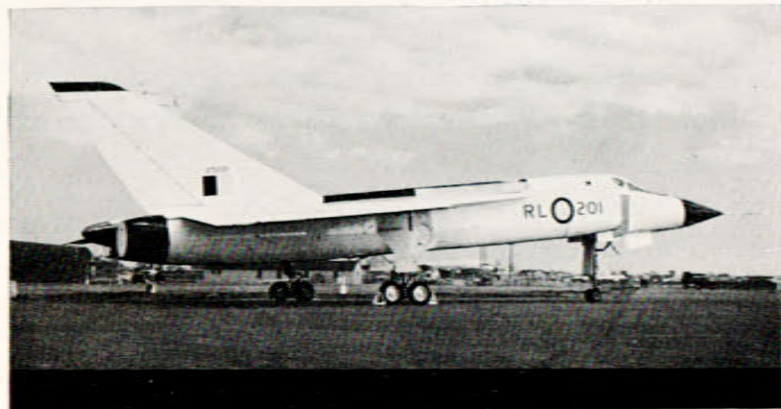


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# VOYAIR

JULY, 1958

PRICE 10c

Volume 7 No. 7



*An Airforce Newsmagazine*

**THIS ISSUE:**

"THE OPENING  
GAMBIT"

"SURVIVAL  
OF THE  
FITTEST"

STATION  
WORKSHOPS



CRAFTSMEN  
AT WORK  
(see page 18)

COVER  
STORY  
on page 3

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JULY, 1958

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### Cover Story

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## EDITORIAL CORNER

### *Everybody's Business*

Some people are content to think of Public Relations as being solely the concern of Public Relations experts. RCAF Public Relations personnel do a magnificent job of giving an undistorted view of the Service. But the responsibility for good Public Relations does not end there.

To an amazing degree, the average citizen bases his opinion of the Service on the Servicemen he meets. If that individual's appearance and conduct are good, the opinion is usually favorable. If it is bad, the whole Service suffers.

This phenomenon is perhaps unique to the Armed Services. Unseemly behavior by one civilian, clerk, carpenter, or executive, reflects only on himself. Similar conduct by a man in uniform reflects on the whole Service. Though this may be unreasonable, it is at least explainable. The public nuisance in civvies wears no label, placard or dress announcing that he is a clerk, carpenter, or executive. He is just another "slob," and there the matter ends.

The uniform, however, announces first and foremost that the wearer is a member of the RCAF. While the civilian in public remains anonymous as to occupation, the Serviceman is identified. And for better or for worse, all other Servicemen are labeled with him.

Thus the man in uniform carries a heavy, dual responsibility — to the RCAF as a Service, and to the RCAF as an individual. His common sense, courtesy and consideration add to the prestige of the Service, and smooth the way for those who come after him. Lack of such qualities damages the reputation of the Service and makes life that much more difficult for his fellow Servicemen.

So the phenomenon works both ways. Members of the RCAF are well-received and welcomed in our area; (this is largely due to the good impressions made by individual Servicemen). Evidently most of us are conscious of these simple facts of life about personal contact and public relations.

Still, it doesn't hurt to re-state them!

#### Congratulations to these recently promoted officers:

S/L A. A. James	F/L J. G. Proulx
F/L A. W. Bell	F/L O. F. Shillington
F/L P. S. Brown (14 Trg. Grp.)	F/L R. Sotolov (Voxair)
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F/L W. T. O'Gorman	

#### COVER STORY

This month's cover depicts one of the many interesting and highly skilled jobs carried out by the Station Workshops—the subject of our feature article for July. Loose rivets on an aircraft, as any "birdman" knows, can be the "nigger in the woodpile" that could result in a serious accident. Here, LAC J. F. Blair (lower left) holds the bucking bar in place, while LAC J. R. Guetre operates the pneumatic rivetter, thus removing the hazard. The job is being performed on the trailing edge of a Mitchell wing.

## Ron Baynes Reports on . . .

Supervisory courses and official manuals have long since acquainted persons in authority with the correct procedure for the charging of an offender with one or more offenses under QR (Air). One aspect of the process has however been neglected by all publications. It is the matter of the *Opening Gambit*.

The Opening Gambit has been defined as that brief preliminary interlude of cat-and-mouse byplay engaged in by the admonisher just before delivering the final stroke. The standard *Opening Gambit* in use throughout the RCAF has had a long and honourable history. Known as the *Service History and Time Enquiry Method (SH & TEM)*, it is believed to have been developed by Caesar's legions during the first Invasion of Gaul when it became obvious that coming straight to the point during a disciplinary exchange resulted in flatness and lack of dramatic timing. Modified during the Norman Conquest, this method has remained essentially unchanged for nearly nine hundred years. It consists of the following laid down ritual exchange, accompanied by the suitable posturings and gestures:

A: Hey you!

B: Who, me?

A: Yes you (*Thirty-five second pause.*) How long have you been in the . . . (*Here insert ARMY/NAVY/AIRFORCE as applicable.*)

B: . . . (*minutes / hours / days / weeks / months / years.*)

A: . . . (*minutes / hours / days / weeks / months / years*)!!! — and you still don't know enough . . . (*Followed by a brief description of the offence committed and the appropriate disciplinary action.*)

This method served the triple purpose of putting the culprit immediately on the defensive, of raising his apprehensions to fever-pitch, and of throwing him off-balance. Frequent cases are on record where the victim, in the stress of the moment, was unable to calculate his length of Service, and stuttered helplessly while the *coup de grace* was administered at leisure. The *SH & TE* method was also notable in that it impaled the victims with singular neatness on the horns of a dilemma. He was uncertain whether his enquirer would be pleased or enraged to hear of his length (or lack) of time, and whether he should disclose the awful truth in tones of ringing pride or stunned shame. On the other hand the poser of the question had a choice of attitudes with which to greet the response. If the culprit turned out to be a comparative green-horn, he could be withered with the "I thought so" harangue. If, on the other hand, he turned out to be a veteran of forty years service, an attitude of incredulous amazement could be utilized to accompany the "And you still don't know enough . . ." speech. Undoubtedly, the old *SH & TE*

# THE

# "OPENING

# GAMBIT"

was a versatile and valuable instrument in its day. All good things must however come to an end; and whatever our regrets, we must acknowledge that the time has come for a change.

To begin with, the *SH & TE* gambit has bred its own brand of opposing tactics. Instances have been noted of the faithful old query being countered by questions such as "Regular time or Reserve?" . . . "Pensionable, you mean?" . . . and on some occasions by an unseemly counting on the fingers and toes of the offender. Worst of all, it has on some occasions been used as an excuse for lengthy and boring reminiscences by the offender about his early days at Manning Pool. Such tactics have ruined the whole effect of the Opening Gambit, and the need for a replacement method is clearly indicated.

After a careful study of possible alternatives, it has been decided that the *SH & TEM* Gambit should be immediately replaced by the "Knock Knock" Method which fulfills all the requirements of a satisfactory Official Opening Gambit. Confronted with a breach of regulations, the procedure would be instituted as follows:

A: Hey you!

B: Who, me?

A: Yes you—knock, knock!

B: Who's there?

A: Huron.

B: Huron what?

A: Huron the peg (*followed by a brief specification of the offence, etc.*).

It is felt that application of the "Knock Knock" method would not only increase efficiency, but lend a certain note of carnival gaiety to the now somewhat-sombre process of disciplinary action. It would also undoubtedly reduce the amount of time and energy now spent in ritual curiosity and time-calculation required by the *SH & TE* method.



"How long have you been in the . . ."



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# SURVIVAL of the FITTEST

Story and photographs by F/O B. G. BROWNING

Having heard harsh words and ghastly rumours of the perils and rigours of winter survival it was with mixed feeling that I received the news of my posting to survival course No. 189 which commenced at STS Edmonton on March 17th. However, jump had been ordered, so I jumped aboard a Mitchell which deposited three of us cold and stiff, some four hours later at Namao. Our view of this station was quite brief for we were soon transported to TAC HQ, Edmonton where we were to meet the remainder of our course and spend a rather harried four days at classes.

The course opened with addresses of welcome from the CI of STS, F/L Gourlay, our course director F/O Perry Cunningham and the school's OC S/L Sharpe. They left us feeling as if we had just listened to the curfew tolling the knell of parting day; for their theme seemed to be one of "don't chop off a toe," "don't get frostbite" and various other gloomy warnings against the perils of carelessness. Spirits soon improved, and after the 38 students representing the RCAF, RAF, RCN, RCHA and USAF became acquainted, morale became extremely high. The Americans, all instructors from SAC's survival school

at Stead, were old hands at the game, and approached the matter in hand with a highly clinical air. However, this did not prevent our only axe casualty of the course from being one Pfc Gerry Evans known from thenceforward as "Gimpy." But I am getting ahead of myself so, not wishing to emulate the legendary floozle bird which became extinct through its penchant for flying around in ever decreasing circle, I will return to Ground School.

The lectures covered the whole concept of survival with special emphasis on firelighting, shelters, orienting and cooking food, first aid, para-jumping, bushcraft and navigation, together with practical periods in all these subjects and in swimming. One feature of STS is its demonstration room which has a first class exhibition of animal and fish life, and a most realistic model of an Eskimo Igloo. This room has been carefully constructed to show the exhibits at their best and is really creditable.

By Thursday, the course had been divided into four camps. On our schedule for this day, two hours was devoted to kitting each camp. That eight or nine people were each issued with upwards of one hundred items of clothing and equipment in this time speaks highly for the school's organization. More surprising, perhaps, was the fact that we were de-kitted at the end of the course and no one had lost a single item. This time it took less than an hour.

Came Saturday and we were up and packed for a 0700 hours breakfast before boarding the bus which would drive us to the base camp at Jarvis Lake. This ride took about six hours and by 1500 hours we were being shown to our quarters — two semi-permanent tents per camp. The remainder of the day was spent drawing rations, collecting wood and settling ourselves into our unaccustomed surroundings. From then until Wednesday, we were up and ready to go 0900 hours. Spending each day, either with a civilian instructor, Perry Cunningham, or our course NCOs F/S, Ken Clarke and Roger Oullet. The syllabus here was a supervised application of all that we had covered in Ground School with the idea of showing us our mistakes before tossing us out on our own.

Author, F/O Clarke and the cooked rabbit. "This was supper for the first day out on our own."



The author on the "para-swing," just prior to the most ungainly landing ever.

Many mistakes were self-explanatory. One of them showed up in a first aid exercise where we were required to find a casualty, tend his wounds, which were such that he was completely immobilized once we had treated him, and carry him home. Well, we found him, dressed his wounds, rolled him carefully on our extemporized stretcher and then encountered the problem. He was at the top of a very steep, exceedingly slippery hill so we decided to slide him down — an admirable idea. We even had one fellow at the bottom of the hill to catch anyone who fell. Unfortunately both of the front men slipped and fell at the same time, and I, as anchor, was left holding a baby that was just too heavy to hold so I soon followed. Left to its own devices the stretcher toedged down the hill with our "patient" screaming blue murder. All would have been lost had a willow bush not stopped the stretcher. It didn't stop the patient who continued down the hill, getting wetter every minute, before ending up in a snow drift at close to mph. Surprisingly enough he was most ungentlemanly about the whole affair!

The Wednesday morning found us with pack on back and ready for our trek into the bush proper. It was probably close to four miles but seemed like forty — those packs weigh 70 lbs. and are not too well balanced — but we eventually arrived and sank panting to the ground. On the way, I had shot a rabbit and this proved to be the only animal taken,

Snowshoeing near the Base Camp at Jarvis Lake. "Makes one feel cooler just to look at it!"



except for a half dozen spruce hens over the next few days. When one considers that thirty eight very hungry people were looking for game it appears that the area has been overworked! After regaining our breath we started building lean-to shelters from 8 panels of parachute silk, the tarpaulin from our packs and whatever else we could find on the spot — spruce tops and poles. By this time we had paired off, my partner being F/O "Pood" Clarke whose nightly pantomime of getting into his sleeping bag more or less fully dressed when it already contained all his spare clothing (either keeping him or being warm, I never could figure out which) offered more laughs than a circus and lasted, I time it, 33 minutes from the time his feet disappeared into the top of his sleeping bag to the last contented grunt as he adjusted his parka hood which protected his head, the only thing that he had no room for inside!

During this phase we were more or less on our own and our endeavours were watched, laughed at, commented upon and marked by the instructors who had come along for the ride and who, to our amazement seemed to enjoy the life. Our rations were the Army 5 to 1 type split in half to become 10 to 1. They were adequate, but only just, so that the dropping (as I did) of a tin of pork chops into the fire was a calamity out of all proportion to the burn that caused it. "Pooz" was very nice about it but I still wonder how he felt when his lunch went up in smoke.

Saturday morning we packed and moved closer to the road along which the transport would come on Monday to rescue us. We spent two days on AFPI rations which comprise 4 jelly candies, ½ a bar of shortbread, 2 cups of coffee and 3 vitamin pills a day. These two days were the longest of all for we had little to do except wait and dream. Our dreams at this stage were surprising in subject matter. Seldom did they include the fair sex, or if they did, the lady in question was working on preparing a meal, the biggest and most delicious we had ever tasted. The only real excitement was provided by a certain Flying Officer, who shall remain nameless, who decided that he would demonstrate his prowess at felling a tree. He selected a large pine and proceeded to lay it carefully. Unfortunately he couldn't have been more wrong for it fell 80° out of line and directly between his shelter and his neighbour's. His shelter was empty but his neighbour's wasn't, and a very peaceful afternoon nap was abruptly concluded.

One facet of the bush phase that will long be remembered is the evening campfire which usually ended up as mass hysteria when the days' mistakes were analyzed and stories of trials and tribulations exchanged after time had eased the pains, disappointments or frustrations.

Monday eventually dawned and we arrived in Edmonton looking like the legion of the lost, with ten days' growth of beard, torn and smoke-filled clothing and the biggest appetite and thirst imaginable. We satisfied the appetite but the thirst travelled with us for that day was election day and we were out of luck.

**NEXT MONTH: ARCTIC SURVIVAL**

# HUNTING

and

# FISHING



... with Joby

Seeing that VOXAIR devoted it's full June issue to Air Force Day, it gave me an extra month in which to ferret out a few more of the hunting and fishing activities of our locality.

Many limit catches of all legal fish are now being taken from most of the lakes and rivers that I have mentioned in previous colums as being likely hot spots for the summer.

Personally, I have given a few of them a try and have had good luck. George, West Hawk, Shoal, Brereton, Nutimik, Dorothy, White, Pelican, Killarney, Oak and many others are producing. The Winnipeg, Bird, Whiteshell and Whitemud rivers have given good results as have McArthur Falls and the Pinawa Channel east of Lac du Bonnet.

Many lunker pike have been taken already this year with 10 and 15 pounders being quite common. The big derby at Westbourne in the Whitemud river was taken by a large pike in the 20 pound class.

I was talking to one chap that had what might be called exceptionally bad luck at this derby.

Seems he and a friend were fishing from a boat when he latched onto a really BIG one. After fighting it for some 15 minutes he got it close enough for his friend to try and net. Many boats had gathered by this time to watch the battle and with everyone shouting advice, things had reached a fever pitch when the friend finally got the monster in their small landing net. Results? The fish tore the net to pieces, escaped with such a lunge that the friend was thrown backward to the floor of the boat, cracking his head on a seat on the way down, and the boat near capsized and drowned the both of them. Naturally the fish escaped. A conservative guess by all present put the lunker at 30 pounds. That would have been a sure win for the derby and the big prizes.

For any of you lads that wish to try that region and have never been there, the place to get results is at the mouth of the Whitemud river where it empties into Lake Manitoba. The Whitemud is located at Westbourne, some 20 miles north-west of Portage la Prairie.

Have heard reports of a few nice silver bass that have been caught at Lockport. Have caught a few fish there myself this year but nothing to brag about. Saw one chap boat what must have been a bass in the 4 pound class the other day. All caught with minnows and stillfishing.

A few good fish have come from East Selkirk also this year. To arrive at this spot, drive to Selkirk and cross the river into what is known as East Selkirk. The first road to the left is the one to take and you can proceed up this for a matter of about three miles. Any stretch of the river can produce along here with some of the best fishing in the little inlets that run into the river.

For the chaps that have only a couple of hours in which to wet a line, fishing can be had right here in the city.

Every year there are many Jack, Pickerel, Rock Bass and even Goldeye taken out of the Red and Assiniboine rivers. I have taken a few myself, mostly from the Assiniboine. There are some big one's in there.

I know of one Jack that was caught west of the city in the Assiniboine. Measured something like 30 feet and weighed better than 20 pounds. A nice dinner plate size.

Best fishing in the river here also seems to be with minnows. One such afternoon last summer in the Red netted 8 Pickerel, 2 Jack, 1 Goldeye and 1 eel.

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Dave Spearing

**SQUADRON LEADER  
R. C. BAYLISS**

Squadron Leader Robert Bayliss, who has just completed a six-month tour as PMC of the Officers Mess, is the Chief Instructor of Number Two Air Observers School.

Born in Victoria, B.C., in 1923, S/L Bayliss was brought up in Vancouver, which he calls his home town. He was educated in Vancouver, where he attended Kitsalino High School. While at high school he was a member of the local air cadet squadron, and at the time of his graduation was Cadet Officer Commanding.

Following his graduation in 1942, S/L Bayliss joined the RCAF in Vancouver and later received his navigator's wings at No. 5 Air Observer School, Winnipeg. He graduated with the rank of Sergeant, and shortly after received his commission as a Pilot Officer.

He was then sent overseas to the RCAF Personnel Reception Centre in Bournemouth, England. It was there that he volunteered, and was accepted, to train for

fighter service in the newly formed RCAF Fighter Command. He was trained for his new task as a radar operator in Northumberland. The aircraft used for training were Ansons, while the OTU at Cranford employed Beaufighters. F/L Bayliss was soon posted to No. 410 Squadron Camp, Cambridgeshire, where the new Mosquito night fighters were being used.

In September, 1944 No. 410 Squadron moved to Amiens, France. From Amiens, and later from Lisle the squadron flew protective cover for the advancing allied forces. As they moved further ahead, F/L Bayliss moved with them — to Holland, and later to Belgium. Soon afterwards No. 410 Squadron was transferred to Germany, where it remained until the war in Europe had ended. Prior to this final move, F/L Bayliss was sent back to England to be Navigation Officer for the Australian Spitfire Wing. Six weeks later, after VE day, he assisted in the

# PERSONALITIES

rehabilitation of returning RCAF Prisoners of War.

In July 1945 he was sent back to Vancouver on embarkation leave to await Pacific duty, but "VJ day" came along, and F/L Bayliss received his notice of pending release. He applied for service in the Interim Air Force, was accepted, and later joined the Peace Time Air Force as a Flying Officer. After rapid retraining he was posted to No. 168 Squadron as a long range navigator.

In September, 1945 No. 168 Squadron was chosen to fly supplies for the Canadian Army's arctic manoeuvre, "Operation Muskox." This operation, conducted by snowmobiles from Churchill, via Cambridge Bay, to Dawson Creek, lasted until May, 1946.

On completion of these flying duties, F/O Bayliss returned to Vancouver on leave, where he ended his days of bachelorhood. He married Miss Eleanor Patricia Larone, and after his leave had expired was posted to No. 165 Communications Squadron Detachment.

(Continued on page 34)



Dave Spearing

**CORPORAL  
"ANDY" ANDERSON**

The author has always had a mistrust of supply personnel, believing that unfortunates who laboured there did so because of some external compulsion; fortunately this is not the case.

Cpl. "Andy" Anderson, of Supply, is a native of Winnipeg. Born and educated here, he graduated from Daniel McIntyre C.I. in 1940. Thus began his career, one that leads from the Army Signal Corps, to the RCAF (aircrew), and finally to Supply where he now toils.

Andy, after high school, joined the army in 1941, where he became a signals artillery operator. In 1942 he saw the light, was saved, and transferred to the RCAF. He was selected Air/Bomber and graduated from Portage in July, 1943. After receiving his commission he was posted to Jarvis, Ont., in Nov., 1943 for high-level bombing instruction. In May of 1944 he went overseas and joined the "Blue Nose" Squadron (434), stationed in Yorkshire.

In January, 1945 "Andy," after 30 missions, was selected as an instructor and sent to Dishforth,

where he remained until the end of the war.

In May of 1945 he came back to Canada and was placed on contact training at Souris and Portage. After applying for flying control and being informed the trade was overcrowded, he obtained his release in September, 1945.

Cpl. Anderson then decided to further his education and attended United College and obtained his Grade XII and first year of University. After United College "Andy," with his airforce background, joined TCA, working with the company from 1947 until 1950.

After TCA and a short stay with Stafford and Company, as a salesman, Andy decided he might as well be back in the Airforce in the kind of life he had previously become proficient in.

After reinlistment, he was posted to St. John; then Alymer, where he was selected for the Supply Branch.

He came to Winnipeg in 1951,

and has been an indispensable cog in the Supply Section ever since. Enlisted as an LAC, he is now a Corporal in charge of the Repairable and Disposable section at Stn. Winnipeg.

Besides achieving success in his present position, he has had some success family-wise. He is married and has four children. His wife, Grace, is also from Manitoba, born and raised in Arbog. Ted, Norman, Judy and Jill complete the Anderson family.

"Andy," from all appearances, is supremely happy in the Supply Section. I had some doubts as to how a former aircrew member would adjust to the business of keeping count of the thousand of miscellaneous items that make up the supply section. These doubts soon vanished as he told me of the complication and diversification of Supply's daily routine. Cpl. "Andy" Anderson has adjusted to his new life and, if anything, is happier for this experience.

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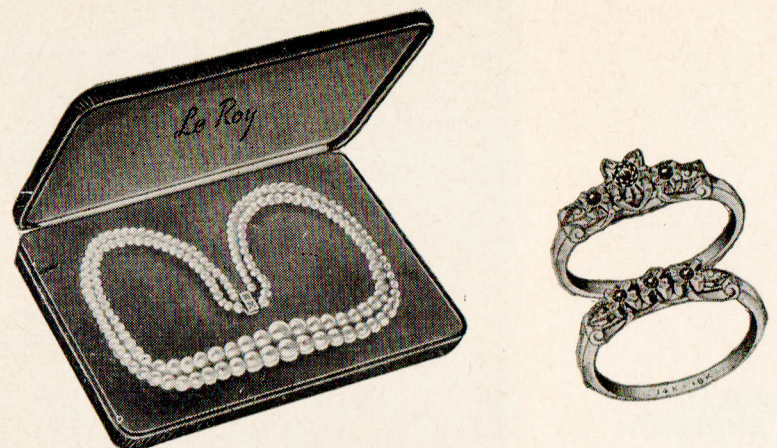
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### VOXAIR VIXEN

EXOTIC—Lili St. Cyr, queen of the stripteasers, appears in a starring role in "The Naked and the Dead," a war drama to be released jointly by Warner Bros. and RKO. Lili, who calls herself an exotic dancer, portrays a Honolulu night club hostess.

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Voxair Vixen  
*Lili St. Cyr*  
 WARNER BROS.



by DOUG WILLIAMS

Intersectional Softball Leagues have completed the first half of the schedule with Telecom and ME the top two in "A Group," and 111 C & R and Armament Systems placing first and second, respectively, in "B Group." The teams have been arranged according to position in the first half, and are continuing to play each night, Monday through Thursday. Also under way is the "16 Hangar League" which plays each Wednesday afternoon. "Dakota" and I & E are tied for first place, with a three-way tie for second between SE, Ground Handling, and Workshops. "Mitchell 1," "Mitchell 2" and "Dak 2" round out the league.

More recently, the Summer Training Flight Cadets have organized a six-team league which plays three nights a week.

In golf circles, approximately 150 members of the Station Golf Club are in regular action. The next tournament is tentatively scheduled for September. The Driving Range is in operation under the management of Sgt. Desrosiers, Monday through Friday, 1730 to 2100 hrs. Everyone is welcome.

Track and Field activities are getting under way with an increasing number of personnel getting into shape for August 23, when Training Command Championships will be determined in Winnipeg. The trophy has been held for the past two years by Winnipeg. So . . . ! Archery activities have moved outdoors with the coming of summer. The next major event will be the Group Championship shoot, at Penhold, on the 18th and 19th of July. All interested are invited—Tuesday and Thursday evening, at 1900 hrs.

Skeet shooters are in the process of forming a team to challenge Stn. Gimli for the Gilmore Trophy. Regular shooting is held Tuesday, Wednesday and Thursday.

F/L McLean, Station Recreation Officer, is shown here presenting the Station Intersection Bowling trophy to the winning Instrument Repair team. From left, members are Cpl. Fortin, LAC Somers (Captain), Sgt. McAulley, Cpl. Wreggett, Cpl. Currier, LAC Parsons. Missing: LAC Taylor.



Photos by Dave Spearing



High Average winner, Cpl. Wreggett, receives his trophy from F/L McLean.

The baseball team won a second-place position in tournament play when they competed at Teulon, and lost out in the final to the Ft. Whyte "Combines." They lost out at Gladstone in the first round. In league play the team has split the first two games, winning from Headingly and losing to Kirkfield Park. The team won an exhibition game from Gimli, and tide in another with Kirkfield Park. Watch for DRO notices of future exhibition games with Senior "A" teams from the Winnipeg City League.

Skin Diving classes have been held each Tuesday at 1730 hrs. with

instruction available for all who swim. Plans have been laid for outdoor activities in the river and nearby lakes. For further information contact LAC Grondin, local 254, or LAC Fournier, at 391.

The cricket and soccer teams got off to a shaky start, but look like they are settling down to the serious business of winning games. The cricket team, captained by F/O Tony Gallow, have won their last two games after dropping the first four. Interest in junior cricket has been increasing, and got a nice boost with "Junior Cricket Week," which the "RCAF Nomads" players

assisted. Personnel with interested youngsters are invited to contact LAC Considine, at local 313. Regular league games are played each Saturday at Assiniboine park—game time 1430 hrs.—everyone is welcome. The soccer team has collected one point after four starts, but Coach Dennis Staff reports that the team has instituted the policy that all who turn out will have an opportunity to play, and with present indications high hopes are held for future games. In a recent match played at Minneapolis, the team competed for, and won the "Minnesota Centennial Trophy." The team members were guests of the "Polonia Football Club" during their visit, and a further trip to Minneapolis is planned for mid-July. In the MFA Cup play, the Station team lost out to the Italians by a score of 2-1.

### BUFFALOES RECEIVE STATION PLAUDITS

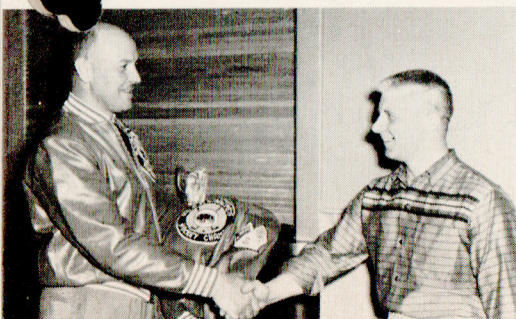
A recent post season hockey gathering saw the presentation of leather jackets by the station to



TOP — The Buffaloes Avec jackets.

CENTRE and BOTTOM—W/C H. C. Vinnicombe presents Cpl. Stefiuk and LAC "Whitey" Mayer with their jackets.

Photo: Don Askett



W/C H. C. Vinnicombe, coach of the Buffaloes, presented each team member with a leather jacket on behalf of the station and voiced his appreciation for the fine team spirit which existed throughout the season.

### AOS BOWLERS HOLD WIND-UP PARTY

The 2 AOS Mixed Bowling League marked the conclusion of a very successful season on May 3, 1958 when their Annual Awards Party was held in the Officers Mess. W/D D. C. Evans, OC of 2 AOS presented trophies and awards

Individual Trophy winners in the Air Observer School Mixed Bowling League pause during the awards party held recently in the Officers' Mess at the RCAF Station.

Left to Right are: F/L T. Bangs, league president; F/O Paul Sheppard, men's high average winner; F/O John Wylie, high triple; W/C D. C. Evans, Officer Commanding AOS, who presented the awards; Mrs. Keith Scott, ladies' high single; and Mrs. Dan Coper, ladies' high average winner. Other individual winners who were unable to attend were: Mrs. Lon Maudsley, ladies' high triple; and F/O Ed Penwell, men's high single.



all members of the Stn. Winnipeg Buffaloes.

The Buffaloes who won the A. V. M. Byrans trophy for winning the Training Command Hockey Championship were thus given a tangible token of appreciation for their time, effort and accomplishments during the hockey season.

The team participated in many out-of-town exhibition games against civilian and service teams. With the TC Hockey Trophy as their aim, they gained in experience what they gave up in defeat against higher calibre "A" and "AA" town and city teams while prepping for the playoffs.

to the winners. League champ and winner of "A" Division was the team captained by F/O A. L. Kilpatrick. F/O and Mrs. Paul Sheppard, F/L and Mrs. Al Crane, F/O Gord McConnell and F/O Gord Montford were the other sharpshooters on the team. "B" Division winners were: F/O Garry Lenten (Capt.) and Mrs. Lenton, F/O and Mrs. Keith Scott, F/O and Mrs. Ron Miller and F/O and Mrs. Bill Kaip. Individual prize winners were Mrs. Dan Cooper and F/O Paul Sheppard, who achieved the highest average; Mrs. Lonnie Maudsley and F/O John Wylie, who copped the high triple; and Mrs. Dorothy Scott and F/O Ed Penwell, who had the highest single games of the season.

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look at the  
Station

# WORKSHOPS

Article by  
H. O. Anderson

Photography by  
Don Askett

Hear Ye! Hear Ye! Hear Ye! Let all men (and women) who do toil for their bread be made aware that in a far off place (16 Hangar) do dwell a tribe of people who worship the metal gods and sundry other gods called Workshopites.

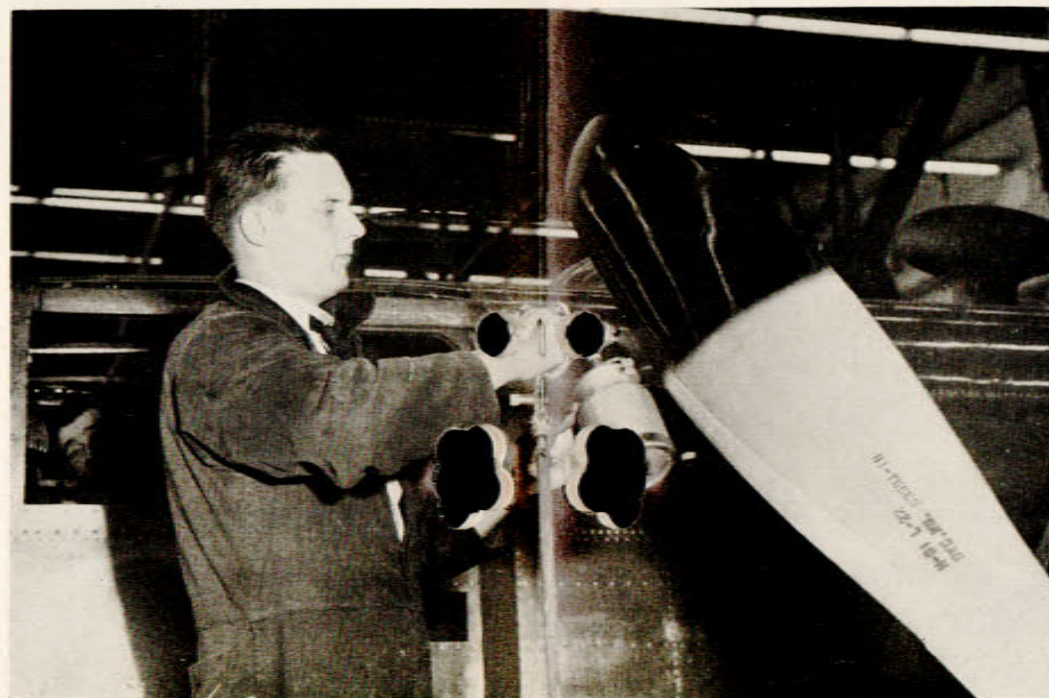
Thus begins a chronicle of personnel who are long due for recognition because of their prodigious feats, not in battle, but in the skill in which they fashion parts and repair the great beasts of the air, which are called "air-e-planes," and other things also.

In earlier days, namely 3 years ago, the Workshopites were located in the present Auto Club buildings on the east side of the unit. Now they dwell in 16 Hangar, where Dakota and Mitchell repairs are carried out.

WO Learmonth is the chief priest of the metal gods, and has as his assistants Sgt. McGinnis and Sgt. Brega. These two sergeants are strangely enough not called by religious titles, but are called (by their people) Metal Technicians, and are in charge of lesser Beings (by reason of their knowledge) who are divided into groups because of their individual skills.

Sgt. McGinnis, a native of Guelph, Ont., has been 12 years in the cult of metal in the RCAF and six years in the Army. Amongst the Workshopites he is in charge of the Spray Shop, the Fabric Shop and the Carpentry Shop.

LAC G. Riel, of the Paint Shop, is busily engaged spray-painting a Mitchell prop.



Discussing blueprints of a forthcoming project are Sgt. J. H. McGinnis, F/O E. L. Partridge and W.O. G. T. Learmonth.

## The Spray Shop

In a corner of their domain, little frequented by travellers and devoid of vegetation and habitations because of its odour, LAC Thompson has been exiled. The nature of the climate must of necessity force LAC Thompson to wear a mask to keep out poisonous vapours from the painting and spraying which is his burden. This tradesman finishes articles that have been made in carpentry, paints signs, stencils, and gives new colour to articles from all sections. Though the odour be bad, this man hath a brave heart and does paint marvellously well.

## The Fabric Shop

LAC Wilkinson, by nature (or by chance), works with fabric and anon, I will describe his peculiar trade. His domain is small and he is surrounded by the varying material of his trade. Leather of all kinds for the repair of aircraft and upholstery, canvas for the manufacture of pitot-head covers and map containers. At this time his main project is the manufacture of a canvas shelter to house a radar set which will be placed in the open for the guidance of the beasts of the air.

## Sheet Metal

Pray pardon my descriptions of the following sections for (because of some fear that others may copy their secret) these Workshopites engrossed with the working of metal are a clammy lot, not disposed to talk freely of their trade. Also — because of the complexity of their machines, the nature of which in truth I do not understand — it is most difficult to describe the methods by which base metals are made to live under the direction of their skilled hands.

The sheet metal section is under the guidance of Cpl. Hodgins and Cpl. Campbell. Their function is to repair the skin of the flying beasts and all other sundry equipment used by the Birdmen.



"Made to measure" . . . LAC R. Wilkinson is manufacturing a part of the leatherette upholstery for a Dakota.

to the Birdmen. LAC Campbell of this section made an ornamental ironwork for the Buffalo Room in the officer's mess, the beauty of which is only surpassed by the amber liquid used to rejuvenate the Birdmen (or so it is said).



LAC's Blair and Goguen illustrate their woodworking skill as they apply the finishing touches to this new display stand for oxygen equipment.

## Machine Shop

Being of a sickly countenance and somewhat weak of heart, I have left the most difficult part of my chronicle to the last. For in all truth, the million dollars' worth of equipment (a currency I do not understand) is completely beyond description or imagination. The Workshopites say that in this section there is no man who has had less than six years experience, which is a lengthy time.

Here they manufacture, modify, drill and shape all manner of things — including plumbing material, parts for the CE and ME sections, ground handling equipment, etc., etc., etc. Air Force Machinists, it is said, are the most versatile people found on a unit; their ingenuity and skill is unsurpassed.

From WO Learmont, down to the lowest of the low, the feeling of pride is infused. The Workshopites are technicians with many years of experience behind them; verily, it is said that their experience entitles them to greater privileges than those afforded by the last promotion list within the year. These men are as skilled in their trade as any doctor or lawyer, and the harder the job the greater the challenge to them. Sail On Birdmen! Your beasts are in good hands.

## Carpentry Shop

Workshopites have two men — LAC Blair and LAC Goguin — toiling in the Carpenter's Shop, each of whom is a Group 3 Tradesman. These men repair floor boards in aircraft, make battery holders, make surface control locks, manufacture training aids for GIS and build cabinets for the unit. The habitat is large and spacious, filled with lumber and tools, and smells wonderful fair by the nature of the articles they have fashioned. It may be said they are craftsmen of the first degree.

Besides the Spray Shop, the Fabric Shop and the Carpentry Shop, Sgt. McGinnis is also in charge of a group of wandering tradesmen called refinishers. As soon as the air beast is brought in for periodic inspections, whether it be Dakota or Mitchell (they discriminate not) Cpl. Wilkinson (Daks) and Cpl. Taylor (Mitchells) do converge on the beast do check it completely, and do paint it or repair the damage immediately, if not sooner. These refinishers are of a peculiar nature, as they are always rushing hither and yon. Maidens beware! methinks they would make poor husbands, for their nature carries them far afield.

Sgt. Brega, WO Learmonth's other assistant, is a native of Winnipeg (some obscure Indian village), and a metal technician of 18 years standing in the cult of the bird. He directs with justice and harmony the sheet metal, welding and machine section of the Workshopites. Verily, it is said by many of the people that the metal gods have made Sgt. Brega their favourite son and truly his works are marvellous.



"You bend 'em . . . we mend 'em!" is the by-word here. Sgt. Brega (left), receives a damaged cowling for repairs from Sgt. P. L. Moore.



"A little patch should do the trick." LAC A. M. Jensen (left), and Cpl. J. R. Lloyd repair an Expeditor firewall.

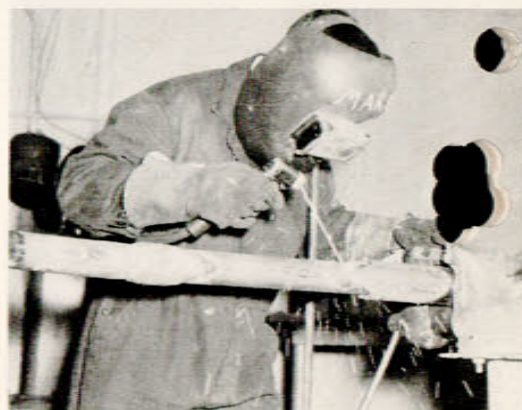
At the time I observed these technicians they were braving the cowling of a Dakota which had fallen into disrepair, the cause of which I know not. Suffice to say that they have great quantities of sheet metal, a tempering furnace, and for work they do not lack.

## Welding

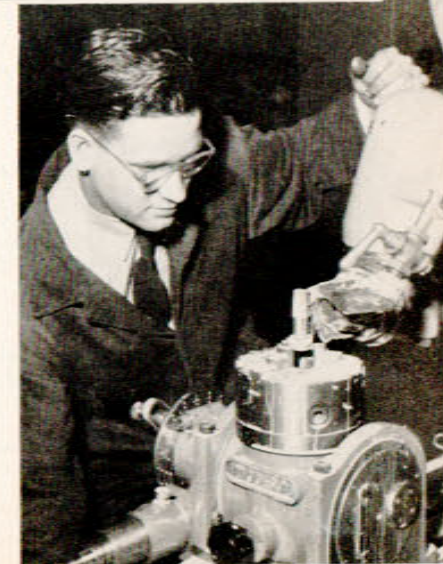
This section truly reminds one of the fires of Hell for like some cavern of fire the welders have flame of such intensity that metals of the hardness of steel glow and bend like liquid lava. The fire breathers repair ME equipment, CE equipment and do all the general welding for this unit. Aircraft repairs such as welding unserviceable exhaust stacks, etc., are carried out; the skill of the welders should be familiar



"Look at those sparks fly!" LAC J. A. Martel, one of the welder-type "workshopites," repairs a Mitchell tow-bar (above) while another welder, Cpl. P. Kemp, operates the cutting torch.



Cpl. "Phil" Scarrow (above) and LAC J. Bullied are two of the machinists of Station Workshops. Cpl. Scarrow, who is also a percussionist with the Station Band, is operating the lathe with a "turret" attachment, used for production work.



LAC Bullied is milling a special bolt for a large crane.



# NEWS

## BEAUTY



PLENTY TO STRIP—Gypsy Rose Lee, former strip leaser, covers her famous form under lots of clothes for her role as Beauty-of-the-Month.

From: Warner Bros. Studio, Burbank, Calif.

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### RESCUE AT SEA

Aircrews from 121 Communications and Rescue Flight at Sea Island have experienced nearly every type of rescue operation that can be dreamed up on the west coast but the latest one left them wondering what they could expect next.

An Otter crew rescued a man in a small boat by towing it behind the aircraft.

This unusual rescue took place between Bamfield and Sarita River on the west coast of Vancouver Island on May 5 while the Otter was on a routine Ground Observer Corps inspection tour.

The aircraft's pilots, Flying Officers R. C. Tomlinson and J. J. Thompson spotted the 15 foot boat drifting and apparently in distress with a dead motor.

They landed the single-engined Otter beside the disabled craft, circled it on the water and managed to get a line aboard. Opening the throttle on the aircraft they headed for Sarita River with Mr. W. Isles and his three horsepower inboard boat wallowing in the propeller blast.

Tuning in the radio the pilots called for assistance from Bamfield lifeboat station. The launch failed to show up in time so they kept on towing with the aircraft.

Mr. Isles and his wind blown

boat were later gently eased into the wharf of Sarita and then the Otter continued on its way to finish the Ground Observer Corps tour.

### PLEASE FLY OVER OUR CHURCH!

A recent edition of the "Sanfl" from the Naval Air Station, Sanford, Florida, carried a story written by the Rector of the Holy Cross Episcopal Church in Sanford.

Nearly all air groups at the Sanford Naval Air Station have jet planes, and the Rector commented that the noise would get louder than it had been, but in the article he went on to say, "if we are thoughtless, small of nature and selfish of purpose, we will complain. Here at Holy Cross we understand that these men are protecting our country and are not flying for fun. It is the policy of this parish that anytime a plane flies over the church during one of our services, making noise so that everything is drowned out, we will stop (unless in a group action such as a hymn or the Creed) and everyone in the Church will bow their heads and say a silent prayer for the pilot and his crew." He also recommended that the parishioners do the same thing when at home.

The article closed with a note to pilots: "As you circle over Sanford, we invite you to fly over the Episcopal Church — and we'll pray for your safety." Here is an example of attitude not often shown, but could be if the public were more heedful of the objective for which we need jet planes.

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### WRENS PERFORM IN ROYAL TOURNAMENT

Leading Wren Zahra Ingram, (left) from Aden, and Wren Pauline Carr rehearse "hula" dancing at H.M.S. Sultan, in England. These members of the British Women's Royal Naval Service, with Fleet Air Arm ratings, are performers in the Royal Tournament held in London, England on June 4th.

The display featured a Royal Naval rescue on an island hit by disaster. The girls' dancing takes place on a "desert island" in the Tournament, although here they are rehearsing in front of a Westland helicopter of Courtesy British Information Service. Britain's Fleet Air Arm.

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# Education Edicts

By SAM SIMPSON

The picture accompanying this month's column depicts a course of Senior NCO's earnestly preparing for their Group IV examinations. Explaining policy and programming to the class is WO2 Rearden, group co-ordinator. These courses are part of the Education Section's extensive Trade Advancement programme.

That this programme is paying off, has been demonstrated by the latest Group 2 and Group 3 Trade Board results. Eighty-one per cent of Station Winnipeg's candidates were successful in the examinations, a proportion well above the overall RCAF average of 75%.

Photo by  
LAC J. Smith



Needless to say, everyone in the section is pleased with the results.

In the Personnel News department, we must record regretfully, the departure from our section of Cpl. G. R. (Russ) Dickson who has moved on to new duties in No. 11 Hangar. Replacing him is Cpl. L. P. (Slim) Hudson.

All work and no play makes Jack a dull boy and on May 1st this section threw an all-out party for members of the staff and their wives. A combination dinner and dance, the evening was a resounding success. Bouquets to WO1 Munro and his competent staff for the wonderful food arrangements.

## NATO WIND-UP PARADE

A ceremonial review at RCAF Station Winnipeg, July 19, will mark the termination of Canada's original NATO aircrew training commitment. During the parade an illuminated scroll will be presented to the RCAF on behalf of the NATO nations by Air Marshall Sir Hugh Constantine, Deputy Chief of Staff for Plans and Policy, SACEUR, who will attend the ceremony as the senior NATO representative.

Flags of 15 NATO countries will form the backdrop for parade components including 450 armed RCAF and NATO airmen, the Central Band of the RCAF from Ottawa and massed Trumpet and Drum Bands from Stations Gimli, Macdonald and Portage la Prairie.

The flying display will include two flypasts of 36 and 24 T-33 jet aircraft. An additional three T-33s will execute a "Prince of Wales Feather" while streaming red, white and blue smoke.

Air Marshall Hugh Campbell, Chief of Air Staff, will represent Canada at the ceremony.

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# THINGS TECHNICAL

by BILL BAMBRICK

## FAIREY ROTODYNE: FIRST V.T.O. AIRLINER



Fairey Rotodyne,  
world's first vertical  
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The Rotodyne is a true V.T.O. (Vertical Take-Off) Airliner. It ascends vertically in the same manner as a helicopter and, having gained height, flies forward as a fixed-wing airliner. By doing so it overcomes the speed limitations of the helicopter and dispenses with the long runways needed for fixed wing airliners.

Although there are today several thousand helicopters flying in all parts of the world, very few of these machines are being used for genuine commercial transport purposes. Those which are—chiefly in the U.S.A. and in Belgium—are heavily subsidized and in any case are operated on relatively small scale and are not regarded as profit-making vehicles.

There are many reasons for this. Fundamentally, the helicopter is still in its infancy and the small machines which are commercially available cannot carry sufficient payload to bring in a worthwhile

return. Nor is their range great enough for them to operate any but the most local of routes. Under all conditions of flight their propulsive efficiency is very poor; but, most important of all, inherent aerodynamic limitations imposed by the rotor preclude the possibility of satisfactory helicopter cruising flight at speeds greater than about 110-115 m.p.h.

The best helicopter cannot offer their occupants a "ride" as smooth or quiet as a modern airline passenger rightly expects. Admittedly the helicopter's ability to land close to city centres is no small convenience, but it is bought at a cost which, in the past, has been regarded as much too high to make such vehicle attractive for regular transport purposes.

The Rotodyne is not only the first aircraft which really promises to overcome all these deficiencies; it also enjoys certain additional advantages previously denied to all

rotary-wing flying machines.

In appearance the Rotodyne gives an impression of being a combination of helicopter and airliner; and, in fact, it is both. It is much larger than any previous British rotary-wing machine, having a fuselage big enough to accommodate 48 passengers or five tons of freight. It has two turbine engines, giving adequate power for flight in complete safety with one engine stopped. And it has a fixed wing and propellers in addition to its impressive four-bladed 90 ft. diameter rotor. The reasons for this novel combination are best explained by outlining the manner in which the Rotodyne flies.

Each engine is a Napier Eland propeller turbine, the power of the two engines together being some 7,000 horsepower. Before starting them, the Rotodyne pilot places the propellers in fine pitch, so that very little thrust is generated and minimum power absorbed. The propellers are mounted in the conventional manner on the front of each engine, but at the rear of the engine is an auxiliary air compressor which takes in fresh air from above the wing. As the Elands run up to speed these compressors are brought into action by means of a fluid-drive clutch. The air from the compressors is ducted through large pipes along the inner part of the wing and up to the hub of the rotor.

Here the air is fed past rotary seals and then into the blades themselves, through a trio of pipes leading to pressure-jet units at the tips. These units operate like the combustion chamber or a jet engine. The compressed air is mixed

with kerosene (also fed through a pipe inside each blade) and the resulting combustion at the tip of each blade produces a forward thrust which drives the rotor round. This very direct method of driving a rotor has many advantages. In particular it eliminates the mechanical shafts and gears which would otherwise be needed—and which, to transmit several thousand horsepower, would be tremendously heavy.

When the rotor is running at full speed the Rotodyne takes off vertically and climbs away as a helicopter, steering in the required direction by differentially altering the pitch of the propellers. As height is gained both propellers are gradually brought into forward positive pitch to accelerate the forward speed. At an appropriate height and speed the clutches are disengaged so that the air supply to the rotor dies away and the tip units are extinguished. Thus all the necessary engine power is transmitted to the propellers and the Rotodyne flies as a fixed-wing airliner, the rotor being left to "windmill" of its own accord.

As speed builds up the stub wing increasingly takes on the job of supporting the aircraft until, at the cruising speed of some 185 m.p.h. about 60 per cent of the lift is provided by the wing. The resulting "unloading" of the rotor removes the most critical of the aero-

dynamic restrictions and makes possible a speed approximately twice that of present helicopters. Moreover, the fact that the forward propulsion is accomplished by propellers and not by a rotor greatly increases the efficiency of the aircraft.

For landing the pilot merely goes through the same cycle of operations in reverse, finally letting down vertically with the rotor once more absorbing all the power.

From the passenger's viewpoint there is little to distinguish the Rotodyne from a present-day airliner. It is sufficiently large and advanced in design to offer a completely comfortable ride, turbine power helping to reduce in-flight noise and vibration to a marked extent.

To a ground observer the Rotodyne does present a noise problem at the present stage of flight development. But intensive research work since 1952 has produced a silencing nozzle which will reduce

the noise level to one-tenth of its present value. This, combined with the Rotodyne's rate-of-climb of over 1,500 ft./min., the highest in the world for a vertical take-off aircraft—should ensure that not only is the noise level acceptable, but that it lasts for only a few seconds. In forward flight, with the tip jet burners closed down, the noise level is much lower than that of a Viscount. The noise suppressing nozzles are not yet fitted to the prototype Rotodyne but development of these devices is continuing concurrently on ground rigs.

Airline operators, as well as all kinds of other civil and military organizations, are watching the flight progress of the Rotodyne with extreme interest. In it they see the promise of an economical vehicle which can carry loads between the centres of cities, or along chains of islands, or across arduous and undeveloped territory, more rapidly than anything else yet developed by man.

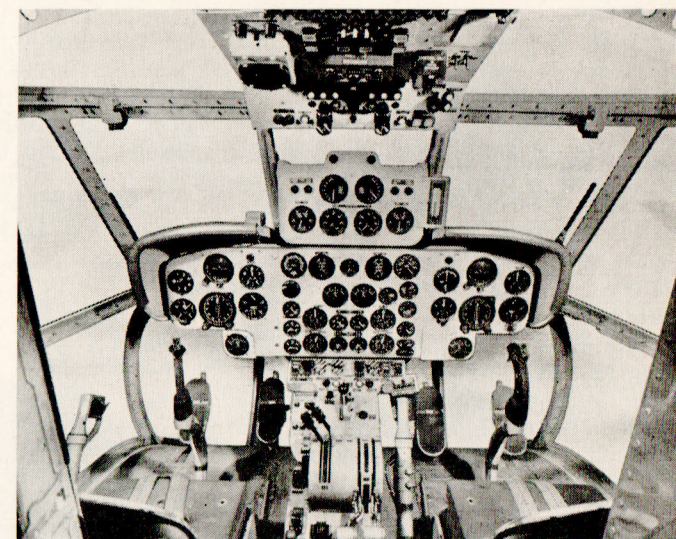
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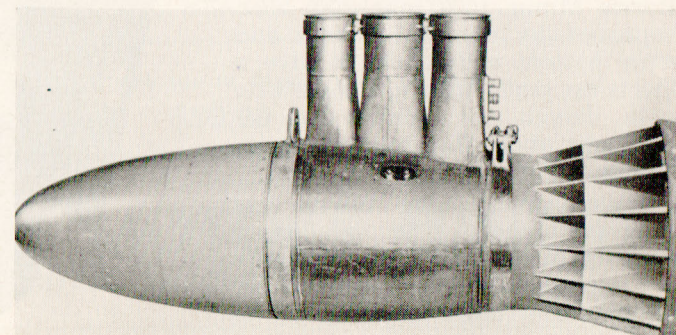
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Rotodyne cockpit.



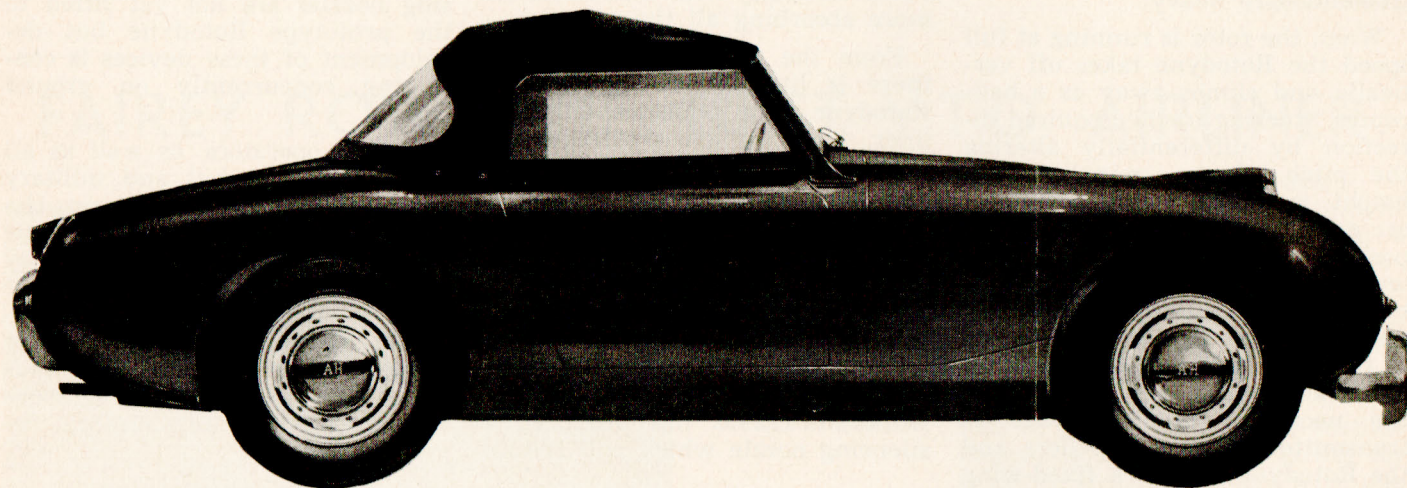
Fairey Rotodyne  
Tip-Jet Unit fitted  
with experimental  
silencer.





By PETER McLOUGHLIN

## THE AUSTIN-HEALEY "SPRITE"



ABOVE: 1958 Austin-Healey "Sprite."

Austin-Healey have just announced a new, cheap (\$1,795), sports car, powered by the BMC 'A' engine of 948 c.c.'s. This car, a two seater, is very like the TR-3 of 1957, and will be available here within a month. Please excuse the lack of a photograph, but it has been mislaid during my recent travels. I will show one next month.

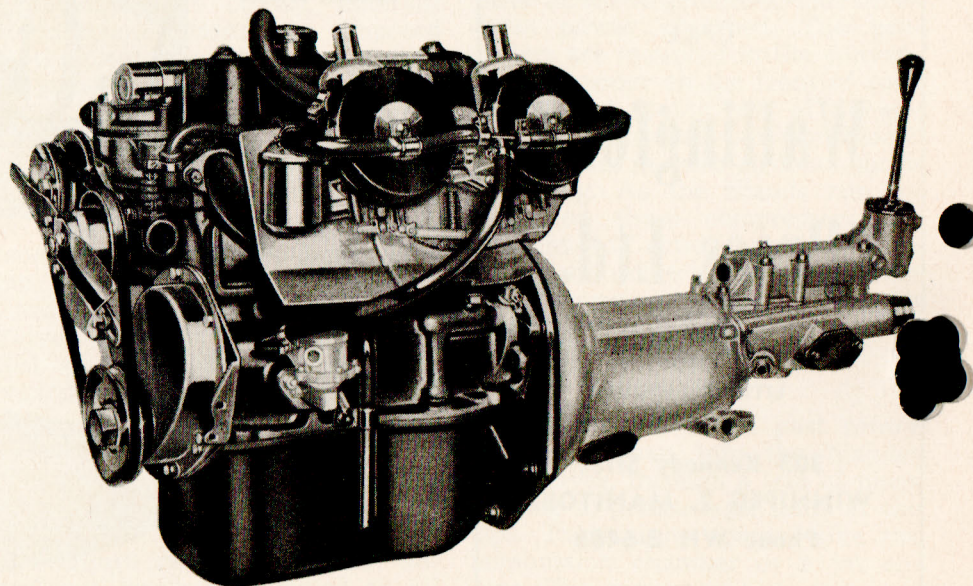
The Sprite, which weighs just over 1300 lbs., develops 43 b.h.p. at 5,500 rpm., and can reach 85 m.p.h. in top gear. Acceleration is 20.5 seconds to 60 m.p.h., accompanied by an overall fuel consumption of from 36 to 46 m.p.g. Full weather equipment, including heater, is provided. The engine, basically a Morris Minor 1000 unit, has been improved by dual S.V. carbs and some bottom end work, to give a sports car performance. People who have driven the Sprite are enthusiastic about it, which to me indicates a well thought out car.

In appearance, the Sprite has one draw-back. The headlights stick up, as on early TR's, and give the impression of an after-thought. The manufacturers had intended to

use retracting lights but, to keep expenses down, they switched at the last minute to the 'stick on top' type. The trunk is a further item which has had to be designed with economy in mind, and owners will find no external access. For storage you have to fold the seats forwards

and push everything in behind with the inherent danger of losing small items in that space. I also wonder how it's going to be when one attempts to put away a wet, muddy, wheel! Nevertheless, these are small complaints about what is a most attractive little sports car.

BELOW: The 43 B.H.P. "Sprite" engine.



## BUYING A CAR THE INTERESTING WAY

For 181 Americans, the purchase of a new TR-3 meant traveling half-way around the globe. By an arrangement with the factory, two Britannia 312's were hired and flown to Los Angeles and New York, where they picked up the purchasers and deposited them in London. At London Airport the Standard Motor Company had their 98 TR's lined up, as ordered, ready to be driven away. But that's not all. On top of all this came a giant tour of most of Europe by the 98 TR's, in convoy! At the end of this four week trip the owners were flown back to the States, and their cars sent over by boat. The cost? About half the normal price of a similar jaunt. This scheme was first tried out last year with one plane load, and proved so successful that a repeat was made in 1958. No doubt 1959 will show half a dozen aircraft following in their wake. Should you be interested, contact your Standard dealer and ask for details — should apply to Canada, but you may have to fly from the States.

## NOTED RACING DRIVER DIES

It is with regret that we find ourselves forced to comment on the untimely death of a great British driver, Archie Scott-Brown. One always admires a man who can overcome a great handicap and, by sheer fortitude and hard work, continue in his chosen profession. Archie lost an arm during the early part of his career as a racing driver but, undaunted, continued his driving to become one of the world's best. It was always a thrill for the crowd to watch Archie take his hand off of the wheel while changing gear at over a hundred m.p.h. Unfortunately, something went wrong with his ister-Jaguar when he was leading a race ten days ago, and the car crashed in flames. Scott-Brown was trapped under the wreckage, unable to get out until it was too late. He died in hospital the following day.

## TOO MUCH POWER?

Forty years ago it took only 100 horsepower to keep a combat airplane in the air. Today it takes 250 horsepower to carry a 115-pound female to the corner grocery.

## WHAT GIVES FOR 1959?

What has Detroit got for 1959? Still a multi-million dollar question, despite statements to the effect that the cars will be even more monstrous than in 1958. Personally, I can hardly see the major companies wanting a further year of production like 1958, and that is what they are liable to get should the rumour prove to be true. If they are committed to their absolute dies, they may take the view that people who have not purchased this year have done so because of price and depreciation, as well as dislike of the new product. These are the people who may say in '59 "let's buy anyway," rather than wait a further year for small cars. If this should happen '59 sales will again be around the 4-5 million mark. The companies may take the view that this is sufficient to allow them to carry on until the greatly changed models for '60 appear. A further argument for this reasoning is Detroit's present labour troubles. The companies, for once, are in a strong position, due to over-production; the unions are not, and are even more likely to want a solid contract by next year if production stays at a low level. This means that in exchange for poorish year in 1959, the companies are assured of no labour disputes during the following few years, when production is likely to be high.

I fail to see how it is possible for any large company to produce a 'small' car by this fall, the earliest date would be around next spring. Incidentally, if this is so, I can see the imported car picture continuing to boom right through next year, with foreign manufacturers shipping cars over as fast as they can produce them. In Canada the imported car is now taking 14% of the new car picture. This could rise to near 20% by the latter half of the year, a level which would cause great soul searching by domestic producers.

Finally, if you want a economic forecast, I'll go out on a limb to say that I doubt if we will have any great upturn in North America within the next fourteen months, and part of this continued marking time will be due to under-production in the car field.

Those African natives who beat drums to scare off evil spirits are objects of scorn to smart Canadian motorists who blow horns to break up traffic jams.

If at first you don't succeed, try, try again. Then quit. No use being silly about it!

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"If a nation values anything more than freedom, it will lose its freedom; and the irony of it is that if it is comfort or money that it values more, it will lose that, too."

— Somerset Maugham



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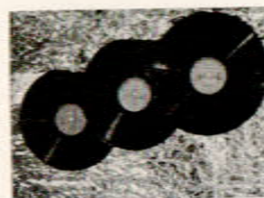
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## QUIPS BY HUMPHREY

It is estimated that 92% of the females in Canada want to get married; the remaining 8% would rather die than get married. The attitude of the Canadian male is somewhat different. Approximately 92% get married; the other 8% would rather go on living.

A consoling word to husbands: wives are not all alike — some are even more cantankerous than others.

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## Kyanize Plastic Color Spree

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## SECTION NEWS

### TARMAC TALES

It's here! It's here! It must be here, because I asked one of the fellows here in No. 10 Hangar when we get summer and he says he doesn't know as he's only been here eleven months. We don't go by the temperature here but by our leave chart and it says it's summer because old timers like Sgt. Buck, Cpl. Taylor and LAC Sopher are taking time off to soak up summer sunshine. Other notables who used up part of their thirty days this month were LAC Schmidt, Green, Oram and Lebrun.

If you see a couple of worried looking Sgt's around No. 10 hagar they will be Sgt. Horner and Sgt. Gorius suffering from "group fouritus."

We are happy to report that after three weeks in Deer Lodge, LAC Drew is now up and around on sick leave.

After making 'multi' phone calls about trailers, Sgt. Buck decided to make his own, and after drawing the plans and figuring out the cost he is really making the sawdust fly. There's only one thing wrong. At last report it's costing him about double the cost. What slipped Sarge, the pencil or the saw.

I promised Cpl. Carswell I wouldn't say anything about his fishing trip, so I won't. Now if you will please let me up off the floor "cars" I'll continue.

This writer is unable to give you a first hand account of the party because he drinks "postum" but they tell me it was a real "do," so a pat on the back to the committee, fellas.

The new houses in "Gumbo Gulch" are ultra modern and automatic, so one Flight Sgt. tells me. The other morning his door buzzer rang at 3:30 and 4:30 a.m. all by itself and he had to "thump it" to make it stop.

Well here they are in ever loving, living colour, the trade board results are out. Those writing post dated checks are LACS' Drew, Service, Bittner, Miles, Logie, Tardif, Lebrun, Tremblay and Cross. Congratulations, fellas.

The challenge is on! We've been smitten across the cheek with a glove. The Place-Ball Diamond,

Weapons-Ball and Bat, Participants-Aircrew VS Groundcrew.

I just got a letter from Cpl. Cross at No. 11 hangar and it goes as follows:—

"Once again the task falls upon me to get the news for the Voxair. Our new theme for the last three weeks has been "Have Rag, Will Polish." This has been brought about in getting ready for Air Force Day.

The grounds around the hangar never looked better and a hearty congratulation goes out to the personnel responsible for the work that went into the landscaping.



"I had an AWFUL vacation—  
I'm not tired at all!"

Summer holidays are here again and Sgt. Boyd is going on a months leave to the Sunny Island of Salt Spring. We sure hope he has a good time fishing and just lazing around. Hold it! Hold it! Stop the press! I've just had a cancellation. It wouldn't be, but it is, Sgt. Boyd's leave has been cancelled. Fish aren't biting I guess.

F/S Dixon, the lucky one, is going on a months TD to CJS, Washington. Goodbye you all.

Cars apparently seem to bend easier than trucks for one of our Cpl's found out the hard way, when the two vehicles met. Maybe he was trying for a new car but all he got was a new door.

Another of our good men is taking on the responsibilities of married life this month. All the best to you and your new Missus, LAC Charles.

Congratulations are extended out to Sgt. Murphy on his income tax

exemption—a baby boy.

Well, our boys came through with flying colours on the trade board. Pay increases are in store for LAC Boulton, Swintak, Har Goyer, Riggs, Munden, Waz Bourdeau, Brown and Quinlan. With this happy news we close until next month from No. 11 hangar.

Somewhere on my desk there is a letter from No. 4 hangar. Ah! Here it is and it says "Dear Tom— No it doesn't either, it starts like this — — —

"Everyone in No. 4 hangar is still as cheerful as ever. The hangar of course is the major reason for the cheerful atmosphere, as it is just freshly painted. We are even having a new fence erected by a wood butcher named Cpl. McIsaac. Oh! Well, even though he is no carpenter he will get lots of ducks this year with his new hunting (???) dog.

Any of the ardent fans of Gun-smoke will know where the "Chicken Thieven" "Clyne" is.

All the fallows are getting ready for the sinking? PS. Launching Cpl. Coverdale's hydroplane and are daily put under the ordeal of having to listen to his program on the project.

After due investigation it was discovered that Rolie Audit was the banana thief in the smoke room. He was pretty slippery about it.

Congratulations to LAC's Audit, Meek and McGill in passing their trade board. Well that's thirty from No. 4 hangar for this issue.

Well nice people this is it for this issue except I would like to close with.

*The Last Word From Servicing*  
A committe of five consists of one man who does the work and four others who pat him on the back.

Philosophical is what you find yourself having to be about when you don't like that you can't change.

Hard work is an accumulation of easy things you didn't do when you should have.

Hard work never kills a man, but it has certainly scared a lot of them.

TOM PRODUK



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## SECTION NEWS

### 3 C.U. COMMENTS

As everyone knows, there is a unit on this station that goes by the name of 3 Communications Unit.

We would like to introduce you to one of the shifts of this fair unit. **AN INTRODUCTION TO "D" FLIGHT. 3 CU WINNIPEG**

Favorite expression—"Yea big."  
Usually seen—Collecting money.  
Ambition—To live to be 39.  
Probable future — CO of Old Folks Home at 100.

**CPL. BOLSTER (BOB)**

Favorite expression—"Lets have a party."  
Usually seen—Arranging a party.  
Ambition—Have one continuous party.

Probable future—Be "blind" for the rest of his life.

**CPL. OUELLETTE (MARCEL)**

Favorite expression — "Boy oh boy."

Usually seen—Looking for work.  
Ambition—Pass Cpl's qualifying exams.

Probable future —OC 3 CU.

**CPL. ELSTON (CURTIS)**

Favorite expression—"It'll never work."

Usually seen—Trying to get car started.

Ambition — To get a drivers licence.

Probable future—Give up and teach his wife to drive.

**LAC LAROCHELLE (EMILE)**

Favorite expression—"No thanks, I dont smoke."

Usually seen—Tinkering.

Ambition — Build a radio that works.

Probable future — Be a circuit control point controller.

**LAC NICE (DUSTY)**

Favorite expression—"Best."

Usually seen — With the Dee Chappell.

Ambition—To change Dee's name to his.

Probable future — Mr. Dusty Chappell.

**LAC IRVING (ROY)**

Favorite expression—"Well, son of a gun, eh."

Usually seen—Stopping at the "A" for 2 before going home.

Ambition—Learn circuit control point.

Probable future—Get transferred to Churchill.

**LAC McAULEY (DANNY)**

Fovorite expression—"OK lad."

Usually seen—Flipping for Cokes.

Ambition—To keep winning.

Probable future—Owning Coca Cola Co.

And this crazy bunch makes "D" Flight . . . "the best in the West."

BY C. R. ELSTON



"Terrific practice swing there, boss!"

### THE CROWBAR HOTEL

Now that the Trade Board is behind us, the three participants from the guard house are quietly awaiting the results of same. The three concerned, Cpl. 'Paddy' HUTCHINSON, LAC's 'Reg' BOREHAM and 'Bert' BETTS, all say they are waiting not without some trepidation, but knowing all three, we have doubt as to the outcome of the examinations.

Incidentally, speaking of 'Paddy,' he took me to task for having, in recent issue of 'Voxair,' dared to insinuate that he was a 'Limey.' (Seems these Paddy's are a separate breed). In any case, I am instructed that in future, he is not to be referred to as a 'Limey,' anything but that. 'Paddy,' by the way, is leaving the fold in July, 1958. He is joining the 'Rubber Heel' brigade (SIU) and goes to St. Hubert. ('twould be interesting to hear someone speaking French with an Irish accent).

Also leaving the guard house soon, is the Guv'nor, WO2 'Bob' HODGE, who is going to Downsview. (It is rumoured that he actually asked for a transfer so that he would not be called upon to hand out the cigars).

It seems that the 'powers that be' are really sorting out the Security trades here. The Boss Man himself, F/L 'Ernie' KURTZ, SOSec is leaving for AFHQ (be nice to have someone on our side there), whilst one of his minions, Cpl. 'Pete' COLTON is transferred overseas.

From the above mentioned 'Rubber Heel' Brigade, Winnipeg, F/S 'Herb' MUNROE leaves for Langar, England. (How lucky can some people get???)

Sgt. 'Bill' KIRKPATRICK returned from a Refresher Course at Station Aylmer, as Honour Student. Apparently it was some course, as witness the fact that he went on leave as soon as he got back.

There was quite an occasion here at the guard house recently, we actually had a Canadian transferred here. Yep, LAC 'George' GLAZIER joined us from basic school at Station Aylmer. (I understand that he, too, will be buying cigars soon).

However, to contact this momentous occasoin, we welcome Cpl. 'Ken' THROWER to the guard house. He came from SIU at Saskatoon. That's right, another 'Limey.'

After more than two years doing duty in civvies, he apparently takes unkindly to being in uniform again. It seems his 'plates of meat' are giving him some bother — no doubt wearing 'daisy roots' after so long in shoes. (For the interpretation of this Cockney rhyming slang, see footnote). Never mind, Ken, the first five years are the worst — or so 'they' say.

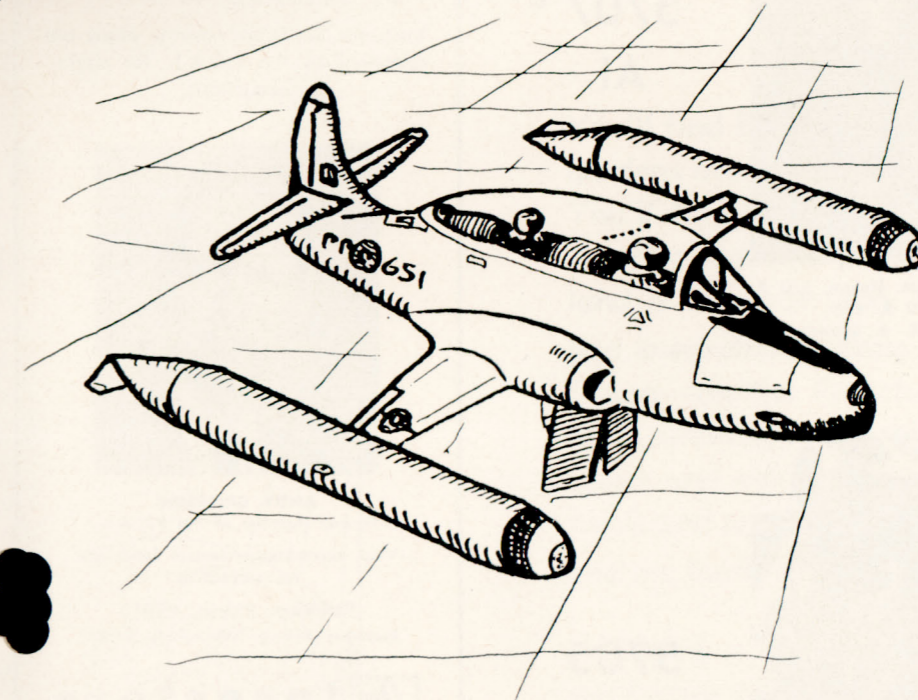
Talking of 'plate of meat,' it has been observed that LAC 'Ron' CAWOOD is also doing a 'dot and carry one' around the guard house. It seems he too is having 'feet trouble.' Knowing him, plus the fact that his off-duty hours are spent in a wheel chair whilst hearing for the Drama Club's presentation, 'The Man Who Came Dinner,' I should have thought the corns he had, would have been far removed from his feet.

Cockney Rhyming Slang interpreted: 'Plates of Meat.' — Daisy Roots. — Boots.

CPL. T. H. DARLING

## "Krazy Kites"

By D. C. RYAN



S/L R. C. BAYLISS

(Continued from page 12)

at Winnipeg. He was next sent to Trenton to train for the third aircrew trade of Radio Officer, and on graduation was posted to No. 426 Transport Squadron at Dorval. In September, 1949, after being promoted again to the rank of Flight Lieutenant, he was sent on the Staff Navigation Instructors' Course for Navigators, (SNIN) at Summerside. AFHQ was his next stopping place working with the Directorate of Air Operations, where it became his duty to plan and develop the present Airborne Intreception phase of Canada's defence system. The planning included the gathering of wartime night fighter pilots and navigators for re-training. At this time Air Defence Group became Air Defence Command, and Canada's AI training began. Squadron Leader Bayliss (he attained his present rank in 1952) spent three years at the All-Weather Fighter OTU, at North Bay, as Staff Officer Navigation, and later as Chief Operations Instructor.

In 1955 the OTU was transferred to Cold Lake, and S/L Bayliss moved with the rest of the staff. When, in 1956, the OTU was again firmly established, he was posted to No. 2 AOS as Officer Commanding of the Applied School. One year later in August, 1957 he became the Chief Instructor.

S/L Bayliss spends most of his spare time, which he regrets is so scarce, with his wife Pat and their two daughters, Pamela, aged ten, and Linda, aged seven. Any remaining time he can find is used up in league curling, golfing, or the building of antique model cars and ships.

An interesting career and an active life, both on and off duty, contribute largely, no doubt, to the pleasant personality of the present Chief Instructor of No. 2 AOS.

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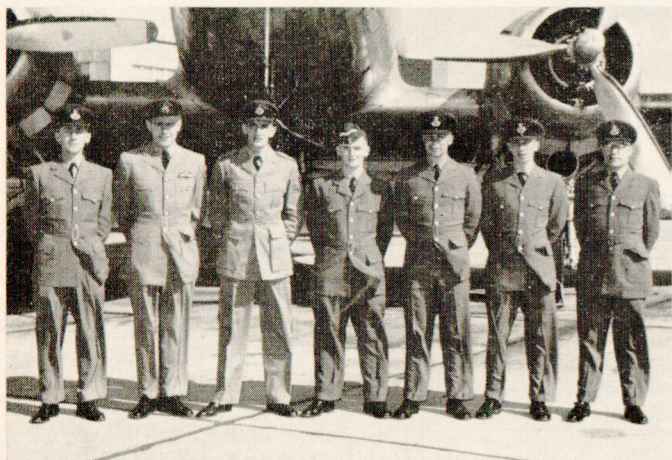
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Front Row, Left to Right: F/O K. B. Mallison, F/O E. J. Sowden, S/L Burnett, F/C D. R. Marion.



5705  
LR

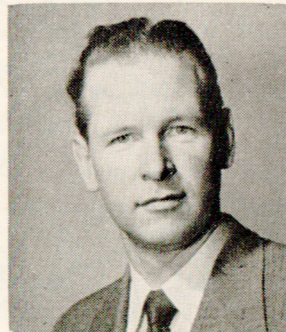
Left to Right: F/O G. F. McCluskey, F/O L. E. McLaren, P/O E. L. Jeans (RAF), F/O R. Allen, F/O H. R. Ferguson, F/O M. A. Seifert, F/O J. G. Boulton.

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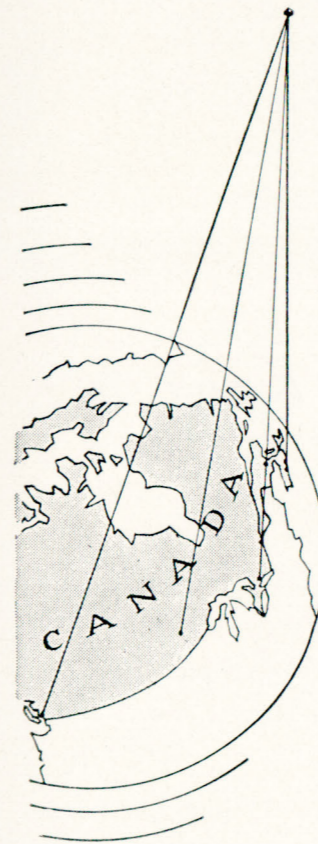
**H. BROCK SMITH**  
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