

Voxair

PHOTO ALBUM

VOXAIR



THE VOICE
of the AIR FORCE
in Winnipeg

OFFICIAL PUBLICATION OF THE R.C.A.F. IN WINNIPEG



STORY ON PAGE 2



FEBRUARY 27, 1953

Price 10 cents



ACTIVITIES OF THE ROYAL CANADIAN AIR FORCE IN WINNIPEG

★ EDITORIAL BOARD ★

Editor-in-chief	F/L RUSS BOWDERY	— UNIT REPRESENTATIVES —	
Feature Editor	F/O F. G. BOLAN	14 Group	Cpl. L. L. Hoggerty
Art Editor	F/O K. B. McMILLAN	2 ANS	F/O B. C. Poole
Photography Editor	LAC K. GREGG	III C & R	F/O T. Irwin
Advertising Manager	F/O J. H. O'HARA	Univ. of Manitoba	F/L A. Dellor
Circulation Manager	F/S T. H. SABOURIN	17 Wing	F/L K. Barrie
Business Manager	F/O SCOTT	Air Cadet Squads	F/L D. Avant
Sports Editor	CPL J. SPEIRS		

★ CONTENTS ★

VOL. 1 NO. 13

Editorial	2
Cover Stories	2
'Peg Personality	3
Survival Equipment	4
'Peg Air Review	6-7
Cinderella in Coveralls	8
Sports Spotlight	9
Slips that pass in the type	12
The Return	13
Twas the Night before Pay Day	14
Radio Controlled Aircraft	15
News in Pictures	16-17
News in Pictures (Stories)	18
Chaplain's Page	19
Course 32WA	20
Some thoughts on Course 32WA	21
Course 32WB	22
"Quot Homines tot Sententiae"	23
Flight Marker	24
Concerning those characters that Form 32B	24
Plane Facts	25
Voxair Vixen	28
500 Wing	29
Flick Facts	29
Impressions of Canadian Hospitality	30
Group Captain R. B. Ingalls Welcomes Airwoman	31

The views expressed by individuals in any article herein are not necessarily those of the RCAF or the staff of VOXAIR

Your First Stop . . . THE BAY
 Here, you'll find shopping can be a pleasant experience. You'll enjoy the comfort of our well-kept, spacious store where a big happy family of employees is ready to serve you courteously and efficiently. We feature large assortments and wide selections . . . items for you, your family, your home . . . at prices you want to pay.

Hudson's Bay Company
INCORPORATED 2ND MAY 1870.

HBC



Editorial

Fire and water; two of man's benedictions. Fire and water; two of man's devastations. Fire and flood; words that encompass all the struggle and trepidation of Mankind. Flood; the inexorable approach of disaster. Winnipeg and its citizens know only too well the dreadful import of the word. Winnipeg, during the trying days of the spring of 1950 was baptised a member of the family of cities that have been tried by flood. Her period of travail was long and arduous, but through the efforts of her own people and through the help of so many others Winnipeg emerged a greater and a better city.

Now from across the sea comes a cry for help from other peoples scourged by flood and wind and wave. Reports emanating from stricken areas give us an indication of the scope of damage and destruction.

Fred Edge of the Winnipeg Free Press reported:

"Before the water came, Nieuwe Tonge and Oude Tonge were picture book Dutch villages, alive with the voices of women and children. Today they lie silent beneath a drizzling rain surrounded by the endless waters of the killer sea.

"Long rows of hastily-built coffins line the ruptured cobblestone-streets and everywhere are signs that warn against touching anything without wearing rubber gloves. All dogs and cats, because of the typhus infection from thousands of livestock carcasses, are being shot on sight. In an earlier dispatch, previous to viewing the twin tragedies of Nieuwe

Tonge and Oude Tonge I compared the Dutch floods with those of British Columbia in 1948 and Manitoba in 1950.

"Here there is no comparison. You can only look and feel sick."

Winnipeg has been quick to respond to the call for help from the people of the flood ravaged lands of England and the continent.

Money is being collected, food and clothing is being parcelled up and shipped by sea and by air for the comfort of the cold, the hungry and the homeless.

RCAF officers and airmen stationed in Europe are assisting in the flood stricken areas. We at the RCAF Station Winnipeg join with the citizens of this, our adopted city in a combined prayer for a swift surcease from the torments rampaging elements. Along with spiritual assistance there is plenty of opportunity for us to afford material help as well. Contributions can be sent to the Canadian National European Flood Relief Fund, 340 Main Street, Winnipeg.

Flood the Fund!

FRONT COVER

This issue's front cover shows two servicing crew airmen of RCAF Station Winnipeg leaving into a chill sixteen mile an hour wind as they make their way, in twenty below zero weather, towards aircraft on the flight line.

BACK COVER

U.S. Heavyweight Visits R.C.A.F. STATION WINNIPEG



Personnel of RCAF Station Winnipeg, were recently treated to a three day opportunity to study, at first hand, one of the United States Air Force's largest transports.

This aircraft, a C124 Douglas Globemaster, piloted by Captain Christensen, arrived in Winnipeg on Tuesday, January 27, en route to Churchill, Manitoba, from Kirtland Air Force Base, Albuquerque,

New Mexico. The massive 87½ ton aircraft was on a special supply flight to the northern Manitoba air station when failure of the thermal de-icing gear caused its extended stop-over at Winnipeg.

The Globemaster, one of the world's largest transports, has a wing span of 173 feet. Designed to carry a maximum of 222 fully equipped troops or a cargo load of 50,000 lbs. (25 tons) 2,400 miles, the Globemaster when used as an ambulance aircraft will carry 123 stretcher cases, 45 sitting patients and a crew of fifteen.

The aircraft is powered by four Pratt and Whitney R4360 twenty-eight cylinder four-row radial air-cooled engines developing 3,500 horsepower for take off. Entry doors in wing root and each nacelle allow inspection of engines while the aircraft is in flight. Fuel capacity of the tremendous transport is 11,000 U.S. gallons.

Wing tip pods visible in the photograph are not fuel tanks nor are they jet assist installations. Each pod houses a 600,000 B.T.U. gasoline heater which delivers sufficient warm air to each wing to combat formation of ice. A third heating element is buried in the 48 ft. fin to act as a de-icer for the tail surfaces.



'PEG PERSONALITY

W/C Frederick Y. Craig D.F.C.

One of our old timers at Winnipeg and familiar to all is Wing Commander Frederick Y. Craig, D.F.C. For a year and a half W/C Craig has ably guided No. 2 ANS as its Officer Commanding. Born a true prairie-ite, the heart of cowboy land (Calgary), he was educated at Vulcan, Alberta and was employed there as a banker before joining the RCAF in 1940.

After the usual war-time training, he received his "O" wing at Jarvis, Ontario. Proceeding overseas, he distinguished himself as a navigator. Commencing his tour with 51 (RAF) Squadron he transferred to 450 Sqdn., the first RCAF Bomber Squadron to serve overseas. After completing his first tour of operations, he was signed on with 420 Squadron for a second bout. His log book contains such familiar old types as Whitleys, Wellingtons and Halifaxes mks I & II.

In 1945 W/C Craig returned to

Canada, serving with Eastern Air Command at Greenwood. After successfully completing RCAF Staff College, he assumed the duties of Command Navigation Officer with Air Transport Command.

From this position, he arrived in Winnipeg in July, 1951 and found a handful of men who, with their help, formed the nucleus of No. 2 ANS. Under W/C Craig's never tiring direction, No. 2 ANS has grown to one of the largest training units in Canada. Very aptly put at a recent farewell of one of the originals were these words: "We (meaning 2 ANS) used to say, 'Well, at Summerside they do it this way . . . ' but this has changed to (at Summerside) 'Well, in Winnipeg they do it this way . . . ' Thanks to the O.C."

The Wing Commander has found time not only to direct ANS but to excell in such sports as curling, golf

(handicap a military secret) and tennis. Also such added duties as assuming those of the CO in his absence, mess PMC for a tour and flying. A very active programme!

Married in England during the war, the Craigs have a family of five. Mrs. Craig hails from Yorkshire.

And now we can reveal the mysterious "Y" in W/C Craig's initials. It has been baffling many of us for months. Guesses have ranged from the ridiculous to the sublime. However, the wing commander informs us in all sincerity, that it stands for his mother's married name "Young". End of mystery!

"Voxair" takes great pleasure in presenting one of our oldest senior officers to the RCAF in Winnipeg and to all other formations scattered throughout the world.



PORTAGE AVENUE AT SMITH STREET

IT'S FROM BIRKS
E·B

Means so much to the recipient of a gift in the famous Birks Blue Box

BIRKS
JEWELLERS

Central Northern Airways Ltd.

STEVENSON FIELD - WINNIPEG

City Ticket Office - St. Regis Hotel 92-2310

After Business Hours - Dial 50-4888

Survival Equipment

by Cpl. D. R. Randall
Safety Equipment Section
R.C.A.F. Station, Winnipeg



Photo by Cpl. L. E. Norton

LAC R. C. "Rod" Robbins, of the R.C.A.F. Station Winnipeg Safety Equipment Section, makes like a stranded flyer to demonstrate the hundred and one useful items that are included in the survival gear carried in each Navigation School aircraft.

PEOPLE WHO FLY in ANS aircraft these days are seeing a lot of odd looking bundles and boxes going aboard, or already on the aircraft. These boxes and bundles, contain a wealth of gear and equipment for the crew of a stricken aircraft. For this material is known as Safety Equipment and Survival Gear.

In a previous issue of Voxair, Safety Equipment was touched on in the matter of parachutes in the Safety Equipment Section and in aircraft. The value of the Safety Equipment in an aircraft depends on the dollar and cent value you put on your own life. There are four parachutes, a Hurst toboggan, "X" Rations, Snowshoes, Ice chisels and Sleeping Kits on each aircraft.

Parachutes are used only when

you have to leave an aircraft in mid flite. But on the ground after a bail out or crash landing the chute can be used for infinite uses. Paratepees can be erected or lean-to-shelters to protect yourself from the elements. It can also be manufactured into clothing, sleeping bags, travel packs, snares, fishing nets and many more items to make life more bearable while waiting for rescue.

The Hurst toboggan is that big aluminum container up behind the pilot. Boy the things that container has couldn't happen to nicer people. There are over 80 items in that container. Shot-gun and shells, fishing kits, pressure cookers, air mattresses, tallow candles, signals and pyro techniques and a host of other small

items to make the homesick heart happy.

The toboggan itself is 6 ft. long with tow rope and a collapsible handle at the back to make it more easily handled. It can carry up to 300 lbs. with ease.

Ice chisels are stowed loose in the aircraft and are a necessary item in the north country for fishing through the ice. The chisel has a collapsible handle in 3 sections. It can also be used to get at other items that may be required from the aircraft structure itself.

Snowshoes are your only means of transportation in deep snow and should not be considered a tool. For getting game or firewood or as an aid in getting an injured man out



HURST TOBOGGAN

Packed—Opened Left to Right Top to Bottom:—ground signal strips, day and night flares, lid for pressure cooker, tea can, toilet tissue, pressure cooker, drinking cups, fishing kits, housewives, snare wire, insect repellent, fire tablets, knife, ground sheets, medical kit, fishing line, cigarettes, parachute rocket flares, railroad fuses, watches, whisk-broom, playing cards, tallow candles, tobacco and papers, compass, heliograph, mirror, ice and snow axe, air mattress.



SLEEPING KIT

Left to Right Top to Bottom Kit Bag. Bag complete packed; felt duffels (liners for Mukluks), felt insoles, mesh insoles, type "C" socks, Mukluks. Woollen mills (liners) Gabardine mitts, wind-proof, Balaclava Helmet anti-glare eyeshields, ice-chisel, two-man sleeping robe. Above is two-man kit.

of the bush to rescue they are indispensable. Snowshoes are hand-made of ash and 'babiche' (strips of hide tanned and scraped and laced through the ash frame).

A very important item is food, which at first glance doesn't seem to be over abundant. The ration pack contains 14 individual food packs, each one capable of sustaining a man for one day. The food is

concentrated and very high in calorie and vitamin content. Due to its limited quantity it must of necessity be conserved and game used wherever possible.

The last item and one of great importance is the Emergency Sleeping bag — which is tested to -55°. Eider-down filled and lined with blanket cloth, when used in a para-teepee it is the last word in survival comfort.

Included in with the sleeping bag is extra clothing; socks, wind pants mukluks, etc.

Now that you know what is available, we hope that if you should ever have the misfortune to have to use it, you will remember what we have tried to tell you—don't panic; stay with your aircraft and live the life of Riley using your Survival Gear.

MACDONALD BROS. AIRCRAFT LIMITED

Western Canada's Leading Overhaul Plant

- Overhaul of Aircraft and Components.
- Canadian Licensees for EDO All-Metal, Seaplane Floats.
- Contract Manufacturing
- Components in Sheet Aluminium and Stainless Steel.
- Distributors of Aviation Supplies.
- Contractors to R.C.A.F.

35 Queen Street
OTTAWA

Stevenson Field
WINNIPEG

International Airport
VANCOUVER A.M.F.

THE WEST'S
OLDEST
MUSIC HOUSE

OFFERS
Everything
IN THE
World of Music

PIANOS, RADIOS, MUSICAL INSTRUMENTS

SHEET MUSIC, RECORDS - SERVING PROFESSIONAL

MUSICIANS, STUDENTS, TEACHERS since 1881

J.J.H. McLEAN & Co.
PORTAGE AT HARGRAVE

THE McLAREN HOTEL
MAIN ST. AT RUPERT
WINNIPEG, MAN.
Phone 2-7314

THE KIRKFIELD HOTEL
KIRKFIELD PARK
WINNIPEG, MAN.
Phone 6-1905

Your Friendly Hosts:

FRED DANGERFIELD
GEORGE DANGERFIELD

JACK DANGERFIELD
FORBES RANKIN

PEG AIR REVIEW



Producer—Peg-Air-Review



Director—Peg-Air-Review



L.A.C. R. Green



Winnipeg Rockets!



S/L Clarke at Piano



Airforce Ranch Boys



Curly Croons
(F/L MacAllister)



F/O Duke Palmer and His Kentucky Colonels
(Orchestra)



Gay Ninety Quintet



L.A.C. Strawoski



L.A.C. John Fefchuk and Partner



F/O Graham and Mrs. MacAllister

IN THE December issue of "Voxair", a short resume of Peg-Air-Revue was introduced by Cpl. L. L. Haggerty under the heading of "Amateur Show". As an observer of this fine show, who attended its performances on two occasions, I feel that much credit is due to its producer and director, Cpl. L. L. Haggerty, and F/O Graham, and all members of its cast for the entertainment that was afforded to many officers and men who attended one of its three performances at the Station Cinema on this unit during the month of December. Aside from the aspects of entertainment, shows of this nature do much to boost the morale of airmen on the unit and promote competition among airmen to partake in station activities which increases good will and harmony among station personnel.

On the closing eve of its performance, RCAF Station Winnipeg welcomed the Group Commander, A/C J. G. Bryans, of 14 Group HQ'S, his Staff Officers and several CO'S and their wives from Western stations, and from reports gathered they went away quite impressed with the very talented entertainers that comprised the cast.

F/O (Duke) Palmer, musical director for the Show and his orchestra (Kentucky Colonels) arranged musical numbers under the direction of F/O Graham who, in addition to directing Peg-Air-Revue, was also the choreographer.

The Show opened with a chorus line, the Winnipeg Rockets, featuring LAC's Jerry Clossen, Bill Bambrick, Norm Hurst, Frank Henley, Roy Green, and last, but not least, our director himself. This was followed by Accordion solos by LAC Johnnie Fefchuk, Piano Fantasy, S/L Clarke; Prairie Hoedown, featuring LAC Danny Humble and his Airforce Ranch Boys; Hawaii Calls, with LAC R. Green, who managed to keep his grass skirt swirling, and the audience in stitches even though he did get caught after the curtain closed. We would fail miserably if we forgot to mention our comedian, who appeared throughout the Show and kept the audience wondering what was coming next. Of course, you all know him more familiarly as our PT&D Officer, F/O (Bob) Pollock. S/L Clarke kept the audience tapping

(Continued on page 21)

CINDERELLA IN COVERALLS

FOR PERT, bright-eyed and Winnipeg born airwoman, Jerry Campbell, the day had dawned like all other Mondays; — just a date from which to move into another week of work on and around aircraft.

Jerry and her roommate, Margaret "Scotty" Yates, of Dundee, Scotland, both instrument technicians, had been friends since "Basic" at St. Johns. Now they were together in Aircraft Maintenance, working on everything from the angular heavy bombers of last war fame, to the sleek swift fighters of this jet-age.

That day it was, of all things, a Harvard, undergoing its final inspection before transfer. The two girls working on the instruments, Scotty from the underside of the engine, and Jerry perched astride the top, her trained fingers struggling with some unseen problem in wire.

Paul Rockett, top ranking Canadian photographer covering the picture angle of a feature story in his magazine had come to Trenton in search of a model.



Here there had been no scarcity of talent, for good looks and personality were found in abundance, and yet the choice had not been made. In the manner of all artists he was seeking more than mere figure and form, he was searching to find a medium.

Someone by which, through the lens of his camera, he could highlight the life and moods—even the loves—of all airwomen everywhere.

by S/L Roy Wood

Then by the Harvard his search had ended. He chose the diminutive figure leaning over the engine, unruly curls held captive in a borrowed cap and inquisitive eyes following hands that worked with confidence.

There it was, that the magic wand of fate touched lightly on the shoulders of Jerry Campbell to whisk her away in a whirl of clicking shutters and unending film to play the role of model.

It began as simply as that. Almost two days and nearly 300 pictures later the job was complete. Throughout it all, other airwomen helped by providing background material — playing the support roles whenever

and wherever required. An example of co-operation and loyalty that is symbolic of the Service.

And so—when the March issue of Chatelaine goes on the newsstands with her picture on the cover and many more inside, Airwoman Jerry Campbell will know that she has attained a certain measure of fame: Not as a glamour girl all sophistication and reserve, but as a heart-

(Continued on page 18)



SPORTS SPOTLITE



Curling

The month of February saw Manitoba go all out in curling to again capture the honour of holding the biggest Bonspeil in the world, with the province being curling conscious RCAF Station Portage la Prairie decided to hold its first Tri Station Bonspeil and invitations were sent out to Stations McDonald and Winnipeg.

The Bonspeil was opened Sunday, February 15th, with W/C Burgess throwing the first rock and G/C Ingalls CO. Station Winnipeg and G/C Blagrove CO. Stn. McDonald, standing by ready to sweep.

The first upsets occurred when three rinks from Winnipeg who were entered in the Manitoba Bonspeil were knocked out in the first draw, then F/S Bob Ibson virtually robbed Lt. Lorne Common and his rink of seven ends when he drew to the button to eliminate all seven and count one himself. This amazing feat incidentally happened with Ibsons last rock.

The grand aggregate winners were skipped by F/L Grant third, F/L Millar second, S/L Grant and lead was G/C Ingalls. This rink carrying the Winnipeg colours did not taste defeat all through the speil and triumphed on six occasions. They



Photo by Stn. Portage, Photo Section

This was the official opening of the Portage Spiel with the three Commanding Officers pictured from left to right: G/C Blagrove, CO Station McDonald, W/C Burgess, Station Portage, and G/C Ingalls, Station Winnipeg.

all curled exceptionally well and richly deserved their hard earned victories.

The Consolation Event was also won by a Winnipeg Rink skipped by LAC. Grasley, playing third was Cpl. Speirs, second LAC. Nadiger, Lead LAC Klosson. Grasley lost the first draw then went on to win four straight to take top prize in this event defeating Malcom from Portage in the final game of the nite.

To conclude, a word of thanks to the committee and personnel of RCAF Station, Portage la Prairie, who went all out to provide a day of curling for the three Manitoba Stations also for the hospitality shown the visiting rinks from McDonald and Winnipeg our hats are off to you for a show well done. All photographs are through the courtesy of Sgt. Beaton, Station Portage la Prairie. While still on the subject of curling, the Stations curling entries in the Manitoba Bonspeil reached ten out of a grand total of 374 from all over the province. Of the ten Station entries Cpl. O'Byrne reached the fours in his event and

(Continued on page 10)



Bailey Selburn Oil & Gas Ltd.

917 GRAIN EXCHANGE BUILDING
WINNIPEG

901 EIGHTH AVENUE, WEST
CALGARY

Silverwood's DAIRY PRODUCTS

- Safe Milk
- DeLuxe Ice Cream
- First Grade Butter



THE GRAND AGGREGATE WINNERS
This is the rink that went all day to five straight wins to take the Grand Aggregate Prize. L to R: F/L Grant, Skip, S/L Grant, Second, G/C Ingalls, Lead, and F/L Millar, Third.

Sports Spotlight from page 9

the prize money, and the other rink skipped by Cpl. Denny Turner ended up in fourth spot in the Big Event, The Birks, by going this far Turner gained the right to enter the Provincial Playdowns and a sudden death knock out affair but however circumstances prevented his entry and he sat out the play downs. With Cpl. Turner skipping were LAC Ken Gregg third, Sgt. George and Ness Sewchuk lead. A word of thanks go out to these two Rinks on their fine showing both on and off the rink. Indeed an inspiration for next year when we may see one of them go all the way to the big McDonald Brier.



The above picture shows the Common Rink in the background ready to count seven. Seconds later the assorted expressions changed as the rock being swept by the Ibis Rink stayed put and eliminated all seven rocks of Commons. (Note) Sgt. Ibis is not shown in the above picture as rumour has it he was last seen heading for Selkirk.

Photos by Stn. Portage, Photo Section

WINNIPEG, the curling capital of the world, donned its best kilt and tam-o-shanter February 2nd, as approximately 1,500 curlers from the province surged on this western city to compete in the greatest bonspiel on our planet.

When the deadline for entries was reached on January 31st, 374 rinks were registered; 157 were from provincial or out-of-town clubs, and 21 hailed from Greater Winnipeg 18. Ken (Mr. Curler) Watson, President of the Manitoba Curling Association said after entries closed, "We are happy to get our record of having the world's largest bonspiel again, but

(Continued on page 11)



Photo by LAC. K. W. Gregg

2nd Prize Winners of Portage Service Bonspiel
to R—Skip LAC Chuck Grasley
Third, Cpl. Johnny Speirs
Second, Norm Nadigor
Lead Jerry Closson

the Association wants this 'spiel to be known as the world's most friendly bonspiel," and so it was.

The Manitoba Legislature took a back seat on the opening morning as Premier Douglas C. Campbell, an ardent curler himself, took time off to officially open the 'spiel by throwing the first rock.

One of the main attractions during the 'spiel was a rink that had come all the way from Scotland, just to compete in the Manitoba Bonspiel. Huge crowds followed the Scots, wherever they played, to witness their curling and particularly their sweeping, which is much different from that used in this country.

RCAF Station Winnipeg wasn't going to sit back and not be represented in this huge event. Eight rinks of air force personnel from this Station were right out on the ice lanes with all the rest, and gave an extremely fine show. Cpl. Denny Turner of Winnipeg's Recruiting Unit and his team of LAC Ken Gregg, Stn. Photo Sec. (Third); Sgt. Geo Dowse of the Hangar Line (Second); and LAC "Nes" Shewchuck of 111 C. & R. (Lead) were certainly the surprise rink of the entire bonspiel. With the 'spiel nearing completion on Thursday evening, only ten rinks out of 374 were left undefeated and one of those ten was the Turner aggregation, but that evening they were set back for their first loss, and by Friday afternoon so were all the other nine. But this loss had only

put the Turner rink out of one event and they were still battling a 1,000 in the main event—"The Birks". The boys kept slugging it out until Saturday evening when approximately 1,000 spectators jammed the Granite Curling Club as Lyle Dyker and his Strathcona group met the Turner rink in the semi-finals. Lyle's experience in the game, having been on three Dominion Championship teams, proved a bit too much for the airmen and they were defeated. Not only had they been serious contenders for the Grand Aggregate, but they had also won a berth to play for the Manitoba Championship, but fate stepped in. According to the rules of the Dominion Curling Association, all players of a team which becomes eligible to play for the Provincial Title must be members of a club affiliated with the Manitoba Curling Association and the RCAF is not. Well, rules aren't made to be broken, so the Turner rink was totally retired from the 'spiel. However they each received a prize valued at twenty dollars for placing fourth in the Main Event, so they were quite proud and content.

Another airforce foursome who made the RCAF stand out in the 'spiel was the Cpl. Howard O'Bryne's



Photo by Hugh Allan, Winnipeg Tribune

SEMI-FINALISTS OF BIRKS TROPHY

L to R—Skip, Cpl. Denny Turner
Third, LAC Ken Gregg
Second, Sgt. George Dowse
Lead, LAC "Nes" Shewchuck

rink, with LAC Glenn Ulloyst (Third); LAC Denny Viklund (Second); and LAC George Lovatt (Lead).

These airmen fought it out with some of Manitoba's best to place fourth in the Black & Armstrong event, and got into the jewelry.

Other Station teams to enter the 'spiel were foursomes led by Cpl. Bill Campbell, Cpl. Chuck Grasley, Cpl. McDowell, WO Abbot, F/L Hal Grant and F/L "Cam" Cameron. All these teams, although not having brought home prizes, made an exceptionally fine effort, and all got as high as the "16's" in the events in which they were playing, which is nothing to be "snubbed" at.

(Continued on page 12)

You'll like everything about



Reach Wright & Ditson
Sporting Goods

DISTRIBUTED BY

Ashdown's

Refreshment at it's Best!



Always
the ideal mixer
in any company!

DREWRY'S

- DRY GINGER ALE
- CRYSTAL SODA
- TOM COLLINS
- LIME RICKEY



Always
sparkling refreshment
there's none better!

ON YOUR NEXT TRANSFER
SELECT
SECURITY STORAGE



FOR THE SAFE, SPEEDY TRANSPORTATION OF YOUR
VALUED HOUSEHOLD POSSESSIONS

Agents: **ALLIED VAN LINES**
NATION WIDE MOVERS

FOR THE FINEST SELECTION OF CAMERAS, PROJECTORS AND PHOTO ACCESSORIES VISIT

The Camera Shop

350 Donald Street, Winnipeg

Ph. 93-5518



SEMI-FINALISTS OF BLACK & ARMSTRONG TROPHY

L. to R. Skip Cpl. Howard O'Byrne
Third LAC. Glen Ulloyst
Second LAC. Denny Viklund
Lead LAC. George Lovett

Sports Spotlight from page 11

F/L Hal Grant and his team were given quite a shock as they looked up the list of the first draw to discover that their initial game was against none other than the great Billy Walsh aggregation, last years Dominion champions. The airmen put up a good fight, but couldn't quite match Canada's champs.

Yes, the airmen in this town are taking Canada's most popular sport really seriously, and when eight air-force rinks can go through the world's toughest bonspiel with an entry of 374 and emerge with two prize-winning teams, Station Winnipeg has something to shout about. And we are—"Well done, lads!"

She was too young to Die

"Tell me," the little girl began,
And her eyes were full of awe;
"Is it true that you're a flying man,
Like those who won the war?"
And I felt a little surge of pride,
Though I'd heard it all before.

"You must be simply awtully brave!"
This charming infant said;
But a modest reply was all I gave,
Though my "No" meant "Yes" instead.
And I smiled a kindly little smile,
And patted her on the head.

"A pilot!" breathed this ghastly brat,
Before I'd time to stop her;
Apparently unconscious that
Her words were most improper.
And I fingered my brevet coldly,
And bashed her with a chopper.

J. M. Wardle

STACKED

Today when we talk in terms of billions rather than millions, perhaps we should stop and consider just how much difference there really is.

A million dollars in crisp new \$1,000 bills would make a pile eight inches high. But if we tried to pile up a billion dollars in \$1,000 bills we would find that it stretched up into the sky 666 feet; 22 times as high as an RCAF hangar or 96 feet higher than the Carman radio tower.

Slips that Pass in the type

Nine hundred and ninety-nine of our local readers have very kindly brought to our attention the various errata which inadvertently appeared in our last edition.

In one case the whole of the CO's parade was magically transported to the "banana belt" via a slip of the editor's pen. In another, Sister Ziebler had her name changed, without benefit of matrimony, to "Zie"—an inexplicable misfortune which she accepted with feminine fortitude. Another slight slip was in the spelling of the Voxair Vixen's name; that of Zsa Zsa Gabor appearing as Sza Sza; but as far as we're concerned, any way you spell it, it still comes out Wu! Wu!

However, just to show our many ardent readers that this sort of thing happens in the best of circles, the following are offered for your enjoyment and not as vindication for our own wrongs:

From the Port Huron Michigan Times Herald: "The hostess chose a cerise dinner dress with a low oval neckline for entertaining."

From the outline of an English course in the University of Toronto Faculty of Arts Calendar: "For special study: Shakespeare, Hamlet, Anatomy and Cleopatra."

From a political story in the Little Rock, Arkansas Democrat: "And there are other names too humorous to mention, tossed about in connection with the mayoralty race."

THE RETURN . . .

WE CAME in the footsteps of those who fought the war; we came, conscripts and volunteers alike from the crowded lands of Europe to the vastness of Canada; to a land where people prided themselves on possessing in their culture the virtues of old Europe, and the advantages of the new giant, the U.S.A., without the familiar drawbacks. We have lived in your homes as adopted sons; we have been by turns excited by new experiences; happy in your celebrations; stunned by the wonder and the richness of the continent, as we have flown the long hours over prairies, wood and lake, or crossed the continent in the freedom of leave; when we have been bored by barrack life, saddened by thoughts of homeland, tired after work, there have always been compensations; and now that we are about to leave, after the long months, comes a time of valuation, thinking about how we will speak to people of our own lands and our own cultures, for whom this continent is only a distant reality, a blurred picture with little meaning. That these are personal reactions is inevitable.

Our first problems differed greatly in magnitude and scale. Decimal coinage; words that were English yet unfamiliar; a refreshing frankness in the speech; then there was the immense size of the land, and the different nationalities making up its people. A land which treats newcomers as "New Canadians" could scarcely make us feel other than at home. But tea made with teabags

and lukewarm water . . . strange concoctions called hamburgers . . . corn on the cob and sweet potatoes . . . a strange phenomenon called football . . . gallons of water with every meal . . . streetcars and sidewalks . . . cookies . . . "the old country".

Who was the Canadian who said, "You can tell an Englishman a block and a half away?" Perhaps we have been like that all during our long months here, but we have tried to understand the Canadian way of life. Were the authorities more astute, many could be tempted to stay in this rich and developing land, which is not too unfamiliar . . . and many will feel roots in the prairies when we leave. Even were we to stay fifty years, the English would still be obvious "a block and a half away," but we trust the sympathetic Canadian would understand, or perhaps allow that we might even be from the West Coast. How many English bus drivers will be disturbed to see a blithe young RAF officer offering a sixpence for a ride almost anywhere?

You have chuckled at our tweeds and quiet ties, our dark suits and slightly unkempt appearance. And we have been surprised at first, and eventually reconciled, to see emblazoned jackets, fur hats, and those strange things, ear-muffs. But despite it all, we appreciate your sense of humour, and keen assessment of your own way of life. It was another Canadian who said to us "Canadian culture just ain't . . . we're too busy with bulldozers to build

theatres." But this is only partly true. "It is and it's different" might be our reply. And it appears to resist in healthy fashion Americanization and dependence on Europe alike. We now understand the reasons for the rawness, the newness, the unfinished and rough-hewn appearance of the towns and the landscape, and know that what we value at home has only been achieved by the passage of time.

You have taught us to value tolerance, and the contributions which different peoples can make to the common good. You have shown us a generous and developing land, and given us another environment by which to judge our own war-torn Europe. Most of your ways will never be ours, but we think we have learned what matters in our own society, and which differences are the important ones. We shall miss the broad horizons, the intense blue of the clear summer skies, the brilliance of your sunshine, and the glory and colour of the fall. We shall think of the coldest cold we ever knew, when the rain and mist and sooty fog of an English winter comes again, and be pleased to find so little contrast between indoor and outdoor temperatures, to find that we can walk out each and every day, and still retain ears and nose . . .

Some of us will return to join your community, some will return to explore the regions which caught our feeling or imagination; but most of us will never see these shores again

(Continued on page 18)

STORAGE

—Our facilities assure
Complete Protection



STAR STORAGE LTD.

PHONE 92-2951

Edmonton and St. Marys

Winnipeg, Man.

Modern warehouse of fireproof construction gives sure protection for all your nice things. Why risk loss or damage when it costs so little for our service? Call us, too, for better local or long distance moving. Expert packing. Estimate on request.

Authorized Agents for



North Star Oil

GASOLINE and OIL PRODUCTS

RED IN

ROYAL CANADIAN AIR FORCE
INTEREST DEMAND AND DEBIT VOUCHER

Number of Books: 2465 (615)
Accounting Code: RCAF
General Ledger Number: 20/341
Date: 2-12-52

Book Number: 52-53
Period of Number: 2
Page: 2

Initials of Person Issuing: [Signature]
Initials of Person Receiving: [Signature]

2465	20/341	2-12-52	2	2
------	--------	---------	---	---



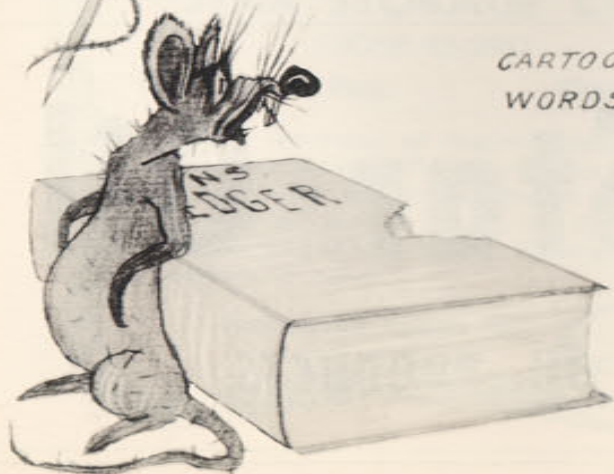
'Twas the Night Before Pay Day — or — Who Done It?

'Twas the night before pay day and in the pay section,
Not a creature was stirring that was worthy of mention,
The ledgers were tucked in their little steel bed,
Where they dreamed about pay sheets with figures in red.
The pay clerks with glee had reduced the acquittance,
And had cut off the SWO with a very small pittance,
"You'll all be most careful," the pay master said—
"To underpay everyone, they're all too well fed."
When under the door with a pat and a pitter,
Appeared Grandfather Rat and the rest of his litter,
"We'll audit these books," said the rat with a snort,
"And the deed will be known as the Furry Retort."
With chomping and chewing the rodents began—
And the one who was known as Most Terrible Sam—
Was heard to remark in the ensuing quiet,
This ANS ledger's a horrible diet.
At eight-thirty sharp on the following morn,
A little bit late and with manner forlorn,
The pay lads arrived with their hearts bleak and cold,
For today was the day they must part with their gold.
The pay master snarled from down deep in his lair,
With a gnashing of teeth and a tearing of hair,
The Sergeant announced in a voice loud and drear,
"You'd best get the ledgers, the hour it is here."
So with furtive demeanor and miserly care,
The safe door swung open—and was found to be bare . . .
Cried the Sergeant, "It's plain as your nose on your face,
A dastardly deed has been done in this place."
The SP's were summoned, the news got around,

And the ADJ summed it up with a statement profound,
"There's RATS in the pay section, it's finally come out,
We've all had suspicions, but now there's no doubt."
The morning wore on, and the problem grew bigger,
The provost cried, "Someone must go to the digger."
The corporal, down looking for clues on the floor,
Was heard to remark, "They sneaked under the door . . .
The afternoon dawned and was soon on the wane,
The boys on the station said, "Now it is plain
We must march on the section demanding our pay,
We'll get all our money and brook no delay."
In column of route they marched up to the door,
And what they discovered brought forth a great roar,
For pinned to the counter, a note edged in black—
Saying, "NO PAY TODAY," so you'd better march back.
We've all got our dough, there's none left for you,
Submit us a memo, fully countersigned too,
Casuals on Monday, be sure you are here,
A penny or two, just enough for a beer.
As far as the rest of your pay is concerned—
WE DON'T GIVE A DAMN . . .

CPL. T. H. CONNOLLY

CARTOONS BY CAMPBELL
WORDS BY CONNOLLY



Radio Controlled Target Aircraft

During the past few months the RCAF has been "checking out" a selected group of pilots and ground crew in the operation and handling of radio-controlled, pilot-less aircraft, to be used as targets in ground-to-air gunnery exercises.

Using the relatively secluded, and now inoperative, Mohawk aerodrome situated about 15 miles east of Trenton, Ontario, the trails have progressed to the stage where consideration is being given to the next step in the operation, that of controlling the diminutive plane from another aircraft.

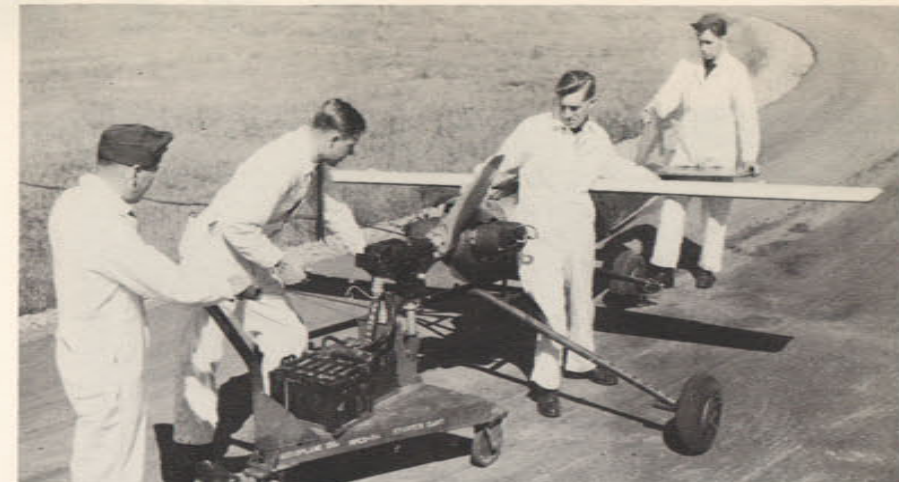
The robot or radioplane is an exceptionally versatile piece of equipment. It has a 12 foot wingspan, weighs approximately 300 pounds, and is powered with a four-cylinder, two cycle engine. Top speed is 200 mph, endurance one hour. The plane operates "full throttle" at all times and this is an important factor in both launching and landing the craft.

The launching is done from a circular runway around which the launching platform rotates, held in position by a cable attached to a centre post



PL-65156—RADIOPLANE — One of the RCAF's new radio controlled planes stands in readiness prior to the ground crew moving in for the start-up. At the left can be seen the cable which controls and guides the robot plane during its speed gaining run prior to the launching.

(National Defence Photo)



PL-65155—SWITCHES ON—A four man crew, each with individual assignments, is necessary in the starting of one of the RCAF's new radioplanes. Warrant Officer second class G. J. "Garney" McCracken, left, of Ottawa, Ont., holds the battery cart in position for starting, and also for quick removal after the robot plane is running under its own power. Second from left, Leading Aircraftman L. H. "Lorne" Monford, of Kelowna, B.C. inserts the electrical starter, into the hub of the propeller. Corporal W. A. "Bill" Workman, of Belleville, Ont., second from right, handles the throttle while LAC J. M. "Johnny" Linden, right, of Flin Flon, Man., steadies the tail plane, as well as being a safe guard in case the retarding cable should slip.

after the fashion of a "maypole" tree. When the plane picks up take-off speed (90 mph) or about twice around the maypole tree (as it were) the aircraft is released electrically from its platform and roars off at a tangent to the runway gaining speed with every second. Immediately it is released, control passes to the pilot who is situated well away from the launching area. Every movement is then transmitted by radio and banks, turns, climbs and glides, as well as aerobatic manoeuvres can be carried out. It is this manoeuvreability that makes the machine so desirable as a target. It can be made to respond to movements simulating evasive action when fired at by opponents.

A parachute is released if radio contact is interrupted. The plane operates at full throttle and so this

chute must be released when a landing is desired. As soon as the chute "pops" out the engine is automatically cut. If for some reason the engine cuts out unexpectedly the parachute is also released. With the functioning of this safety device, target planes are seldom lost, and usually come down within the boundaries of the aerodrome.



PL-65160—TAKE-OFF—One of the RCAF's new Radio controlled planes is caught in flight just after being launched. The radioplane, at this time, is controlled by the ground pilot.

PHONE 93 5454-5

When You Think of Style Think of

376 PORTAGE AVENUE

fredric's
CLOTHES LTD.

Ladies' and Men's Apparel

WINNIPEG

CANADA

NEWS IN

PICTURES



HEAVE-HO



COLD GETS HALF NELSON



CHOCKS AWAY



THIS-A-WAY

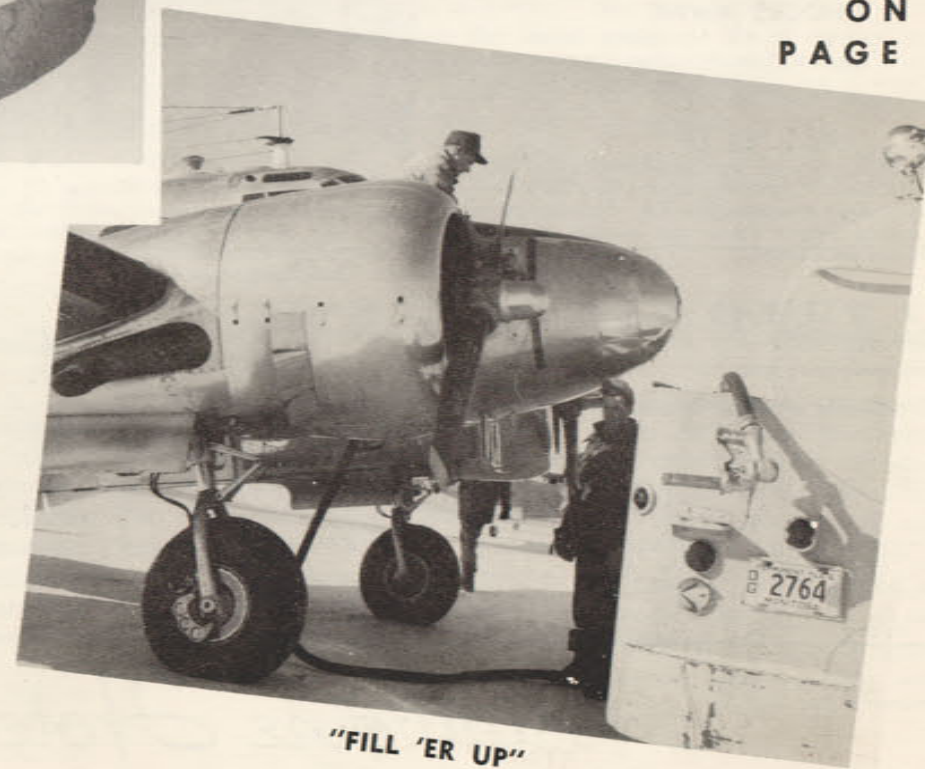
DESCRIPTION
ON
PAGE 18



STARTING CREW



WARM WELCOME



"FILL 'ER UP"

Photos by L.A.C. K. W. Gregg

News in Pictures

Photos on pages 16 - 17

STARTING CREW

Aircraftman A. P. Hills and Leading Aircraftman Mike Kaszuba of Number 3 Flight get underway with chocks, auxiliary power unit and fire extinguishing equipment as they make their way on the double, to help pilots start their aircraft in freezing temperatures.

THIS-A-WAY

Leading Aircraftman Bill Giles, strikes a pose as he demonstrates the traditional "over-here" signal of line men to indicate to pilots where aircraft should be parked.

COLD GETS HALF NELSON

Each of the four engines of a visiting Military Air Transport Service DC-4 gets a heat treatment from half of a Herman-Nelson portable heating unit. Steam from the Station Winnipeg heating plant forms a cloud-like backdrop in the 25 below atmosphere.

WARM WELCOME

Leading Aircraftman Bill Giles of the III Rescue and Communications Servicing Flight warms up the engines of a MATS DC-4 after an all-night stop-over at RCAF Station Winnipeg. Twenty-five below temperatures play havoc with batteries and engine starters of aircraft left outdoors all night. Heating the engines with Herman Nelson heaters encourages reluctant engines to start in sub-zero temperatures.

HEAVE-HO

Leading Aircraftman C. M. Patience, Aero Engine Technician, at the wheel of Number 2 Flights tractor, prepares to return a navigation aircraft to the protection of the hangar after a full day's flying. AC I. Wellcome rides along as "co-pilot" on the ship-mule while another 2 Flight line-man watches the wing-tip.

CHOCKS AWAY

Line crew of Number 2 Air Navigation School pull chocks as a Beechcraft Expeditor from Number Four Flight gets ready to taxi out for take-off on a five-hour navigation exercise.

"FILL 'ER UP"

Leading Aircraftman Walter Magura, Aero Engine Technician from Number 2 Flight, fills up the nose tank on a Beechcraft Expeditor aircraft while LAC Galt Bowen of the Stn Winnipeg Mobile Equipment Section regulates the flow from the gas bowser.

The Return . . .

(Continued from page 13)

except in recalling times gone by, or in the reveries of age. Part of us you will always hold, Canada, and even in our urban life we will understand when others speak of the pull of a new life in a new land. And when this nation comes forward in its strength, a link between Old and

New Worlds, we will feel a stirring of the heart, and a flood of memories will drift us back across the broad Atlantic and half a continent to the dusty prairie. For the way you accepted us, for the changes you have made in us, for what you will mean to us in the future, accept our thanks, as we return to our homes, and our own familiar world. N.P.

Assiniboine Hotel

MANITOBA'S NEWEST AND FINEST SUBURBAN HOTEL
PORTAGE & ALBANY PHONE 6-2371



COURSE MEMBERS CLOWN

As a fond reminder that the ground isn't always covered with snow in these parts, British and Belgian student navigators of Course 32 relax for a moment in the mid-summer sun at RCAF Station Winnipeg. Bob Lootens, James Stay, W. Vandenberghe, Charlie Vogelarr, G. F. Meade, R. K. Jones and the elevated R. DeMartelaere, clown for the camera-man.



THEY ALSO SERVE

Seven members of Course 32 patiently await the arrival of the transport which will take them on the first leg of their journey from the Officers Training School at London, Ontario, to the Air Navigation School at Winnipeg, Manitoba.

Cinderella in Coveralls

(Continued from page 8)

warming honest "Cinderella in Coveralls," showing joy in her work and embodying in her role the day to day life of all Airwomen. Girls, who have chosen the blue of the Royal Canadian Air Force—and wear it with pride.



SOMEONE has said that the service way of life makes the real men more real, and the bums bigger ones.

The exact degree of truth in that saying is certainly debatable, but it is beyond doubt that nobody becomes a better man without constant effort. No pilot, navigator or craftsman can simply coast along without trying to improve his proficiency and stay at the top. And so it is with our christian life. Each day comes with its challenges, its difficulties and its trials. It is up to us to turn them to our advantage and become better men by surmounting them. If we act otherwise, they will get us. And that is so true of the little things which make up the pattern of each day.

Remember the story of the tyke and the dyke? Who can forget the brave little Hollander? Walking nonchalantly home from school one afternoon he spied a small leak in the dyke. He didn't comment: "It's only a trickle, and therefore unimportant." Right then and there he plugged it with his finger. They found him, late in the evening; he was almost frozen . . . but there was no flood. That tiny finger conquered the raging waters. His bravery and keenness to spot a danger had saved his town. Without realizing it, perhaps, he had understood the words: "Beware of beginnings".

The tyke and the dyke hold a lesson for us. They remind us of how important it is to keep the wall of our spiritual and moral defense solid, free of cracks and leaks. Growth is a slow process. Scarcely discernible, but doggedly, silently, forcefully, it goes on, until it reaches maturity.

Chaplain's Page

The acorn, with the years, becomes a giant oak . . . the grain of wheat, a brown, waving field; from the tiny pine seed rises the towering evergreen, and out of the infinitesimal atom comes a screaming weapon of destruction.

Decay, too, can be a slow, barely noticeable process. The spark begets a raging forest fire, the tiny lump may give birth to a gnawing cancer, the unheeded cold may lead to pneumonia and tuberculosis. There are so many who would have avoided a premature death if they had nipped in its bud the work of insidious germs.

Spiritual decay is a reality too. Not unlike the signs of sickness, we observe in the field of nature, it grows gradually. It's a tiny hole in the dike to begin with, or a small chink in your armour. But the hole can become bigger and will get bigger if nothing is done to stop it. A man doesn't become a slave of liquor for the first times, he may not even like it. Yet, he may be ripe for AA today. Spiritual decay, like an unchecked disease, begins slowly, develops relentlessly, matures without fanfare. It is like a salesman. Just let it get one foot inside the door and it will pursue its course.

There is a three-letter word for it which we don't like to hear mentioned, no more than we like to think or speak of cancer. Sin and spiritual decay are the same and one thing, or

rather the first stands for the cause, while the second is its product; but you can't separate them. No more than you can part the root of cancer from cancer itself.

Continual spiritual growth in little things is the only effective antidote against spiritual inertia and damaging habits. Perhaps many humans evaluate you by how big and powerful you are in externals. Wiser humans rate you in terms of what you are inside. It's really what you are that counts.

Difficult though it may seem, there is a good way to gauge such an intangible thing as your spiritual health and growth. Ask yourself an honest question and give yourself an honest answer. Just put it this way: "To what extent is my life God-centered?"

God is the only rock of spiritual growth. Without Him, there is only helpless floundering to show at the end of years of mediocrity, because we presumed that we did not need Him. Tourists gawk at the Empire State Building and gab about its height. Engineers study it and talk about its solid-rock foundations. In the world of souls, a similar thing occurs. You'll never be a skyscraper spiritually until you develop this God-consciousness, rock-base of all spiritual growth.

And let us never forget that it is in the little things that this awareness

(Continued on page 26)

IT'S NO BLARNEY!



St. Patrick gets the spotlight in March . . . with all the attendant symbols of things Irish . . . shamrocks, shillalahs and leprechauns.

The leprechaun, if you believe the Irish, will, if caught, reveal the hiding place of hidden treasure.

This one reveals the treasure of printing helps available at Stovel-Advocate, including copy, cuts, planning and all supplementary services.

Stovel-Advocate Press
LIMITED

365 BANNATYNE AVE. PHONE 2-6803



Photo by LAC K. W. Gregg

BACK Row: A/P/O R. C. Townsend, A/P/O B. Chambers, A/P/O N. Pearson, A/P/O P. Guest, A/P/O D. P. Adams, A/P/O N. D. Vessey, A/P/O B. W. Clegg, A/P/O J. K. F. Rigby.
 MIDDLE Row: A/P/O J. M. Wardle, O/S M. U. Cordier, A/P/O C. D. Thomas, O/S P. Boivin, Q/M H. Ollivier, A/P/O W. G. Coupar, 2nd/M J. M. A. Breheret.
 SEATED: Sgt. R. Bastien, O/S M. Faucheux, A/P/O W. Kelso, F/L R. L. Patenaude, A/P/O D. H. Davies, O/S J. Gaston, G. Verchere.

SOME THOUGHTS FROM COURSE 32—

Was 32 navigation course something special? For others no. For us, everything. 36 weeks of training and developing friendship. Friendship between people of different nations.

Did we do something special for? No it came just like that. Working, studying, joking, it all helps. So at the end of these 36 weeks of struggle with D.R., R & R, and all the other impossible subjects that could be found on earth, we wanted something for keeps, that reminded us of the time we were junior course, our midterm, and the final weeks. So we went to see what could be done about it. "A book of our own," would be the nicest thing to have.

With plenty of enthusiasm we went looking for a printer, who told us something more about making a book than we actually knew. So we came together and the matter was discussed. We wanted something different; because of the friendship and because we were course 32.

Now came the trouble. Who should write, and what about? Plenty of ideas arose, and some of the chaps were really hot for it. So they went writing, making poems, designing, all about 32.

We were ready and all that we were waiting for was the printing price. Yet here was the knot. The original or rough price was quite reasonable. The final price came and there we were, the only solution left was to find somewhere a Croesus. Not even worth to try it. No way out, but still we wanted to go on.

The unexpected help came in the form of "Voxair." Our own station paper would help us. It is easy to understand that we grabbed for it. It was not actually what we had planned, but still it was a way of

expressing our spirit. And now we are very glad it crossed our way.

Whoever worked on it, they all got the spirit of 32 and we hope and believe that later when we take a look at the graduation magazine of 32 it will give us a kick, and bring us back to the old times in 2A.N.S.

W. Vandenberghe

Peg Air Review

(Continued from page 7)

their feet to Jack Fena's Bumble Boogie, and needless to say, was applauded on the stage for two other performances while our vocalists, F/O (Ken) MacMillan, LAC Borbath and LAC England, entertained with modern, sacred and western selections.

With the smooth operation of any stage performance, we must remember the stage hands who, behind the scenes, worked to change props, arrange the stage, etc., that the show might go on. Much credit is due to our capable Stage Manager, Sgt.

(Jack) Page and the lads who made this a success.

Members of the cast for Peg-Air-Review included LAC'S Clossen, Bambrick, Green, Hurst, Henley, Fefchuk, Watson, Dunham, Borbath, F/L MacAllister and Mrs. MacAllister; P/O Jo Foote, S/L Clarke, LAC's Humble, Slim England, Bourgonje, A. McDiarmid, Gerard, Strakowski, F/O Stu MacDonald, F/O Pollock, F/O Ken MacMillan, Cpl. Haggerty, F/O Graham and many others.

A dash of color ended Peg-Air-Review, with a smartly turned-out Precision Squad under the direction of Cpl. Haggerty, finale; introduction of the cast by F/O Graham; Present Arms by the Precision Squad. — The Queen.

The hard old engineer had braked his engine alongside the water tank and was instructing his new fireman. Somehow the new man got his foot caught in the spout chain and stepped right into the tank.

As he thrashed wildly the engineer calmly watched with a jaundiced eye.

"Just let the water run in, Sonny," he drawled. "No need to stamp the stuff down."

Clarendon Hotel

PORTAGE AVENUE and DONALD STREET

Winnipeg - Manitoba

TELEPHONE 92-2528

« « **MILITARY OUTFITTERS** » »
QUARTERMASTER STORES

2nd FLOOR, 470 MAIN ST.

PHONE 93-3293

WINNIPEG, MANITOBA



Photo by L.A.C. K. W. Gregg

BACK ROW: A/P/O J. W. Taylor, A/P/O K. P. Sauntson, A/P/O J. P. Smith, A/P/O A. Young, F/C D. B. MacLeod, A/P/O A. Wilson, A/P/O J. M. Stay, A/P/O R. K. Jones.

MIDDLE ROW: A/P/O J. W. Tonks, F/C L. J. Thomas, 2c Lt. R. Lapous, A/P/O I. R. Tilly, A/P/O R. C. Williams, 2c Lt. R. G. Foissac, Sgt. R. A. Lootens, A/P/O G. F. Mead.

SEATED: Sgt. J. J. Beaufils, A/P/O R. W. Hansford, Sgt. W. E. Vandenberghe, Sgt. M. Y. Baizet, F/O E. V. Richards, Sgt. A. L. Tarron, Sgt. DeMartelaere, A/P/O J. H. Wilson.

"QUOT HOMINES TOT SENTENTIAE"

by P/O Rigby

SO MANY MEN, so many minds have been gathered together for the past nine months, that it is with trepidation that we endeavour to distinguish the personalities of Course 32 NA and present them.

Of the Frenchmen, the first that springs to mind is a quiet sergeant, an able basketball player, reputedly the only one who has not experienced the rigours of a military jail. Then a sailor, an ardent protagonist of the Antibes country, who will uphold the magnificence of its scenery and the purity of its language as long as you care to listen, and when you break away, he will deride you in choice Italian: to which, of course, there is no reply. By far the most outstanding characteristic of the French is their volubility and love of fast, hard discussion. One man, however, it has to be recorded, remained aloof from this natural tendency. Gifted with a supreme chance to line-shoot, namely a crash landing in the bush, he has remained strangely reticent; his notable asset appears to be an unusual, but nevertheless penetrating, chortle.

We have had our share of music, the primitive utterance of man's soul, remorselessly beaten out upon the lecturers' desk with tireless hands; the poignant yearnings of civilized beings crooned by a suave and snappy petty officer, and the more boisterous communal rendering by the full ensemble of rather dubious native ditties, which, we are assured, are favourites with the better class of French students.

One man must not go without mention—one who will be remembered vividly by us all. He is the

supreme personification of the nonchalant gallic shrug of the shoulders, owning a philosophy of life no one else would dare accept, a subtle blending of "Manyana" and "Je m'en fiche de tous cela".

Whatever else the Frenchmen of our course may have learned here, they are now masters of the English language. Although there have been and there always will be, occasions on which the glib "Je ne comprends pas la question" fits admirably.

In passing from the French to the English we have a sudden shock. Here, indeed, is a motely conglomeration of "homines et sententiae". They are drawn, to our meagre European concept, from the far distant wastes of the Scottish Isles and the barrenness of Wales, and we even have a representative from that land under the sea, Shoeburyness.

Here, the most outstanding personality is one who claims ancestry in all the recognized divisions of the British Isles, and knows someone in any part of the world you care to mention. (He even knows the location of Yemen). Indeed his most pleasant characteristic is that, whatever your experience, he has shared it, your opinions are his, you have never read anything which he is not fully conversant with.

Totally opposed is another member of the course, who, with Oscar Wilde, can, and does say, "I have nothing to declare but my genius". Such a man, poet, critic, dramatist, producer, must, as he says himself, be accorded the highest position in this catalogue.

He is not alone in talent, however. We can boast a man who has discovered the fundamental basis of

architectural design; another who has invented a tri-sextant worthy of a master navigator; one whose financial economy would be an asset to any government; and one who can sing and accompany himself (admittedly in a little known language).

A quick glance at the remainder will suffice. An ample Lancastrian who has a splendid collection of moccasins and Indian tobacco, and whose fondest dream is to be fit for the 1954 rugby season. A jovial ex-apprentice stocked with an ample liquor capacity and a sense of humor, demonstrated frequently in a practical vein. Then there is that dark, suave French Canadian who has been hanging around for the better part of some time—to whom, of course, we are most grateful. Last, and definitely not least, is that irate, dogmatic, fundamentally unstable, ignorant gentleman, whose only apparent concern is to get some sleep at night, and who had the impudence to write this.



Fashion-Craft

STAN EVANS
STYLE SHOP LTD.

OUTFITTERS FOR MORE THAN 50 YEARS
CLOTHING SPECIALISTS

REPRESENTATIVE ON THE STATION—THURSDAYS EACH WEEK—GIMLI—WEDNESDAYS

269 Portage Avenue

Phone 92-3700

Concerning those Characters that form 32B

Bob Williams—Some one who works occasionally; but more often lifts his voice in a complaint that Canadian girls just don't dance the way they do in England. In summer with motives uncertain to the rest of the course, he joined a tennis club.

Slim Taylor—A true pillar of industry, work doesn't have to be forced when he's around. Also, toward the end of the course he was concerned with saving vast sums of money, ostensibly to buy a new uniform when he returned home. And he liked Drambuie.

George Sauntson—The only member of 32 who saw what goes on in those strange things they call fraternities, on this side of the Atlantic. His finances were usually in a state of recovery, either from returning late after leave, or something to do with a camera, bought early in the course.

Johnny Tonks—The socialite of 32, the only one among us to exploit his spare time here in quite such a whirl of parties. The strain must have told, because, by mid-term, he was usually convinced that he'd dropped himself in it once and for all. Luckily, he never did.

Jim Wilson—A happy young gentleman who, if all his threats came true, the padre must be well acquainted with by now. When not searching after spiritual solace, he might be noticed down town (or in the lounge obtaining solace of a more liquid nature).

Ray Tilly—I guess he missed his Simmonds' beer all the time he was out here. He was one of the few among us who ever did much work, perhaps it was because he just couldn't get used to Canadian beer (who can, at that).

Mac McLeod—To him goes the doubtful honour of being one of the three Canucks in our course. He spent most of his time protesting that you couldn't judge Canada by one city.

Dick Wylie—An American in the Canadian Air Force, quite a rare thing I'm told. Summer and winter he was liable to disappear at week-ends, sometimes Grand Beach, or else just Winnipeg. But wherever he went he had a good time, judging by the way his eyelids drooped in Monday classes.

Alvin Ross—Our last Canadian, and regrettably one whom we lost. His usual abode was in the billets, where he might be found at any time, complaining of a personal dollar gap, or else fighting happily with all and sundry just to pass the time.

Jim Stay—The misguided man who bought a motor-bike. Mostly the bike just sits outside in the snow, nowadays. But once I believe it used to go. He could be seen down town on occasions, alone, but more often, he had a girl to keep him company.

Smudge Smith—With others, a member of the small select circle. He never quite recovered from his first meeting with a girl from the Prairies. And any time you mention it now all you get is a sad shake of the head, or if he's in a good mood, a laugh.

(Continued on page 27)

FLIGHT MARKER

In the last issue of "Voxair" attention was drawn to the fact that February is the birth month of aviation in Canada. This important occasion, later followed by demonstration flights at Camp Petawawa that same year received additional recognition when in August of last year Defence Minister Claxton unveiled a cairn at Petawawa in commemoration of this, "first military aircraft flight in Canada."

The man who piloted the history making airplane, the Honorable J. A. McCurdy, until recently Lieutenant-Governor of Nova Scotia, was present to take part in the ceremonies.

The cairn holds a tablet which tells of the four successful flights made at Petawawa in the Silver Dart.

The original drawings of the Silver Dart, the propeller used at Petawawa, along with the original engine are preserved for posterity in the National Research Councils Aeronautical Museum in Ottawa.

PLANE FACTS

Another weapon for the UN's air arsenal was disclosed today when Lockheed Aircraft Corporation announced that the P2V-6 Neptune, a U.S. Navy plane specially designed for mine laying and anti-submarine warfare, is now undergoing flight tests.

The ocean-spanning plane is powered by turbo-compound engines, capable of providing all the extra range, high speed and power-in-a-pinch needed for its advanced land base operations.

The big, twin-engined ship made its first flight October 14.

Markedly changed from the P2V-5, an anti-submarine plane which continues in quantity production at Lockheed, the P2V-6 is convertible for highly specialized missions including new mine-laying assignments. Although details on its extensive electronics and convertibility features were withheld, Navy officials confirmed that the P2V-6 can serve also for night torpedo attacks, mast-level bombing, horizontal bombing and photo reconnaissance.

The P2V-6 is the third member of the Neptune family to be powered by Wright turbo-compound engines, which use exhaust-driven turbines to augment regular piston power.

Highlights of P2V-6 design are its

unusually long range for sea patrol, elaborate scientific instruments to pick up and pinpoint targets, and extensive armament.

Despite its heavy fighting weight, the plane can operate from limited forward airfields and even carriers, with eight 1000-pound-thrust JATO (jet-assisted takeoff) units.

The plane resembles other aircraft of the Neptune family, but has a longer nose, smaller wingtip tanks and smaller radar dome. More than a foot has been added to the nose, providing added room for the forward crew and improving access to equipment. Change in placement

and design of equipment dictated the smaller tanks and radome, engineers said.

A new feature with the P2V-6 is pressure-fueling, for fast-feeding fuel into wing tanks to save time under combat conditions. A companion feature provides rapid emptying of tanks for safe storage or repair in hazardous situations.

Also new on the P2V-6 are stainless steel engine nacelles, highly fire resistant.

Neptune design provides for maximum tactical utility with its long range for patrolling over vast distances, high speed for rapid closing on targets and defensive maneuvering, ability to take off and land on small fields, and maximum single-engine performance.

Neptune development dates from its original conception in 1942. The design is distinguished by its tricycle landing gear, with steerable nose-wheel, and varicam tail—a variable camber feature of the horizontal stabilizer which contributes to ease of operation.

(Continued on page 26)



STEAK HOUSE

Portage Ave. at Langside

Rae AND Jerry's

251 Kennedy Street

RESTAURANT

WINNIPEG, MANITOBA

Nationally Advertised
Merchandise at
Downtown Prices

REIDRUG

Prescriptions at
Moderate Prices

PORTAGE AT SHARPE, WINNIPEG

PHONE 6-1149 FOR DELIVERY



GAULTS LIMITED

Wholesalers of Dry Goods, Smallwares,
Home Furnishings, Carpets and Linoleums

WINNIPEG WAREHOUSE
BANNATYNE & ARTHUR STS.

Phone 93-4421

T. E. CAREY Representative

Enquire at your Central Warehouse for further information

EDMONTON WAREHOUSE

10343 107th ST.

Phone 23421

J. S. Kennedy Gen. Mgr.

Plane Facts from page 25

An early model established a long-range record, still standing, for non-stop flight without refueling, from Perth, Australia, to Columbus, Ohio—a distance of 11,236 miles.

Neptunes were the first production aircraft to take advantage of the extra power of compounded engines, introduced on the P2V-4 design. The current model is powered by two Wright 3250-h.p. units, equipped with water injection for maximum power on takeoff or in combat.

Propellers are a four-bladed Hamilton Standard type, with full feathering and reversible pitch.

The P2V series has seen service with the U.S. Navy in the United States as well as at bases in Alaska, Newfoundland, Canal Zone, Hawaii, Okinawa and Japan. With the P2V-5, the series was introduced to the military air services of England and Australia through provisions of the Mutual Defense Assistance Program.



Sergeant Alain Keribin, French Air Force, receives a scroll for academic accomplishment from Count Serge De Fleury, French Consul for Manitoba and Saskatchewan.

Sergeant Keribin was awarded the scroll for having received the highest academic average on Course 31 at Number 2 Air Navigation School, here. Sergeant Keribin's accomplishment was all the more outstanding as he could speak only a little English when he arrived in Canada from France.

Chaplain's Page from page 19

grows. Each time I make an effort to think like a christian, and to act like one, I treat my soul like the athlete who gives his muscles a work-out in the gym. Each time I pray, I establish contact with God; each time I am thoughtful and kind, instead of selfish and irritable, each time I control myself instead of blowing off steam, each time I strive to do a good job as a pilot, mechanic, clerk or driver, I give signs of growth as a man and a christian. When I leave the warm comfort of my bed on Sunday mornings to attend Mass or a service, because I go there to seek

God's help through prayer, I am growing. Each time, on the other hand, that I shut off the alarm clock and start finding excuses for not moving, I act like the undernourished beggar who refuses to go out of his way to get a meal.

We either go up or down; there is no standstill on the exciting road of human living. Whether we like or not, in times of temptation and struggles, it is our ability to give the correct answer to the details of everyday living, with a sane appreciation of the importance of our spiritual life, which will determine in what direction we are traveling.

Why Should Service Personnel Buy Life Insurance?

Because: Life Insurance is the best way to create an Estate and at the same time build an ever-increasing fund for emergencies, or to supplement your service pension.

Because: The Assigned Pay privilege extended to Service Personnel enables you to maintain a balanced program which is never in arrears, no matter where you are stationed.

Because: Expertly trained advisors who understand your individual problems are available for personal programming service.

How can you contact an "Air Force" life insurance specialist?

By phoning or writing:

BILL McCracken, C.L.U. or **HAL PULLIN**

185 Lombard Avenue, Winnipeg

PHONE 92-6144

The GREAT-WEST LIFE ASSURANCE COMPANY
HEAD OFFICE - WINNIPEG

National Radex LIMITED
419 PORTAGE AVE.
Phone 92-5423

Your Favorite Record Shop

The Store with All The Labels

- | | | |
|-----------------|--------------|---------------|
| Bach Guild | Holt | RCA Victor |
| Bach Society | Israel | Remington |
| Caedmon | Jolly Roger | Renaissance |
| Capitol | Key | Rondo |
| Cetra-Soria | London | Savoy |
| Columbia | Lyrichord | Spanish Music |
| Concert Hall | Mercury | Stradivari |
| Coral-Brunswick | MGM | Tempo |
| Decca | New Records | Urania |
| Dial | Oceanic | Vanguard |
| EMS | Oiseau-Lyze | Vieinola |
| Esoteric | Parade | VOX |
| Eterna | Philharmonia | WCFM |
| Folkways | Program | Westminster |
| Handel Society | | |

Those Characters from page 24

Roy Hansard—A guy who's never going to touch alcohol again. But then he bought a strange fur hat, and had to celebrate. Another of those strange people, one of the kind that just can't help themselves working. With a small select group (of which the author was one) he could be fetched from the Marlborough, when needed, anytime on a Saturday evening:

Geof Mead—Discovered the female delights of the city, early in our stay here, but soon after mid-term decided that there wasn't any future in it. He was one of the opulent among us, though how he managed it, nobody ever found out.

Reg Jones—Almost inseparable from Mead, except when they went out with different girls. In fact I guess what applies to Mead could just as well apply to Jones.

Taff Wilson—A Welshman, and after that it's barely necessary to say any more. He came back late from leave, he must be the greatest friend the M.O. ever had. And despite that Taffy manages to get good marks. He still gripes about Canadian beer, but drinks it just the same.

R. DeMartelaere—Guy with great ambitions only exceeded by his affection for the Winnipegger weak sex. Permanent residence: Fort Garry or Liquor commission. Seems to be allergic to Control plots and S.D.

R.T.'s. "Down South we don't go for that, see pad'ner."

Buster Lootens—Powerful minded guy (got this in Texas) who really didn't mind any amount of money (he paid \$6 for a one-way taxi trip) to have a night of female delight. Speaks English with a Texan growl and uses a southern "Wise guys" expression to fight his enemies.

W. Vandenberghe—Started his conquest of W.G. girls very well (just a dozen, (he says it's cheaper that way) but went U.S. and struggled for 8 weeks for major repairs. Has a good idea of what crew co-operation is (S.D.R.T.'s and C.P.T.'s approve this. Spends his time collecting souvenirs; his best one comes from Tijuanna, Mexico.

Baizete—Sports the only bushy mustache on 32B. A born Rivierian who loves to laze in the sun, hence his attitude toward work: "bright and sunny."

Beaufils—His nickname "Bourvil" like his counterpart who happens to live in the same province; usually late, always smiling, searching in the clubs of Winnipeg for the bohemian atmosphere of Paris.

A. Tarron—Commonly known as an achilles due to his alacrity in — and A-H. Has a great liking for toffee creams and frequently dreams of his favorite meal "snails and a bottle of wine." He has, however, acquainted a taste for western's beer and girls.

Marmaduke Young—Familiar to the course as the laziest idol of depravity they have ever been lucky enough to witness. And he perfected one phrase to carry him through Saturdays, I'll be in the Marlborough around six.

Ted Richards—Our course director, who deserves all the pity in the world, for having thrust upon the unruly whole of No. 32B. And who was on occasions moved to tears by the earnest and profane supplications of his course.

R. Lapous—The top citizen of the old Brittany exported by mistake in the weekly "three wagon potato train." Methiculous in D.R. employing it to great advantage at Arthur Murray by shooting the "leading line."

R. Foissac—Descendant of "Gonzalis de Cordoba," upholder of old gallantry. Appreciates his liquors, relates with fervor "the latest man in Mexico." Sweet temperament with a voice to watch.

L. Thomas—A combination of the proverbial Brass monkeys "hears all, sees all, says nothing." Generally at sea due to his nautical training.

The group of ostriches heard the sound of something approaching and promptly hid their heads in the sand.

It was only a venturesome young ostrich returning from a cross country jaunt.

Pounding to a stop he asked: "Well, where is everybody?"

FINEST USED CARS IN CANADA

- ALL MAKES - ALL MODELS - ALL PRICES
- TOPS IN LOW COST TRANSPORTATION
- LOW DOWN PAYMENT - EASY TERMS
- ALL CARS FULLY GUARANTEED

Russell Motors Limited

730 PORTAGE AVENUE

Open Evenings

Phone 72 2456

Harry Genser Ltd.

235 PORTAGE AVENUE
Phone 92-7642

Handling a Complete
line of Men's Furnishings

Specializing in UNIFORMS

10% DISCOUNT
To Air Force Personnel

Budget Terms Available

TWO YEARS OF SATISFACTORY
SERVICE TO STATION GIMLI

Voxair Vixen



MARCH 1953						
Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Cyd. Charisse

Photo courtesy Metro-Goldwyn-Mayer

FLICK FACTS

- Mar. 1 The Happy Time — Comedy
Charles Boyer, Linda Christian
- Mar. 2 Deadline U.S.A. — Drama
Humphrey Bogart, Kim Hunter
- Mar. 3 Dreamboat — Comedy
Clifton Webb, Ginger Rogers
- Mar. 4 Redhead and the Cowboy — Western
Glen Ford, Rhonda Fleming
- Mar. 5 Sugar Foot — Drama
Randolf Scott, Adele Jergens
- Mar. 6 Two Tickets to Broadway — Musical
Tony Martin, Janet Leigh
- Mar. 7 No Show
- Mar. 8 The Crimson Pirate — Drama
Burt Lancaster, Nick Cravat
- Mar. 9 The Racket — Drama
Robert Mitchum, Elizabeth Scott
- Mar. 10 Blazing Forest — Drama
John Payne, Agnes Moorhead
- Mar. 11 Walk East on Beacon — Drama
George Murphy, Virginia Gilmore
- Mar. 12 Model and the Marriage Broker—
Comedy — Jean Crain, Scott Brady
- Mar. 13 Vengeance Valley—Western
Burt Lancaster, Robert Walker
- Mar. 14 No Show
- Mar. 15 Disney Featurettes — Comedy
Animated
- Mar. 16 Japanese War Bride—Drama
Shirley Yanaguchi, Dan Taylor
- Mar. 17 San Francisco Story — Drama
Yvonne DeCarlo, Joel McCrea
- Mar. 18 Westward The Women — Drama
Robert Taylor, Denise Darcel
- Mar. 19 The Golden Hawk — Drama
Rhonda Fleming, Sterling Hayden
- Mar. 20 Carribean — Adventure
John Payne, Arlene Dahl

In the Beginning

Hup! one, two, three, four

After defeat of the Spanish Armada in 1588 a naval tournament was arranged for the victorious British seamen and, at the request of Admiral Drake, Queen Elizabeth



Pictured above is the 1953 slate of officers of the 500 Wing, RCAF Association Winnipeg, who were voted in at a meeting held on Friday, January 30th, in the Department of National Defence Building, Broadway and Carlton.

Reading from left to right (seated): Bill Flatt, 1st Vice-President; Jean Robertson; Gord McNeil, President; Kay McLeod; Rex Johnson, 2nd Vice-President.

Standing (left to right): Doug Angus, Secretary-Treasurer; George Walker, Don Stevenson, Dave Roffey, Earl Carlyle, Rog Stewart, Al Eager.
Missing from the picture is W. E. "Bill" Ellis, Al Littleford, Jack W. Brown.

consented to come down from London and award the prizes. The officer in charge of the arrangements proved himself one of the tactful men in history—he issued orders that, "on account of the dazzling loveliness of

Her Majesty, all seamen, upon receiving their prizes, should shield their eyes with their right hand."

Thus was born the naval and military salute—first presented to a woman

Going Somewhere . . .

Take off in the Warmth,
Safety and Comfort of
A
MOORE'S TAXI

Phone 92 3366

MOORES
92 3366

DONALD at GRAHAM

An Impression of Canadian Hospitality

CANADIANS often wonder what old country folk think of their continent and its people. Perhaps I can enlighten some puzzled minds in Winnipeg by relating the experiences of some members of Course 32.

It was on a Sunday morning last June that we had our first experience of Winnipeg's most famous attraction—its hospitality. We arrived at the C.P.R. station, a very tired and thirsty group, to be very cordially greeted by members of the Central Volunteer Bureau, augmented by the Wartime Pilot and Observers Association. Free cigarettes, sandwiches and tea were handed out and, of course, there was that friendly chat with a charming C.V.B. hostess. All this made our first half hour in Winnipeg a most enjoyable one indeed.

Yes, the cadets of Course 32 can vouch for the wonderful hospitality of Winnipeggers. The doors of your homes have been opened wide, with the result that most of us have found real friendship here. Our sincere thanks go to you, the people of Winnipeg, for making us feel really at home.

Like most ANTO courses, 32A is quite a mixed bunch really—French, English, Scots and Welsh, and yet we have all managed to keep in close contact with our own people during our stay. The Frenchmen seem to have spent some very enjoyable evenings in St. Boniface—what exactly goes on in that little city beyond the river is still a big mystery to the English speaking contingents. As for the Scots, well, every other person walking along

(Continued on page 31)



'AND YOUR E.T.A. BALMORAL WILL BE 05:43 GMT'

Tops in Entertainment in Winnipeg

Metropolitan Theatre

"A FAMOUS PLAYERS THEATRE"

"LEROY" WATCHES

"LEROY" DIAMOND RINGS



Imported and Distributed By
AMERICAN JEWELRY CO. LTD.
WINNIPEG MANITOBA

Enquire at Your Central Warehouse or Station Canteen



Group Captain R. B. Ingalls welcomes two new arrivals to R.C.A.F. Station, Winnipeg, AW A. J. Lloyd, left, and AW E. Kurmey while Pilot Officer C. J. Foote, Assistant Chief Administration Officer looks on. Both AW Lloyd and AW Kurmey hail from British Columbia. The airwomen were among the first contingent to arrive at R.C.A.F. Station, Winnipeg. Other girls in the group were:

Col. S. Borsa, SA. Group, Saskatoon, Sask.

AW D. A. Jordan, Clk. Typist, Regina, Sask.
LAW E. M. Horning, Clk. Steno, Geraldton, Ont.
AW J. M. Dawson, Sup. Tech., Edmonton, Alta.
AW M. C. McRae, T.T. Op., Carlyle, Sask.
LAW K. R. Henderson, Sup. Tech., Dauphin, Man.
AW L. J. Trowsdale, T.T. Op., Regina, Sask.
AW J. E. McLean, Sup. Tech., Teulon, Man.
AW J. C. Christie, T.T. Op., Beausejour, Man.
AW M. S. Chisholm, T.T. Op., Halifax, N.S.
LAW V. G. Heitman, Clk. Acc., Parry Sound, Ont.
AW M. P. Robson, Clk. Acc., Melita, Man.
AW P. R. Kilbride, Clk. Typ., Winnipeg, Man.
LAW M. Simes, T.T. Op., Fort William, Ont.
AW J. M. Otway, Clk. Admin., Fort William, Ont.

Canadian Hospitality

(Continued from page 30)

Portage seems to have some connection with the Highlands. The miniature Highland Games at the Polo Park must have made quite a few of the lads feel at home here. It is with a certain amount of pride

that the Scottish boys remind us of the fact that the first settlers in this part of Canada were from "Across the Border". But what has Winnipeg to offer to a Welshman? Surely the table topped countryside would break his heart! Perhaps the hills and green fields are missing, but Winni-

peg has even catered for a Cymro. I was quite surprised to find out that the city had a Welsh church and very many pleasant hours have been spent there by many of the Welshmen on camp.

Most of us have had our grumbles and groans during the last nine months but, looking back on it all, one can safely say that members of Course 32 will be leaving behind lifelong friends and many happy memories when they leave the "Gateway to the West".—Davies, D. H.

INVESTORS SYNDICATE OF CANADA, LIMITED

Provides a wide range of installment Savings and Annuity Plans, approved by R.C.A.F. Headquarters for payroll deduction. Also distributors for Investors Mutual of Canada, Ltd.



At left is our
accredited Representative
Andy Grierson, wartime
R.C.A.F. pilot.

Residence Phone 4-6481
Business Phone 93-5581

CANADA'S MOST DISTINGUISHED SHOES

FOR OVER 100 YEARS

Dack's shoes have been famous for fine leathers, style and craftsmanship. This year Dack's offer a selection of over fifty styles, which we believe to be the finest shoes ever made by us.

Dack's

PHONE 92 3951

Sellans'
OFFICERS'
KIT SHOP

415½ PORTAGE AVE.
WINNIPEG

WE SPECIALIZE IN ALL
MILITARY UNIFORMS
AND ACCESSORIES



It says in big print

**"It's smart to dress
the correct,
casual way"**



... you'll enjoy those off-duty hours so much more if you're comfortably outfitted in the easy-to-wear casual clothing to be found in EATON'S big Men's Clothing Section on the main floor. The very newest styles and colours for Spring are in now — and as for service and various ways to pay — well, you know EATON'S.

Men's Clothing Section, Hargrave Shops For Men
Main Floor, Dial 3-2-5.

THE T. EATON CO. LIMITED

Now on Display . . . Available for Early Delivery

The New
STANDARD VANGUARD
5/6 PASSENGER SEDAN

The Best from Britain

DeLuxe Equipment, Air Conditioning and Heater \$2195

Leonard & McLaughlin Motors Ltd. PORTAGE at MARYLAND
Phones 3-7121 - 2



PHONE CONVERSATION:

Is this the Salvation Army?

Yes.

Do you save bad girls?

We do.

*Well, how about saving me a couple
for Saturday night.*



McDiarmid Flowers Ltd.

Bouquets



Corsages

Malcolm McDiarmid

PHONE
425 421