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



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THE VOICE OF THE AIR FORCE

NOV. 11th, 1952

ACTIVITIES OF THE ROYAL CANADIAN AIR FORCE IN WINNIPEG

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



# REMEMBRANCE DAY

"On this Remembrance Day of Peace, we keep

A sacred memory for our Valiant Dead.

In far-off lands, serene and calm, they sleep,

Unconquered still! with proud, unbended head."

So wrote Norman Cole of Ottawa in a poem entitled "Remembrance Day." And since he wrote, we have entered into and emerged victorious from a second world-war with his words ringing yet true, "unconquered still."

"Unconquered still!" because of the loyalty and devotion of noble men and women who entered into the cause, giving all that they had that they were, believing in this Country of ours, and believing that its high ideals were well worth defending against any who should presume to challenge the freedom which Canada, with other peace loving countries of the world, richly enjoys.

"Unconquered still!" because of the determination of those same men and women that the heritage which is Canada shall be preserved and left to posterity ever free, and ever kept alive by those guiding principles which made her great, and which will maintain her greatness among all nations for all time to come.

We cannot forget our heroes. We have left them to lie in far-away fields—some of them for nearly forty years—but with the knowledge that

"their bodies are buried in peace, but their name liveth for evermore."

They would have the world remember them, not selfishly because of what they did, but unselfishly because of what they maintained; not because they were unafraid to spare themselves and give their efforts to their last breath, but because they felt that their sacrifice was not too great for the issues which were at stake.

It would be an insult to remember them passively; to think that our duty lay in bowing our heads for two brief minutes at a certain hour on a certain day of each year. It is our solemn duty to live in support of the things for which they died.

This Country of ours is a wonderful land, richly blessed and bountifully supplied. Here we live without fear of scarcity and with a sense of security. We enjoy the "four freedoms" and we intend to continue so to do. Those whom we remember intended that this should be so, and now that it is our turn to carry on their work, we are not going to fail them.

But we cannot complacently lull ourselves with the feeling that we have become so great that nobody can take away the things that are rightly ours. The pages of history are filled with stories of empires long since decayed due to this fallacious reasoning. We cannot hold what we have by dangerous and absurd wishful thinking, for then we would be fooling only ourselves.

by F/L S. R. Foreman  
Protestant Padre

We pay due tribute to those who saw and faced a threatening danger to our civilization, and we can only properly honour them by seeing and facing the present day threats. We must be as determined as they were that we shall not be found sleeping at our posts. We must learn to honestly value those finer things which make for happy living, and having so valued them, we shall be the more eager, not only to defend them, but to exemplify them in our own daily rounds.

Remembrance Day is not to remind us of war, but to teach us the greatness of peace. November 11, 1918, was the day which saw the end of fighting and gave the opportunity for men to look forward to better days of peaceable living. For the sake of those who died in war it is our duty to do all in our power to preserve peace insofar as it does not exact a price which would result in their having died in vain.

This is our Country. We love it. It is worthy of our loyalty. We are going to make certain that it holds its position in the eyes of the world and in the hearts of its people. We want to do this peacefully. We are pledged to do so if it is at all possible. But if we are prevented from using peaceful methods, then let it be known that, come what may, our determination is just as great now as it was in the first world-war with its cry, "They shall not pass"; just as keen as it was in the second world-

(Continued on page 19)



## 'PEG PERSONALITY

F/L HARRY VINCENT

If you manage to get yourself into trouble or want to touch the Benevolent Fund for a loan, you will undoubtedly find your way into a small room in the Station Headquarters building. There, providing the level of accumulated papers and files has decreased from what it was at the time of this observation, you will find a very important man. No ordinary mortal—for he is the ADJUTANT! No ordinary person could cope with the various phases of the adjutant's work on a station of this size. Behold then FLIGHT LIEUTENANT HARRY (Q) VINCENT.

F/L Vincent was born in Winnipeg. He enlisted in the RCAF in 1942. Upon completion of his Navigation training, Harry proceeded overseas and completed a tour of operations with Six Group on Lancasters, earning a DFC.

Upon his return to Canada, he served throughout the country at various centres: Summerside, Clinton, Edmonton (K Flight) and now Winnipeg. Here he has had a tour of duty as ANS adj. and finally station adj.

As his present duties are many and varied, F/L Vincent is to be

seen many an evening, burning the midnight oil behind his crowded desk. Many a member of this unit can testify that he has been in fact a third padre, a personnel counselor and guide to all that contact him. He is blessed with a very understanding wife for an adjutant's life is not his own or his family's. The

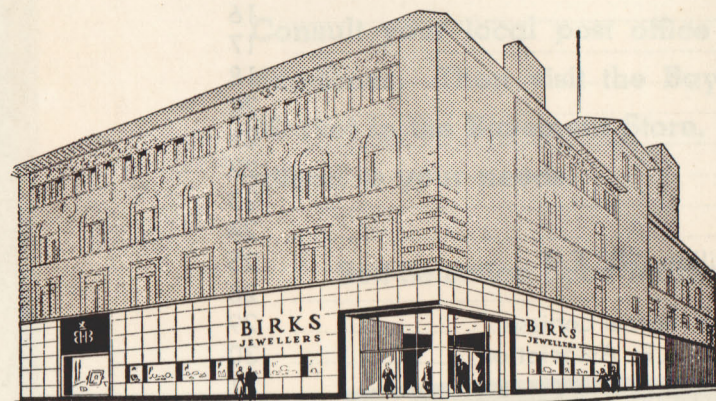
Vincent's have two young "adjs" in their family that help make the group a welcome part of our community.

(Have you been wondering what the "Q" in his name stands for? It seems that when the elder Vincents saw their son whom we now know as Harry, Mr. Vincent said to Mrs. Vincent, "Let's call it Quits.")

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## LAND SEARCH AND PARA-RESCUE EXERCISE No. 3

AT 1000 Hrs. on 23 Sept. '52, "Kodak" got airborne with "White Tower" aboard and headed north toward Arborg, Manitoba. Thirty minutes later radio contact with "Red Rock" was established, and the DZ, which had been laid out by "Black Bass," was located.

The occasion was the third and most extensive combined Land Search and Para-Rescue exercise, carried out under the supervision of S/L Hudson, COps O RCAF Station Winnipeg, with the co-operative efforts of 111 C & R Land Search and airborne SAR sections, and the station's medical section.

On 22 Sep., F/O DJ Park, OC Land Search Section, set out on an RCAF bus with eight trainees, for Arborg. With them were F/S Parker and LAC Morin in the station's radio-equipped land search vehicle. The party (Black Bass) proceeded on foot from Arborg to where camp was made that afternoon. The following morning the dropping zone was laid out in a nearby field owned by John Sigardson, in preparation for the para-rescue team.

"Kodak," III C & R Flight's SAR Dakota 568, arrived over the DZ at 1105. Two runs were made to drop supplies, a drift check chute released, then two live runs were made. S/L Hampson, the SMO, led the first stick, followed by LAC White and LAC Conney, two para-medics from MIR. Corporals Wall and De-Corby from Land Search Section, jumped in the second stick with LAC Chorney, another para-medic. After assurance from Red Rock, the land search radio vehicle, that all personnel of White Tower had landed safely, Kodak headed for home. The para-rescue party then pressed on to the scene of a simulated crash, where medical attention was administered to the "injured" crew.

The land party continued their phase of the exercise until 25 Sep. Further supplies were dropped on the 24th, and the party spent that night on Netley Marshes, where training in weapons and first aid was given.

The operation as a whole had been very successful, and further exercises are eagerly anticipated by all personnel.



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## Memorial Service

WINNIPEG, OCT. 27 — A memorial service was held in the Protestant chapel at RCAF Station, Winnipeg, Sunday at 2.30 p.m. for Flying Officer Arthur Gold Robertson, formerly of 303 Simcoe Street, Winnipeg, who died in the crash of an RCAF Mitchell bomber while on a photographic mission between Calgary, Alta., and Penticton, B.C., Oct. 18, 1947. The wreckage was not discovered until Oct. 8, this year.

The service was conducted at the station by F/L S. R. Foreman, station chaplain (Prot), assisted by S/L A. R. Maciver, group chaplain (Prot).

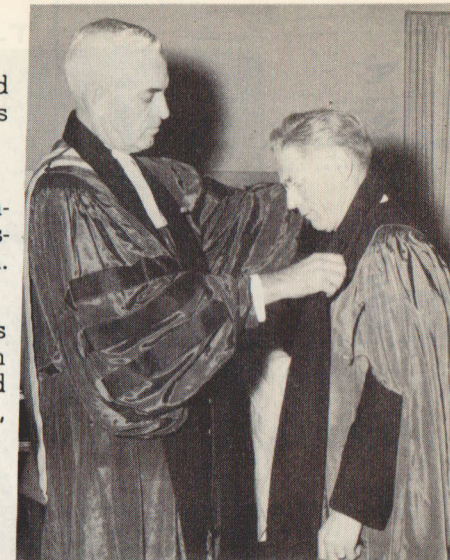
F/O Robertson joined the RCAF in 1940 as groundcrew. He remustered to aircrew, receiving his pilot wings in 1943. After serving on various stations in Canada he was posted overseas. He was shot down and

reported missing for six weeks, and was a prisoner of war until the war's end.

Returning to Canada he was employed on aerial photography missions up to the time of his death.

F/O Robertson is survived by his wife Irene and six year old son Brian Arthur, Lenore Block, Winnipeg, and his father, Mr. James P. Robertson, Stony Mountain, Man.

Word has since been received from Ottawa in a letter addressed to Mrs. Robertson, that a service was conducted at the site of the wreckage of the aircraft, by W/C Reeves, and that a stone cairn has been erected there bearing a metal cross two feet by four feet, and a silver plate, inscribed with the names of the nine who lost their lives, has been installed.



### Padre's Induction

Station Winnipeg's new Protestant Padre, F/L S. R. Foreman, is shown being invested by G/C R. M. Frayne, Director of Religious Administration (Prot.) at A.F.H.Q. F/L Foreman, who was born in Kent and has latterly been a minister in Berry, Que., was inducted into the Chaplain Service at a service here on Sunday, October 19th.

# DREWRY'S

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- LIME RICKEY
- TOM COLLINS



# 2 ANS

# GRADUATING CLASS

Course 26 W. A.



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 FRONT ROW: F/C Hrycak, A.P.O. Delahaye, F/C Johns, A.P.O. Moore, F/O Gabriel, A.P.O. Hurst, A.P.O. Jordan, Q.M. 1st Class Queyroi, Q.M. 1st Class Careme, Sgt. Vandermeulen, 2nd Lt. Wijnen.





# AIR CADETS

by F/O J. E. Palmer

Winnipeg, Oct. 28

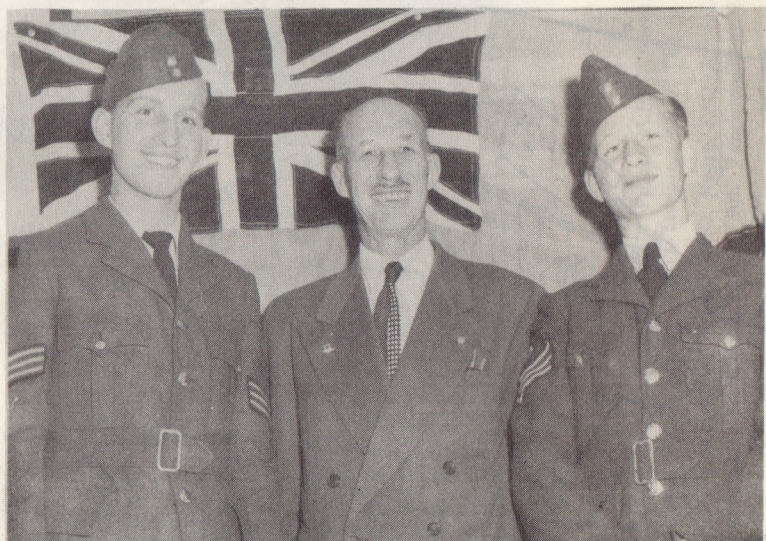
PARENTS of Royal Canadian Air Cadets enjoyed a full and pleasant social evening Friday, when No. 177 (TCA) Air Cadet squadron paraded and entertained at their headquarters at Ferry Road and Ellis Avenue.

The fall in and inspection by the Officer Commanding, Flight Lieutenant A. J. Clarke, a captain with Trans Canada Airlines, was followed by an address by Warrant Officer R. W. Dickson, 19, who spoke on his recent trip to the United Kingdom. WO1 Dickson, who has his air cadet pilot's wings and private pilot's licence, represented Manitoba last year when 32 cadets from across Canada were chosen to visit England, Scotland and Wales. During the month long trip they visited many castles, ruins, and places of general interest to sightseeing parties. In addition, however, they were privileged to tour the new jet comet aircraft plants and the Airforce base at North Luffenham. WO1 Dickson was also greeted by Lord Alexander while visiting the RAF College at Cornwall.

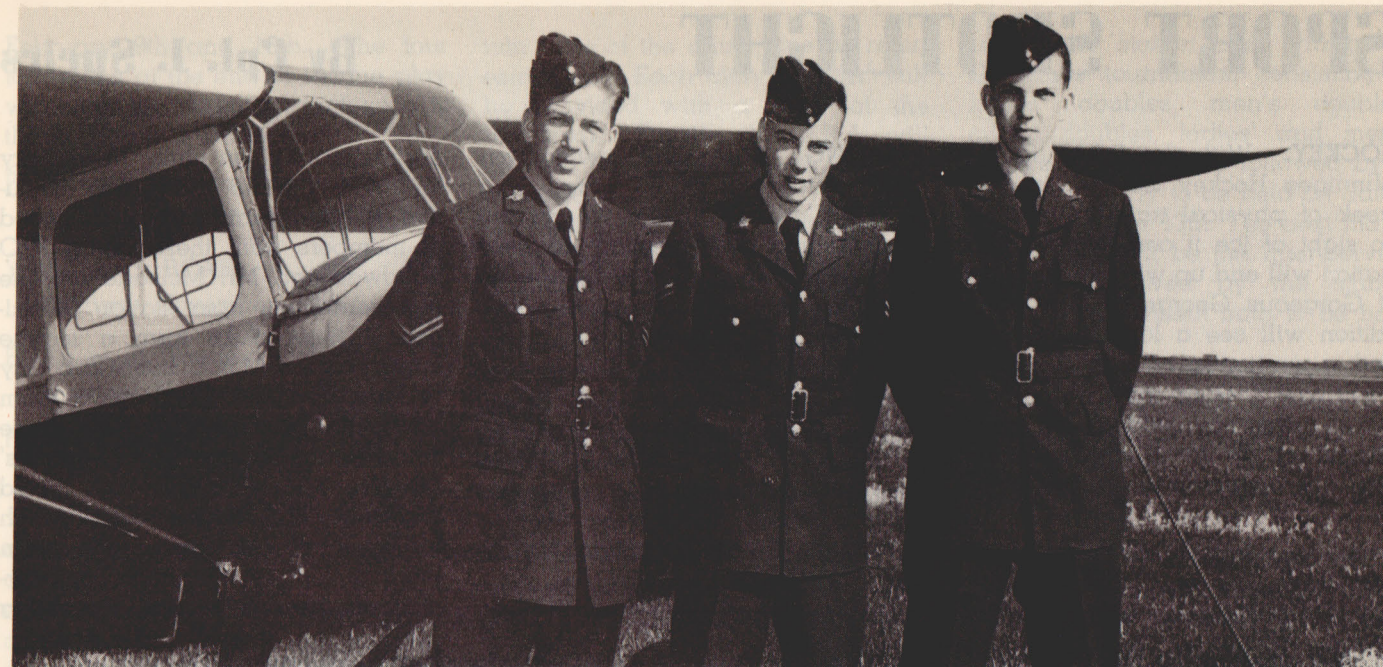
The highlight of the evening came when Flying Officer G. W. Downes, squadron equipment officer, who had been in boys work for over 25 years, and with the Air Cadets for ten years, left his bed in Deer Lodge hospital where he is a patient, and presented his two sons with the Air Cadet proficiency award. F/S C. G. Downes received the third year proficiency badge and Sgt. G. K. Downes, the second year proficiency badge. The boys' mother, Mrs. Downes, is one of the founders of the



Left to right: F/L K. L. Pratt, Adjutant; F/L A. J. Clarke, O.C.; F/O S. W. Shapton, Drill Instructor.



Left to right: Sgt. G. K. Downes, F/O W. Downes, Father and F/Sgt. G. C. Downes.



Three Air Cadets Commence Training at Stevenson's Field.

Air Cadets ladies auxiliary, and last year was their president.

Other members to receive the proficiency award tomorrow are F/S E. N. Krahn, 3rd year, and Cpl. S. F. Hambleton, 1st year.

Announcement of promotions followed:

to be sergeants were R. D. Barker and P. Stokes.

to be corporals were A. Campbell, K. Griffin and S. S Hambleton.

to be Leading Aircraftsmen were A. Magnusson, J. McJannett, L. Twardoski, R. Vanstone, H. E. Cochrane and E. Kabernick.

F/L Clarke, officer commanding the squadron, stated that he could not over-emphasize the importance that this Air Cadet movement has to parents of youths between the ages of 14 and 18. The excellent training facilities and opportunities for travel and wider learning that these boys receive is second to none. Last year four of his cadets received their private pilots' licence, which permits them to fly anywhere in this country. He encouraged parents of lads in this age group to come out and see the work being done every Wednesday evening at the Air Cadet headquarters, Ferry Road and Ellis Avenue. He also asked the ladies interested in this movement to contact Mrs. W. S. Wintrup, president of the Air Cadet ladies auxiliary, at 40-2583.

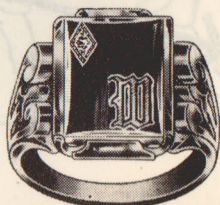
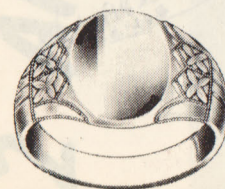
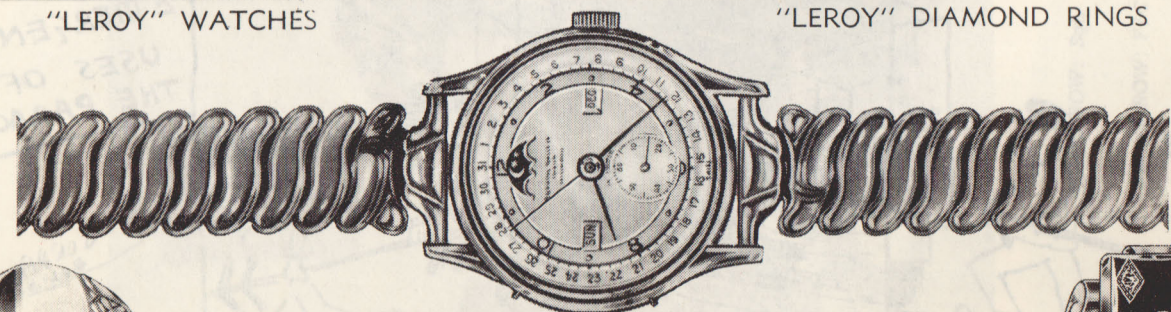
The "Parents' Night" ended with refreshments being served.

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# SPORT SPOTLIGHT

By Cpl. J. Speirs

**HOCKEY.** With the RCAF Station Winnipeg Hockey team in its third week of physical training and still no sight of ice it could be that the station will end up with icing a team of Gorgeous Georges. This year's edition will see a lot of new faces and a scattering of old. The first week of P.T. or as most of the boys would rather say conditioning saw a turnout of 20 or 30 members and now has dwindled to approximately 15.

The Inter Service League will unfortunately not operate this season but in a province like Manitoba Hockey Games are not too difficult to locate and exhibition games are plentiful in and around Winnipeg. Near the close of the season the Baker Memorial Trophy Emblematic of inter-service hockey supremacy will again be competed for and the RCAF crew will be in high gear for the all important sudden death affair and hope to relieve the navy of the laurels which they won last season.

**BASKETBALL.** By the next edition of Voxair Station Winnipeg should have seen the unveiling of their 1952-53 Basketball entries in the Inter Service League. Both the Flight Cadets and the Station Teams are made up of entirely new faces and should provide some very interesting nights of entertainment. The Navy as usual have been tagged the team to watch but this year's RCAF entries are going to be heard from before the season is over and should be well up the ladder of the six team league come play-off time.

**CURLING.** A general meeting was held October 27th, to organize a Station Curling Club for the coming season and the election of new officers. WOI Abbott was elected president and Cpl. Campbell secretary-treasurer.

WOI Jarrett, Sgt. Common, FS. Parker Cpl. Walbauer, Cpl. Lovez, Cpl. Oberne were elected members of the committee for games rules and entertainment. To date we have 80 paid up members.

Hope to be able to start curling soon. We are again using the Deer Lodge Rink.

**BOWLING.** In the next edition of Voxair a special will be run on the Station Bowling League and the history of one of the most competitive trophies in the RCAF today the Thorndy Craft Trophy awarded annually to the championship team of the RCAF Station Winnipeg Bowling League.

## BADMINTON—

THIS ARTICLE will attempt to outline the activities of the Station Badminton Club for the season 1952-53. The regular nights of play in the station drill hall are Monday and Thursday evening from 1900 to 2300 hours. Anyone still wishing to play badminton this season can do so by turning up at the drill hall on the above nights.

The station club is again affiliated with the Manitoba Badminton Association (M.B.A.), an organization which is furthering the development of badminton in Manitoba. There are

approximately ten clubs in the city affiliated with the M.B.A. The executive of this organization is composed of members from these clubs, F/O Palidwar and Mr. McIsaac are the representatives from station Winnipeg. These clubs form a league known as the M.B.A. Inter-Club City League, each club chooses a team consisting of three men and three women to compete in Ladies' Doubles, Men's Doubles and Mixed Doubles. The league runs through to December 3rd, commences again January 12th to 16th, with the play-offs during the weeks beginning

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February 9th and 16th. The four top teams at the end of league play will enter the playoffs. Following is the schedule to December:

RCAF at Winnipeg Badminton Club,  
Monday, November 10th.

Y.W.C.A. at RCAF,  
Monday, November 17th.

RCAF at St. Stephens-Broadway,  
Tuesday, November 25th.

R.C.A. at RCAF,  
Monday, December 1st.

The M.B.A. is sponsoring the development of Junior Badminton in the city by providing racquets, birds and instruction by a professional to any interested Juniors every Saturday morning at the Winnipeg Badminton Club, 150 River Ave. This instruction is being carried further and provided for senior players at any club which is affiliated with the M.B.A., that do not have a professional of their own.

The professional from the Winnipeg Badminton Club, Herb Richard, will visit the station on Monday, November 17th and 24th, to conduct a one hour lesson on each of these dates. The instruction will begin at approximately 2100 hours and will be given to the club as a group. If these lessons prove to be successful and members of the club feel they would like an additional set these can be arranged during the first two weeks in December. Following these lessons the M.B.A. will sponsor an Exhibition Match.

In addition to the above activities the M.B.A. will be providing a handbook on badminton which will con-

tain rules of the game, tips on refereeing, etc. Each club member will be provided with a copy of the handbook. Finally, the M.B.A. will provide membership cards to each affiliated club member to show he or she is a member in good standing of the M.B.A. and C.B.A. (Canadian Badminton Association). This membership can be used anywhere in Canada. For the above benefits each club affiliated with the M.B.A. pays an affiliation fee which enables the M.B.A. to carry on these worthwhile activities.

One of the first organized activi-

ties in the station club will be a Christmas tournament consisting of ladies' doubles, men's doubles, mixed doubles, ladies' and men's singles. This will be followed by a Christmas party to be held on Saturday, December 13th. The next major tournament will be the Inter-Service play-offs followed by the station wind-up tournament both to be held in March.

The Executive and members of the Badminton Club wish to thank Cpl. Bill Campbell for the work he has done on behalf of the Badminton Club.

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## Course 26 W. B.

by A/P/O James

IF YOU ASK Dick Gabriel who were the maddest bunch ever to pass out of ANS, he will say, without hesitation, "26 WB." I have the unenviable task of writing about these cronies of mine, and I do not know where to begin. I could work in order of age (George Ferries down to Tony Capel) or of weight (Tony Capel down to George Ferries), but our class never lent itself much to order—ask Dick Gabriel! So I have simply started with something I am well acquainted with—bridge parties.

The bridge party numbers six, the other five are Terry Delahaye (the expert), Mick Moore (his postage), Ron Haines (who likes opening on six points, Tony Capel (who likes to pass on fifteen), and Dick Falck (who does either). Our parties vary from calm to what American papers would call "super-collosally violent," according to prevailing hands. We think our system is descended from Acoll, but there has been some mutilation in the process, and it sometimes backfires. However, we are prepared to defend it, and even recommend it to anyone who is willing to sacrifice perfection for an interesting time.

To the Englishmen "Français" means "L'amoure," but our five Frenchmen and three Belgians have helped to show that they can work hard too. Torre, Renè, Careme, and Lucien Queyroi are often seen disappearing in the St. Boniface direction on Saturday evenings (their destination is a well-kept secret), but for

the other six nights of the week they never venture further than Renè's gramophone, precis in hand, of course! Then there are ever-smiling André Vandermeulen, of Brussels, and his compatriot, Pierre Kock, who enjoy a game of basket-ball, André engineering the moves with his wan cry of "doucement? doucement? and 6'3". Pierre just popping them in. Paps Glogren is our only married man, and he became a father at mid-term. Papa was very happy, and celebrated by adding East variation on his Air-trips! Jean Claude Rousset has his adventures recorded elsewhere, and that only leaves our two "sous lieutenants", Marcel Lohisse, raconteur and navigateur; and George Wynen, oftentimes surrounded by irate Belgians wanting their pay! Marcel had the misfortune to be my flying partner and his pet phrase, "We are a leetle South of track!" was whispered in my ear all too often.

Everyone probably knows of the "Packard Expedition of 1952" which explored the prehistoric civilizations of U.S.A.—places like Hollywood, San Francisco and Wibur, Wash. The car was so burnt up by the last place that it decided to stay there permanently, much to the discomfort of our five explorers—Falck, Moore, Bill Johns, Donnie Chisholm and Bob Latchem (an outsider of 26A, this one). After a series of adventures which lasted between nine and fifteen hours too long, they arrived back. The sequel came later when

Mick Moore went to fetch the car out of its temporary retirement. Once more it was slightly temperamental, and once more Mick did not quite get home in time. The car has not budged since its return and at the time of writing still stands on the parade square in splendid isolation. The quintet are contemplating writing a book on their travels entitled, "The World's Worst Journey," or "A Car For Sale (q.v.)."

We have our inevitable 13.63 per cent of Scotsmen, and they all say they are "heelanders." George Ferries is a worker first and last, and has proved quite useful with a camera; while Donnie Chisholm claims fame by being the only chap we know with a built in amplifier in his larynx, and by introducing to barrack room language the, we gather, derogatory term "bawheed." Alistair Maclasen is from Perthshire, and is always either feuding with Al Jordan, or reading a treatise on Relativity in his spare time. I do not see how the latter has helped in his unbroken run of successes over Al, the chemist (whose memorable equation, SUGAR & CHLORINE — SWEET CHLORINE, has revolutionized modern refining technique). Alan Jordan is the strong man of the class, and some of the beatings he has given those walls were terrible to behold. He hails from Cheshire, and he has inherited the grin of the mythical feline inhabitant of that country; otherwise, his look is rather more

(Continued on page 21)

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# HOW TO BEHAVE AT YOUR OFFICE PARTY

by Cpl. L. L. Haggerty

*If you'd rather not feel like crawling under a rock, the morning after, this is for you.*

CHRISTMAS IS COMING and so is the office party, a celebration dating back to the olden times when the lord of the manor called in the serfs, slapped them on the back and handed each a flagon of ale. Afterwards, they were expected to trudge back to the fields to sweat for another year and be grateful for a few groats in wages.

So, to this day, boss and worker gather together, a bit uncomfortably at first, then more congenially as they dip into the modern equivalent of the wassail bowl. Eventually, everybody gets overconfidential. Remarks that sound fine during this period of ten don't sound so good the next morning. In fact, the day after the party the Adjutant is apt to wonder just what he said to the CO's Secretary and whether the words were taken seriously. And various mild-mannered slaves are apt to wince on recalling how they mentioned to the boss that certain things weren't being run just right.

No wonder there is a bit of dread mixed in with an anticipation as the office party draws nigh. But if you get the following rules firmly in mind, maybe on the morning after you won't feel like crawling under a rock.

## General Technique:

Don't stay away, no matter how you behaved last year. You may not be missed, but you'll worry about it for days.

Don't cluster with members of your own office.

Don't ask the boss for a promotion. If he remembers you the next day when he's tired and snappish — you're a dead duck.

If you plan to put on a skit panning the brass, don't make it too bitter. After all, you want your kids to eat, don't you?

Think twice before you tell anyone anything. Violate this rule, and for the next 30 nights the very thought of the party may cause you to leap on your pillow like a hooked sailfish.

## For Men Only:

Be sure to dance with the CO's Secretary. It is also O.K. to dance once with each stenographer. Do it twice, and you're liable to hear about it later.

Let any female kiss you provided

it is in the middle of a well-lighted room and she is doing it to everyone else. Otherwise, nix.

## For Women Only:

It's probably all right to take off your shoes and dance in your stocking feet. Other than that, no.

Be sure to dance with the W/C. He is probably a trifle slue-footed but he thinks he's another Fred Astaire. It is also O.K. to dance with the married males, but spread yourself around. Remember, you may be a wife yourself, sometime.

## For the CO:

The employees know you make plenty, so don't be chinchy about the refreshments.

If it's too much of a strain for you to smile, at least don't look gloomy.

That vacant look you wear when you're alone will be O.K.

On the other hand, don't overdo the affability. The contrast with the week before may be too much for the staff to stand.

Don't hog the mistletoe even though you do know you're the handsomest man present.

Don't ask any questions you wouldn't want a straight answer to. Remember, people may not have all their inhibitions with them.

If you get any real hot ideas on how everyone can have fun, suppress them—that is, unless you will relish being referred to for weeks as "that third-rate Milton Berle."

**THESE ARE THE RULES. AND DON'T BLAME ME IF YOU HAVE A GOOD TIME.**

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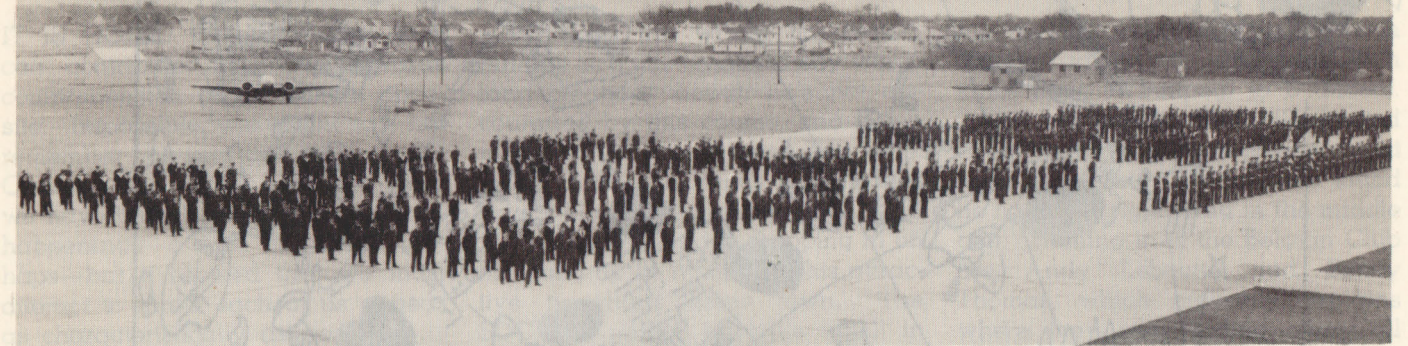
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The A. O. C.'S Inspection

Little explanation will be needed for the above photos. They will arouse stirring memories in all but a few unfortunates sick or on leave. You can likely pick yourself out, the top picture of the two wings drawn up for inspection. On the left the colour party marches on. On the right A/C Bryans, AOC No. 14 Training Group questions LAC A. A. McNaughton.

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# Wpg. - Dafoe - Bulyea - Wpg.

WITH DEVIATIONS

## Course 27A do a night exercise

IT IS HOPED that these few lines can contribute something towards comprehension of the picture opposite. Impossible, you might say, but remember please that this is 27 Course. Our route is well worn, and we have based the scenes on actual happenings—a little magnified perhaps—but it seemed that we must attempt to make each of us appear as characteristically as possible.

Starting at our mighty metropolis, and at the most prominent building in our picture, Hudson's Bay, we find Frank Rutter (specialist in night work) up on the fifth floor with that "gone" look in his eyes which we have come to accept, gazing distractedly in the direction of the fiancée department. Also stopping before starting is Bill Graham (supper is just too good to miss tonight) as usual nefariously occupied in his own backyard. Looking further across Manitoba's corny fields we discover three gallant matelots who couldn't keep away from their beloved ocean, or the nearest substitute, frantically gesticulating in the general direction (of help?) of Gai Paris St. Boniface — Agasse, Mell and Macaire.

Blessed with a talent for design to accommodate comfort here's Weary John Craig in his Bechcraft Mk.XXX (Slumberland)—a firm believer that there are more things in heaven and earth than this world dreams of (i.e. food and sleep).

Polar Navigation is a specialty of Gordon Thompson, or so it would seem judging by the way he rigs up his bed at nights à la Eskimo, so we had to put him in his igloo hibernating throughout the icy blasts. Pausing to peer through the overcast we can see the brightest planet—Kiki, a remarkable discovery by Professor Herve, and a great aid in celestial navigation. The north is common to Dave Lever and Colin Chorlton too, but Lancashire is a long way off track, even if Blackpool Tower is visible; and a little dreaming can recall the pleasure of former days.

Don't get the wrong impression, but this is Wolff—really a shy woodland creature, though he's not discouraged by this course, and determination got him through this time. After all other methods have failed, Doug Munro remembered to D.R. A/H Alternate, and is dropping in on the gang up at White Fox, his attractive two-shack home town. The SDC is a perfect example to all in purity so he had to be honoured, however drop into the mess any evening and you will always find Pete Sharpe the life and soul of the party. And now a man of mystery, of many names ranging from Stanisberry Sainsbury with a shock of wiry hair and a stomach—oh! But boy what an aim when the target's clear — anyway here's the name right for a change Derek Stanesby, though it's usually muffled up by the cloak of many aliases.

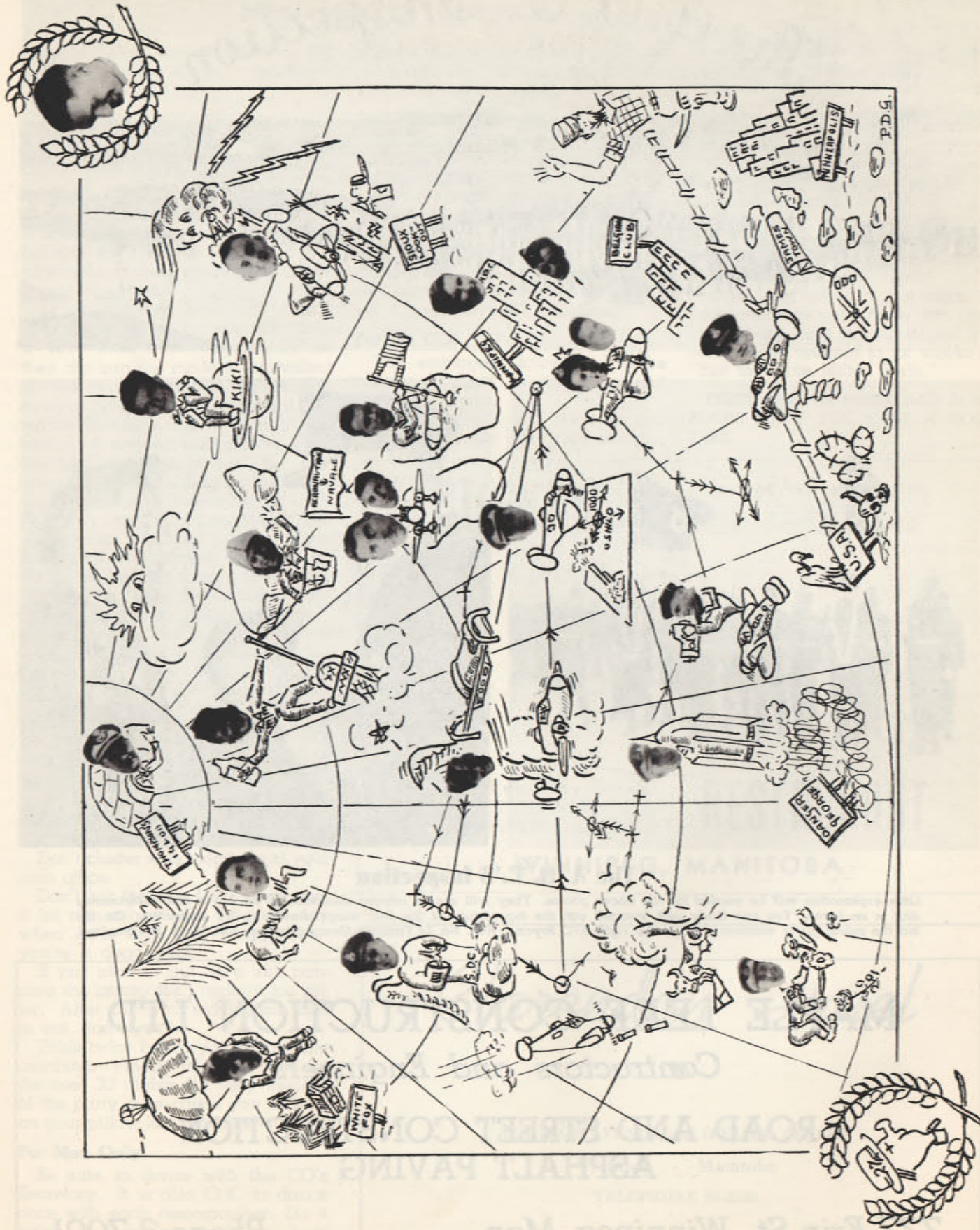
Dave Challis stopped off to pick a \$10 bunch of roses to express his affection for a rather special aspect of Canadian hospitality (who's kidding who?) Standing alone we find Andre Moreau, the only man to take a hundred air shots—note the bloodshot eyes. "Saskabush" Carter doesn't get along too well with his inner self, here he's caught in the powerful tentacles of a Freudian C.B. cloud—"I'll be alright as long as the wings don't drop off." Imagination is apt to carry away George in

his flying machine, Hollingworth always takes off equipped with topos Base (Winnipeg) to B (Moon).

The big gun is Shilo (Prohibited Area) and the jagged pieces might have been Pete Griffiths who found he had a fix right bang in the middle of it. Homing in to the Belgian Club are Andy Leboutte and Benny Thomas, which probably explains where they were hiding away all through the course; their notoriety quite emulates the flightiest fancies of Don Juan. 49N is just another number on the map to API Norrie Brown, who has discovered "at this stage of the game" that ineffective navigation is one way of dodging the Customs. Finally there's Daniello chased by a kicking engine in ever decreasing circles over Sioux Lookout to make his classic one-engined landing which will long be remembered.

Of course there is just one guy off in the corner there who is always with us and is getting to be kind of a sentiment—Buckly the course mascot. He's so lifelike that a Radar instructor once asked him a question in class.

Well, there's 27A; and in sincerity for once we'd all like to thank everyone for putting up with us for as long as nine months, especially Course Director Dave Munro who's shoulders have borne the responsibility for our irresponsibility.



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## Current Affairs Quiz...

As the end of the year approaches, with promotion exams for many, VOXAIR offers a sample Current Affairs Quiz. We hope to present, in the next few issues, an outline Diary of the major happenings of 1952.

TOTAL MARKS 100: Do not subtract wrong answers from right answers. Three marks for each correct answer, questions 1 to 20, and one mark for each correct answer questions 21 and 22. No marks given for part answers.

1. During the month of August the Soviets shot down two unarmed aircraft for venturing too near their border. The aircraft belonged to:

- (a) Finland (c) Sweden  
(b) Denmark (d) Norway

2. In Egypt King Farouk was ousted by an army commander named:

- (a) Naquib (c) Emary  
(b) Maher (d) Feisal

3. In another Middle-East country the king was also replaced by his son. The country is:

- (a) Iraq (c) Jordan  
(b) Iran (d) Saudi-Arabia

4. Number 1 Wing of the RCAF Overseas Division is located at North Luffenham. Number 2 will be located at:

- (a) Fontainebleau (c) Potsdam  
(b) Metz (d) Frankfurt

5. By 1954, according to present plans, Canada will have how many fighter squadrons in Europe?

- (a) 6 (c) 12  
(b) 9 (d) 15

6. Lt. General Norstad is head of:

- (a) SHAPE (c) NATO  
(b) AAFCE (d) SACEUR

7. Headquarters of C-in-C Allied Forces in North Europe is at:

- (a) Stockholm (c) Oslo  
(b) Copenhagen (d) Helsinki

8. Headquarters of C-in-C Allied Forces in Southern Europe is at:

- (a) Marseille (c) Naples  
(b) Florence (d) Verona

9. Recently a consul-general of one of the satellite nations resigned his post in Canada and refused to return to his own country. The satellite country was:

- (a) Hungary (c) Poland  
(b) Czechoslovakia (d) Bulgaria

10. Headed by Chou-En-lai, a delegation arrived in Moscow for talks with Soviet leaders. Chou-En-lai is:

- (a) Premier of China (c) Leader of Indo-China Communists  
(b) Premier of North Korea (d) Leader of Indonesian Communists

11. Most notable marriage of the season was that of Clarissa Churchill to Anthony Eden. Anthony Eden is the UK's:

- (a) Foreign Secretary (c) Minister of Defence  
(b) Chancellor of the Exchequer (d) Lord Chancellor

12. It has been proposed that Chinese Nationalists be brought to assist the UN action in Korea. Major stronghold of Chinese Nationalists is:

- (a) Indo-China (c) Formosa  
(b) Hainan (d) Phillipines

13. The six nations linked in the European Army Plan have been unable to agree on the standard compulsory military training period recommended. The period was:

- (a) 1 year (c) 2 years  
(b) 18 months (d) 3 years

14. Latest estimate of Canada's population is (approx.):

- (a) 12 million (c) 14.5 million  
(b) 13 million (d) 15.5 million

15. Capitol Hill and Bunkers Hill are names currently connected with what area?

- (a) Washington (c) Ottawa  
(b) Korea (d) Quebec

16. Recently there have been border clashes between Greece and one of its neighbors over a tiny river island. The country involved is:

- (a) Roumania (c) Bulgaria  
(b) Albania (d) Turkey

17. Premier Mossadegh of Iran was granted power by the assembly to rule the country by decree for the next:

- (a) 6 months (c) 2 years  
(b) 1 year (d) 5 years

18. Most disastrous strike in the US this year was in what industry?

- (a) Automobile (c) Coal  
(b) Steel (d) Railway

19. Which of the following organizations does not exist?

- (a) Council of Europe (c) Organization for European Economic Cooperation  
(b) European Defence Community (d) European Political Federation

20. Britain's Canberra jet aircraft is a:

- (a) Bomber (c) Bomber-fighter  
(b) Fighter (d) Trainer

Question 21.

1. New Australian Governor-General is former British Chief of Staff, Field Marshal Slim. ....

2. Italy and France both claim Trieste. ....

3. Canada has not approved the Japanese Peace Treaty. ....

4. UN Security Council has 53 members. ....

5. Sparkman is vice presidential Democratic candidate. ....

6. An International Red Cross conference was held at Toronto recently. ....

7. The International Court of Justice at the Hague has ruled that it has no jurisdiction over the British-Iranian oil dispute. ....

8. Syngman Rhee has retained the presidency of Korea for another four years. ....

9. Cost-of-living index in Canada stands now at approximately 160 points. ....

10. The 27th Infantry Brigade in Germany consists of nearly 20,000 personnel. ....

11. First amendment to the Canadian Constitution enacted by the Canadian Parliament was passed recently. ....

12. Major-General Shoosmith is deputy to Templar in Malaya. ....

13. In both British Columbia and Alberta the largest parties in the provincial legislatures are Social Credit. ....

14. Thorium has become an important metal because of its use in jet engines. ....

15. The UK Conservative government intends to denationalize the steel industry in Britain. ....

## REMEMBRANCE DAY

(Continued from page 2)

war when the feelings of the nation were so admirably expressed by Mr. Churchill. We owe a great deal to those whose memory we preserve, and what we owe, we'll pay!

We hope, sincerely, that peace will find the way to resolve all international problems. We agree to the following words of Mr. Cole's poem:—

"Do Thou, O Lord, reveal Thy Sovereign Will!

Bid all our bitter, jealous strivings cease;

That we may win more glorious victories still,

Along the saner, nobler paths of Peace."

That way would be the greatest reward that could be offered to heroes of two wars. It would be the greatest tribute that Democracy could give. It would prove that the Democratic way has something of inestimable value to present to a sick world. Canada, fortunately, has great leaders who are endeavouring to do this very thing. When Canada speaks through them, the world listens; and through them we shall strive with all that is in us to bring this to pass, but with the understanding that it shall be plainly seen that we intend to ever keep faith with those whose lives were given so freely for our freedom.

We do, and shall continue to remember them, but we must make their memory a stimulus for our activity and so truly vindicate their sacrifice.

16. Columbium and uranium are presently the two known sources of atomic energy. ....

17. The leader of the West German Socialist Party who died recently was Kurt Schumacher. ....

18. The basic mission of the UN is to preserve peace. ....

19. Puerto Rico is now a free commonwealth. ....

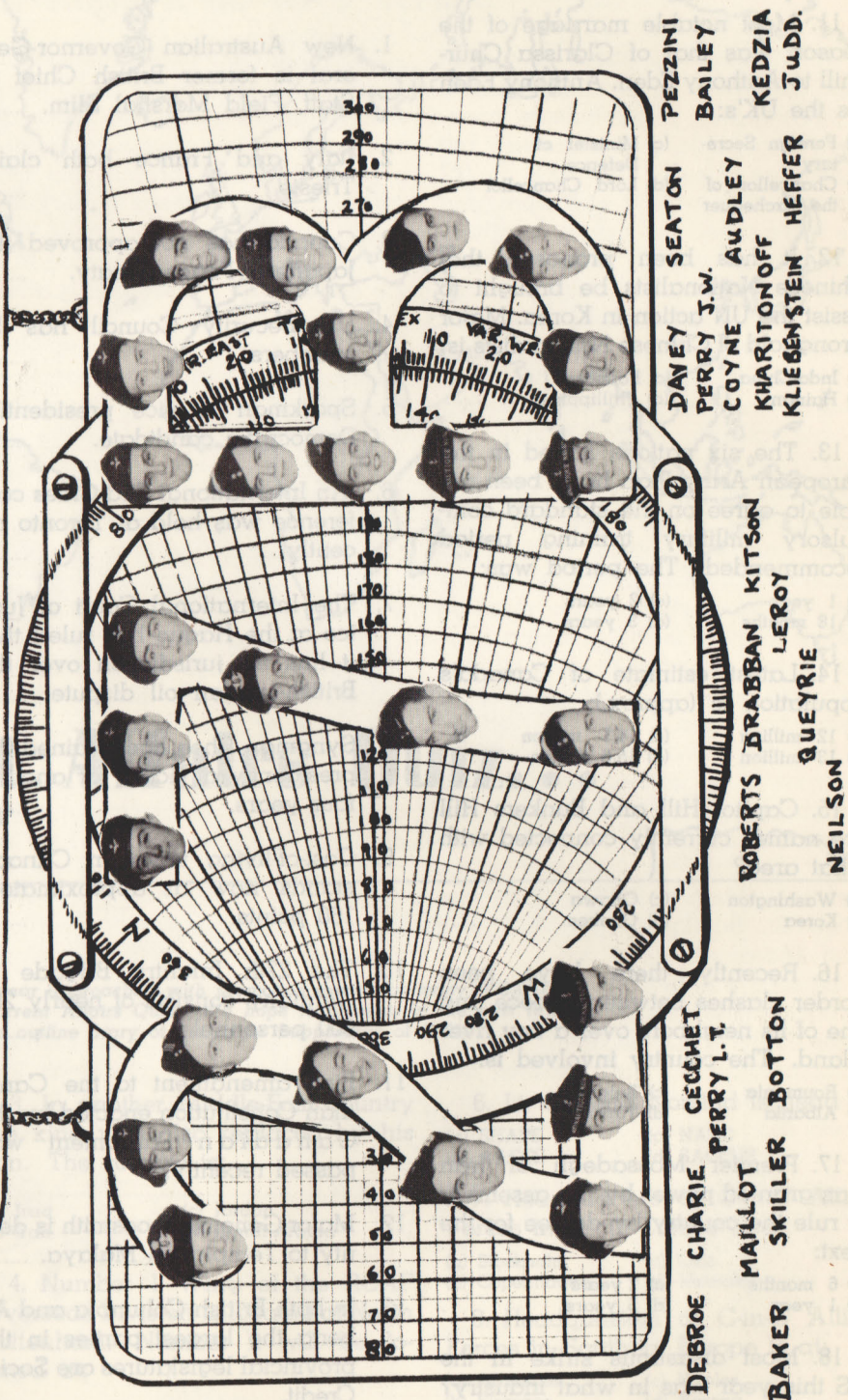
20. Indonesia was formerly known as the Dutch East Indies. ....

(Answers on page 31)





GRADUATING COURSE



DAVEY SEATON PEZZINI  
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 LEROY  
 QUEYRIE  
 NEILSON  
 DEBROE CHARIE CECCHET  
 PERRY L.T.  
 MAILLOT  
 SKILLER BOTTON  
 BAKER

# Thoughts After D 25/26

by A/P/O Heffer, 27 W.B.

The D.B.O. speaks, "The flight today is an exercise in mid-latitude and polar grid navigation . . ."

The "met" man also, "This trip calls for . . ."

Students with computers busy get to work on the flight plan and in a few minutes they will be off on the longest trip of the course, the day exercise to Edmonton and back.

About eight months before those same youngsters arrived in Winnipeg as raw material for an Air Navigation School. For some their first flight had been the one that brought them to Canada. They were just a bunch of lads from all walks of life, most of them under twenty years of age, but all with the desire to fly and learn something new to the end that they might serve their countries under NATO. Ahead were thirty-six weeks hard grind and at the end of it they would be qualified for Navigators Wings and have a thorough knowledge of most basic types of this Navigation.

Time passes quickly and before long they themselves are Senour Course and listening to the words in the first paragraph.

About an hour after briefing started they are airborne and heading West working quickly checking positions and alterations of heading, and a hundred and one other odds and ends. From the time they leave the ground to the time the engines are switched off they are always busy.

Here then is the culmination of their basic navigation training. From the point nine months ago when they were just interested passengers to this time when they navigate the aircraft and crew across the rolling plains.

Here all the classroom theory of safely guiding the aircraft and fixing their position comes into play, until the happy moment when the destination is seen dead ahead a few minutes before Estimated Time of Arrival.

At this moment the young trainee forgets all the irksome training that has gone before, and feels great personal satisfaction and pride in having done a worthwhile job.

They land at Edmonton, eat, receive a short briefing and take off again for home. It is some twelve hours after leaving it that they see the welcome sign of their home base ahead.

And that night 49 tired but happy and proud young men of NATO slept soundly, for on the next morning they had an examination.

## Course 26 W.B.

(Continued from page 13)

sheepish. He is a bit of a blackboard artist. Ask Dick Gabriel!

Phil Hrycak comes from Rosburn, Manitoba, which makes him indigenous. He knows a nurse, and in spite of Canada being a big country their trails do not seem very far apart. Nor those of the terrible twins, Keith Boyer and Brian Hurst. They go everywhere together, bought a radio together, mend it together —

they pull something out every time it goes wrong. According to my reckoning there is only the aerial and one valve left, but it still goes.

Well, there are the twenty-two members of 26WB, but there is one more man who deserves mention; that perfect 26WB class member, that paragon of student navigators—F/C Holmes, L.C.B., M.F.B., etc. F/C Holmes has done things which no other flight cadet has done before. I can vouch for the story that he phoned the met. section for the time of sunrise and sunset, and the winds the night before the Edmonton trip; but the one about him taking a star shot through the B3 during a prolonged period of inverted flying sounds less likely. It would require a book to describe all the intricacies of Holmes' D.R. procedure, and another to describe his long discussions with B & A trying to show that he is Canada's most valuable secret weapon (if he can be landed in Russia and teach at a Russian A.N.S., that is). Anyway, more strength to F/C Holmes' dialling fingers, and may his procedures never fail.

And now finally that we have completed our nine months, we want to thank everyone who has helped us in any way to pass the course and take the opportunity of saying in print, "THANKS."

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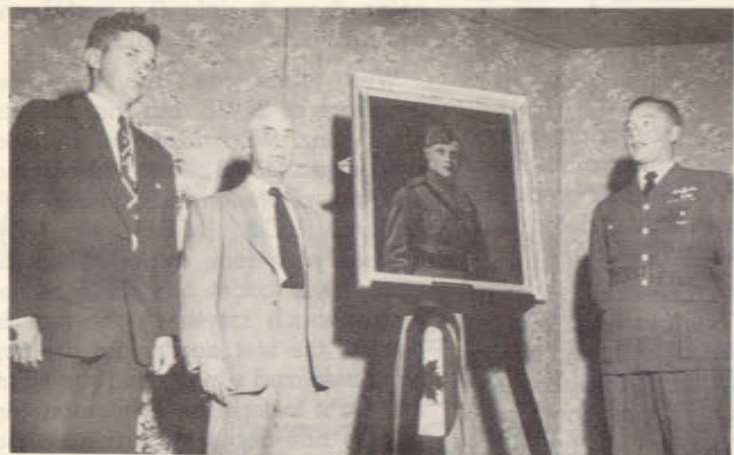
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## News in Pictures



W/C Gillespie, on behalf of Station Winnipeg, is shown presenting a portrait of Lt. Alan McLeod, V.C., to his old school, Stonewall Collegiate Institute. In the picture, left to right are: Mr. R. W. Bend, the Principal; and Mr. S. Burland who was Principal when Lt. McLeod was a student.



### JET ACE

F/L Glover, right, is shown talking to W/C Bervin, on being met on his way through Winnipeg following a tour of ops with the U.S. Air Force in Korea. F/L Glover did 50 trips and was credited with three MIGs destroyed and three damaged, a record for Canadian Jet Fighter Pilots.



### C.O. OPENS THE SERGENT'S MESS

G/C L. H. Randall, on the steps of the Sergeant's Mess, addresses the mess members before cutting the ribbon to open the new mess. No. 177 (TCA) Royal Canadian Air Cadet Squadron.



### ADMIRALS

Admiral of the Fleet Sir Rhoderick McGrigor, Britain's First Sea Lord, being greeted on his stopover in Winnipeg by G/C E. M. Mitchell, SASO 14 Training Group, and W/C F. Y. Craig, Acting C.O. Stn. Winnipeg. The First Lord was returning from a tour of the Far East and said he had been impressed by the teamwork of Commonwealth and U.S. Forces on Korea.

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## THE GOVERNOR-GENERAL'S VISIT



On the occasion of his official visit to Winnipeg the Governor General is seen accompanied by A/C Bryans; and, left, inspecting Station Winnipeg's Honour Guard accompanied by the Guard Commander, F/L W. G. Lafferty.



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## MEMORANDUM

All Sections

Standard Procedure Instruction in Death of Airmen

1. It has recently been brought to the attention of CAS. that many airmen have been dying while on duty, for apparently no good reason at all. Furthermore, the same airmen are refusing to fall over after they are dead.

2. THIS PRACTICE MUST STOP AT ONCE.

3. On or after October 30, 1952, any airmen found sitting up after he has died will be dropped from the pay roster, at once without an investigation, under QR (Air) 222 (6), etc. When it can be proved that the airman is being held up by a counter, desk, aircraft or any other support which is the property DND, a 90-day period of Grace will be granted, the following procedure will be Strictly adhered to:

(i) If, after several hours it is noticed that any airman has not moved or changed position, the NCO i/c Section will investigate. Because of the highly sensitive nature of our airmen and their close resemblance between death and their natural state, the NCO will walk softly so as to prevent waking the airmen if he is asleep. If some doubt exists as to his true condition, extending his pay is a test. If the airmen does not reach for it, it may be reasonably assumed that he is dead. (Note) In some cases the instinct to put out the hand for his pay is so strongly developed, however that a spasmodic clutching reflex is noted. Don't let this fool you.

(ii) In all cases, a sworn statement by the dead person must be filled out on a special form provided for that purpose. Then filed in the appropriate file.

Signed (I. Digu) G/C  
for CAS, AFHQ.

# SURVIVAL COURSE

by H. N. McMillan "B" F/T.

AS YOU MAY well imagine, it takes a strong man with a hardy constitution, to live in the bush on nothing but RCAF Survival rations. To prove that RCAF aircrew are second to none (as far as liking to eat regularly is concerned) they organized a Survival School.

Only the hardiest of men are even considered for this arduous course. A signal comes to the Station on Friday afternoon for four men to start the Survival Course on the following Monday morning. The Adjutant immediately opens his little black book to the latest page and says: "Ah, yes, here are four hardy types. Who else but a hardened flyer in the pink of condition would be able to play Buck Buck at 0300 hours in the Officers' Mess on Saturday morning. Notify these men that they will report to the Survival School on Monday morning." The scenes and sayings of the next two days are censored for the safety of the Adjutant, the survivors, and the general public.

The course members arrive at the school on time. This may sound incredible, but it did happen once. Since they are on a Survival Course the CO of the school sees no reason why they shouldn't be broken in on the Station, while taking ground school lectures. He therefore graciously

allows them to sleep in a private barracks—on the floor without blankets or pillows. One consideration: they are allowed to close the doors when the temperature drops below freezing.

First you are kitted for your stay in the bush; two blankets, two sox, two left boots (alternative two right boots), two shotgun shells, two bottles of mosquito lotion, in case the bugs don't like you as you are, two hats, two fish hooks and two volumes of QR(Air), after all a good Air Force type must keep up with the Rules and Regulations.

After several days of learning what to do when bitten by a mad Wing Commander or any other type of snake, how to build a fire with one match, no dry wood and a rain storm, the happy chappies set heading for the bush.

The first part is easy. You drive. The second part is tough. You walk. The third part is terrible. You crawl. With a ninety pound pack on your back it is very difficult to make progress on your hands and knees. After extending yourself above and beyond the call of duty for which ordinarily you would earn the highest awards, you finally stagger to the camp site. Camp site is the point

at which at least fifty per cent of the group refuse to go any further.

So you break out your sleeping bag and make a valiant attempt to fall on it before you fall asleep. Four hours later you awake in a drizzling rain to discover that you are wet and hungry. For supper you may have a meat bar, which up to now no one has been able to eat and live to tell about, or a delicious cup of hot tea, if you can find water and build a fire in the pouring rain. Finally with much effort on the part of all present and alive, you find water, build a fire and have a spot of tea. Then into the sack for a short eighteen hour sleep.

After a week of hot tea and the odd blueberry, some dead-eye finally shoots the first game. It is black and white, must be a porcupine. "WHEW EE-GADI!" Back to the hot tea.

Finally the great and final day dawns. If you live through this day and walk back to the bus you have passed the course.

Back on the station, as they are placing you in the oxygen tent, the OC Survival pins an "I Have Survived" button on your chest and hands you the Scroll of the Royal Order of Surviving Survivors. You have passed the course.

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# RADIO OPERATIONS

by F/S E. McLachlan



SCATTERED across Canada at RCAF Stations are vital radio stations performing various essential duties. Primarily the Air-Ground-Air circuit is the most important task of our radio rooms. Contact must be maintained with all aircraft "in transit" such as North Star and Dakota aircraft.

It is important that Operations are aware of the whereabouts of these transit aircraft. Therefore the Radio

Officer must send the aircraft's position to the ground station at regular intervals during the course of the flight. The radio operator passes the information received to Operations.

The ground radio station maintains contact with aircraft by two different methods of communications—Morse code and radio telephone. A radio operator must be proficient in transmitting and receiving messages by

both methods to man this particular circuit. If the aircraft message is addressed to its parent unit, the radio operator must also ensure that the message is passed to the teletype office for transmission to that unit. This is a particularly busy job if there are seven or eight aircraft in transit approaching Winnipeg from East, West and North, for immediately one Radio Officer has transmitted his message from the aircraft to ground, other Radio Officers who have been waiting take over the circuit to transmit their messages one at a time.

A radio operator must possess a high sense of loyalty. It is a very trying job on one's nerves due to the fact that an earphone watch must be maintained, and the volume of static experienced is very high.

Further to the Air-Ground-Air circuit, a ground radio station must maintain a watch on distress frequencies and be prepared to communicate with outlying Search and Rescue radio stations. It also must pass administrative messages to units not served by teletype links. Usually the aircraft flying on local exercises maintain contact on separate station frequencies apart from the standard air-ground-air frequency.

To perform all these tasks the RCAF used high-powered transmitters and highly sensitive receivers which are remotely controlled to cut down interference. The equipment is serviced at regular intervals by communications technicians to prevent any breakdown of communications.

The duties of a radio operator are broken down as follows: Operates radio equipment in fixed or mobile ground stations (including marine craft). Tunes receivers and operates transmitter and receiver remote controls to establish and maintain contact with aircraft, marine craft and fixed or mobile ground stations. He ensures that receivers and transmitters are operating on correct frequencies by checking operating fre-

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quencies against a calibrated standard established by frequency measuring devices. Transmits messages in accordance with appropriate procedures by Morse, using hand or semi-automatic key, or by voice over radio or telephone circuits. Receives messages over radio or telephone circuits in Morse or voice, transcribing to message forms by typewriter.

Selected personnel may be required to perform special Morse receiving duties of a highly classified nature. Operators monitor prescribed distress frequencies, log all transmissions, reports intercepted distress traffic to supervisor or operations officer. Records on traffic check sheet all pertinent data concerning incoming and outgoing aircraft.

A radio operator is also responsible to operate high frequency direction finding equipment and the associated transmitters and receivers to obtain and pass bearings, courses to steer and fixes as requested by aircraft. Establishes radio contact with aircraft, manually operates directional antenna or adjusts the goniometer control unit to obtain aural or visual null. Switches sense antenna into DF circuit and interprets resultant signal strength to determine actual bearings. Passes bearings, or courses to steer to aircraft or fixer triangulation room. He may be required to act as a control operator on a DF fixer network. Co-ordinates the efforts of the other DF operators in the fixer net; decides the order in which bearings will be passed to the fixer triangulation room; relays information from triangulation room to the aircraft concerned. May be required to assist in the siting and erection of mobile DF equipment. Assists in the erection and orientation of the DF antenna with true north. Maintains a DF log recording time, class of bearing and operating conditions. He prepares outgoing messages for transmission. Checks address instructions, determines appropriate frequency channel and inserts routing directions, inserts call signs, operating signals and prosigns as required. Passes messages to the transmitting operator for transmission. Prepares received messages for forwarding to central registry, operations or meteorological staffs. Converts message preamble into plain language to show address, originator's instructions and precedence. Places messages in appropriate basket for pick up by staffs concerned. Maintains files of traffic passed and received over operating circuits. Files a copy of outgoing messages after transmission and files a copy of all messages received. Sends and receives messages by tele-

phone to and from authorized civilian or government agencies (not provided with communications facilities). Prepares and mails confirmation copies of all messages relayed by phonogram.

An operator maintains log books, daily check sheets, and compiles information required for periodic traffic returns. Makes entries in the daily diary concerning unserviceabilities, unusual occurrences, and any other information relevant to the conduct of communications. Amends various communications publications as directed. Safeguards classified documents placed in his care. Conducts on-the-job training of junior radio operators. Gives lectures, practical assignments and Morse speed tests and may be employed as an instructor at RCAF communications schools.

He must have the ability to understand and apply the information contained in frequency prediction charts. A knowledge of batteries sufficient to understand and apply the regulations for their use and care. Knowledge of the RCAF Search and Rescue Organization. A knowledge of flight plans and weather sequences. A knowledge of first aid emergency treatment for electrical shocks and burns.

A radio operator may progress to a group three standard with the rank of corporal in this trade, then receive training as a teletype operator. With

both trades and a rank of sergeant or higher operators become communications supervisors.

From the duties outlined it may readily be seen that a radio operator is a highly skilled tradesman if proficient in all requirements, and that he is a very important man in the RCAF today. It is to be pointed out that a radio operator would not necessarily have to perform all these duties at one particular time. Duties are assigned according to the unit's commitments.

The radio room maintained at this unit is only part of the services supplied by the Telecom Section of RCAF Station Winnipeg. Other services will be outlined in future issues.

Traffic Cop — "Well, what's the excuse for driving like a jet plane?"

Motorist — "I was trying to go faster than sound. I was tired of listening to my wife."

Tall blonde — "I want a pair of red shoes with low heels."

Salesman — "To wear with what?"  
Blonde — "A short office manager."

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## Dugudu in Winnipeg

by Lieutenant Marcel Lohisse

(FOR THE BENEFIT of the uninitiated, Dugudu is the "Joe Soap" of the French air Force, who was reported present in course 26 WB.)

Dugudu is the mean equivalent of "Auvergnat". He came to Canada in February, 1952. It was an error of French Administration, thinking Canada to be a bilingual country, even in the Air Force. Dugudu did not speak English. The London, Ont., girls taught him a few words, but they preferred French (kisses), and his English lessons suffered.

He heard that Winnipeg was a city with ninety thousand girls; therefore he chose it.

When he arrived he had a wonderful welcome: cigarettes, coffee at the station, and girls—magnificent. In a comfortable bus he arrived at the A.N.S. And then . . .

First disillusionment: Sundays.

Second: Nothing to drink except beer . . . what a liquid!

Third one: He had to work twice as hard as he expected, dutifully translating the precis and then learning them.

Swept away by the tides of instruments, maps and air almanacs, Dugudu felt less gay. However he found his feet gradually . . . with the words October 24th, egging him on to a thousand "greater efforts." Precipitous after precis was translated and learnt, and finally, mid-term tests arrived.

The results were not very good, but he went on leave. Then he relaxed and found more interest in life.

Although he has not yet finished he hopes to get his wings. Nowadays he seems always to be in St. Boniface . . . I do not know why, but I suppose in a few days he will be yearning for his lost Winnipeg and . . .

(Dugudu would like to say to his hosts of the past nine months: "Winnipeg, ce n'est pas Auvergne, mais je vous remercie mille fois pour votre hospitalite.")



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# No. 500 (Winnipeg) Wing, RCAF Association



On October 29th, No. 500 (Winnipeg) Wing of the R.C.A.F. Association held their first meeting of the season at the United Services Club, Minto Armouries. An address on the R.C.A.F.A. across Canada was given by A/V/M A. L. Morfee, C.B., C.B.E., the National President. In the picture, from left to right:

Mr. Joe Emery—Field Organizer R.C.A.F.A.; Mr. A. H. Turner—Pres. 500 Wing R.C.A.F.A. Wpg.; A/V/M A. L. Morfee, C.B., C.B.E., National Pres. R.C.A.F.A.; Mr. Oscar Olson, Past Pres. 500 Wing R.C.A.F.A. Wpg.; W/C J. R. McCarthy, D.F.C.—A.F.H.Q., was C.O. Stn. Wpg. '48 to '50.

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### ANSWERS TO QUIZ NUMBER 27

Question Number	Question 21	Map Question
1—C	1—True	(a) 12
2—A	2—False	(b) 17
3—C	3—False	(c) 11
4—B	4—False	(d) 14
5—C	5—True	(e) 13
6—B	6—True	(f) 2
7—C	7—True	(g) 16
8—C	8—True	(h) 3
9—B	9—False	(i) 1
10—A	10—False	(j) 20
11—A	11—True	(k) 4
12—C	12—False	(l) 8
13—C	13—True	(m) 5
14—C	14—False	(n) 7
15—B	15—True	(o) 6
16—C	16—False	(p) 18
17—A	17—True	(q) 15
18—B	18—True	(r) 9
19—D	19—True	(s) 10
20—A	20—True	(t) 19

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| 9 Caribbean                 | 20 Flaming Arrow            |
| 10 Kalloway Went That-A-Way | 21 People Against O'Hara    |
| 11 Jumping Jacks            | 23 Belvedere Rings the Bell |
| 12 Jim Thorpe—All American  | 24 Five Fingers             |
| 13 Ann of the Indies        | 25 Fixed Bayonets           |
| 14 Texas Carnival           | 26 Son of Pale Face         |
| 16 Carrie                   | 27 Atomic City              |
| 17 Saturday's Hero          | 28 People Will Talk         |
| 18 I Want You               | 30 Mara Maru                |

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