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EDITORIAL CORNER

Our Pledge

Time has turned another page. The indelible mark of 1962 has been recorded and sealed in the diary of time, and we stand on the precarious brink of decisions which could plunge us into disaster or lift us to new heights of achievement and success.

1963 could well be a year of decision for the whole world. A mistake at a crucial moment, a hasty action in a flash of anger, could plunge us all into a struggle for survival—a fight to the finish. Should this unwanted and unwelcome eventuality arise, we and our brothers in arms throughout the free world would bear the grave responsibility of defending those things we hold most dear. If, on the other hand, we are able to maintain the peace through negotiation and human understanding, our role of vigilance and strength will have to be maintained to ensure that our country and the free countries throughout the world are able to retain the freedoms and privileges they now enjoy.

In war or in peace, in conflict or in truce, we in the RCAF can and must continue our role of defenders and protectors. We must be vigilant, strong, and dedicated. Our course is clear—we must prevail—God help us if we fail.



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KIRKFIELD PARK

PERSONALITY OF THE WEEK

LAC John Neill Gallagher, born in Liverpool in 1928, was apprenticed to an organ tuner at fourteen. He found the trade interesting but gave it up when he and the tradesman couldn't see eye to eye about being slapped around. Thereafter he worked for a company which made soap, cooking fats, cattle feed, etc. for three years. At eighteen this "scouse," the service nickname for Liverpudlians, derived from a local dish of spuds and mutton, joined the RAF at the King's request. During the thirty months of service that followed, he was employed on Link trainers and aptitude testing machines. He didn't once get the opportunity of working on aircraft during the entire tour.



LAC John Neill Gallagher

John met the girl next door when he returned from the RAF in 1948. Helen Crockford had moved in while he wasn't looking! They were married in 1950 while he was employed as a machinist extruding copper. He switched jobs in the same year and became a bus conductor until 1952. Trying to improve his position caused him to take a job as an electrical inspector on transmission and power equipment. for an automatic telephone company.

Opportunities in Canada had beckoned for some time so in April 1955 John made the plunge, first working in Oshawa for two weeks then joining the RCAF as an electrician. After Camp Borden and three years of Langar he brought his family over for the first time, arriving in Winnipeg in the spring of 1959.

LAC and Mrs. Gallagher live in a beautifully kept home with their three pretty daughters. They are now well settled into the Canadian way of life and plan on seeing as much of Canada as possible. After retirement they'll be making a home for themselves somewhere in

Canada with less severe winters than Winnipeg.

John loves music and spends his spare time listening to his hi-fi or playing his drums. He is a member of the station brass and reed band and his friendly manner makes him a valuable asset to a sextet led by Sgt. Schatte which plays at dances and other social functions.

He also likes sports as a spectator and plays a good game of chess, but hunting is out since the day he accidentally put a hole in his toe with a shotgun.

LAC Gallagher was recently transferred to Repair Sqdn. and is looking forward to renewing old acquaintances in the new section.

A prized possession is a letter complimenting his perfect drumming at the 11 Nov. parade at the Brooklands and Weston Legion from the Legion's secretary. Sgt. Schatte and John played the Last Post and Reveille there.

He also has the honour of being the only member of his family to cross the Mersy river, which divides Liverpool and Birkenhead.

(Continued on page 3)

Driver Attitudes

Is there much connection between a driver's attitude and his behind-the-wheel performance?

One fleet safety supervisor comments: "In general, the better drivers—the boys with the repeat safe driver awards—are a happier, easier-to-get-along-with bunch. They seem better adjusted.

Says a driver: "Traffic emergencies don't bother me. Why? I always figure the other driver's going to make some mistakes. When he does I'm not caught by surprise. That's why I don't get upset."

What about you? If you're a grouch or quick to fly off-the-handle, it'll do you and your driving a lot of good to make an extra effort to get in a sunny frame of mind. It's smart to be pleasant and courteous.

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Chapel

ROMAN CATHOLIC

Rev. F. A. Halling Command Chaplain
Rev. J. A. Freese Senior Stn. Chaplain
Rev. G. Savoie Chaplain (RC)
VE 2-1311, Local 695

MAS

Sunday—0900 and Working days—1100
Holidays—1100 hours

CONFERENCE

Before every Mass
During Sunday

NURSERY

During the last young children of tend this Mass by nursery services in the quarters.

PROTESTANT

EPIPHANY SERVICE

0930 hours—Jun Chapel.

—Primary, Re

1100 hours—Kin

Hall Lounge

—Nursery, Ch

—Divine Serv

1200 hours—Ho

Anglican.

1345 hours—Co

Teens—Ang

1900 hours—Ser

THURSDAY

0900 hours—Ser

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1615 hours—Ju

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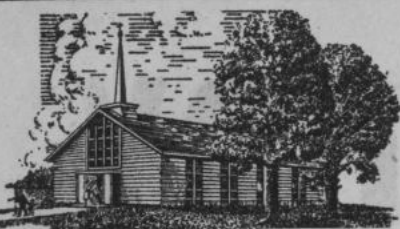
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Chapel News

ROMAN CATHOLIC CHAPEL NEWS

Rev. F. A. Halle (W/C), Training Command Chaplain (RC).

Rev. J. A. Fredrickson (S/L), Senior Stn. Chaplain (RC).

Rev. G. Savoie (F/L), Stn. Chaplain (RC).

VE 2-1311, Local 272.

MASSES

Sunday—0900 and 1100 hrs.
Working days—1630 and 1700 hrs.
Holidays—1100 hrs. only.

CONFESSIONS

Before every Mass.
During Sunday Masses.

NURSERY SERVICE

During the last Mass on Sunday young children of parents who attend this Mass will be cared for by nursery service in the Chaplains' quarters.

PROTESTANT CHAPEL NEWS

EPIPHANY SUNDAY, 6th Jan.

0930 hours—Junior Congregation—Chapel.

—Primary, Rec. Hall Lounge.

1100 hours—Kindergarten, Rec. Hall Lounge.

—Nursery, Chapel Annex.

—Divine Service.

1200 hours—Holy Communion—Anglican.

1345 hours—Confirmation Class—Teens—Anglican.

1900 hours—Senior Teens.

THURSDAY, 10th January

0900 hours—Senior Choir Practice.

FRIDAY, 11th January

1615 hours—Junior Choir Practice.

A PRAYER FOR THE NEW YEAR

Oh, Lord, help me . . .

to be glad of life, because it gives me the chance to love and to work, and to play and to look up at the stars;

to be satisfied with my possessions, but not contented until I have made the best of them;

to despise nothing in the world except falsehood and meanness, and to fear nothing except cowardice;

to be governed by my admirations rather than my disgusts;

to covet nothing that is my neighbor's except his kindness of heart and gentleness of manners;

to think seldom of enemies, often of friends, and every day of Christ . . .

Henry Van Dyke.

CONFIRMATION CLASSES — UNITED

Confirmation classes to prepare teeners and adults for United Church membership will begin in the immediate future. Any interested are asked to leave their name with Padre Ross or the Chapel Secretary at local 417.

CONFIRMATION CLASSES — ANGLICAN

Teens: 1:45 P.M., 6 Jan. '63, in the Chapel Annex.

Adults: The first meeting will take place 3:00 P.M. in the Chapel Annex, Sunday, 13 Jan. '63. The Service of Confirmation is scheduled to take place in our Chapel toward the end of May. All persons are welcome to sit in on any or all of the classes whether or not it is their intention to be Confirmed. Interested adults are asked to contact Padre DeLong at Local 417.

SENIOR TEENS

The Senior Teens will meet for the first time in the New Year at 1900 hours, Sunday, 6 Jan., in the Chapel. The Rev. Canon E. W. Scott, of Winnipeg, will give a talk on the Welfare Agencies and their work in Greater Winnipeg.

THE CHURCH SCHOOL

Many thanks to the boys and girls of our Church School who brought their mite box offerings to the Chapel Service last Sunday. Pupils who were unable to present their mite boxes at that time may do so at their regular Church School Sessions on 6 Jan. The mite offerings this year will be used to help build a new church on the Six Nations Indian Reservation near Brantford, Ontario.

EPIPHANY

Sunday, 6 Jan., begins the season known as Epiphany. The word "epiphany" means a showing forth or a revelation. The traditional Epiphany story is that of the Star in the East which led the three gentle Wise Men to worship the Christ-Child. The Christ was thus first shown to be Saviour of all men of all nations as well as Messiah of the Hebrews. This is the fact commemorated with joy and thanksgiving during Epiphany.

THE SWORD AND THE SHIELD

(Continued from page 1)

General Lyman Lemnitzer. The Deputy Commander is a distinguished British officer, General Stockwell. The Deputy for Air affairs is an American position—the Deputy for Naval affairs in a French position. The Chief of Staff, who manages and directs day-to-day functions of the various staff agencies, is an American General; but he, in turn, is assisted by three Deputy Chiefs of Staff who are

French, German and Canadian respectively.

At any given hour of the day, one might hear any one of ten different languages being spoke within SHAPE's corridors. However, a headquarters of this size and complexity could not function effectively if it used so many different languages. Therefore, like NATO, it has two official languages, namely, French and English, and all official consultations and documents employ those languages. All SHAPE's conference rooms have facilities for simultaneous interpretation of one language into another. Thus, for example, at a given meeting, a Greek officer who might be more proficient in French could be speaking in that language while a Norwegian officer who might be more proficient in English could, through the earphones provided, receive a simultaneous interpretation of his remarks in English.

It is apparent therefore that all officers assigned to SHAPE, regardless of nationality, must have a proficiency in one of these languages and preferably both. For those officers who lack proficiency in one or the other language, the headquarters provides teachers and facilities to enable him to acquire a working knowledge of the other language within a reasonably short time. We have within this building a SHAPE Language School, which, by means of tape recordings, slides, and personal instruction, can give a sound working knowledge of French or English within six months to any officer who reasonably applies himself. Each officer assigned here is not only authorized but encouraged to take one-half hour a day of instruction at that school during his normal working day in order to acquire or improve his proficiency in either French or English.

The allied character and spirit of this headquarters prevades the personal as well as professional environments of its officers and their families. A few miles from here, the French government has erected a set of apartments that can accommodate about 300 families of officers assigned here. This complex, known as "SHAPE Village," is a practical and inspiring example of a truly international community. There are no national blocks or units within these apartments; families of the NATO nations live there together just as the heads of those families work together here within this head-

quarters. There you may find a Greek family with perhaps Danes and Turks in the adjoining apartments, while above resides an American family and below perhaps a Belgian family. The families live a happy, well-adjusted community life and clearly demonstrate that the similarities of attitudes, ethics and aspirations which bind free peoples together always transcend the minor differences in their national habits or customs.

The children of SHAPE Village are acquiring a true spirit of allied amity and understanding through the practical experience of sharing common pleasures and daily associations. The French Government provides a village school wherein, quite properly, classes are conducted in French—with exception of a few hours a week that are devoted to subjects in the national tongue. As a result, you will often find that in a very short time after a non-French family arrives at SHAPE Village the children are much more proficient in French than are the parents themselves.

In addition to family associations developed by SHAPE Village we have various social functions and club activities throughout the year to bring our families together. As stated earlier, the unique feature of SHAPE is its allied character. It provides a living example of how our people can work together, live together and effectively serve a common cause for our common welfare.

There is one other unusual feature of the headquarters and that is the system of National Military Representatives who are attached, rather than assigned, to the headquarters. These are the only offi-

(Continued on page 8)



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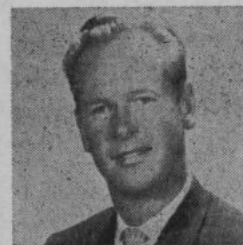
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LINES

PICTURE STORY OF



A function not so well known at RCAF Station Winnipeg is the operation of a Land Search Section.

This section must maintain and be ready to field within two hours a group of men trained in first aid, bush lore, ground navigation, map reading and able to carry out an effective search and rescue operation regardless of geographic location, weather conditions, etc.

Two such teams consisting of 10 men each, volunteers from all sections on the station work in conjunction and under the control of Para Rescue Section. These pictures tell part of the story connected with the three day training exercise carried out in December of '62.

1. NUMBER 2 LAND SEARCH TEAM.

2. THIS APPEARS TO BE A LIKELY CAMP-SITE.

3. AND THEN THEY MET A MAN WITH A BUNDLE OF STICKS.

4. A HOME AWAY FROM HOME.

5. CONSTRUCTING A STRETCHER.

6. GEE — IT WORKS!

7. THIS IS THE SEARCH AREA.

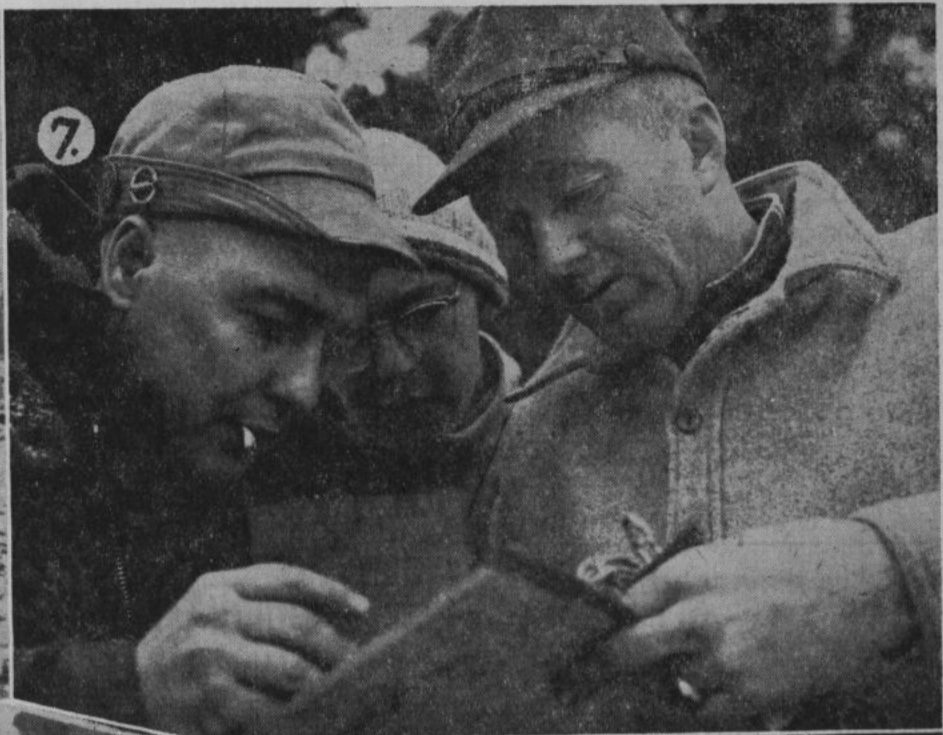
8. OUR GENERAL PURPOSE TOASTER.

9. A NAVIGATION CHECK.

10. HOMEWARD BOUND — HOW COME NO BUS!



Y OF LAND SEARCH



Lake Manitoba Hockey

BUFFALOS NEW YEAR SCHEDULE

		GAME TIME
†WED. JAN. 2 — ARBORG	at WINNIPEG	2030
*SAT. JAN. 5 — RIVERTON	at WINNIPEG	2030
SUN. JAN. 6 — WINNIPEG	at GIMLI	1400
WED. JAN. 9 — GIMLI	at WINNIPEG (at Gimli)	2030
*SAT. JAN 12 — TEULON	at WINNIPEG	2030
THUR. JAN. 17 — WINNIPEG	at BEAUSEJOUR	2030
SUN. JAN. 20 — WINNIPEG	at ARBORG	1400
TUE. JAN 22 — WINNIPEG	at FIVERTON	2030
SUN. JAN. 27 — WINNIPEG	at GIMLI	1400
TUE. JAN. 29 — WINNIPEG	at TEULON	2030
SUN. FEB. 3 — BEAUSEJOUR	at WINNIPEG (at Beausej'r.)	1400
THUR. FEB. 7 — WINNIPEG	at ARBORG	2030
SUN. FEB. 10 — RIVERTON	at Winnipeg (at Riverton)	1400
TUE. FEB. 12 — WINNIPEG	at TEULON	2030
THUR. FEB. 21 — WINNIPEG	at BEAUSEJOUR	2030
SUN. FEB. 24 — ARBORG	at WINNIPEG (at Arborg)	1400

* played at the Winnipeg Arena. † played at the University Arena.

INTER-SERVICE HOCKEY

It is planned to start Inter-Service hockey on the 8 Jan. '63. The league will consist of five teams, three from the Army and two from the RCAF. One RCAF team will consist of Flight Cadets and the other made up of Station personnel not playing on the Station team in the Inter-Lake League. Contact the Rec. Centre, or attend the meeting to be held at the Rec. Centre on the morning of the 28th Dec. at 1000 hrs. This meeting will be short, and will be mainly for setting up a practise schedule and number of recruits for team.

CNS GRADUATION

The two resident staff courses, Staff Radio Instructor and Staff Navigation Instructor, at the Central Navigation School successfully completed their post graduate studies, in their aircrew specialty. Ten officers of the SRI Course which lasted for sixteen weeks, graduated on 14 December. Two of the course members will remain in Winnipeg. F/L George Moore will fulfill the duties of an instructor with the Air Navigation School

and F/L Gord Bate is now on the staff of 111KU as a Radio Officer. The eight remaining course members were transferred to their home units where they will be qualified to fill junior air staff radio officer appointments. F/L Jim Wood and F/O Gerry La-Pointe are now in the sunny climate of British Columbia with 407 Squadron, Comox. At Station Trenton, F/Ls Ed Frymire (437 Sqn), Doug Yates (4(T)OTU) and Bob MacKenzie (102 KU) are engaged in duties with Air Transport Command. F/Os Bert Newhook (AIBAR), Doug MacKean (OFTT) and Roy Smith (OFTT) are transferred to Station Greenwood for duties with Maritime Air Command.

The SNI (LR) course which finished 21 December, had twelve successful graduates. F/Ls Erv Rose and Jim Cameron are enroute to Station Greenwood to resume their duties with 404 Squadron. F/O W. D. Watt is headed for 437 Squadron in Trenton where he will be reunited with his comrades of Air Transport Command. F/O Jim Simpson is headed in a westerly direction where he will be joined once again, with his favourite aircraft, the Hercules, at Station Namao. Eight officers of the SNI (LR) course were selected for duties with the Air Navigation School as members of the Navigation Air Staff. The officers who are transferred to ANS are F/Ls Jerry Brassard, Jack Connell, and F/Os Jake Fournier, Butch McKenty, Gus Methven, Steve Stankus, John Toye and Ed Lypchuk.

CNS salutes the graduates and wishes you the best in future endeavors.

3 CU NEWS

By SGT. DANBERGER

3CU is the heart of a vast Communications System covering all points between the West Coast and Ottawa.

There are various methods of transferring information in this network including; voice and Morse code for contact with aircraft and teletype for passing messages from point to point.

Teletype may be transmitted and received by radio or through commercial telephone systems. The main function of teletype is to print at the addressee's unit exactly what is typed at the originator's position on a similar unit. The addressee may reply immediately in the same manner.

One form in which teletype is used is called "TELEX."

Telex is a name in commercial communications which is becoming more prominent day by day and is now also used extensively by the Air Force Communications facilities. It is a system of teletype communications whereby a subscriber to Telex, the same as a subscriber to the telephone, may communicate by teletype, directly to a business firm or commercial telegraph office, providing it is also a subscriber, simply by looking up the firm number in the telex directory and then dialing in the same manner as making a telephone call. In a matter of seconds the teletype machine is connected directly by automatic switching devices, to the

machine in the office of the other subscriber.

This office being called may be just across the Airport, down-town in Winnipeg, or in some other city in Canada or the United States and may also be in some other country anywhere in the world.

Thus Telex is a very rapid means of communication which eliminates the necessity of relaying messages through several stations or telegraph offices.

ANS Numismatic News

BY MICHAEL J. KOSTER

To start the New Year right as far as coin collecting is concerned, purchase one or more 1963 Canada mint sets at \$3.00 per set. These are attractive and polished proofs consisting of six different Canadian coins from the 1 cent piece up to the 1963 silver dollar. Each set is nicely protected in a flat transparent plastic folder and should not be removed therefrom. Just call me at local 592 and I will inform you how to go about it.

Another reminder to the interested station employees. The preliminary numismatic meeting will be held 7:30 p.m. sharp on Tuesday, 8th of January, in the GIS theatre, room 219 ANS, Mawdesley Hall.

If time permits we will elect officers for 1963 after a message from our guest speaker, Mr. Gerard Boux, F.R.N.S. He will give all the details and answer any questions from the floor. We would like to build up a membership of interested people only who are employed here at the RCAF Station Winnipeg. See you at the first meeting.

RED CROSS WATER SAFETY

A Water Safety Instructors School will be held at the Canadian Army Swimming Pool (Lipsett Hall) starting 28 Jan. '63. The course is held every Monday evening through until 8 Apr. '63. Time: 7:30 to 10:30 each Monday.

Registration—to be paid in the amount of \$10.00 on or before 24 Jan. '63.

It has been necessary to establish a maximum of 40 candidates. Therefore, personnel wishing to take advantage of this course should contact Cpl. Shields at local 511 at the Rec. Office for more information and registration forms.



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FEATURE

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Of the 52,000 who helped make progress for the of Air Transport range aircraft who have been the future of the for taking in the d These crew men authority: they they have seen Typical of suc is a 29-year-old "Husky" Squad RCAF Station Air Transport quarters. He is D. B. ("Doc") Mr. and Mrs. I Capreol, Ont.



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FEATURE STORY

RCAF Round-Up '62

Of the 52,000 men and women who helped make 1962 a year of progress for the RCAF, the crews of Air Transport Command's long-range aircraft are among the few who have been able to see for themselves the whole, broad picture of the force in action while taking in the details at first hand. These crew members can talk with authority: they have been there; they have seen the progress.

Typical of such aircrew members is a 29-year-old first pilot of 437 "Husky" Squadron who is based at RCAF Station Trenton, home of Air Transport Command Headquarters. He is Flight Lieutenant D. B. ("Doc") O'Connor, son of Mr. and Mrs. Dinnes O'Connor, of Capreol, Ont.



MAN AND MACHINE—Flight Lieutenant "Doc" O'Connor, 5 feet 10 inch, 170-pound first pilot, dwarfed beside the Yukon he flew to earthquake-stricken Iran in September. Fully loaded, the 38 feet 7 inch tall Yukon weighs some 100 tons and develops more than 22,000 horsepower on take-off.

Doc joined the RCAF over 11 years ago and flew Dakota transports for nine years before he joined 437 Squadron in January this year. That was when the Yukons took over flying the regular transatlantic trooping runs.

"The first few non-stop trips from Trenton to Marville, France, were novel," he recalls after more than 750 hours of flying the largest aircraft built in Canada. "But I've got more than 50 crossings in my log book now and that makes the normal run routine."

"Routine" consists of cruising above the Atlantic at altitudes up to 30,000 feet, at speeds over 400 miles per hour and controlling precisely the flight of 100 tons of aircraft and load. Even having 22,000 horse power at your finger tips be-

comes routine after you have logged 7,300 hours of flying time as Doc has done.

Recalling his transatlantic flights, Doc tells of the busy year for the RCAF in Europe where eight F-86 and four CF-100 squadrons continued round-the-clock air defence alert duty as the Air Division, celebrating its tenth anniversary of NATO service, prepared for its new strike-reconnaissance role.

"The first group of technicians for the Air Division's CF-104 Super Starfighter program flew over in our Yukon," first-pilot O'Connor recalls. "And since October one new jet has been airlifted over every three days by C-103B Hercules aircraft in an operation that's to continue until all eight squadrons of the supersonic strike aircraft have been formed in 1963."

Not all the long trips for the Yukons of 437 Squadron are across the Atlantic. There's a weekly flight across the nation, to Comox, B.C. and back, which carries personnel of all three armed services on duty moves.

"First stop on that route is Winnipeg, home of Training Command Headquarters," says Doc. "They've had a busy year too, training aircrew and ground tradesmen for the RCAF. And they've got a change coming up soon when the CT-114 jet primary trainer comes into service. The order's in for 190 of these two-place aircraft and the runways at Penhold and Moose Jaw are being extended to take them."

The Yukon's journey to the West Coast takes it on over the Prairies, south of the Cold Lake base of 6 Strike-Reconnaissance Operational Training Unit where pilots are training for their new role in the Air Division. But the Yukon crew has not seen any of the CF-104 Super Starfighters or CF-104D trainers on that journey for these aircraft are engaged in missions along approved low-level routes.

"Westbound we make two more stops—Edmonton and Vancouver," Doc continues. "Then our Yukon spends the night at Comox in the company of 409 (Nighthawk) Squadron's CF-101B interceptors while we rest up for the journey east on Sunday."

Discussing Air Defence Command's progress during 1962, Doc



COCKPIT CHECK—"Doc" O'Connor runs through a cockpit check of more than 60 items before starting up the Yukon's four 5,730 horsepower turbine engines. Aircrew preparations for flight, including weather briefing and flight planning, begin about two hours before scheduled take-off.

notes the increase in Pinetree Line radars which he, like many an airline pilot, has called by radio for advice on weather along the transcontinental route. The radars, like all of Air Defence Command, had active participation in Exercise Sky Shield III, the annual large-scale work-out of NORAD forces. He knows too of the final preparations in the Semi Automatic Ground Environment (SAGE) centre at North Bay, of the information of the two Bomarc, surface-to-air missile squadrons; one at North Bay and the other at La Macaza, P.Q. But most of all, because he's a pilot, Doc has followed the progress of the CF-100 air defence squadrons as they converted to the supersonic CF-101B and took up alert duty at Comox, B.C., North Bay and Uplands, Ont., Bagotville, P.Q. and Chatham, N.B. The Voodoos along with other elements of Air Defence Command were placed on an advanced state of alert during the Cuban crisis.

The Comox run, like most of

the transatlantic trips, takes Doc O'Connor away from home for two days at a time. Occasionally, however, there are longer trips and among these are the four-day runs to Leopoldville in the Congo.

"On that journey," says Doc, "we fly direct from Trenton to Pisa, Italy, where we remain overnight. Passengers and cargo for the

(Continued on page 8)

January 4, 1963
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PERSONALITY

(Continued from page 2)

in every fashion possible—over and through the tunnel underneath by car, cycling and walking. It's quite an achievement since walking through the tunnel was permitted only on opening day 'way back during the reign of King George V.

FEATURE STORY

(Continued from page 7)

U.N. Expeditionary Force in the Middle East are transferred to a North Star of the RCAF's Marville detachment. U.N. personnel and cargo for the Congo are taken aboard the Yukon. Then the two aircraft go their separate ways; the North Star across the Mediterranean to El Arish in Egypt, and the Yukon over the Sahara desert to Leopoldville."

Less frequent are the special trips such as that completed in late

November by a C-130B Hercules of 435 Squadron. That aircraft flew a loop around the Pacific to bring supplies to Canadian personnel serving in the Far East with U.N. detachments in Biak, West New Guinea, and in Saigon, South Vietnam.

Doc had a special trip this year, too. He flew to Teheran in September on behalf of the Canadian Red Cross to deliver nine tons of emergency relief supplies to the earthquake-stricken people of Iran. That was the furthest afield he has yet been.

During the year Doc O'Connor saw another RCAF command at work when he flew personnel of Maritime Air Command to Britain for an anti-submarine-warfare exercise over the Atlantic. Royal Air Force personnel on a later exchange served at RCAF Station Greenwood, MAC's major East Coast base and home of two of the RCAF's three squadrons of very-long-range Argus submarine hunters.

"Maritime Air Command takes part in many international exercises each year and works very closely with the Navy out of a joint headquarters at Halifax," explains Doc. "Our Argus and Neptune aircraft are playing a major role in guarding the ocean approaches to Canada's shores, east and west."

Doc ticks off the commands with which he's come in contact during the year: the Air Division in Europe; Training Command; Air Defence Command; and Maritime Air Command.

"Mustn't forget the life-blood of the Air Force, Air Material Command," he says. "Without them I wouldn't have a flying suit, or a Yukon to wear it in."

He goes on to explain how the flow of stocks to all Air Force units is controlled by a computer in the command's Rockcliffe headquarters. And how, every time he sees aircraft spares and other cargo in the holds of transport aircraft, this is silent evidence of AMC at work.

"Supplies are vital to any fighting force," he says. "But it's all done so smoothly that we tend to forget how much organization goes

into having the right things in the right places at the right time."

"Delivering the goods on time is usually where we come in," he adds. "Not just the Yukons of 437 Squadron, but the other heavy-weights—the C-119 Packets and the C-130B Hercules; the high speed, jet transport Comets; and even my old standby, the faithful Dakota."

Doc goes on to point out that, though the Yukon has been glamorized as the "Queen of the Air Transport Fleet," his squadron is just one part of the command team which, in turn, is part of an even larger team, the RCAF.

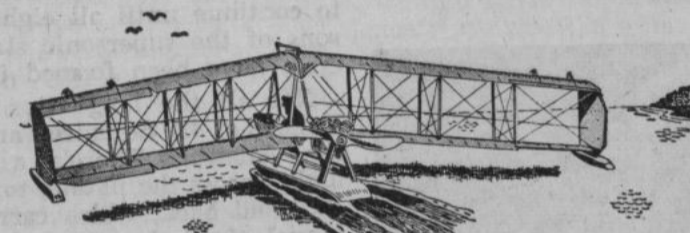
"It takes team work to make an air force tick," he says. "It was team work that made 1962 a successful year for the RCAF and it'll be the same in 1963."

SWORD AND THE SHIELD

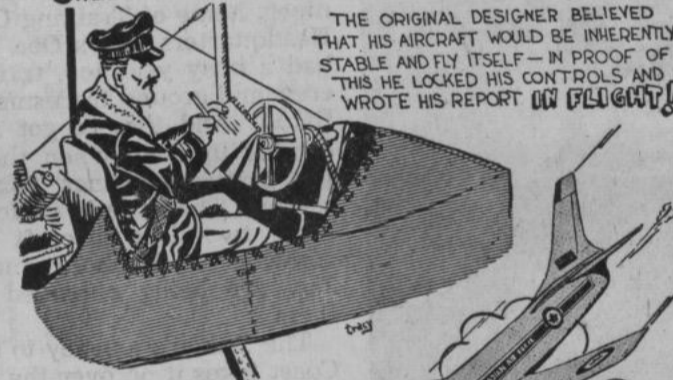
(Continued from page 3)

cers at SHAPE who function in a "national" capacity. Their offices have small staffs, headed by senior officers, and provide a link of communication between the Supreme Allied Commander and the Ministries of Defense of their respective countries. As you can appreciate, there are a number of day-to-day problems that must be worked out directly with the Ministries of Defence of the governments concerned, and these offices provide official channels through which the staff members of this headquarters can work with their counterparts in the national Ministries of Defence to resolve such problems.

CANADIAN Flying Firsts





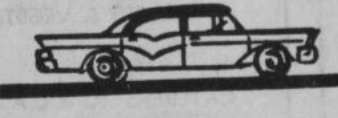
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