaken for Denis Brain.  
Destination: The Albert Hall, or thereabouts.

**APO BRUCE (Henry George)**

Nickname: Haggis.  
Favourite Expression: "Hay, mind the doors."  
Biggest Boob: Being Maguire's flying partner.  
Appearance: Ruddy.

**C/Cpl. CAUBERT (Guy Georges Jacques)**

Nickname: Coco.  
Favourite Occupation: Playing the piano.  
Favourite Expression: "C'est le bordel."  
Probable Destination: Gao-Sudan.

**APO CHILTON (Peter John William)**

Appearance: Youthful though bleary.  
Favourite Expression: "Well, it wouldn't happen in the RAF."  
Probable Destination: Hell, the beer is warm there.

**APO DUNN (Michael Hugh)**

Appearance: Artistic. Torrid.  
Hobby: Liquors and Liqueurs.  
Biggest Boob: Meeting hickling.

**APO GRAY (Peter Victor)**

Nickname: Chopper.  
Appearance: Upstanding.  
Ambition: Words of more than one syllable.  
Biggest Boob: Trying to pronounce them.  
Favourite Expression: "Daddy wouldn't like it."

**F/C GRIEVE (John)**

Nickname: Scotty.  
Favourite Expression: "Sorry I'm late, Str."  
Appearance: Our curly headed boy.  
Hobby: Tickling the ivories.

**APO GRIMWADE (David John)**

Favourite Expression: "Back to the Pit."  
Biggest Boob: Buying a tiger.  
Greatest Achievement: Selling a tiger (at a profit).

**APO HADWEN (John Preston)**

Nickname: Fats.  
Ambition: To be rejected as poet laureate.  
Favourite Expression: "All the world's agin me."  
Destination: Nobody knows, he never says.  
Appearance: Unbelievable. Amazing.

**APO LONG (Norman)**

Nickname: Norrie or Nature Boy.  
Ambition: The second half of his honeymoon.  
Favourite Expression: "Where's my mail?"  
Appearance: Done brown.

**F/C MONTGOMERY (Douglas)**

Nickname: Mont.  
Ambition: Free love.  
Appearance: Passionate.  
Favourite Expression: "Sex is here to stay."

**APO NEWTON (Roger)**

Nickname: The newt.  
Biggest Boob: Two days late on ETA.  
Favourite Expression: "B-H-"  
Probable Destination: Sherwood Forest.

**APO PAWLING (Reginald Arthur)**

Nickname: Walrus.  
Appearance: Tired.  
Ambition: To return to Winnipeg.  
Probable Destination: Winnipeg.

**APO PENNY (Kenneth)**

Nickname: Halfpenny.  
Favourite Expression: "Now, when I was in Air Crew . . ."  
Ambition: Met Man.

**C/Cpl. PONCY (Fernand)**

Nickname: PonPon.  
Favourite Expression: "J'ai Soif."  
Probable Destination: Cafe de la paix.

**APO READ (Bernard)**

Nickname: Bunter.  
Favourite Expression: "Only ten more days to go, chaps."  
Biggest Boob: Signing on for eight years.

Continued on page 28 •

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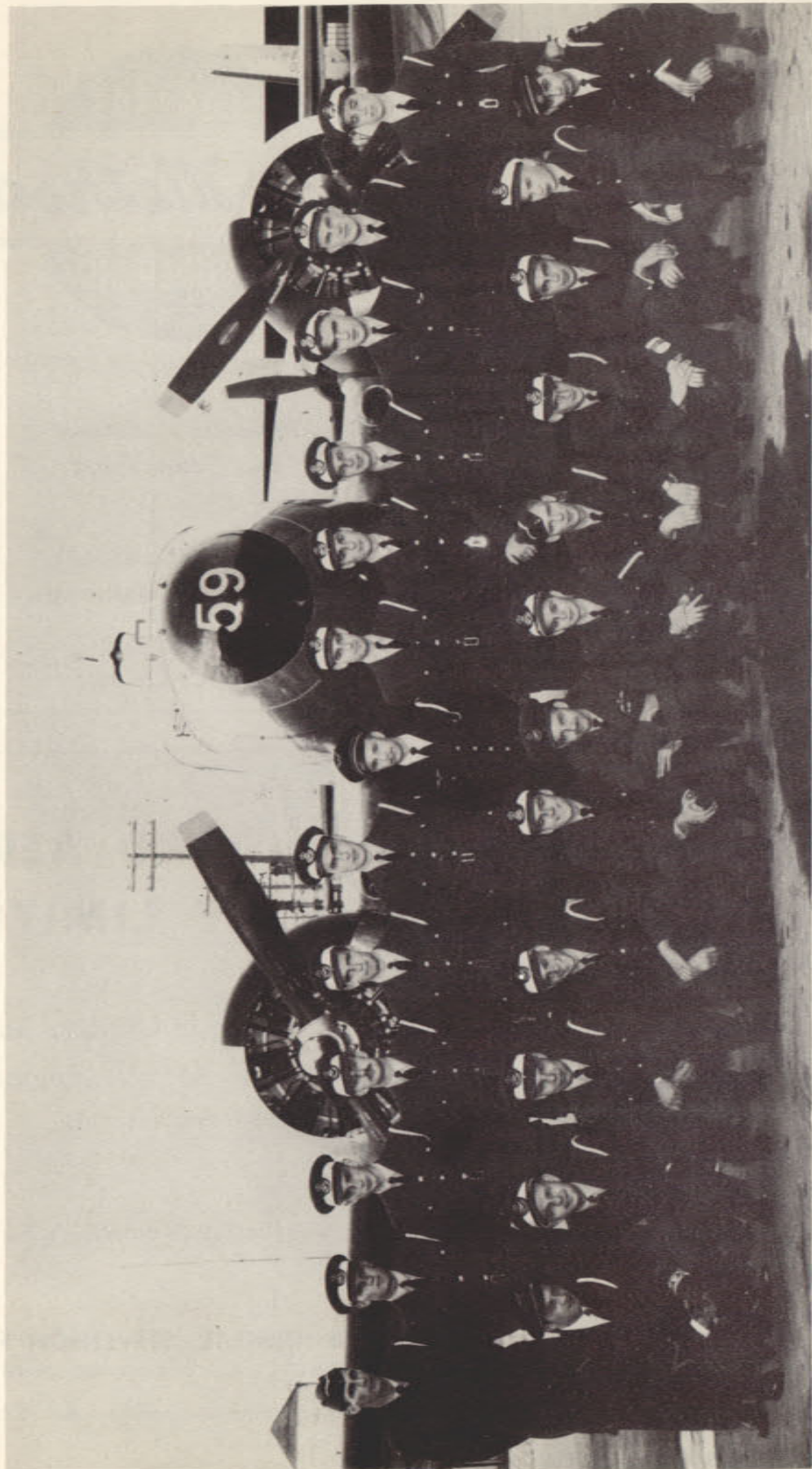
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Front Row, left to right: Sgt. R. L. Jublot, A/P/O B. Waugh, A/P/O A. G. England, A/P/O P. J. Allsop, A/P/O D. T. Lacy, F/O W. A. Thurston, Course Director, A/P/O R. E. G. Heckling, F/C B. F. Sedgwick, A/P/O D. E. Berks, A/P/O D. Gilbertson, A/P/O P. B. Tobin, Cpl. J. M. S. Benayoun.

Course 5301B (LR)

MARTIN ALLEN

Nickname: Sweat box.  
Ambition: Civilization.  
Biggest Boob: Applying 110 W variation and being surprised at heading for the North Pole.  
Favourite Expression: Jiminy Crickets.  
Probable Destination: Operation Back Bench of the House of Commons.  
Occupation: Getting aircraft compasses re-swung.

PETE ALLSOP

Favourite Expression: Pack it up, Whinray!  
Appearance: Not photogenic.  
Ambition: Extremely low.  
Probable Destination: Hell. Alternate: dem golden gates.  
Biggest Boob: "Clair" voyance.  
Nickname: Hotpants.

JEAN BENAYOUN

Favourite Expression: I'm going to see Bobonne.  
Appearance: Similar to one of the seven dwarfs, Dopy?  
Ambition: A woman for every man—a man on every chair.  
Probable Destination: The Paddock (from the French).  
Biggest Boob: Flying with Peter.  
Usual Question: (to 2nd Nav), "Did you put the radio compass in his box?"

DEREK BERKS

Favourite Expression: Anybody want to look over a Norfolk?  
Ambition: To own a car for more than three months.  
Probable Destination: The motor show.  
Biggest Boob: Trying to take a car from P.E.I. to Winnipeg.

BERNARD (BUSH WAUGH)

Favourite Expression: For God's sake, sober up Gilbertson.  
Appearance: Somnambulist.  
Ambition: To be a question master on, "Ignorance is bliss".  
Probable Destination: Rue Saint Lazare, Paris.  
Biggest Boob: Reminding his course director of the old northern proverb: "Them as know nowt, should say nowt."

JOHN BLYTH

Favourite Expression: But sir, it says in AP 1234 . . .  
Ambition: Of unprecedented (and unwarranted) magnitude.  
Occupation: Bearding Tony Hedge.  
Probable Destination: Resolute Bay Met Station.  
Biggest Boob: Sailing beyond the point of no return on Malpegue Bay, P.E.I.  
Greatest Achievement: Returning from beyond the point of no return on Malpegue Bay, P.E.I.

PETER EDWARDS

Favourite Expression: How did he get out of that flaming box. (Re: Houdini.)  
Appearance: Demeuted.  
Ambition: To see Maestag beat London Welch at home.  
Probable Destination: Down the mines.  
Biggest Boob: Not realizing that Canadian girls tell their mothers **everything**.

Continued on page 28 \*

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Continued from page 25 •

**APO REES (Richard Vaughan)**

Nickname: Randy.  
Appearance: Unshaven.  
Favourite Expression: "When are you going to phone those women?"

Biggest Boob: Joint enterprise with Van Bylevelt.

**APO VAN BYLEVELT (John Celius)**

Nickname: Vanfirkin.  
Ambition: To have his name pronounced.  
Appearance: Correctly chubby.  
Biggest Boob: Owner of a stationary chev.

**APO VARCOE (Richard)**

Nickname: Casanova.  
Favourite Expression: "This hat has character."  
Ambition: To swim the Atlantic.

**F/C YEAFER (Herbert)**

Nickname: Herb.  
Favourite Expression: "Excellent."  
Biggest Boob: Becoming housing officer.

**General Observations:**

It is only ten short weeks since 5301 A (Winnipeg) was born, and with only two more to go most of us feel that we have hardly had time to get to know each other very well. Half of the course was at Summerside and half here at Winnipeg for the twenty-two weeks of primary. Two changes of course director, many changes in the course syllabus, and a move half across Canada, have all combined to prevent the course from settling down to a comfortable rut.

These past few weeks of the advanced course have been spent by most of us, especially the ex-Summerside contingent in forgetting the various follies on which so much time, money, and mental anguish were wasted in our island home (Prince Edward is heaven to me); also in remembering that we came to Canada to learn the rudiments of air navigation.

F/O "Andy Clark" has been our course director during the advanced period. He has led us through the intricacies of pressure pattern, taught us how to home on a leading line, and is still, at the time of writing, most carefully controlling our ETA, 2,000 hrs, Nov. 6th, 1953—so long and anxiously expected by all. For all of this we are properly grateful and offer him our thanks—also our best wishes for his next assignment.

Continued from page 27 •

**ALAN ENGLAND**

Nickname: Yonk—to his friends—it any.  
Favourite Expression: 1. Nonsense. 2. Manifestly impossible.  
Occupation: Reading "Ellery Queen" in lectures (when awake).  
Ambition: To substitute beer for blood on return to England.  
Probable Destination: Alcoholics Anonymous, or the Workhouse.  
Biggest Boob: Expecting a car to run for 80 minutes without oil. His finances.

**BARRY FRANCE**

Favourite Expression: Roll on the week-end.  
Ambition: To see the stars with or without a sextant.  
Appearance: Between two and five in the morning.  
Probable Destination: The ditch outside the Cadet's lounge.  
Most Frequent Visitor: The dustman.  
Biggest Boob: Leaving a "full" glass of beer.

**DON (HONKALONG) GILBERTSON**

Appearance: Often bleary.  
Ambition: Always bleary.  
Favourite Expression: Wrap up, Mills!  
Biggest Boob: Drinking a pint of rum and whisky (mixed) in three minutes and expecting no repercussions.

**TONY HEDGE**

Appearance and Beaming: Militant, no military.  
Favourite Expression: I'm not laughing.  
Occupation: Chercher les femmes.  
Ambition: Perdre les femmes.  
Destination: Where is it the Mormons live?

**RAY HICKLING**

Favourite Expression: Watch it! (With chest expanded to maximum of 22 inches.)  
Appearance: Only just.  
Ambition: Bigamy.  
Destination: Paternity.  
Biggest Boob: Going near the bar in his 21st.  
Regular Boob: Whenever he opens his big mouth.

**ROGER JUBLOT (JEW BLOT!)**

One of our course wits? Acknowledged champion old rope smoker.  
Claims to Fame: Introducing us to the old French leg slapping game called, "Fume".  
Favourite Occupation: Dreaming of his Equatorial girl friend. ("They can't be that big.")  
Favourite Expressions: Be sure to hold your paper sideways, or, but I do not know this . . . stuff.  
Ambition: To find out what a gyro log is all about.

**FF LACEY**

Appearance: Rhomboid.  
Ambition: Group Captains.  
Probable Destination: Not where England would like to see him, fortunately.  
Occupation: Threatening B and A that he'll have to fly the trip again.

**VIC MALINGS**

Favourite Expression: Gentle sigh of resignation.  
Appearance: Droopy.  
Ambition: Can't be bothered.  
Favourite Activity: Inactivity.

**FREDDIE MILLS**

Favourite Expression: Belt up Gilbertson.  
Appearance: Rotund.  
Ambition: Not to get in a rut when the lads extract.  
Probable Destination: Back to school.  
Biggest Boob: Leaving school.  
Nickname: Stobbo.

**GILBERT PETIEX**

Favourite Expression: You are like a F/c Lacy! (In English, French, Italian and dialect Savoyard.)  
Appearance: Sheepish with a goat-like tendency.  
Ambition: To find words sufficiently strong to express his opinions.  
Probable Destination: Goatville.  
Biggest Boob: Shooting Canopus in the northern hemisphere.

**BRYAN SEDGWICK**

Appearance: A small Canadian with a large capacity.  
Ambition: A large Canadian with an enormous capacity.  
Favourite Expression: I'm not in a rut lads.  
Regular Boob: To have one drink.

**TOM SPREADBURY**

Appearance: Saint-like.  
Favourite Expression: Not saint-like.  
Ambition: To survive in the Arctic.  
Probable Destination: Not surviving in the Arctic.  
Occupation: Drawing immaculate X Sections.

**KEITH STEWART**

Favourite Expression: Who's pinched my compasses: (dividers, computer, straight-edge, etc.).  
Occupation: Looking for his compasses: (dividers, computer, straight-edge, etc.).  
Ambition: To find his compasses: (dividers, computer, straight-edge, etc.). To remember to take his keys out of his locker before locking it.  
Probable Destination: Back t' mill.

**GORDON SWAN**

Only Expression: Nuts. Drop dead.  
Appearance: Suffering.  
Usual Destination: Sick-quarters.  
Ambition: Health.  
Probable Future Occupation: Ghost.

**PETER TOBIN**

Favourite Expression: Not woth printing.  
Ambition: None.  
Probable Destination: Uncertain.  
Biggest Boob: Sleeping next to Edwards.

**CK WHINRAY**

Favourite Expression: Get the water out.  
Appearance: Wet!  
Ambition: To flood B.B. 14.  
Probable Destination: The Fire Station.  
Biggest Boob: Trying to wet the lads.  
Nickname: The Water-Monger.

**KEN WOLSTENCROFT**

Favourite Expression: How the hell do I know.  
Ambition: To return to Summerside, P.E.I.  
Probable Destination: Summerside, P.E.I.  
Biggest Boob: Going to Summerside, P.E.I.

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Continued from page 15 •

swooshing in from 40,000 feet at close to the speed of sound.

As far as the T-33's were concerned it was a split second deal from the minute the briefing started in a small room at Trenton, until the last low pass over the exhibition.

Even the starting and taxiing procedure was synchronized to the programme timing 100 miles away.

For this observer, highlight of the display came at a point over Scarboro on the eastern limits of Toronto. Knowing that "curtain" time for the T-33's was 18.19 and aware that the "stage" lay six miles westward and one mile down, I was mighty interested to see what would happen.

At 18.18.14 the Flight Commander announced curtly, "plastic one, five seconds to go" and then clearly ticked off the seconds, "four—three—two—on Target." At precisely 18.18.19 down went six silver noses on the long 41 second dive that brought them flashing past the grandstand at 18. 19. 00, right on the button.

A long pull up to height, a roll out at the top, three more passes, in different formations and it was all over. By 18.21.31 all six were headed east to Trenton, having completed their brief but spectacular display.

And so hours of patient practice, meticulous flying and superb airmanship combined to produce a two and a half minute show.

Only of passing interest and delight to the spectators below perhaps, but tremendously impressive and unforgettable to this one time navigator.

## Air Defence Command . . .

Continued from page 7

the aircraft come off the production lines and air and ground crew can be trained to fly and maintain them.

The Canuck, produced by A. V. Roe Canada Ltd. of Malton, Ont., was designed for the RCAF, to meet particular RCAF requirements for Canadian air defence. There was no other fighter available which could meet the needs of the RCAF, and a decision to design and produce one in Canada was made. Now in operational service it is proving itself as a valuable addition to Canadian defence, and improved versions of the machine are due to go into squadron service during 1954.

In addition to its actual fighter squadrons, ADC controls two important advanced training establishments. These are the Operational Training Units at Chatham, N.B., and North Bay, Ont. The Chatham OTU provides conversion to Sabre jets and tactical training for new pilots, having just won their wings, and for veteran pilots going on to jet operations. The other OTU, at North Bay, carries out a similar task, but in connection with the Canuck all-weather jet fighter.

The fighter squadrons themselves, with their screaming jets, armed with machine guns and (on models to come into use in 1954) rockets, form the most spectacular part of ADC. They form the final knockout punch for invading enemy bomber fleets. But equally important is the radar early warning and ground control system, and the Ground Observer Corps.

Time was when the range of bombers was short, and their speed was low. Bombs could be dropped only visually, and the fighters took off as they approached, spotted them visually and went in for the attack. Today that method cannot be counted on. Without an elaborate system to detect enemy bombers and direct our fighters to them, the interceptor squadrons would be of very limited value against invading bomber fleets.

An important part of ADC, therefore, is the network of the radar stations which stand on guard to pick up as blips on a screen, possible enemy bombers. These radar stations call for a tremendous amount of highly complex equipment, and for special skills by personnel who man them. Their construction, usually in isolated areas, is slow and expensive. The network is not yet complete, but some of the stations are operating, and work is underway on many other sites.

In addition to devices to warn of the approach of hostile aircraft, there must be a system to direct the interceptors on to their targets. Otherwise, a mere change of course by the invaders would result in the defenders attacking an empty area of sky. A communication system to permit the squadrons to receive continuous direction from the ground is therefore a necessary part of the early warning network.

Early warning radar, however, has one weakness, a common one applying to our equipment and that of all other nations. It can be fooled by low-flying aircraft. This defect is remedied by the Ground Observer Corps, an essential part of Air Defence Command. Scores of thousands of civilian volunteer spotters operate throughout Canada. Their task is to report aircraft movements. Reports are passed in to filter centres, and on to operational centres. Reports of aircraft that cannot be identified as friendly are immediately investigated by the interceptor squadrons, just as are "unknown" blips appearing on the radar screens.

Closely connected with ADC is the Army's anti-aircraft forces. Operational control by the head of the RCAF's ADC of anti-aircraft weapons is exercised through the commander of the Army's Anti-Aircraft Command, whose headquarters are alongside those of the ADC commander.

The building of an air defence system is a long and complicated process, RCAF officials point out. It involves the replacement of outmoded equipment (a continuous programme, for no aircraft or item of major operational equipment remains "front line" for more than a limited period of time), and the integration progressively of modern complex equipment both on the ground and in the air. The fighter squadrons and the early warning system are the more noticeable elements in the overall air defence system. These, however, are backed up by a growing system of bases, landing strips, Operational Training Units, communications networks, armament ranges, and the whole complex organization that makes up a major operational command. According to Air Vice Marshal A. L. James, CBE, Air Officer Commanding the RCAF's ADC of Sept. 1953), there is a good way to go yet before goals are fully realized but they are in sight.

The RCAF's ADC works closely with the Air Defence Command of the USAF, which has its headquarters at Colorado Springs, Colorado. The officers, airmen and airwomen making up the RCAF's ADC don't speak of "the air defence of Canada". They speak of "the air defence of North America", when it comes to the

question of possible invasion of the homeland by enemy bomber forces. Those making up the USAF's ADC think in similar terms.

Reason for this is the assumption that Canada will not be fighting a major war on her own, and that to any contemplated enemy bomber force the 49th parallel would mean nothing at all. Operational planning for air defence against such a bomber force, therefore, is done on a joint basis, and there is constant and close cooperation between the two Air Defence Commands.

A war might conceivably find RCAF interceptor squadrons scrambling to battle an enemy bomber fleet winging towards a United States industrial target, while USAF squadrons were tangling with another enemy bomber fleet having a Canadian target as its aiming point.

US radar stations are being built on Canadian soil, by agreement with the Canadian Government. In countless other ways the two ADC's work closely together. Sufficient progress had been made by 1952, in the building up of the RCAF's ADC, to hold the first major air defence exercise in conjunction with USAF forces. Known as Exercise Signpost, it was aimed at jointly exercising the components of the two defence systems, and testing the effectiveness of the co-ordination. In addition, evaluation of new equipment and the efficiency of manpower utilization was tested. Included were not only the regular air forces and anti-aircraft artillery of both nations but also the RCAF's reserve fighter squadrons and radar units, and Canadian Army reserve AA units. A second such exercise, dubbed Tailwind, was held during 1953.

The reserve forces, which play a major part in overall RCAF plans, have a vital part in the plans of ADC. There are 12 reserve flying squadrons located across Canada, and 10 of these are fighter squadrons. These, with reserve radar units, come under control of ADC. It is upon the 24-hour a day watch and readiness maintained by ADC and its many components that Canada depends for detection and destruction of an enemy bomber force. For continuous operations, however, ADC depends heavily upon its reserve units, which would be called into action on short notice.

Those making up Air Defence Command know the importance of their task. They realize that aircraft and equipment, even though the best in the world, mean nothing unless matched with courage, skill and determination. They realize that their job is to maintain a watch, by day and night, to detect a possible invader, and by constant training and practice, to be ready to seek him out and destroy him. It's a job calling for teamwork and for high individual qualities, and those making up the RCAF's ADC are showing that they have everything the job demands.



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## Flying by Film

by CPL. A. SPENCER (Telecomm Air)

MOST OF US have already heard something about the new device whereby Britain hopes to fly its planes without the use of a navigator. The author of this present article, while not pretending to be an authority on the subject, hopes at least, by this short sketch, to give you some idea of this new invention.

The "Decca Navigator" as the new invention is called, has already been subjected to a series of very rigorous tests and so far has proved to be quite satisfactory. Many details of the "Decca" (invented by one of Britain's leading instrument makers) are still secret, but enough data has been released to give us a pretty good idea of the impact on civilian commercial flying.

Considering the work that it has to do, the instrument is small, weighing only about thirty pounds. The heart of the mechanism consists of a film, and not as many think—a movie watched by the pilot, but rather a sealed strip marked according to the route being flown. As it unwinds, it actuates indicators and dials on the instrument panel. It is relatively slow-moving—about thirty feet of film is required for a thousand mile flight.

Working in conjunction with ground radio or radio stations along the route, the system will tell the pilot his exact position during every minute of the trip, his height, speed (in knots), the number of miles to the destination, and the number of minutes that the pilot is ahead of, or behind schedule. If he is flying too low and perhaps is in danger of pranging against some mountain projection, the indicators will give ample warning. In

addition, by use of the automatic pilot, the aircraft's altitude will be adjusted so as to carry the plane out of danger. In the event of failure on the part of a ground station, this fact too will be called to the attention of the pilot, allowing him to adopt stand-by procedures.

### SUMMARY OF A TYPICAL FLIGHT

The pilot is handed a film by the controller for the designated route. This he installs in the instrument. The film, immediately upon take-off, carries the aircraft to the altitude specified, seeks out the first ground station en route and then flies the correct heading for all the successive stations.

The film, incidentally, does not insist on direct flying, but takes the plane in any direction dictated by the particular track imprinted on it. For example, the pilot may be advised by radio to switch to another track due to inclement weather ahead. This he can do simply by turning a control to the desired track. The film then proceeds to take him to it. This is possible because each film, regardless, is equipped with alternate tracks.

When approaching his destination, the pilot radios tower, and is told to come in on a such and such an approach. If he is told to wait, the controller merely instructs him to fly a particular orbit until called upon to land. The pilot simply flicks his control to the desired circuit and waits for landing instructions. The film had, meanwhile, placed him in the desired circuit.

In conclusion, it must be said that it will be a few years yet before the Decca system can be put into very frequent use. Much work still has to be done in surveying routes and in making master files. Are the airline navigator's days numbered? One can only hazard a guess. We must see what the future holds.



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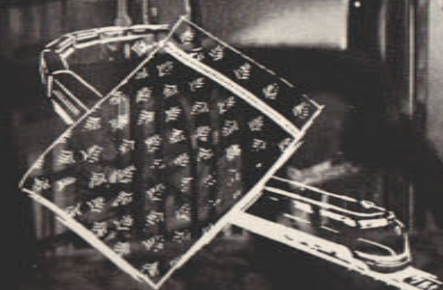
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