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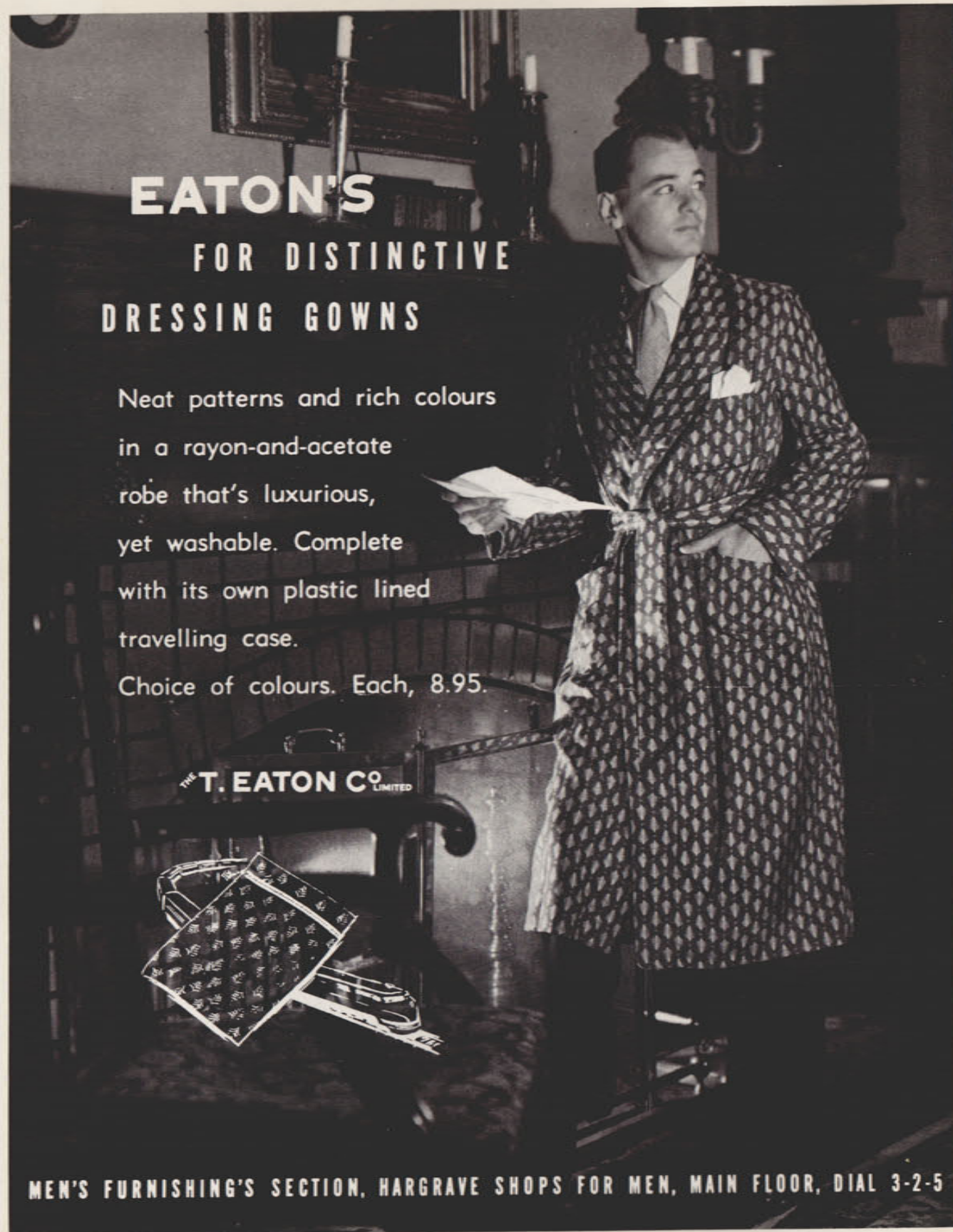


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OCTOBER 16, 1953



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# Voxair



OCTOBER 16, 1953

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

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## Editorial . . .

Contrary to our usual policy, the Editorial Staff of Voxair would like to draw attention to a particular article in this issue entitled, "Reminiscences of 43". In it the writer is narrating the memories and recollections of the graduating course of 43, and even succeeds in giving quite an apt analysis of the way, through various devices an esprit de corps can be developed in a group. But this is not what makes the article so noteworthy. He has done something that all too many of us in this highly mechanized and scientific age are apt to forget—the use of the little word, "please". As one English writer remarked—this one little word can serve so well to oil the old and rickety machinery of life.

The writer makes a very brief reference to the staff. To the pilot on his long, weary night in the cockpit with nothing but the stars for a companion, it must be helpful to know that the navigation students, fretting and stewing in the rear does actually appreciate what the pilot is doing for him. With a bit more of the attitude of this writer this world could be a very pleasant place indeed.



### COVER STORY

Sgt. Pringle demonstrates for the benefit of our photographer, Cpl. Ken Gregg, the method of sighting a skeet gun.

Sgt. Pringle and two others represented R.C.A.F. Station Winnipeg at the recent skeet shoot.

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by LAC THOMSON

IT WAS NOT just another day, I realized, as I awoke the morning of September 19th, 1953. No, the big day we had all been waiting for had arrived at last—a day when our service was to open its gates to the public and say with a certain show of pride, "This is our Air Force".

I started to write a humorous exposé of the "Big Day", but when I picked up my pen, all I could find was a lump in my throat and an awful lot of pride. Sure, there had been a few gripes and grumbles, a few standard complaints, but through it all, I got the impression that these remarks were pretty half-hearted. If you had visited the Static Display in No. 4 Hangar, I am quite sure that you would have noticed with what deep-rooted pride the boys explained and demonstrated the many instruments and their operation.

To me, it wasn't the display of equipment and fancy gadgets, that caught my interest, no it was the men and women behind the counters, in the hangar, and all over the station. There seemed to be a little extra life and even sort of a jaunty swagger in the steps of the marchers, a noticeable lift in the band music, and an overall enthusiasm throughout the whole show. This enthusiasm was conveyed to the public as well, raising this day, in our estimation, to the heights. The airmen and airwomen of the Station, no matter how small their job, felt a real pride in the jobs they were doing. Their work took on a new light, and all of a sudden the airmen and women were made to realize how very important they really were.

There were, too, a few hilarious moments—like when the little fellow, who, pointing to a very complicated radio receiver, asked in childish wonderment, his big eyes growing bigger by the minute: "How much does that cost?" He said this almost with the same tone that, I am sure the Wall Street business man uses when inquiring about the markets. On being told, "About \$1,500," he replied, "Couldn't you make it ten cents, as I on'y got a quarter and want to buy a coke too." Hard-headed businessmen, us—we wish you could have given it to him.

There was, too, the demure young lady who thought "flying the range", had something to do with herding cattle. Another young laddie, obviously French-Canadian wondered if he stood a chance of getting into a driver-mech. course. As he explained, "he had been employed for three years as a lubricant in his father's garage." Well, we all make our mistakes. Air Force Day, was, in every sense of the word "our day", an event of which we will all be very proud in the days ahead. It was all summed up by the airman who, looking up at the fly past of 2ANS Beechcraft, said to the scattered crowd around him: "They're **OURS**."

## 'Peg Personality

### Nursing Sister Marion MacDonald

OUR PEG PERSONALITY, for this issue, is not only well known on Station, Winnipeg; she is well known throughout Canada, and even in the United States. Nursing Sister, F/O MacDonald, joined the RCAF in Vancouver in January, 1951 soon after completing her nursing training at Vancouver General Hospital. From Vancouver she went to Rockcliffe where her Air Force training was to begin in real earnest.

Marion is one of those tall, beautiful blondes that, for one reason or another the major magazines love to use to catch the public eye. An ideal model, one might conclude. She does have, as an added attraction, a friendly, easy going personality and despite all the publicity she has received in the eyes of the public, still preserves a certain shyness of manner.

Marion, early in her Air Force career, volunteered for the para-rescue course for nurses because as she confesses, she thought "it sounded different". She volunteered, in fact, for the first para-rescue course open to women. This was in July, 1951. For seven weeks, Marion, along with four other Nursing Sisters, persevered through the same, heart-gruelling, back-breaking training as men of much harder constitution. Like the others she took ground school training in wood-lore, parachute-packing, a very intensive physical work-out and a course in the proper methods of jumping and landing. Before the course was over, she had made ten para jumps, six into open country, and four into the treacherous rock-strewn forests in and around Jasper Park in Alberta. The survival and medical equipment that para-nurses carry when jumping weighs somewhere in the proximity of sixty-five pounds. Our Nightingale of the Air, to use a phrase coined for Marion by one of the big American publications, had to climb up and down mountains and glaciers, around dangerous crags and crannies. She was dropped into the bush and had to find her way out by putting to use the knowledge that she had picked up in ground school. (We might conclude from this that it might be a little dangerous to fall asleep in one of these classes.) Even little tricks as knowing that moss grows on the north side of rocks proved to be helpful. She had to make eight mile hikes through the bush, fjord wide ice-caked rivers, build and live in lean-to's and even build rafts without using either nails or rope. Quite a feat if you know how.

Upon completion of her course, Marion was posted to Winnipeg, and shortly afterwards to Edmonton where she became the first woman instructor at the Survival School. Being a nurse, she taught first aid, of course to the students, but what proved to be of greater interest—she conducted her own jump classes. For the benefit of the students she made several jumps herself. Up to date she has made thirty-three jumps, her latest being about three weeks ago.

From Edmonton, Nursing Sister MacDonald was posted to Trenton and there was attached to the Search and Rescue Flight. Her most thrilling experience was when she made an actual rescue jump into the bush country near Bagotville, Quebec. A Sabre Jet pilot had been downed in the area. After treating the chap for shock she spent the next twenty-four hours waiting



for the ground party that was to take them back to Bagotville.

Another experience Marion recalls quite vividly, though for another reason. She and another para-rescue nurse also stationed at Edmonton, F/O Gobel Thompson, were invited to be the guests of Dave Garroway on his television show, "Today" in New York City. This invitation came, as a matter of fact, after "Look Magazine" had already published a five page spread covering the para-rescue course for Nursing Sisters in Edmonton. During the TV show a movie was shown with Marion giving a running commentary on the Edmonton course. Pictures were shown of some of the girls jumping from the planes, landing in the tall timber, and making their way out of the woods, with a sick patient borne on a stretcher. After being seen by millions of viewers in New York and the Eastern States, Marion received many fan letters, and was, in fact stopped on many occasions in the streets of New York, to answer questions put to her by someone who had seen her on the TV show.

Marion came back to Winnipeg in July of this year and has been very busy ever since. Most recently she appeared on two radio programmes, the interviewer asking her to relate some of her experiences with the RCAF. Whenever she leaves the Station, she must, in case of an emergency, always leave her telephone number. She must be ready to take off at a moments notice and be prepared to jump off into any kind of terrain in order to bring medical assistance to some isolated airman downed in the woods.

The work carried on by Nursing Sister MacDonald and her fellow Sisters across Canada is most important. It will certainly be a great morale booster and possibly even a life-saver for any future airman downed in the woods to have a para-rescue nurse, such as Marion, jump to their rescue, to render all the first-aid and other medical assistance necessary. Many, many happy landings, Nursing Sister MacDonald.

## Inter-Command Truck Rodeo at RCAF Station Winnipeg

AS MITCHELL AND MUSTANG aircraft flew a formation salute overhead the first Inter-Command Truck Rodeo to be held at RCAF Station Winnipeg got underway Saturday, September 26, 1953.

Air Commodore John G. Bryans, C.B.E., C.D., officially opened the ceremonies at 13.50 hrs., and during his address stressed the importance of improving safety on our roads and the example these rodeo's set for all drivers.

Colonel W. Clement Dick, Chief of Army Staff at Prairie Command HQ echoed the Group Commanders sentiments and thanked the Manitoba Automotive Transportation Association who provided the trophies for the various events.

The Honourable Mr. C. L. Shuttleworth, Minister of Public Utilities for Manitoba, on behalf of the government of Manitoba closed the ceremonies by saying how pleased he was to see this show held in our province, and thanked all those who had made this possible.

The Rodeo course was set up on the east apron of No. 4 Hangar and as the first stake truck started weaving



LAC D. J. Pirie, of No. 1 Teck. Training School, Aylmer. Winner of the Training Command Annual Trophy and AC J. G. Bryans.

through the various tests, a crowd of 3,000 spectators shivered in the cold and munched on hot dogs and drank coffee.

Two gigantic score boards kept the audience advised of the progress made by each contestant and an announcer gave a running commentary of the proceedings. The Manitoba trials held earlier in the month proved LAC N. V. Gange, of Gimli to be the best driver

in our province, followed by second place winner LAC N. E. Pierson of MacDonald, with LAC S. Henshall of Winnipeg in third spot.

On Wednesday, September 23rd, the Training Command finals, with 43 drivers entered, were held here also, and LAC D. J. Pirie from TTS Aylmer was winner with a score of 343 points out of a possible 400. LAC R. H. Sjostrom of Trenton came second with 342 2/5 points, and LAC R. S. Henry from London was a close third with 341 2/5 points.



LAC N. V. Gange and Col W. Clement Dick

The main trophy and miniatures were presented to these Airmen at an appropriate ceremony at Station Winnipeg by A/C Bryans the following day.

In addition to the driving tests, all entrants received points for personal appearance, a written fire fighting test, a written driving information test and a practical equipment defects test. Contestants also must have been continuously employed as a driver for at least twelve months prior to the entry date and have an accident-free record.



LAC Sam. Henshall, Stn. Winner and W/C F. Gaffney

The boys were cheered and applauded by the enthusiastic spectators as the Inter-Command Rodeo produced a very close competition between first and second place winners.

The final results indicated that LAC R. H. Sjostrom from Trenton, who had placed second in the Training

Continued on page 11 •

## Air Force Day . . .

by F/O NORM McMILLAN

MONDAY MORNING, September 14th, dawned as most other days. The sun came up in the East, shone through the clouds. Everything, in short, seemed normal. However, on approaching the Station, a slight change could be felt. Air Force Day was still five days away, but so much work was still to be done. Time was literally flying. A thousand posters still were to be placed in store windows throughout the city. More than fifty thousand pamphlets and invitations were being printed. They were to be dropped from the air distributed by Air Cadets in the down-town areas, and, of course, circulated among the several newspapers and radio stations throughout the city. The main idea, of course, in all this advertising was to ensure that the people of Winnipeg were made well aware that Air Force Day was just around the corner.

When news got around that we had a beautiful para-nurse on the Station and that she was going to make one of her parachute jumps on Air Force Day several radio stations wanted to interview her. Of course we were very happy to oblige, knowing full well that Nursing Sister Marion MacDonald would do her utmost to interest throngs of people in the work of the Air Force. Yours truly happened to have the job of contacting the radio stations, and by chance ended up being interviewed twice himself. Of course Marion was the main centre of attraction, I merely nodded my head or gurgled excitedly when I was asked a question. Nursing Sister Marion MacDonald, however, is an old hand at radio and television interviews. She did a wonderful job.

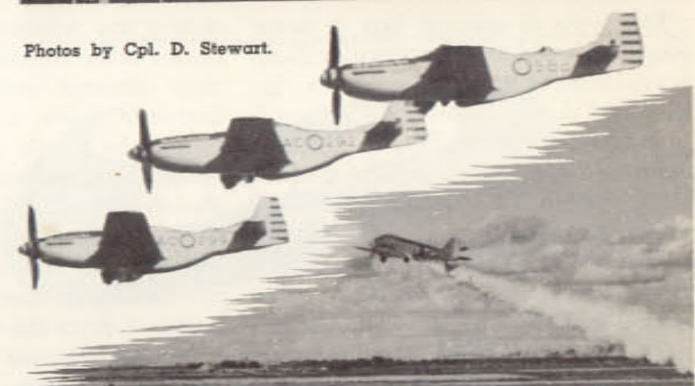
While we were working on the advertising for Air Force Day, other sections of the Station were preparing for their part in the big show. The pilots over at 2ANS were practising formation flying, while those in 402 Squadron were running through their aerobatics. Officers, senior NCO's and airmen their section ground displays in which, by the way, the crowds took a tremendous interest. The ME Section, as you can well imagine, was literally swamped with calls for transportation.

As for the weather, it turned out to be a perfect autumn day. Everything from the para tepee display

Continued on page 21 •



Photos by Cpl. D. Stewart.



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# Arctic Flying Weather

## Forecasting Weather for Arctic Flights

The great distance between airfields and the importance of astro observations for navigation make weather forecasts particularly valuable for arctic flights. The information available to the forecaster is, however, extremely limited in comparison with lower latitudes.

Factors that must be considered during briefing for a high latitude flight are:

- (a) The type of aircraft—its operating ceiling and endurance.
- (b) The type of operation on which the aircraft is proceeding.
- (c) Navigational aids available.

Frequently one or more of these are neglected.

The type of aircraft has a great bearing on whether a particular flight is practical or not. For example, the pilot and navigator of a B-29 aircraft on a round-robin exercise of 20 hours duration over the arctic regions would be more interested in terminal and alternative base conditions than a detailed forecast of the weather along every mile of the route. The reason for this is simply that this aircraft is equipped with an abundance of navigational aids and can fly at an altitude where weather conditions are favourable and has sufficient range to reach any number of alter-

by S/L KEITH GREENAWAY

Continued from previous Issue

native bases. This kind of weather analysis for a crew of a Dakota or Canso or any of the short range aircraft would be unsatisfactory and to take off without a more detailed study would be foolhardy, since these aircraft have a limited operating ceiling, fewer navigational aids and shorter range.

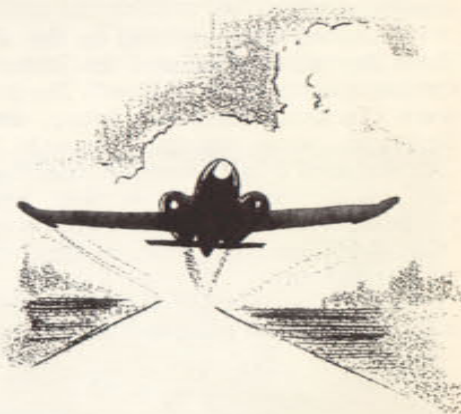
Aircraft on photographic missions, long range reconnaissance and research flights require detailed forecasting of cloud and terminal and alternative landing site conditions anywhere from 10-24 hours after time of departure. In transport flying, emphasis is placed on icing conditions, and velocities and terminal weather, and cloud extent when the aircraft has limited navigational aids.

If the aircraft is equipped with the most modern aids to navigation, including good gyros and search radar, adverse inflight weather is not a serious handicap to navigation, providing the navigator can get occasional astro checks. If the navigator must depend entirely on astro, a thorough study of cloud conditions should be made before take-off especially if the operating ceiling of the aircraft is limited. Astronomical observations are important in this case, as they are used both for flying position and checking the aircraft heading, since the magnetic compass is not reliable over a large part of the arctic. Therefore, in briefing the crews of aircraft with a limited ceiling and operating range, the forecaster should give detailed informa-

tion on cloud extent and altitude and, what is more important, where and at what altitude icing conditions may be expected.

Summer and fall flights into the arctic from southern bases must pass through the freezing level, therefore during briefing the height at which this condition will be encountered should be clearly defined. If extensive cloud coverage is forecast, an aircraft with low operating ceiling may not be able to climb above the cloud and as the cloud base, especially during the fall, may be very low, flying below it would be unsafe.

Pilots and navigators operating from isolated bases, where forecast facilities are not available, and radio contacts with forecasting centres uncertain, often have to analyse the weather for themselves. To do this they should have a sound training in certain aspects of meteorology to supplement the practical knowledge which comes with experience. On operations of this type, a thorough study of the entire arctic and polar weather situation should be made.



## R.C.A.F. Station Winnipeg Bids Farewell to Nursing Sister Ziegler



WINNIPEG'S LOSS is Comox's gain when we say goodbye to Sister Ziegler this week-end. Sister Ziegler has had a long and interesting career with the RCAF. She joined first in December, 1941, and took her basic training at Havergal College in Toronto. From there she moved to Uplands and St. Thomas to serve as an airwoman GD.

No one could be more modest of her ability than N/S Ziegler. Not only the SMO but also the occasional Ae Tech. was surprised by sudden bursts of knowledge on aero engines.

Leaving the Air Force she started her training at Brandon General Hospital, rejoining the RCAF in April, 1950. She made many good friends at Trenton and Rockliffe before going South to the USAF at Gunter, Alabama. Here she took Ground Training with the Air Evacuation School before emplaning with 1453 MAES for the far east. She returned with sunny memories of Waikiki Beach, Grasshopper, and a collection of Hawaiian hula music to Winnipeg.

In the past 18 months she has been busily employed with Air-Evac. duties as well as work in the MIR. We were promised in an earlier issue of Voxair a blow by blow account of her experiences with ATC. Tempus fugit.

Many of us owe her a great debt of gratitude for a job excellently done—she goes with our best wishes and we hope she remembers our names when next we meet.

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by **LAC DAVE SWEENEY**

LOOKING BACK through the silent pages of "Voxair" we find a sub-title screaming for attention—"Spotlight On Sports" by no less a personage than Cpl. John Spiers. The May issue was the last to have John's fair name inscribed thereon and since then John has proceeded to Aylmer on course. John successfully completed his RA Spec. course and is now on his way overseas. We in the Sport's Corner would like to take this opportunity to extend to both John and Mrs. John the best of luck on their new posting and any time some of you happen to be in John's new neighborhood look him up, I know he would like to see a friendly face.

### Boxing

Wednesday, September 9th was culminated in a pugilistic endeavour at RCAF Station, Portage la Prairie. A boxing card sponsored by that Station drew a crowd of approximately two hundred fight fans. Station Winnipeg was aptly represented by LAC "Oly" Olsen and ACI Roger Gaderi.

Although overmatched by two veterans of the squared circle—one was a golden gloves champ and the other had gone through very extensive training—our boys are to be commended for having the intestinal fortitude to enter the ring in the first place. In all respect to Station Portage personnel and the wonderful show they did put on, we feel—and rightly so—that our boys were not given due consideration as amateurs. We can't lay all the blame on Portage's doorstep either. Someone at Station Winnipeg could have found out who these boys were fighting beforehand and arranged a more even match. This was the first time that either of these boys had been in the ring. It was up to the powers that be to see that they were given a fair shake, as far as their opponents were concerned. If these boxing cards are to be a regular occurrence—and we

sincerely hope that they will be—a little more attention should be given as to whether or not a boxer has had more than one fight, and then should be matched accordingly. We are not trying to alibi the fact that our boys lost their respective matches. They lost to better men and if we are again invited to participate at Station Portage in the near future we accept with alacrity.

### Curling

Four airmen from RCAF Station, Winnipeg, left by air October 2nd, to participate in the British Empire Games Curling preliminaries to be held in Vancouver, B.C., from October 7th to October 12th.

The top sixteen rinks will be featured in the British Empire Games, special curling event next summer. The winning rink members will be the champion curlers of the British Empire and Commonwealth.

The Air Force team is believed to be the first group to enter from Manitoba and is the only RCAF team in the play downs.

Skip, Cpl. H. J. O'Byrne, 35, of Wilcox, Saskatchewan, was in the Black and Armstrong Jewelry last bonspiel here. He started curling fifteen years ago in Wilcox and was a consistent winner in the local bonspiels. He joined the RCAF in November 1939.

LAC M. D. Viklund, 21, of Winnipeg, has been curling for seven years and will play lead on the Air Force team. He also was in the Black and Armstrong Jewelry with Cpl. O'Byrne in the last W9 bonspiel, and curled in the Manitoba High School Bonspiel in 1949. He joined the Air Force in 1951.

Playing in the second position is LAC J. D. Montgomery, 36, of Regina, Saskatchewan, who has curled for 21 years. Cpl. K. M. McDowall, 33, of Charleswood, Manitoba will play third.

The four ardent curlers are most anxious to get into the finals, and are not worried about the Vancouver teams. We wish them luck.



Curlers, left to right: Cpl. H. J. O'Byrne, Cpl. K. M. McDowall, Cpl. J. D. Montgomery, LAC M. D. Viklund.

# Chaplain's Page

## Thanksgiving, 1953 . . .

by **F/L S. M. PARKHOUSE**

THERE IS A STORY in the Bible about a successful farmer who was an unsuccessful citizen. This tale could easily have been told about many of us moderns. It seems that this farmer grew such a bountiful crop one year that his barns and granaries wouldn't contain the yield. The farmer considered the situation and decided that the only way to amend it was to tear down his present barns and build bigger barns. Still looking inward he said to himself, "Soul, thou hast much goods laid up for many years; take thine ease, eat, drink, and be merry."

Unfortunately there was one factor with which this man in his greed hadn't reckoned—God. God is the factor in life with which all too many of us do not reckon soon enough to make our life a useful thing, a contribution to the whole human race. To this man, God said, "Thou fool, this night thy soul shall be required of thee: then whose shall those things be, which thou hast provided?" To us God says, "Thou fools, you cannot go on forever thinking only of yourselves, because one day I will ask for an accounting of what you have done with your substance; of what you have done with the superabundance of good things that this land of Canada has given to you.

"I God, made your fields bring forth until you are one of the great 'bread-baskets' of the world. I put ninety per cent of the world's nickel in your hills, and vast deposits of iron and gold and base metals, and that commodity which is so necessary to this technological age beneath your prairies, oil. What have you done with the excess of these which you haven't required for yourselves; what have you done with the profits which these have given?"

As Thanksgiving 1953 approaches, these are some of the issues which confront us as citizens of this most favoured land. We travel along the voyage of life and have our minor "ups and downs", but generally the

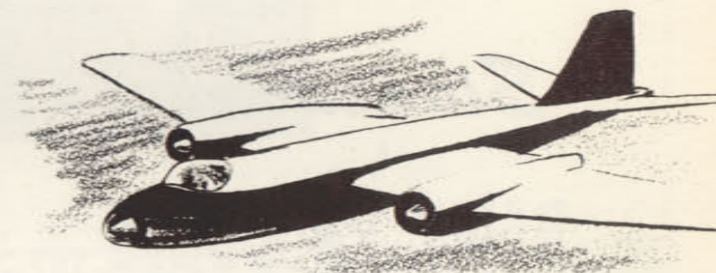
course is smooth. We set our courses for our desired objectives and despite lesser adverse winds usually attain our goals. When we have reached them, we sit back and are inclined to say; "Life has been good; see what I have achieved on my own!"

Now, if we were to look at life objectively, impartially, if we were to analyze it with an open mind, we should note that these successes were not gained solely by our own efforts. God and our fellows have had a hand in them, and the least we might say is, "Thank you." To offer thanks is at once to humble us and to make us aware of our dependence upon other factors for our well-being.

The first Thanksgiving in America was celebrated upon a rocky shore by those who had come to this land in the Mayflower. The little band of pilgrims gathered at Plymouth Rock to offer thanks to God for a safe journey to a new land where, with His aid, they might build a great new country in which freedom would reign supreme. Behind them was the cruel sea, ahead of them a seemingly unending expanse of forest to be cleared before this new life could begin. Yet they were thankful. Thankful to God for life, for preservation, for new opportunity.

Behind us are the blood, sweat, and tears of our forefathers which have given us this good land with its freedom of worship, its freedom from fear, its freedom to choose our own means of earning a living. With us are all the inventions of science which make life pleasant and less toilsome. Ahead of us is a great challenge to use our bounty, not to fill larger barns, but to thank God by employing it in raising the living standard of those less fortunate than ourselves.

There is another story in the Bible about a widow who was extremely poor, and yet, was a successful citizen. As a token of her thanks to God this poor woman gave a mite to Him and to her fellows. As a mark of our appreciation for the "superabundance" which we have, might it not be suitable for us to use a few mites as a fitting thanksgiving in this year of grace 1953?



ENJOY *Player's* "MILD"  
the Mildest, Best-Tasting  
**CIGARETTE**

## Skeet Shooting . . .

by P/O HANS PHISTER

Skeet-shooting, already a favorite with service personnel, received an additional boost this year with the institution of the annual Turnball Trophy skeet competition. Group Capt. Turnball, a former C/O of Saskatoon, and a keen skeet shooter, offered this trophy for annual competitions in order to establish competitive skeet shooting within 14 Group and to promote an interest in the sport generally.

Labor Day of this year was chosen as the date for the first annual Turnball Trophy skeet competition. The day dawned dull and rainy, but excitement and interest mounted as the teams began arriving from the various units. Preliminary shoot-offs were held in the three prairie provinces of 14 Group during the previous week, in order to determine which units would be present in Winnipeg for the final shoot. Clairsholm represented Alberta, Saskatoon represented Saskatchewan and Winnipeg represented Manitoba. These three teams were pitted against each other for the Trophy, symbolic of skeet supremacy in 14 Group. Fine shooting was the order of the day.

Present at the meet was A/C J. G. Bryans, 14 Group Commander, who acted as honorary chief referee. Group Capt. R. B. Ingalls, Commanding Officer of RCAF Station Winnipeg, was host to the visiting teams and welcomed them as they arrived from the West.

Clairsholm was represented by W/C W. G. Hodgson, F/L Darlington and F/O A. E. Gluns. Saskatoon was presented by S/L McKee, F/O Neil and Sgt. Borbely.



Left to Right: Cpl. J. F. Mellish, F/L R. A. Gilmour, Sgt. B. R. Pringle of Stn. Winnipeg

Winnipeg, the host unit, was represented by F/L R. A. Gilmour, Sgt. B. R. Pringle and Cpl. J. F. Mellish. The armament section of RCAF Station Winnipeg provided all range crew for the meet, and the visiting teams were favorably impressed with the condition of the range which is reputed to be one of the best in Canada.

The shooting, which started in the afternoon, was of a very high standard. W/C W. B. Hodgson of Clairsholm set the pace with a brilliant 46 hits out of 50 birds. It was this type of shooting which showed early in the meet that Clairsholm was a skeetshooting stronghold. Clairsholm went on to win the meet by a handy margin, and won the distinction of being the first unit to gain



Left to Right: F/O R. E. Gluns, W/C W. B. Hodgson, F/L E. Darlington.

possession of the Turnball Trophy. Winnipeg was second, followed closely by Saskatoon.

One of the results of the Turnball Trophy competition has been to stimulate an interest in skeet shooting generally. Unfortunately, many readers have probably never seen a skeet range or skeet shoot in progress. It is for the benefit and interest of these readers that the following description is given, in the hopes that some day they may do some shooting themselves.

The primary purpose of skeet shooting in the RCAF, is to train aircrew in deflection shooting. The principles of skeet shooting are identical to those of aerial gunnery. Therefore skeet shooting is a valuable training aid for aircrew personnel. In addition to this, para-rescue personnel shoot skeet in order to improve co-ordination and learn the technique of shotgun handling.

Skeet shooting consists of shooting at circular clay disc targets which are released from spring-driven "chuckers" at a speed of 65 miles per hour. These "chuckers" are housed in two positions, a high house, and a low house, one at either end of the range. The targets, or birds as they are called, released from the high house have a flight path which is mainly falling, while the trajectory of the birds from the low house is one of climbing. This gives the shooter a variety of flight paths to contend with, and in addition to this, the shooter fires from eight different positions along a semi-circular path.

The effect of moving the shooter to different positions is to change his own position in relation to the flight path of the bird. As a result of this changing angle, a different "lead" must be given from each position if the shooter is to hit his target. The shooter must calculate his lead so that his shot and the target reach the point at the same time. This may sound difficult but with a little practise most people can hit half the birds they aim at. Also, a small margin of safety is introduced since shotguns are used and there is a certain amount of "spread" in the shot which will make up for some errors.

Timing and co-ordination play a large part in skeet shooting. This need is particularly apparent in the shooting of doubles where two birds are released simultaneously, one from each of the houses, and the shooter must shoot them both before they are out of range. To a novice this may look almost impossible, but with coaching and practise success comes as in any other sport.

• Continued from page 4

Command Finals, had won by one point over LAC D. M. Hoover of Baggotville with a score of 348 points.

Third place went to LAC S. F. Crooks of Chatham with 324 points chalked up.



LAC Norm. J. Halpin,  
Stn. Winner  
and W/C F. Gaffney

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The winners will go to the National Truck Driving Competition to be held on Nov. 21-22, 1953 in the Automotive Building, Canadian National Exhibition grounds, Toronto, Ont.

RCMP officers officiated as starters and timers, with members of the RCAF, Army, and Manitoba Highways Safety Division as judges.

A banquet was held in the Airmen's Mess at 2,000 hrs. for all drivers and officials, and the trophies and prizes were presented to the winners.



Hon. C. L. Shuttleworth,  
Minister of Public Utilities

Photos by LAC J. B. Smith.

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## The United States of America . . . Its Past and Present

by P/O K. R. CRYDERMAN

WITH THE END of the war in 1945, the United States of America suddenly found herself confronted by new and greater world responsibilities. Under Roosevelt's guiding hand the country had already come a long way from the path of isolation—of disinterest in everything and anything not American. America was, in short, growing up. The centre of balance was shifting ever so imperceptibly across the Atlantic. Britain and France, having endured two world wars, fast threatened to slip into the ranks of second rate powers, while contrary to our war-time expectations, Communism and Russia began to throw off the cloak of peace. World security again was threatened—this time by a force mightier than either Nazism or Fascism. America seemed to be the only country that could stand the threat.

Is the United States, because of her youth and inexperience, necessarily disqualified from world leadership? Many, without too serious thought, might immediately say yes. Others, more interested in arriving at a true answer, would stop a moment, and perhaps look into the pages of American history. There, in the periods surrounding the War of Independence and the great struggle of the 1860's, they would, at least, find a partial answer. In those periods—as today—the peace of the world as well as that of the Republic—was endangered. Americans then, under the leadership of Washington, Jefferson, and Lincoln found the answers. Can they not do the same thing today, under the leadership of Eisenhower or whoever else the Americans might choose to lead them in these perilous times.

### THE WAR OF INDEPENDENCE

Just a little over 150 years ago—a mere day if taken in the light of world history—America first launched her great struggle for independence. Perhaps it was the conditioning of the forests. Perhaps it was the continual duel of life against the marauding Iroquois. At any rate, the American pioneer was not so weak as to accept dictation from a white wigged Minister from a Colonial Office across the sea. "Was he any less an Englishman because he had chosen to find his life in America? Were they now to surrender those rights—a heritage of every Englishman—for which his forefathers had fought in the past. "No taxation without representation"—a mere slogan in the ears of the Colonial Governors—was soon to become the Battle Cry of the Republic.

"There are certain truths which all men hold to be true. All men are created equal, and are endowed by their creator with certain unalienable rights, including life, liberty, and the pursuit of happiness. The purpose of government is to make these rights secure. For these reasons, governments are instituted among men. Whenever any government becomes destructive of these ends, the people of these states assembled possess the sovereign right to abolish said government, and to institute a government in a form most likely to effect their safety and happiness. "So read the solemn phrases of the Declaration of Independence, July 4, 1776.

The revolutionaries had their leaders among them.

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Patrick Henry, Samuel Adams, and the liberal, Thomas Paine were but a few. In serried array, in argument after argument did the latter present his arguments for separation from the Empire. "Human nature and the mighty God on high demand this separation." Paine wrote in the early 70's. "Our cause is not ours alone, but the cause of all humanity. O Ye that love mankind. Ye that dare to oppose not only the tyranny but the tyrant, stand forth."

Thomas Paine's words and those of the Declaration have now become an inextricable part of the American tradition. Still today from the halls of Washington, the school room and the press, can their words be heard—oft times sincerely, but all too often used for a cause not foreseen by the authors.

### THE CIVIL WAR

The American War of Independence did eventually, after eight years of bitter struggle, end in a triumph for the revolutionaries. A short seventy years later, however, the American nation became involved in a greater and a more bloody struggle—that of the Civil War, 1860-1865. Unlike the first, this second crisis left the country desolate and divided, with a heritage of hate that even to this date has not entirely healed.

Prior to 1860, the nation's entire destinies had been controlled from South of the Mason-Dixon Line. All of America's great orators, statesmen, and presidents, with but very few exceptions, were products of the southern plantation-land. The South controlled the nation, economically, politically and socially. If something were not done quickly, the South would soon gain full and absolute control of the nation's purse strings. Through its Senators and Congressmen at Washington the South threatened to retain the life-blood of the nation.

Furthermore, the South, committed as it was to the cultivation of but one crop, used all their influence to keep America an agricultural nation, and this at a time when France and England were spreading their commercial empires to the farthest corners of the world. It should not seem too surprising, then that the North should seek an opportunity to redress the balance.

It was the question of slavery that brought everything to a focus. From the attitude of apology that had characterized the thinking of the early part of the century, the southern planter now came to erect slaveholding as a positive virtue. As Alexander Stephens, the future vice-president of the southern states was

to state. "The cornerstone of our confederation rests upon the great truth that the negro is not equal to the white man, that slavery—subordination to the superior race—is his natural and natural condition. This, our new government, is the first in the history of the world based upon this great physical, philosophical, and moral truth."

Abraham Lincoln, newly elected to the presidency, saw the horrible alternative before him. Either he could allow the extension of slavery to all the states of the Union, or else risk the ever present spectre of open war between North and South. To Lincoln's mind came the scriptural phrase, "A house divided against itself cannot stand." Stand he must against the pernicious southern doctrine of secession, though he knew what bloodshed would follow.

During the war and the period of so-called Reconstruction that followed, the South became but a desolate and barren land. Her natural leaders were removed from all the important positions in government. Negroes, and tramps, politely termed carpetbaggers, and scallawags or poor southern whites, under protection of the northern Republicans, took over complete control of the South. Their administrations were characterized by graft and corruption. Taxes and debts mounted higher and higher. The credit of the State banks utterly destroyed.

Meanwhile the negro, for whose freedom, part of the war was at least ostensibly fought, fared no better than his former master. Freed of his master and the plantation that had fed him, the southern negro now had to tread the dusty road. No provision had been made for his material welfare. Alone, poorly educated and ill-prepared for the responsibilities that lay before him—at times the coloured man felt a vague longing for the log cabin and the cotton fields that in the past had had at least given him the bare necessities of life.

Lincoln's policy of moderation was hardly heeded. He had said after the war. "Finding themselves safely at home, it is immaterial whether they (the southern states) had ever been abroad." But few northerners agreed with him. In manpower alone, six-hundred thousand soldiers had given their lives on the field of battle. Beyond a doubt, the ruin of the planting class was more complete than the destruction of the clergy and the nobility in the French Revolution. In the case of the American Civil War, the very economic foundations of the planting system, including slavery itself were shattered. In wide regions of the South, as a direct result of the war, estates had been devastated by

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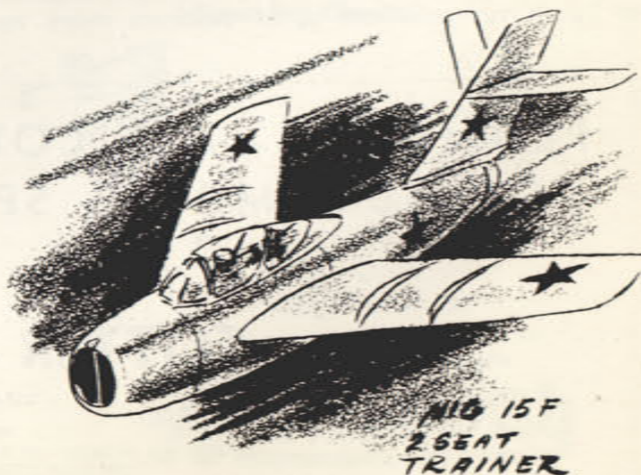
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fire and pillage, buildings had decayed, tools and livestock had wasted away. The bonds and notes of the Confederacy had fallen worthless in the hands of their holders. There was little fluid capital left to restore the old agriculture to its former high position. To pile calamity on calamity, the old debts due northern merchants and capitalists, long overdue, could now be collected through the medium of the Federal Courts, with the added persuasion of northern bayonets. To complete its ruin, the planting aristocracy was subjected to the military dominion of the North. The most disastrous blow undoubtedly was the loss of the slave property itself.

Truly had the South been brought to its knees. One positive gain had, though, been made. Before the war, the United States had been a divided nation, with the South well in the saddle of control. Various southern leaders had from time to time advanced the doctrine of secession, trying to find justification for their theory in the Constitution itself. Now, by Lincoln's courageous stand, even though it did ultimately entail a war—at least the Union had been saved.

President Eisenhower of the United States recently stated to the press that the present world crisis can easily be compared to the crisis of the American Civil War. "We, who shall shortly be celebrating a hundredth anniversary of that party that came to birth prior to the Civil War, find ourselves, too, living in a time dark with the shadow of dreaded war. It is a time too, which has seen the institution of slavery—elevated now to the awful dignity of a political philosophy and inspired with a terrible ambition of world conquest—divide not a nation but the world against itself. And at this precise time again there has come the summons of the American people calling upon the Republican Party to redeem the hopes of the past and to save the promise of the future."

Then as now, there was a very grave threat to individual freedom. Then it involved the individual destinies and the freedom of thousands of bonded slaves. Today, no less than in the 1860's, freedom and, in fact, all the ideals for which our western civilization stands, is at stake. America emerged from her two great crises a strongly united nation, with a well integrated central government, and an industrial and agricultural economy second to none. More important still, she developed a philosophy of individualism and liberty which the free world of today will do well to heed in this another great hour of need.



## Reminiscences of 43 . . .

by A/P/O JOHN LOWE

THE PRIME MINISTER came in July, Bob Hope in May. Coronation was celebrated in June, and September saw the arrival of Air Force Day. Yet although few of Winnipeg's citizens realized it, an event far greater in world-shaking importance occurred in their fair city on or about the beginning of the year. True, the incident did not receive wide publication in the local papers. Indeed, only the most astute reader of the Winnipeg Tribune could have been aware of the earth-shaking cataclysm that was soon to disrupt his formerly peaceful life. On February 7th, this same paper in its usual day to day manner, reported that due to deep depression, showers were to be expected. Showers, they said. But that very day, great thunder claps should have rent the air. You have probably already guessed it. On February 8th, the members of 43 Course arrived.

Instead of bands and flags, cheering crowds and hooting horns, we had what was to us—a much, more pleasant reception. At this time we had our first introduction to those young ladies whose toes were to suffer such cruel and unmerrited agonies on successive Saturday evenings, in the Cadets' Lounge. Here, too, we met for the first time those kind ladies and gentlemen who were later to take us so generously into their homes and demonstrate to us a hospitality and friendliness that can be found in all too few places throughout the world. Armed with biscuits and tea generously donated by the CWV, we headed for the sacred halls, the seat of the occult arts and navigation, the GIS Building, RCAF Station, Winnipeg.

What a delightful place, we thought. But oh so very difficult to find. Fortunately our driver was a confident fellow, and found little trouble in distinguishing the buildings from the snow mounds. We wondered at the time which was, in fact, higher. For us the task of distinguishing between the buildings and the surrounding snow was a bit more difficult. For weeks, in fact, after our arrival, the innocent little parking lot facing GIS was considered a parade square, baseball pitch, and outdoor swimming pool all rolled into one.

As the long days passed and eventually rolled into weeks we began to realize that that indefinable thing called a course spirit was being created, a spirit stronger even than the Johnny Walker product. Instead of that rather loosely-knit and motley collection of individuals from Ottawa and Victoria, from Paris and Marseilles, from Edinburgh and from London, here was one united group that soon came to be called, "The Famous 43 Course". Naturally, it had taken time for us to get accustomed to each other's habits and each other's brand of humor. The Canadian and English members on the course were gradually realizing that words such as, "Tar Girl" and "Phew Tan" had vastly different meanings in French. On the other hand, the French slowly but surely learned that to throw a kilted Scotsman down the fire chute in no way implied a burning or a lasting hatred. Quite the contrary. It was, as we explained, but an Englishman's way of showing friendship. The French must certainly have been surprised when, within a very short time, too, they saw that the Englishmen were actually attempting to outdo one another in the parley-vous. In the end, the French

Continued on Page 30 •

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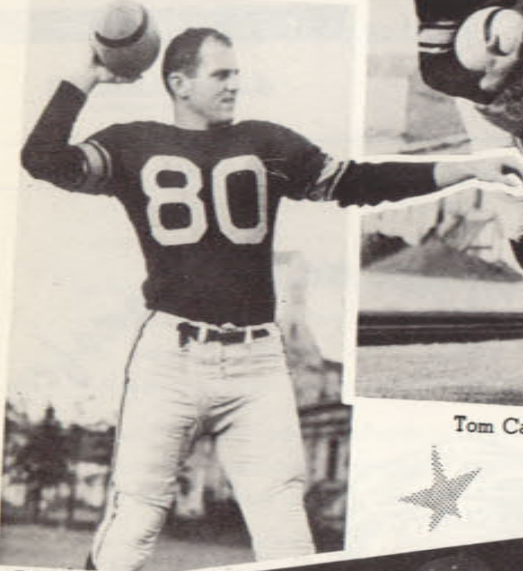
Ralph McAllister



Lorne Benson



Tom Casey



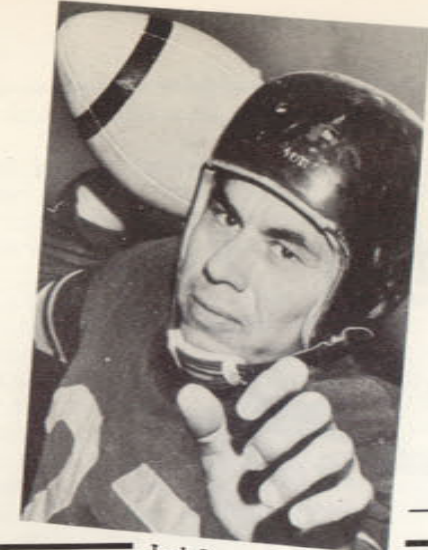
Joe Zaleski



Geoff Crain



George Trafton



Jack Jacobs



Bud Tinsley



Dick Huffman



Bud Grant



Neil Armstrong

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STATISTICS VITAL

| No. | NAME              | HOMETOWN            | Age | Height | Weight | Years in League | Position and Former Team     |
|-----|-------------------|---------------------|-----|--------|--------|-----------------|------------------------------|
| 76  | Armstrong, Neil   | Tishomingo, Okla.   | 27  | 6-2½   | 190    | 2               | Left End, Phil. Eagles       |
| 54  | Bandiera, Dean    | Montreal            | 26  | 5-11   | 205    | 5               | Guard, Regina                |
| 46  | Baxter, Garth     | Winnipeg            | 22  | 6-2    | 225    | 2               | Centre, Rods                 |
| 99  | Benson, Lorne     | Riverton            | 22  | 6¼     | 190    | 1               | Fullback, Weston             |
| 31  | Casey, Thomas     | Ohio                | 29  | 5-11¾  | 170    | 4               | Halfback, Hamilton           |
| 95  | Crain, Geoff      | Ottawa              | 22  | 6      | 172    | 0               | Quarterback, McGill Univ.    |
| 82  | Ford, Tommy       | Toronto             | 26  | 5-11   | 177    | 4               | Right Half, Toronto          |
| 78  | Grant, H.         | Superior, Wis.      | 26  | 6-3    | 196    | 0               | End, Philadelphia            |
| 72  | Harpley, Tom      |                     | 24  | 6      | 200    | 0               | End, Argonauts               |
| 77  | Hill, Norman      | Winnipeg            | 24  | 6-2    | 200    | 6               | End, Calgary                 |
| 20  | Huffman, Richard  | Charleston          | 30  | 6-2    | 250    | 3               | Tackle, Los Angeles          |
| 27  | Jacobs, Jack      | Muskogee            | 33  | 6-1    | 195    | 3               | Quarterback, Green Bay       |
| 98  | James, Gerry      | Winnipeg            | 18  | 5-10   | 177    | 2               | Half, Kelvin                 |
| 96  | Korchak, Robert   | Winnipeg            | 26  | 5-10½  | 180    | 5               | Flying Wing, St. John Grads  |
| 75  | Lumsden, Thomas   | Winnipeg            | 23  | 6-3½   | 232    | 3               | End, W.L.I.                  |
| 43  | Mazur, Don        | Winnipeg            | 21  | 6-1    | 230    | 0               | Tackle, W.L.I.               |
| 91  | McAllister, Ralph | Wachita, Kan.       | 24  | 6-2    | 205    | 2               | Full Back, Detroit Lions     |
| 67  | McCallum, Ross    | St. Lambert, Que.   | 22  | 5-11   | 225    | 2               | Tackle, Montreal Army        |
| 52  | McPherson, James  | Winnipeg            | 22  | 6-2    | 212    | 5               | Guard, Rods                  |
| 53  | Patrick, Steve    | McCreary            | 21  | 6-1    | 214    | 2               | Guard, W.L.I.                |
| 79  | Pearce, Keith     | Winnipeg            | 24  | 6-1    | 173    | 4               | End, Rods                    |
| 94  | Sokol, Andrew     | Sarnia, Ont.        | 25  | 5-10½  | 195    | 4               | Right Half, Wn. Univ.        |
| 66  | Tinsley, R. P.    | Columbia, Texas     | 28  | 6-4    | 255    | 4               | Tackle, Los Angeles          |
| 50  | Vidruk, Kas       | Winnipeg            | 27  | 5-10   | 215    | 7               | Guard, Montreal              |
| 64  | Young, Went.      | Montreal            | 23  | 5-11½  | 226    | 0               | Tackle, Lakeshore Flyers     |
| 73  | West, Dave        |                     | 27  | 5-10   | 180    | 3               | Halfback, Calgary            |
| 55  | Wiley, Alan       | London, Ont.        | 25  | 5-10   | 200    | 2               | Guard, Sarnia                |
| 80  | Zaleski, Joseph   | New Kensington, Pa. | 26  | 5-11   | 198    | 2               | Quarterback, Univ. of Dayton |
| 83  | Skrein            |                     |     |        |        |                 |                              |

Ed. Note: This roster is unofficial and may not be entirely up to date. The player deadline had to be met on Oct. 1st.

# Winnipeg Blue Bombers

Photos by Hugh Allan, Tribune Staff Photographer.



Photo by Mickey Carlton, Tribune Staff Photographer.



Jim McPherson and Tom Lumsden

*Jim McPherson is a staff at Mayo Clinic, Rochester, Minn. Jim had a brother who was a member of Greenfield, Ont.*



Len Meltzer

## Canada's Air Offence

by LAC DAVE SWEENEY

TEMPEST FIDGETS and once again it is football time in Canada. East is East and West is West, but here the twain will meet. The hue and cry for Canada's famous football mug, the all too elusive Grey Cup is now in full swing. Not to be outdone by rivals in their respective camps—the Winnipeg Blue Bombers have once again fielded a masterful team under the guidance of Coach George Trafton.

Before going into Statistics, vital and otherwise let's take a look at what Winnipeg has to offer in the form of a home for the Blue and Gold. Pat yourselves on the backs citizens, Winnipeg has the one thing that is the envy of every team in the league.

"THE HOUSE THAT JACK BUILT", is on the tip of everyone's tongue. No longer is it but a dream. The four-sided pasture that was once whispered as Osborne Stadium, has melted into the shadows and been replaced by the big and shining, Winnipeg Stadium.

August 14th, made football history, as no less a personage than Miss Corrine Calvert of Hollywood, duly opened the new Stadium in all its magnificence. Miss Calvert was... (but that's another story). Traffic was snarled for miles, but that didn't dampen the enthusiasm of Winnipeg's football fans. A crowd of approximately fifteen thousand of the faithful, wound their way to Winnipeg Stadium. The Blue and Gold played host to the Ottawa Roughriders who bowed in defeat to the tune of 18 to 11. It was only an exhibition game but both teams played Grey Cup football.

Toronto Argos invaded the West's Gateway, only to find the gate securely closed, on another exhibition game. Bombers guarded their own end of the field like a mother duck at the old swimming hole, final count Winnipeg 24—Toronto 0.

The league opener between Edmonton and Bombers was the same as any other football game. Sixty minutes tell the story of any game. Edmonton held the short end of the stick after the final gun had sounded, and the smoke had cleared away. Bombers 7—Edmonton 6.

Jack Jacobs, it seemed, had put the Indian sign on the opposing team.

The Calgary Cowboys were next. They came, saw and were conquered. They were thrown for a 16-10 loss

## Canada's Pride!



# DREWRY'S

and left for home saying so-long to a team that had chalked up four straight wins, counting the two exhibition games.

Saskatoon Roughriders were next to feel the brunt of a well oiled football machine. They invaded the promised land only to be met by a famine. The Bombers blasted away with their heavy artillery and chalked up a 13-6 win.

Now let's take a fast look at just what makes up the Bomber squad of '53. Headed by Coach George Trafton, Canada's Air Offence begins to take shape. With a sure fire-arm and football savvy of Jack Jacobs in the quarter slot, the team is assured of sixty minutes of heads-up football in any game.

Sharing equally in the spotlight with Jacobs is a young fellow who is destined to make his mark on the gridiron. Geoff Craine, playing in his first game of pro-football against the Saskatchewan Roughies chalked up an impressive victory. Using deception to its best advantage he piled up a score of 19-2.

The boys who very seldom make the headlines but never the less are a necessary evil are the tackles. Men like Tinsley, Huffman, Mazur, McCallum and Young. Mazur and Young are playing their first year with the Blue and Gold and from all appearances are here to stay. The other three are hold-overs from last years squad and their beef will be felt by many before the Grey Cup rests on winner's mantle.

Not to be outshone by others of their kind are the guards, fullbacks, centre men, halfbacks, flying wing, and end-men (not to be misconstrued with the minstrel show).

The Blue and Gold, then, can certainly be called Canada's Air Offence of 1953. As we go to press the league's schedule will be completed and the deciding game to determine the challenger for the Grey Cup series against the eastern contender will be going in full swing. This should be the Bombers year. Whether they win the cup or not, hats off to the Blue and Gold for the brand of football they have dished up this season. Winnipeg as a whole should be justly proud of the christening that the new stadium has received. The Bombers to date have only lost one home game.

STATISTICS on Page 22 •

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## WD's Report

THE MONTH OF September was certainly a period of furor and excitement for the airwomen at RCAF Station, Winnipeg. On September 17th many of the airmen and airwomen of the Station put their hard-won knowledge and experience to the test. We, of course, are referring to nothing other than the trade examinations. Now we can but sigh and wait for the inevitable results. Let us hope they are not too disappointing.

On the 19th of September, Station Winnipeg, along with all the other Stations across Canada, celebrated Air Force Day. This event, as depicted in the accompanying photograph, found the airwomen across Canada, including Station Winnipeg, employed in aiding the visitors and otherwise employed on tasks demanded of them.

A party was held in the Airmen's Lounge on September 10th, with the airwomen of this Station acting as hostesses to the airwomen from Gimli. An enjoyable evening was had by all. Perhaps another get-together should be arranged in the near future.

Congratulations are extended to A/Cpl. Jeanne Lloyd on being the first airwoman from RCAF Station Winnipeg, to receive an overseas posting. Cpl. Lloyd was a member of the first contingent to arrive at the Station last winter, and throughout her stay was employed at Telecom as a Teletype Operator. Cpl. Lloyd will certainly be missed, but perhaps during the months to come we shall see more airwomen from the Station following in her foot-steps to take the same journey. It is good to know that Cpl. Lloyd (at I Fighter Wing) will be there with the welcome mat. Good luck Cpl. Lloyd.



Airwoman Joyce Schmidt, of Summerland, B.C., shows keen interest as AWI Anne Weaver, of Wolfville, N.S., instructs her in the use of a computer used in fighter controller work.



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Continued from page 5 •

to the mass fly past of 41 Expeditors, led by S/L Lewis, went off like clockwork. The crowd estimated at 15,000 by one of the local papers, did, in fact, see a fine air show from beginning to end.

One radio station did a running commentary on the Air Display for those who, for one reason or another, could not attend. A special highlight of the show was, of course, the visit by one of the famous Dorsey brothers. Jimmy Dorsey, unfortunately, was so utterly exhausted that he could not put in an appearance. Tommy, however, did manage to spare a few moments out of his very crowded schedule to visit the Station. He was duly impressed with the Air Show, particularly as he admitted with fatherly pride, his son is now in training as a cadet at Pensacola, Florida.



The great show started off promptly at one o'clock with great crowds surging through the gate to view the ground displays. In No. 4 Hangar, The Lieutenant-Governor, the Honourable J. S. McDiarmid, presented the wings to the graduating members of course 42. Immediately after the wings parade, witnessed by possibly five thousand people, the flying display was

heralded by the firing of various artillery guns by the Royal Canadian Artillery stationed at Fort Osborne Barracks.

The flying display consisted of one solid hour of aerobatics, para stunts, simulated bombing, a jet take-off, and the formation fly-past alluded to above. The planes used were, of course, our own Expeditors, in addition to Mustangs and T33s, ACF100s from North Bay, T33s from MacDonald, AC119s from Rivers dropped equipment and parachutes, while 402 Squadron



bombed to smithereens a target a few feet away from the crowd. Undoubtedly the largest mass formation of Beachcraft ever witnessed by the people of Winnipeg roared over a thrilled crowd to bring to a fitting conclusion the main events of the day, and that within a minute of the original schedule.

We are sure that, through our combined efforts, RCAF Station Winnipeg, did much to convince Mr. John Public, the citizenry of Winnipeg, that we do, in fact, have in Canada, an Air Force, in which we can all feel a justifiable pride. To know that we have been able to render a service to our civilian friends is, indeed, a fitting reward. It was, in truth, worth all the efforts and time that we put into making the show the success that it was.

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STATISTICS OTHERWISE  
as of September.

|                            |      |
|----------------------------|------|
| Rushing yards, gross       | 673  |
| Rushing yards lost         | 196  |
| Rushing yards net          | 477  |
| Times carried rushing      | 151  |
| Average per carry          | 3.1  |
| Yards passing              | 1227 |
| Total yards gross          | 1900 |
| Total yards net            | 1704 |
| First down passing         | 55   |
| First down penalties       | 5    |
| First down rushing         | 31   |
| Total first downs          | 91   |
| Number of penalties        | 27   |
| Yards lost on penalties    | 282  |
| Fumbles                    | 13   |
| Opp. fumbles recovered     | 7    |
| Number of passes thrown    | 160  |
| Number of passes completed | 96   |
| Own passes intercepted     | 6    |
| Opp. passes intercepted    | 9    |
| T.D. passes                | 8    |
| Average yards per pass     | 7.6  |
| Own fumbles recovered      | 5    |
| Average per complete pass  | 12.7 |
| Number of punts            | 43   |
| Punts blocked              | 2    |
| Number of kickoffs         | 17   |
| Gross yards on kickoff     | 862  |
| Average kickoff            | 50.7 |
| Yards kickoff returned     | 375  |
| Yards net kickoff          | 487  |
| Average net kickoff        | 28.6 |
| Number of kickoff returns  | 18   |
| Yards kickoff returned     | 332  |
| Average kickoff return     | 18.4 |
| Number of punts returned   | 43   |
| Yards punts returned       | 369  |
| Average punt returned      | 8.6  |

## Letter to the Editor

Dear Editor:

September issue of "Voxair" carried an article entitled "Comm-Cenn", describing the work and duties of the Telecom Section. Among the inaccuracies printed was this statement — "The Comm-Cenn is the centre of the Station grapevine."

Personnel employed on message handling duties are picked for reliability and are duty bound to reveal no information which passes through their hands. Such information may be discussed only when officially released whether classified or not, and it is one of the prime duties of the Telecom Officer to ensure that adherence to this rule is enforced.

On no occasion in the past has any information leak been traced to the Telecom Section of RCAF Station, Winnipeg.

D. V. Kyle F/L  
S Tel O

**Editor's Note:** The staff of Voxair wish to extend to F/L Kyle and the Telecom Section their sincere apologies. The error referred to in this letter had been crossed out in the original copy, the slip was a direct error on the part of the publisher. As F/L Kyle indicates, the Telecom Section of this Station does have an unimpeachable reputation for security on the Station, a fact that any of the Station staff can readily confirm.

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Voxair Vixen  
*Jean Peters*

Photo Courtesy of 20th Century-Fox



Back Row, left to right: F/C R. V. L. Gallice; A/P/O L. S. Mitton, A/P/O D. McQuin, A/P/O G. Barnacle, A/P/O D. S. Chrispin, A/P/O J. E. Terry, A/P/O G. Hart, A/P/O C. Jordan, A/P/O A. J. Carmichael, A/P/O J. H. Follen, A/P/O H. Pearce, A/P/O J. E. Whaley, A/P/O R. H. Severn, A/P/O K. E. Hancock, A/P/O D. E. Gibbings, A/P/O A. J. Naysmith, F/C J. A. Le Hir.

Front Row, left to right: A/P/O R. J. Hammond, F/C L. B. Mendiboure, A/P/O B. L. C. Emsley, F/C J. J. M. Le Roux, F/L G. B. Ridley, F/C F. Grall, F/O F. Taylor, F/C G. A. Brain, A/P/O D. B. Hall, F/C Y. M. A. Le Grand, A/P/O L. Smith.

Course 43 A

- George Barnacle**—"Goin' to my 'orrible pit"—should have been a miner. Wants to tear Coventry apart on his Thundermug.
- "Bubu" Brain**—"La Grosse Tête." Often to be heard dozily murmuring, "La Bulle" at 2301. A real seagoing sailor.
- Chris (pin)**—One of our more conspicuous villains. Is an associate of our S.H. & S.C.—"nuff said."
- Iain Carmichael**—Generally unkempt (and Scotch) in appearance. Fell from Grace down the fire chute. Ambition—Home rule now. Hadrian's Wall, etc.?
- Brian Emsley**—B & A Oscar for his latest effort, "The Lost Horizon" (48th parallel). Traveller and Ne'er-do-well.
- John Follen**—Deputy Senior Sir. Often waterlogged at Chippewa (shades of McQuin). Highly nervous in the presence of alcohol.
- Gallice—Rogair the Lodgair.** Southern French in appearance (Nice). Favorite expression—"About the mail." Ambition—To find an A/C with screws.
- François Grall**—"I was on track all the time"—we wonder if he ever saw track! Comes (he says) from Brest.
- Gibb (ings)**—Ex Brat. Looks like a pixie, but well fitted for an airframe. Wants to see everything fly except Expeditors. Crash conscious.
- Hart Gordon**—Lemon (gin) Drop Kid. Yorkshire's export to Canada. Likes Yankee Colonels.
- Swivel Hammond**—Owns 1/5 of a car (back seat driver). Fond of baskets and balls. Night-time-joy, polishing his toecaps.
- Ken Hancock**—Ex Brat. B & A butcher. We wonder if Pat drinks Black & Tan yet? Favorite expression, "Well I don't know." Always moaning at Pogo.
- Doug Hall**—Definitely the typical photoswop. Used to smoke a pipe, but finds fags cheaper. Golfer? Handicap—yes.
- Colin Jordan**—Tall, dark, and bearded (with or without the M.O.'s permission). The Whistler without his dog.
- Yves LeGrand**—Rockaby. "About zees trombone." Moves in an aura of semi-syncopated cacaphony said to betray the innermost feelings. It does!
- Jacques LeHir**—The "Lost Weekend" type. Nefarious (or amorous) activities preclude a detailed survey of this character.
- Jean LeRoux**—"Lights Out". The most inconspicuous of the Frenchmen—he's nearly always on parade.
- McQuin**:—Dennis The Menace. After twenty minutes with B & A he was heard to say, "I only got 99%." Enjoys ducking Follen. Went to Toronto to play ping-pong (?).
- Lulu Mendiboure**—Came from Biarritz to Winnipeg—now wants home. We don't blame him! Murmurs, "Oh Baby," with a glazed look dans les yeux.
- Len Mitton**—Combines the duties of Flight-Sergeant, bordenballistics and dormouse to perfection.

Continued on page 29 •

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Front Row, left to right: A/P/O D. G. Sheffield, A/P/O R. J. Watson, F/C J. L. V. M. Quloc, F/L J. G. C. Boissy, F/O I. D. Trick, F/C G. F. M. Marc, F/C J. F. Simomet, A/P/O P. P. Dale, A/P/O B. Thompson, A/P/O A. Roberts.

**Course 43WB**

**"NORM" BLANCHARD**

Favourite Expression: Who's going down-town?  
 Appearance: Down-townish.  
 Ambition: To go down-town.  
 Probable Destination: Mandalay—fooled you.

**SERGE BONNAMY**

That handsome French lad who changed his girl friends as often as he shaved off his moustaches. Paid cultural visits to St. Boniface to improve his French—or so he said—and renowned for his consideration of pilots as "imbecilic morons".

**JEAN BOISSY**

Favourite Expression: Has anyone ever seen Balmoral.  
 Appearance: Mystified.  
 Ambition: To see it.  
 Probable Destination: Anywhere but 8015N 9719W.

**PETER DALE**

An ailing lad who believes hospitals are the finest sanctuaries when parades are imminent. Excellent footballer but has twisted judgement, thinking Nottingham Forest will win this year's F.A. Cup.

**JOHNNY FLIGHT**

Favourite Expression: Put it on the Guest Card.  
 Appearance: Depends whose suit he is wearing.  
 Ambition: To have it on the Guest Card.  
 Probable Destination: The Bankrupt's Court.

**"TONY" FORTESCUE**

Famed for his ability to sleep through any lecture however noisy the instructor, and credited with more negatives in the tenderloin area of San Francisco than Mr. Molotov at Lake Success.

**GEORGE GRADY**

Favourite Expressions: For !!! sake Meather, sober up.  
 Appearance: Staggering.  
 Ambition: To replace water with beer.  
 Probable Destination: The nearest "pub".

**IRVIN GRAINGER**

Favourite Expression: I'd prefer the St. Regis.  
 Appearance: Military.  
 Ambition: To join the Navy.  
 Probable Destination: He's in it already.

**JACQUES GUICHEMERRE**

Occasionally out of bed before seven-thirty in the morning and was once caught trying to sneak his bed into an Expiditor before a night trip.

**BRUCE MEATHER**

Favourite Expression: For !!! sake Grady, sober up.  
 Appearance: He does if capable.  
 Ambition: To abolish temperance.  
 Probable Destination: Next to Grady.

Continued on page 28 •

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**JOHN LOWE**

Favourite Expression: It's only for the birds.  
 Appearance: Indescribable, really.  
 Ambition: To stay on the ground.  
 Probable Destination: Submarine Service.

**ROGER WATSON**

Favourite Expression: Give me a call at eight o'clock.  
 Appearance: Recumbant.  
 Ambition: To have a bar at his bedside.  
 Probable Destination: We promised to keep this a secret.

**BRIAN THOMPSON**

Has spent more time buying ladies underwear than most women in Winnipeg. As yet has never been known to make any bloomers in the course of duty.

**JEAN SIMONNET**

Favourite Expression: It is time.  
 Appearance: Innocent.  
 Ambition: To have his fortune told at St. Boniface.  
 Probable Destination: He's staying here in Winnipeg!

**"MIKE" STRETTON**

It's easy to see,  
 Why Micheal should be,  
 A truly remarkable scholar,  
 He works with such might,  
 And stays in each night,  
 When he's down to his very last dollar.

**"DICK" SHEFFIELD**

Favourite Expression: Unprintable.  
 Appearance: Unbelievable.  
 Ambition: Unusual.  
 Probable Destination: You guess, we can't.

**ALLAN ROBERTS**

To Allan a star,  
 Has no place in "DR"  
 And he's pleaded with us just to mention,  
 Although he is bad,  
 And a bit of a cad,  
 The sextant was *not* his invention!

**CHARLES RAIMOND**

Favourite Express: "C'est moi qui est le chef."  
 Appearance: Monopolised.  
 Ambition: To play monopoly all day and everyday.  
 Probable Destination: Montecarlo.

**JEAN QUIOC**

The one man on the course to add, "Pin A" instead of subtracting it. Jean is to be congratulated on the fact that he is the only member of the course to herald the position of father. Yes, ladies, he is married!

**CLAUDE MOREAU**

Favourite Expression: I understand nothing.  
 Appearance: Discontented.  
 Ambition: To get back to gay Paris (can't blame him!)  
 Probable Destination: Montmartre.

**IAN "MAC" McMAHON**

Favourite Expression: Scotland's first colony, England.  
 Appearance: Thrifty.  
 Ambition: To find the Scot who beat him to the Stone of Scone.  
 Probable Destination: House of Lords.

**BERNARD MEREAU**

Achieved fame in the course and in B.A. by successfully applying coriolis to a radio fix. Came near to being crushed to death at the Morse final when use was made of his 26 word-a-minute ability.

**F/O TRICK**

Really gained acknowledgement from the course by his superb ability to beat most of it's members to the canteen at all hours during the day. Felt sure the course should have taken an "admin." final in order to increase the class average.

**"MARCO"**

A carefree chap who begins the month in taxis and Cigarettes and ends it on his feet and Gaulois. He claims to have seen more of the U.S.A. from the air than any other member of the course.

*Continued from page 25 •*

**Al Naysmith**—Ambition, beer and bed. Favourite expression, "Let's go to the Assiniboine."  
 Activity—Going to the Assiniboine.

**Pogo Pearce**—(He was daft anyhow). Highly antisocial. Reiterates, "Well, it was U/S." Always moaning at Hancock in particular, and everyone in general. Prefers trains to Beechcraft. Paula's pal!

**Rex Severn**—Working manager of a nearly public transport system. Has a passionate desire to visit, at frequent intervals, Winnipeg Beach. Score- two trams, one traffic jam and a fuel pump.

**Jim Terry**—Member of the 3 a.m. Ricksha gang. Avid reader of the Daily Mirror. Usually bed-ridden. The enigma of the mail man.

**John Whaley**—MAD! This animal must NOT be fed (without his shirt on)! Thinks he is a magician, but we know his tricks! Pogo's pal (Pogo's nearly daft, too, now!)

**Larry Smith**—Thinks his name is Laurie, but we know better. Recent rumours of goings-on in his small room lead us to believe he is not all that innocent! Tea and typewriters drive us nuts.

**F/L Ridley**—Our first course director, who had to retire to the serenity and ease of A3, after about five months with us. Seems to have a sneaking wish to holiday in England.

**F/O Taylor**—"Well, we're ahead of schedule anyway, so get lost." He also tried to show us the way to the stars. Man is Never lost?

We wish to thank all those who' during the past nine months, have attempted to make silk purses from sow's ears. May they have much success in the future.

**The Station Band**

IN ATTENDANCE at the Wings Parade on Air Force Day was the Station Band, under the direction of LAC Don Ball, the band's musical director.

The band commenced the parade with a rendition of the Royal Salute, the Queen, and several spirited marches, with a very smart precision drill movement under the direction of Cpl. Bill Campbell.

First formed in March, 1953, the band, now composed of both airmen and airwomen of the Station, has through perseverance and hard work, made our band a success. This is all the more remarkable in that many of the present members had never played a musical instrument before coming into the Service. This meant for all a good many long hours of toil and practice. Those who could already play taught those who could not, with the result that all the members can all read music—a difficult feat for many people.

Many criticisms have been levelled at the band in the past. We must remember, however when we start to criticize, that participation in the band is strictly voluntary. The only reward they receive is the self-satisfaction the members derive from it, in addition to a few compliments received of a job well done. To roll a drum is difficult. To make a note on a bugle, and to read bars on a bell lyre—all require long hours of practice. The band is doing their best. They are improving from day to day. All they seek is the co-operation of the Station personnel. A little pat on the back sure helps an awful lot, too.

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| Handel Society  |              |               |

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showed that, they in turn, could adopt the Englishman's sport. Most of them developed a more deadly aim with the fire-extinguisher than their more experienced English friend.

As we look back on our thirty-six week stay in Winnipeg, it is a pleasing thought that we have created such a united spirit. Possibly we learned a great deal in having to fly and navigate together. When the old motto, "A Nav is never lost", seemed something of a fallacy and the pilot appeared to have the gravest doubt as to its truth, the two innocent navigators had no choice but to rely on one another. When flying fifty miles off track, it's such a great consolation to know there are two of you in it together. There is no doubt that our moments of play on the football and volleyball teams, with the bit of liquid refreshment that followed in the Lounge helped to smooth away the particles of reserve that yet remained.

Whatever the incidents that have created our unity of feeling we know that our course has justified two experiments. Possibly the greatest marvel of the two, although certain gentlemen in a little office over at GIS may have other thoughts on the subject, is the confidence installed in all of us that we can travel without the aid of signposts. Signposts are, as the old saying goes, strictly for the birds. Secondly, we have shown that men from different nations can achieve a solidarity of feeling and create lasting friendships. In our own small way we have seen that the essential purposes behind NATO are being fulfilled.

In a sense this is our good-bye to Station Winnipeg. We are, as is only natural, pleased to be going home,

but all of us are leaving with some regret. We have made many friends and will always retain pleasant memories of Canada. One half of the course wishes to express its sincere thanks to F/O's Taylor and Rtdley. The other half wishes to send a similar greeting to F/O Trick. These officers have been our indefatigable course directors, and pillars of strength and wisdom. Our navigational instructors have toiled hard and may even feel that their reward is in seeing us go. We acknowledge, however, that they never faced us with the attitude of, "I'm unperturbed by your predicament, Jack." To the pilots who flew our reciprocal headings without a murmur, we say thanks. Our drill instructors deserve credit for assuring us that our pass out will be a sight never equalled in the Station's history. No doubt the canteen will seem a little empty and the Lounge a little more accessible after our departure, for here were the places where the thirty-six weeks of intensive training and continuous study were mainly carried on. And, no doubt, as we wave farewell for the last time to the man who lifts the Station portcullis, many other friends will flash into mind—members of the Station staff, members of TCA—to these and to all others, we say cheerio, thanks for everything, and "NIHIL ILLIGITIMUM CARBORUNDUM".



## RCAF Search and Rescue . . .

THE FIRST EIGHT MONTHS of 1953 have been a busy time for the five Canadian areas covered by the RCAF search and rescue units. Since more aircraft are flying chartered and uncharted flights over the sea and into desolate areas of the North and since these territories are now being opened up for habitation and mineral and forestry operations, the demand on Canada's rescue facilities has been increasing rapidly.

In this period as many as 182 aircraft operations under search and rescue direction were conducted. These involved 36 searches for lost aircraft, 25 alerts for vessels lost at sea, 109 mercy flights and 12 searches for missing persons not in aircraft or ships.

Search and rescue aircraft operating out of Maritime Command at Greenwood, N.S., flew a total of 2,011 hours in which 72 searches were made, and three searches out of Trenton, Ont., involved 718 hours. In western Canada, aircraft of the RCAF made 34 mercy flights.

Behind all these operations has been years of planning and training personnel for the tedious and exacting job of systematically scanning vast areas of water and woodland, far into the Arctic Archipelago and over the ocean boundaries. The coast to coast organization of the search and rescue units of the RCAF is a remarkable example of the extent to which aircrews, radio stations,



An Amphibious Beechcraft on a soft runway

observation posts, police, firefighters, ships at sea and the like can co-operate in bringing help to those who are lost and in trouble.

Apart from the many search operations which the RCAF does each year there are also a great many mercy flights. In places where there is no medical aid the air force stands prepared to fly doctors in or patients out. Some of these mercy missions, like Operation Canon and Operation Dodds in which aircraft flew to the far Arctic to rescue persons requiring immediate hospital care, made history in the field of aviation and caught newspaper headlines all over the continent.

Nerve centres of the work are major rescue co-ordination centres located at Halifax, Trenton, Winnipeg, Edmonton and Vancouver. All SAR operations are directed from these cities. Aircraft are always available for mercy flights and search work at Torbay, Nfld.; Greenwood, N.S.; Goose Bay, Labrador; Trenton, Ont.; Winnipeg, Churchill, Man.; Edmonton, Alta.; Fort Nelson, B.C.; Whitehorse, Y.T., and Vancouver, B.C. These aircraft are never assigned to other jobs which would prevent them from being instantly available for their primary responsibility.

Continued on page 32 •

*Tops in Entertainment  
in Winnipeg*

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**STATION WINNIPEG CAMERA CLUB**

**President:** W. A. (Bill) Pope

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**Time:** 1930 hours every Tuesday

**Activities:** Showing of Stills and Movies by Club Members. Also General Interest Movies, Gab Sessions, Swapping of General Ideas.

**Club Consultants:** Strains Ltd. have a Representative at every meeting to give advice and answer questions.

**NEXT SPECIAL**

Tues., Oct. 20th, 1953—Professional Model to pose for Sweater, Bathing Suit, etc., Shots.

Price for this meeting—50c per pair of bug-eyes; to pay for Model. One-eyed Airmen half-price.

*Come One - Come All - Come Early*

And get a good Seat to take pictures.

**Contest:** For best pictures taken at this meeting. More Information about this Pin-Up Photo Contest at meeting.

Continued from page 31 •

The RCAF search and rescue organization also maintains a marine section. These units are stationed at Dartmouth, N.S. and Vancouver, B.C., where high-speed rescue launches, capable of making over 40 miles per hour, are ready to leave their harbours to engage in search or mercy work.

The SAR organization is active the clock around, responding at once to initial alerts and operating in all kinds of weather. A typical call may come from a mission post in the Arctic, for instance, reporting a man seriously injured in a remote settlement. Sometimes the message reaches the RCAF by the devious routes of trappers, sailors or from wireless posts operated either by the Department of Transport or a commercial agency.



Flight Sergeant Bailey, two guards from R.C.A.F. Station, Saskatoon, and Cpl. Ken Gregg, part of an investigation crew sent to Dafoe to determine the cause of the crash.

The message of emergency may be passed to any RCAF station anywhere in Canada where it is forwarded to the nearest search and rescue co-ordination centre, and the search begins.

It is a big job, and no one argues that it is not an important one. The airmen and ground parties are often asked to go well beyond the call of duty in their rescue work, and for this purpose SAR personnel are carefully selected. These men make no pretence at drama. They are not instructed to attempt impossible or unnecessarily risk the lives of crews. But when a rescue is reasonably possible search and rescue does its best. Their best, judging from some of the spectacular rescues they have made since the organization was founded, is generally very good.



**The Wheel**

Of unknown origin, the wheel was introduced to No. 2 A.N.S. by 38 Course. It must be held by the "Knights of the White Sanyard," being symbolic of their position as the "Big Wheels." Well, 5301, it's up to you!



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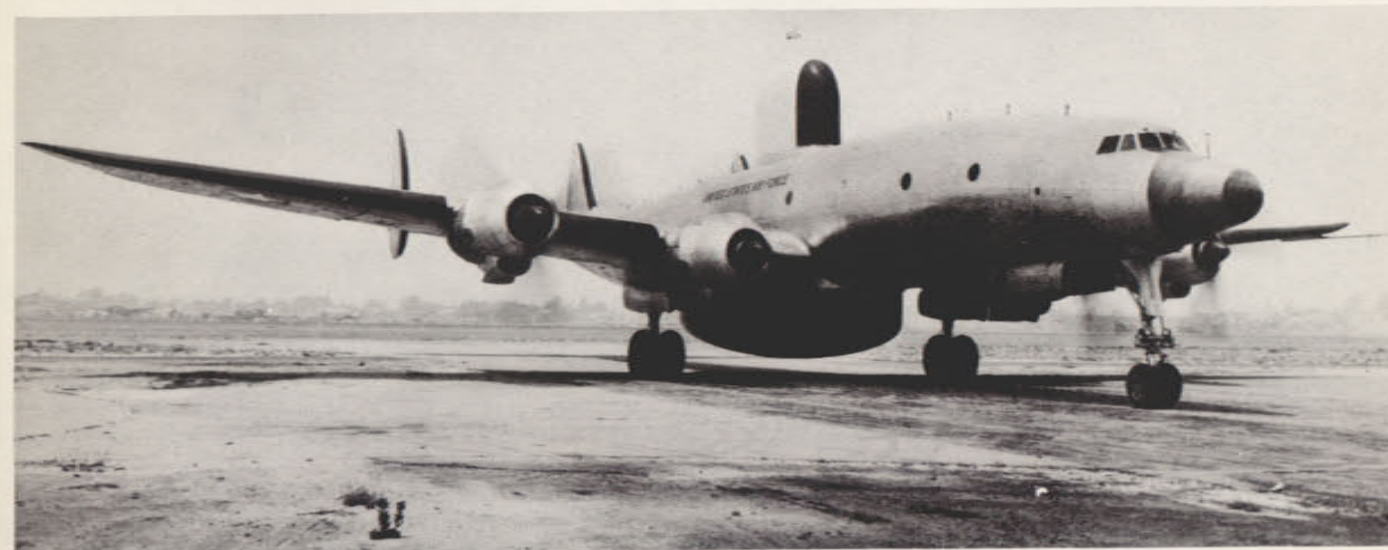
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**Plane Facts**

**FIRST VIEW OF AERIAL SENTRY**—Here is the first photo of a new, all-seeing lookout plane destined for flying radar station duty with both the U.S. Navy and Air Force. Based on Super Constellation transport design for long range, long endurance and high altitude flight, this reconnaissance scout produced by Lockheed Aircraft Corporation carries six tons of radar and special electronics devices. From its sentry post high in the sky, it can beam search rays over greater distances than have ever before been possible, since

ordinary surface or ground radar cannot bend over the horizon. That dorsal-like hump on the back, huge bulge underneath and elongated nose house radar antennae. The plane is equipped to carry up to 31 crewmen, including relief pilots, radar officers, technicians and maintenance specialists. It contains a galley, bunks, repair shop and all facilities for lengthy missions in coastal areas or with Navy fleets anywhere in the world. Despite its protuberances, the planes—called RC-121Cs by the Air Force and WV-2s by the Navy—have a top cruising speed approaching the 335 m.p.h. of commercial Super Constellation airliners, which also are powered by new turbo-compound engines.

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