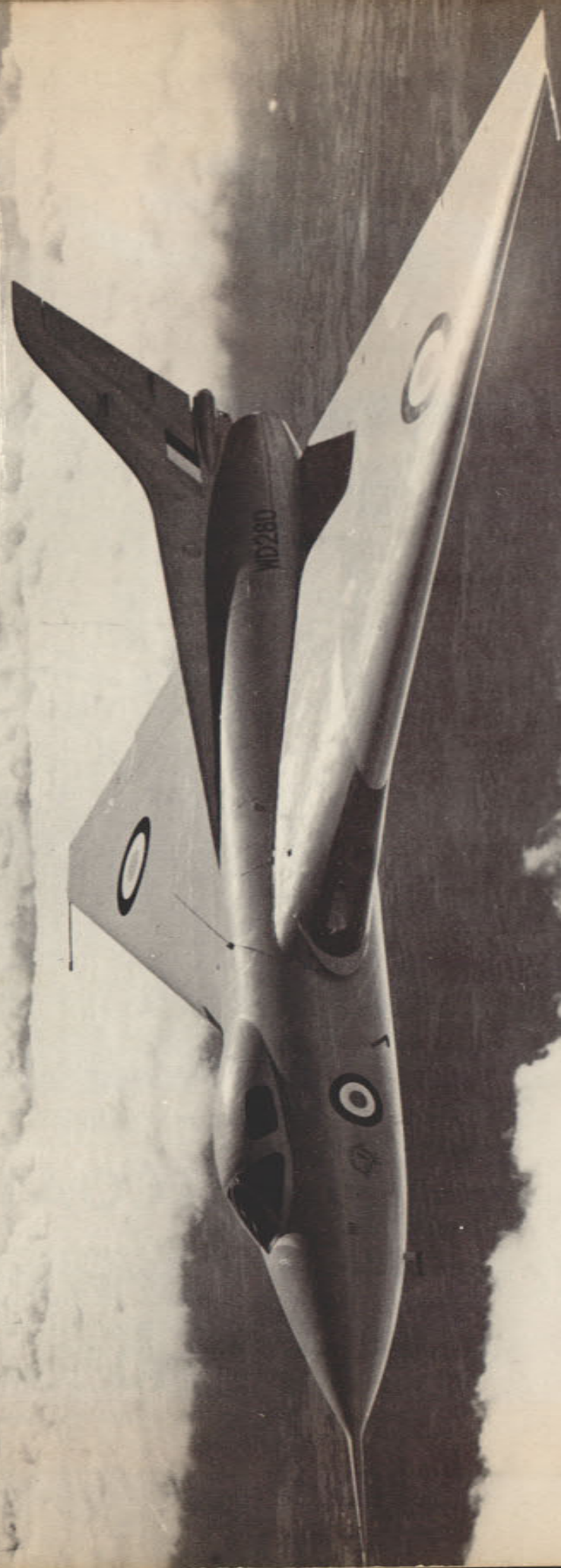


AVRO 707A, Delta Research airplane, sister-ship of the 707B. Powered by a Rolls-Royce Derwent engine of 3600-lb. thrust, it has a wingspan of 34 ft. 2 in., length 34 ft. 4 in. Braking flaps, similar to sailplane spoilers, are fitted to upper and lower surfaces of wings. Like all Delta designs the 707A is fitted with a drag chute in the tail cone.



# Postair

OFFICIAL PUBLICATION OF  
THE RCAF IN WINNIPEG



Price  
10 cents



THE VOICE  
of the AIR FORCE  
in Winnipeg

NOVEMBER 27, 1953





# Tip Top's my Military Tailor

*and I couldn't be better dressed  
if I paid \$20 more*

Who knows better than Tip Top how to tailor a uniform?  
Who has more fine quality regulation fabrics for all branches of  
the service (nursing sisters included)? No one — because Tip Top makes  
more uniforms, coats, No. 1 dress blues and military blazers  
with regimental crests than any other tailor in Canada.  
And Tip Top has the caps and accessories too.

**Canada's Greatest Uniform Value!**

ORDER YOUR NEW UNIFORM TODAY

IN WINNIPEG

253 PORTAGE AVENUE

THE MALL HOTEL

**Tip  
Top  
tailors  
Uniforms**

*and stores and dealers  
from coast to coast*

**ALL EARS ARE TUNED TO ...**

# JOB

... WORKING FOR WINNIPEG

**DIAL 1340**



● THE AIRFORCE NEWSMAGAZINE ●  
Honorary Editor-in-Chief: W/C F. GAFFNEY  
Editor: F/O HARRY O'HARA  
Photo Editor: CPL K. GREGG

## CONTENTS

VOL 2 NO. 12

Editorial	2
'Peg Personality	3
Hollywood Ambassador	4
Current Affairs	5
Today in Sports	7
Chaplain's Page	9
Hallow'een Party	11
WD's Report	12
T.D.T.B.C.	13
News	14
Coronation Medals	16-17
The Bigger they Come	18
Remembrance Day Photos	20
Bush Pilots Dream	21
Voxair Vixen	23
5302 A Graduation	24
5302 B Graduation	26

**ASSOCIATE EDITORS:**  
F/O H. N. McMILLAN, F/O K. B. McMILLAN,  
LAW A. ZAWADIUK, APD G. THOMPSON, LAC  
D. SWEENEY, F/L R. M. L. BOWDERY, SGT. L.  
L. HAGGERTY.

**CONTRIBUTING EDITORS:**  
F/O K. J. REID, F/O F. G. BOLAN, F/L W. E.  
MORRIS, P/O K. R. CRYDERMAN.

**SECTION REPRESENTATIVES:**  
LAC P. MATTE, LAC H. E. McINTYRE, LAC  
THOMSON.

**UNIT REPRESENTATIVES:**  
F/L K. BARRIE, F/L D. AVANT, F/L A. DELLOR,  
F/O T. IRWIN.

**CIRCULATION MANAGER:**  
F/S T. A. SABOURIN.

**BUSINESS MANAGER:**  
F/S W. HRYCIUK.

**ADVERTISING:**  
F/O A. D. NICOLSON.

VOXAIR is published every third Friday with the  
kind permission of:  
The Commanding Officer,  
Royal Canadian Air Force Station Winnipeg,  
Stevenson Field, Winnipeg, Manitoba.

VOXAIR is distributed to every R.C.A.F. Mess,  
Lounge, Reading Room and Library in the world.  
Subscription postpaid anywhere: 1 year, \$1.50;  
2 years, \$2.75; 5 years, \$6.50.

The views expressed herein are not neces-  
sarily those of the RCAF or the staff of  
VOXAIR.

Authorized Second Class Matter P.O. Dept., Ottawa



## Editorial

### Credit Buying

THIS ARTICLE is primarily for the consumption of the newly married as it is assumed that the older group have learned from practical experience, sad or otherwise, the folly of using credit injudiciously.

History records ample evidence that for centuries credit played an important part in commerce, but it is only in comparatively recent years that the individual consumer has been able to take advantage of this method. Our grandparents were most reluctant to buy on time. They preferred and even prided themselves on their ability to do without, until they had the ready cash available for even the necessities of life. The fact that the families were included in this mode of living was more or less incidental. Those who ran bills or bought on time were hardly considered respectable, and mortgage was a nasty word, dramatized in the "Horse Operas, or East Lynnes" of nostalgic memory.

How different is the modern version. The average customer now uses his or her credit to the fullest extent and cash transactions have virtually been relegated to the limbo of Victorian days. Merchants utilize every conceivable promotional method to make their so called hire purchasing plan more attractive than their competitor. An instalment buyer who meets the terms of the contract regularly, enjoys a better credit rating than a cash purchaser—one is known and the other is not.

It is not thought that anyone would wish the return of the strictly cash

and carry system. Credit used intelligently and wisely is an invaluable adjunct of modern life. Very few young married couples would have been able to start housekeeping where their grandfathers left off were it not for the introduction of the instalment plan of buying. The most cogent argument in favour of the system from the viewpoint of the buyer is the forced saving feature.

Hardly any of us can save satisfactorily without some form of compulsion and the requirement to meet the regular monthly instalment produces the needed incentive. There is an added factor, of course, which is emphasized in all the advertising media that the customer has the use of the article during the payment period.

However, credit used unwisely can result in financial disaster. It is vitally important that prospective instalment buyers remind themselves continually that nothing is obtained for free. A prominent man once said, "If you hire money you must be prepared to pay rent," and this applies with equal force when goods are obtained on time. A merchant who does not add interest or carrying charges to the price of an article sold under any credit plan would soon be out of business. The longer the repayment period the greater the amount that must be added. There is no alternative, as the system must inevitably increase the overhead in the accounting and credit divisions of the establishment.

In this modern age of credit selling, therefore, it is absolutely essential that young people understand their contractual obligations and carefully analyze their financial resources be-

fore embarking on a shopping expedition regardless of how attractive the terms—50 cents a day is \$15.00 a month. New commitments should not be taken on unless a thorough examination of the household expense for the previous two or three months indicates clearly that the income adequately provides for the monthly outlay. It is not sufficient to assume that there will be just enough to handle the new expenditure. There are always unforeseen expenses and a reasonable cushion should be provided to meet these contingencies when they eventually occur. It is a very sound policy to buy one item at a

Continued on Page 10 •



### COVER STORY

Our cover this month shows both front and rear views of the aircraft that are giving the "circuit" at Winnipeg that "new look".

Mitchells are being used for the Air Interception Advanced Training now being provided at No. 2 Air Navigation School. Cover by Photo Editor, Ken Gregg.



### Peg Personality

• • •

CPL. RAYMOND ROSCOE

Photo by: Cpl Ken Gregg

CORPORAL RAYMOND ROSCOE is a genuine home-town boy, having been born only a few doors away from his present Winnipeg residence.

Ray attended King Edward and Isaac Newton Schools before joining the Air Force in 1941 and being sent to Manning Depot at Brandon. Following this there was a brief period of contact training at No. 3 B & G, McDonald where he made his first aeroplane flight in a Fairey Battle. Dauphin was next on Ray's itinerary, however he had scarcely arrived at No. 10 S.F.T.S. before the inevitable posting to St. Thomas came through and he received the full treatment of our AEM Course.

Posted back to Dauphin, Ray's ability at baseball and basketball were soon discovered and he was a member of the Dauphin Inter-Service Basketball Champions in 1943. However, sports were a small part of the

hectic war years which soon brought more postings and service on quite a variety of aircraft before Armistice Day, 1945, which found Ray serving at No. 2 O.T.U. on Bolingbroke and Mosquitos. There followed a final brief posting to Rockcliffe and then back to Winnipeg for release.

Back in civilian life Ray took a further mechanics course at the Ford plant in Winnipeg and in 1947 went into the trucking business, however the desire he had felt in 1945 to remain in the Permanent Force never left him and in August, 1948 he re-enlisted.

Within four months of return to the service he was transferred to 408 Photo Squadron at Rockcliffe and became a "travelling man" in real earnest. In 1949 "408" were using Lancasters on mapping operations and the summer of that year took Ray to The Pas, Yellow Knife, Coral

Harbour and Churchill. Almost on the heels of this undertaking came assignment to Exercise "Sweet Briar" and Ray found himself camped for a while in the midst of the three or four hundred who shared space in an old warehouse in Whitehorse. Ray's group incidentally were attached to "Sweet Briar" on reconnaissance and made some interesting meteorological observations. The Winnipeg Chamber of Commerce will be reassured by Ray's remarks that in all his travels above and below "the circle" he has yet to see a colder spot than Winnipeg.

In the spring of 1950, 408 Squadron were called upon to make a photo survey of the Winnipeg flood area and immediately following this proceeded to Yellow Knife for another summer on mapping operations.

Finally, in December, 1950, the long awaited posting back to Winnipeg came through and since that time Ray has served with 111 C & R Squadron.

Since the summer of 1951 Ray has been assigned to the Norseman, operating on floats from Lac du Bonnet and especially enjoys this type of work. As in "bush" operations of the past (where the regulations and common sense required aircraft to carry a qualified engineer) Ray travels with his aircraft and has participated in such rescue operations as the one at Berens River and the more recent long-distance haul from York Factory.

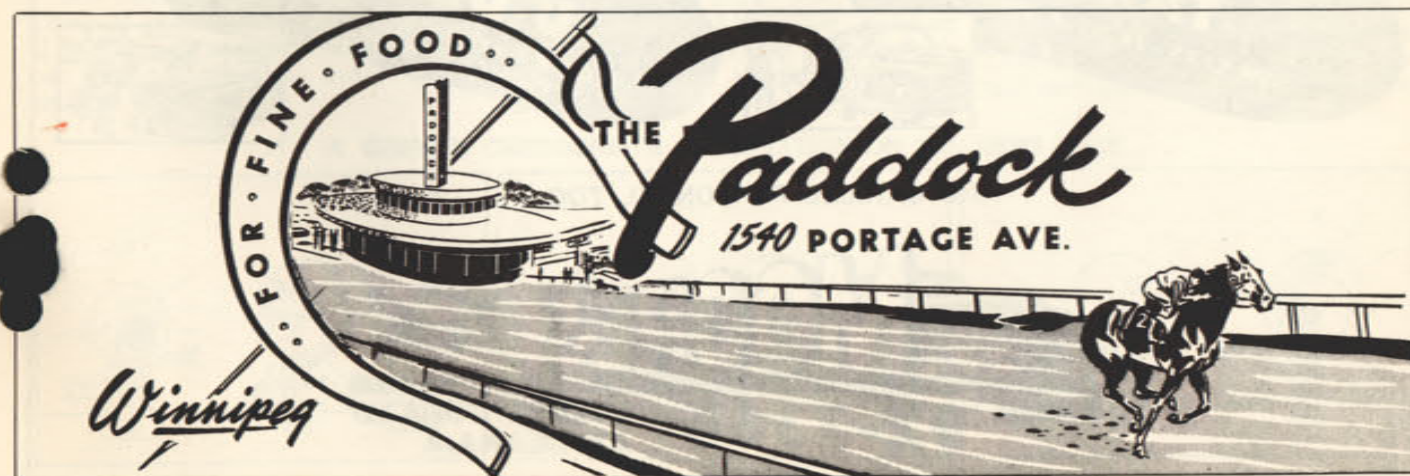
This winter, for the first time, 111 C & R's Norsemen will operate from Stevenson Field and that is particularly good news for Mrs. Roscoe and Ray's Junior Commandos, Terry 5 and Dwight 7, who have seen far too little of their Dad in the last three years.

**Broadway Florists**  
MEMBERS F.T.D.  
FRESH CUT FLOWERS FROM OUR OWN GREENHOUSES DAILY

ARTISTIC FLORAL DESIGNS  
and FUNERAL WORK  
A SPECIALTY

PHONES  
92 4331  
92 4332

277 Portage Ave. - Winnipeg



FOR FINE FOOD

THE Paddock

1540 PORTAGE AVE.

Winnipeg





Miss Virginia Kellogg in a winter flying suit being assisted into 11 C & R's Dakota 568 by our own Cpl. A. Wall. Photo: Ken Gregg

to Ottawa, November 1, and discussed the production with the CAS, Minister of National Defence and Director of Public Relations for the Air Force. From there she flew to Trenton and visited the Eastern Search and Rescue Centre personnel.

The full length film will be made in "Cinemascope" in color, and will be the first "big-screen" production to be made on any flying subject.

Virginia Kellogg is the only writer in Hollywood who actually lives in the locale before writing the story and script.

A few of the better known pictures for which she wrote the story and

script include, "T-Men" and "White Heat". For these stories she followed the U.S. Treasury men all over the States as they conducted their investigations.

Miss Kellogg became an inmate of four state prisons and lived the life of a prisoner for weeks, to get the material for her academy nomination story "Caged". She also wrote "Caged" in magazine form for *Colliers*. Earlier this year, she flew to Africa to write "Dakar", and in June, flew to Paris to do the story script on "Interpol", a picture dedicated to the 44 nations federation of criminal police commissions.

Continued on page 10 •

## Hollywood

### Ambassador

by F/O J. E. PALMER

Public Relations Officer, 14 Training Group

MISS VIRGINIA KELLOGG, Hollywood screen writer, spent a busy five days in Winnipeg this week as she gathered material for a picture to be made by 20th Century-Fox studios with the RCAF para-rescue teams providing the main theme.

Miss Kellogg flew from Hollywood

You'll like everything about

**Reach Wright & Ditson**  
Sporting Goods

**Ashdown's**

DISTRIBUTED BY

**BUSES**

WINNIPEG-KENORA-RED LAKE BUS LINE  
AND CHARTERED BUSES

**LIMOUSINES**

PLAIN CARS FOR SPECIAL OCCASIONS

**TAXIS**

NEW CARS-24 HOUR SERVICE

**U-DRIVES**

\$1.00 A DAY RENTS A NEW CAR  
PLUS GAS AND MILEAGE

"AND SKILLED PERSONNEL TOO . . . ."

**MOORE'S Taxi**

PHONE **92-3366** CORNER DONALD  
AT GRAHAM



## Current Affairs . . .

by DR. L. A. GLINZ

Current Affairs Adviser—Joint Service

### Castles in Spain

An exception to the last statement is Spain. The United States is not going to build castles in Spain, but as a result of an agreement on military co-operation with the Fascist dictator, Franco, the United States will acquire the use of Spanish Air and Naval bases in exchange for economic and military aid amounting to \$226 million. Britain and France officially frown upon this alliance with a dictator—though they approve of Communist Tito and the recognition of Red China. How hard it is for the United States to please even her allies! (But how useful those bases could prove to be).

### Treason in Iran

The fanatical, wily, oily Mossadegh has been on trial for treason. Iran has sold no oil since 1951 when Mossadegh seized, without compensation, the Anglo-Iranian oil properties. Mossadegh defied Britain, bankrupted his country, forced the Shah from the throne, almost put the oil treasures of his country at the disposal of Russia, but lost his dictatorial powers just in time. The Shah, now restored to his throne, and his new Premier, Zahedi, seem likely to solve Iran's oil problem—if they can replace their lost markets. Zahedi has told the Iranian people that the nationalized oil industry is more than eighty-seven million dollars in the red and that foreign experts will be needed to get it in operation again. It is a safe guess that it is British experts he has in mind.

### Vice in the U.K.

Viscount Samuel (83), Liberal statesman and philosopher, crashed the front page of almost every British newspaper with an attack against a vice wave he says is undermining

"I am steadfastly behind the Current Affairs Training programme."

C. R. SLEMON,  
Air Marshal,  
Chief of the Air Staff."

the country's morals. Launching his "Clean up Britain" campaign, he declared:

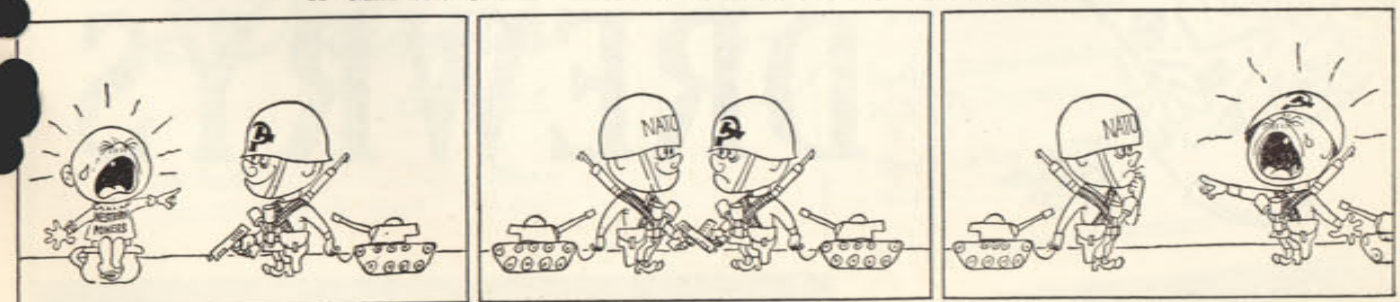
"The vices of Sodom and Gomorrah are rife amongst us . . . an insidious poisoning of the moral sense . . . violent crime . . . sexual laxity." He demanded a return to conduct based on the universal moral law.

### Division in France

The controversy over the European Army is tearing France apart, but the French cannot postpone a decision much longer. The European Army, with an international staff and a common uniform, was originally proposed by France so that Germany might participate in the defence of Europe, but to a restricted degree and under international control. Germany was to have 12 divisions and France 14 divisions. West Germany's recovery, however, has been so remarkable and her potential military power is so great that France feels that a re-armed and economically strong Germany will once again dominate Europe. Many Frenchmen believe that the ratification of the European Army treaty would mean the end of France's political and military independence, in fact, the end of France.

The pressure of events, however, seems to leave France no alternative but to ratify the treaty. Sir Winston Churchill, whose affection for France is very deep, says that if she does not ratify, "we shall have no choice in prudence but to fall in with some new arrangement which will join the strength of Germany to the Western allies through NATO." NATO would have no explicit power to control Germany, whereas the European Defence Community would have control over the size and use of German

### A GERMAN CARTOONIST'S OBSERVATION ON THE ARMS RACE





armed forces. Georges Bidault, French foreign minister, has accordingly said to the French senate:

"The re-armament of Germany is inevitable. Do we or do we not want to control it? That is the question."

Bidault's statement makes it appear that France might yet exercise "the privilege of leading Germany back into the family of Europe", as Sir Winston Churchill hopes, and as that sincere European, Chancellor Adenauer of Germany, wishes.

#### Absurdities in the U.N.

Andrei Vishinski made the following statements recently in the U.N. Assembly:

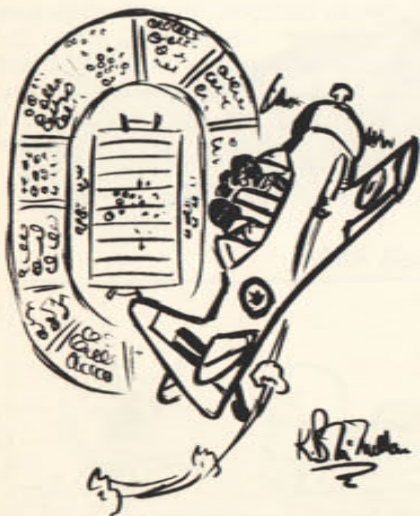
1. "The aggressive circles in the Western World are expanding subversively against the Soviet Union, the Korean people, and the Chinese People's Republic in accordance with their cold war strategy."

2. "The Soviet Union, unswervingly following its peaceful foreign policy . . . seeks to strengthen good neighborly relations with other countries and maintains respect for national freedom and sovereignty."

3. "The situation is very different among the countries of the North-Atlantic bloc, whose true objective is to prepare a new World War to achieve World domination."

4. "The proposed inclusion of West German forces in the armed forces of NATO . . . is part of the renaissance of German militarism creating a new centre for a new aggression."

The accompanying cartoon is an effective reply to these charges of the aggressive purpose of Western rearmament.



Jack Jacobs gets ready to pass! There goes a long one . . .

## Canada's Pride!



# DREWRY'S

## An Introduction to English Rugby

IT IS NOT commonly known that English, American and Canadian Rugby have all sprung from the same root. The original game started at Rugby School, a famous Public School in the Midlands of England, when, tradition tells us, William Webb Ellis, first picked up a football and ran with it. From such humble beginnings have sprung games that have captured the attention of millions. In Great Britain, however, there evolved a game considerably different to that in America.

The ball in English Rugby has a similar shape to that used in Canada, but it is larger. The pitches are very nearly the same size, but the markings are somewhat different. Each team consists of 15 men, split into 8 forwards (corresponding to the line) 3 half-backs, 4 three-quarter backs and 1 full-back. There are two periods or halves of 40 minutes each. A fact that surprises most people in the States and Canada is that substitution is not allowed and no padding whatsoever is worn. If a man is injured, then his team has to play a man short until the player returns. It might reassure some readers to know that injuries are no more common than in Canadian football, and fatalities are virtually unknown.

A complete resume of the rules here would be both superfluous and boring. However, it might be as well to mention some of the more important ones. The offside rule is very similar to that in Canadian football. There is no forward passing and no blocking of obstruction (ex-

cept, perhaps, when the referee is not looking). A touchdown (or dropped goal) and a penalty goal are each worth three points. The ball is not given to a team. Instead, they have to gain possession by means of a scrummage, which is similar to the line. Set plays are rare and swift passing or lateralling is the essence of the game, the idea being to outflank the opposition, or to confuse the defence and cause a gap through which the attack may run. In general, it is far more fluid, and relies more on the individual initiative of the player, backed up by intensive teamwork.

This is only a short outline of the game, and it is hoped that it will give an idea of it to uninitiated persons. In practice the only way to really appreciate the game is to get out and play it yourself.

## Rugby Football

by A/P/O D. THALLON

THE CADETS have managed to get a very reasonable team together and it is indeed unfortunate that there is a sad lack of opposition against which they can pit their skill. So far they have only been successful in arranging three games. The first was a practice match in which it was evident that ability and keenness was there in plenty and an encouraging start was made. Soon after this the University of Manitoba heard of the effort being made to start a team and an invitation was received to play an exhibition match at the University, partly to provide our team with practice and partly to try to arouse interest in the English game in this part of the country.

## Sarlington Motors

778 Sargent Ave.



and



See us for your next car, New or Used.

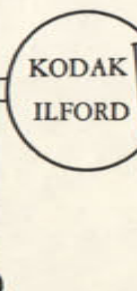
**Sarlington Motors**  
"Always the Leader"

ZEISS — LEICA — ROLLEIFLEX — EXACTA — BALDA — GRAFLEX — BOLEX — BELL AND HOWELL

## Strains

Co. Ltd.

318 Smith St Phone  
Opp. Marlborough Hotel 93-6595



Western Canada's Largest Camera Store  
Budget Terms available to all R.C.A.F. and N.A.T.O. Personell.  
Terms as low as 10% down and one year to pay.

NO CARRYING OR INTEREST CHARGES



On Saturday, 14th October, the game took place and the Cadets put on a very creditable display in front of a crowd of about 400 students who seemed to enjoy the game a great deal. Considering their fitness and lack of practice the Cadets did very well and kept up a fairly fast pace throughout the game. Scoring was even until 15 minutes from the end, when one of the teams too advantage of the slope and wind to run out winners by 24-18.

Two weeks later, the University again invited our team down to play a team raised by Winnipeg, which activity was apparently a result of the interest aroused by the previous game. Our boys did not have a great deal of trouble in beating the city team by a score of 25-0. However, considering that the opposition had never played together and were even more out of training than the Station team, they did themselves credit. Tries were scored by Lawrence (1), Hedge (1), Thallon (1), Mulligan (1) and Prior (2). Thallon converted one of the tries and also kicked a penalty. Prior also converted a try. The Cadet's team wish to extend sincere thanks to the University for providing the opportunity for a game or two and look forward to matches with other training stations before the freeze-up sets in.

## Cricket 1953

A FITTING close to the 1953 cricket season was the presentation of the League Trophy to "The Nomads C.C." of RCAF Station Winnipeg. In the final league table, Nomads were well out in front and beat St. George into second place by a large margin of points. Nomads played 13 games, winning 12 and losing 1. This is certainly a record that speaks for itself. Third position was occupied by "Exiles C.C." the other NATO side from the Station.



A "Hand-Off", the English version of our "Straight-Arm".



Break-through.



Tackle and Pass.



Almost looks as if the players in the background have given up the chase.



The "Scrum", a very important part of English rugby.

Photos by:  
Cpl. Ken Gregg

# Chaplain's Page

## 10 Minutes Out of Every 24 Hours

by F/L PAUL GORIEU R.C. Chaplain

NOTRE DAME isn't famous only for its football teams, although its grid-iron fame is the most widely publicized and perhaps the most eye-catching. It is a Notre Dame man who is responsible for a one-man crusade which has so far affected almost 7,000,000 people in all parts of the world by making them aware of the importance and necessity of daily family prayer. It is slowly operating a revolution, a peaceful yet profound one, through which men are learning, each day, to pause amidst their material and temporal pursuits, and lift their minds and hearts to God.

Father Pat Peyton, a former Notre Dame student, writes of his heritage: "To my father and mother God gave nine children. My parents were not able to give us much in the way of material wealth; but they gave us something far superior—a real love and appreciation of God and His Church; these things they gave us through the Family Rosary."

Here's a man who has devoted his life to spreading the practise of family prayer. He was shy, almost to the point of being inarticulate. He

knew no rich, powerful or influential people. Today, twelve years later, he has accomplished what you would have called impossible. He is the producer of a weekly radio program, "Family Theatre", heard over 400 stations. The MBC and affiliated stations donate the time for this program. Prominent movie stars donate their services. He manages hour-long dramatizations of biblical themes on TV. He also produces movies. He authored the phrase: "The Family that Prays Together Stays Together". You'll find it on buses, on billboards, in newspapers, in door-to-door campaigns. Recently he spoke to a gathering of 85,000 people in Brisbane, Australia. Last year he covered Spain. Before that it was England and Canada. Through his efforts alone, almost 7,000,000 people are now reciting the Family Rosary.

And Father Peyton promises one thing: "If families will but listen to my message and give to God ten minutes of their twenty-four hours by reciting the daily Family Rosary, I can assure them that their homes will become, by God's grace, peaceful, prayerful places . . . little heavens, which God, the author of home life, has intended they should be."

Not all the readers of this text will be Roman Catholics; their favorite form of prayer can vary infinitely. The basic necessity for family prayer is the same, however. There is so much to pray for. The average individual may feel that his contribution to making this world a better place to live is of slight or of no importance, but that is where he is wrong. Our western civilization will be as strong as its homes are strong and healthy christian centres of love, mutual understanding in which the citizens of tomorrow learn to live side by side, seeking God's help in their task of daily living.

Because the task of making the home happy and secure is the task of every father and mother who takes on the responsibility of founding a home, the responsibility of praying each day in order to obtain the aid they



OFFERS  
*Everything*  
IN THE  
*World of Music*

PIANOS, RADIOS, MUSICAL INSTRUMENTS

SHEET MUSIC, RECORDS - SERVING PROFESSIONAL

MUSICIANS, STUDENTS, TEACHERS since 1881

**J.J.H.M. LEAN & CO.**  
PORTAGE AT HARGRAVE

OFFICERS' KIT SHOP

**John Roddy LTD.**

UNIFORM and CLOTHING SPECIALISTS

415 1/2 PORTAGE AVE.

PHONE 92-3951



need rests upon them. For ten or fifteen minutes a day, they and the young ones they love can tune in, through prayer, on the most wonderful program there is: that of God teaching man the way to love and to peaceful living.

It's only normal to presume that you have a love for, and interest in, your own home. It's never too late to start if that is what you still have to do.

The pen is mightier than the sword, but you can cut your throat with either one.

Continued from Page 2

time and this especially applies to the acquisition of the more expensive and semi-luxurious household appliances which form an integral part of the modern home. Relief from worry and mental distress which can be caused by a mountain of debt will more than compensate for the small sacrifice entailed in "doing without" until the previous debts or contracts have been retired.

The most disturbing feature of the imprudent use of credit is the attitude and philosophy it creates. It is not too abnormal, especially where there is a regular salary, to overestimate the capacity of the income to meet current expenses as well as instalment payments. It is usually an error in judgment rather than an intention. The obvious solution is to explain the mistake frankly to the creditors and seek their assistance in organizing an orderly payment scheme commensurate with the earnings. If the payments have been met conscientiously, it will be found that the creditors are singularly co-operative in such a situation. Unfortunately not too many who are overburdened with debt react logically. They grasp at the straw of debt consolidation and negotiate a loan to retire the accounts, but rarely is the total amount so

borrowed applied in its entirety on the debts. A certain amount of cash is withheld by the borrower for current expenses with the result that not only is the financial position not improved but substantially worsened. As a general rule, the interest charges on a small loan are higher than those on interest bearing accounts and how an individual can rationalize an arrangement which is more expensive than the original debts, is difficult to understand. To borrow money at high interest rates to retire non-interest bearing debts is, of course, the height of folly, but there are many people who do it.

The small loan companies have a slogan in their advertising: "Don't borrow unless you have to." The Central Claims Committee endorses this attitude but have a further slogan: "Don't borrow to consolidate." It is a fallacy, a share and a delusion—never a remedy.

Continued from page 4

Virginia is the only girl writer who carries police reporter credentials for Hollywood. She was presented with the "Key of Freedom" to Washington, D.C. by the President, Harry Truman, for her documentary films.

Miss Kellogg also wrote the story "Screaming Eagles" dealing with the USAF's pioneer 101st Airborne.

From Winnipeg, Virginia flew to Edmonton, and will visit the Survival and Para-Rescue Schools before leaving for Vancouver and on to Hollywood.

The locale for the picture is going to be around Jasper, but due to the scope of the subject, scenes from all across Canada will be required.

Sam Engels, the producer, plans to use many of the para-medics, para-rescue and aircrew S & R teams in the actual film. The leads will be well known stars, but have not as yet been chosen.

# Halloween PARTY

HALLOW'EEN has come and gone once again but this year the kiddies had a party all their own, organized by Padre Parkhouse and Corporal McCurrie.

At 1845 hours the children began to arrive at the Station Drill Hall and it was almost impossible to distinguish boys from girls, as the costumes ranged from pussy-cats, rabbits and old witches, to Little John from the tale of Robin Hood.

The party got under way at 1900 hours with the showing of six cartoons, Tom and Jerry, Bugs Bunny, etc., and the youngsters really did show their appreciation. Following the movies the judging of the costumes was done by Padre Parkhouse and S/L Hodgins who had a real job

on their hands, as first and second prizes were given to each age group. Then came the games, trying to bite the apple on the string and bobbing for apples, with prizes once again going to the winners.

To finish off the evening, hot dogs, pop, candy and apples were distributed and at 2115 a tired and happy lot of children finally made their way home.

The organizers would especially like to thank the ladies who helped in serving.



"Now, if I just had one more arm . . ."



"Ferdinand" pauses briefly.

Photos: Ken Gregg



The "Bobbin' fr Apples" Tub was really popular.

## FINEST USED CARS IN CANADA

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

## Russell Motors Limited

730 PORTAGE AVENUE

Open Evenings

Phone 722 456



### 3 Favourites

- BUTTERNUT BREAD
- 100 WHOLEWHEAT
- STARLET BREAD

"At the Store . . . At the Door"

CANADA BREAD CO. LTD.

Western Division, Winnipeg

Phone 3-7144

J. WALTON  
Sales Manager

J. S. FORREST  
Manager

### "LEROY" WATCHES

### "LEROY" DIAMOND RINGS



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

Enquire at Your Central Warehouse or Station Canteen



# WD's Report

By LAW ANN ZAWADIUK

THE AIRWOMEN, on October 28th, gathered in the Airwomen's Lounge for an evening at home. Our guest speaker for the evening was Padre Parkhouse, who recently arrived at Station Winnipeg. Padre Parkhouse was truly very interesting, and his visit was thoroughly enjoyed by all.

The following Wednesday evening, November 4th, the Airwomen at RCAF Station Winnipeg played hostesses to members of the female civilian staff, both of 14 Training Group and Station Winnipeg, at a social evening in the Airwomen's Lounge. We were also fortunate in having as our guest speaker Mrs. Kathleen R. Strange, well-known the Winnipeg authoress, who told us of her fascinating experiences while living in Paris, France. She certainly painted a vivid and exciting picture of that fabulous city for us all, and she was very gracious in answering the barrage of questions the Airwomen put to her when she was through her talk. During the serving of refreshments, we all sat and discussed the possibility of postings overseas, for Mrs. Strange gave us a thrilling idea of what to expect of life in England, France and the European countries.

AW2 Morrison, a recent addition to the Station staff, and our first female representative in the Photo Section, was on hand to take pictures of the proceedings. It is most unfortunate, however, that during the developing of these pictures, through no fault of the Photo Section, the films would not print.

F/O Jean L. Carter, the new A/CADO, was also made welcome as it was the first time she had had an opportunity to meet the Airwomen since her arrival on the Station at the end of October. F/O Carter, posted here from Station Claresholm, is replacing F/O Foote, who is now at 14 Training Group.

At the Halloween Dance, held on the Station on the 30th of October, the majority of the Airmen and Airwomen appeared in costume fitting the occasion. A good time was apparently had by all, though someone did mention that it was perhaps a good thing that Halloween was only once a year.

**Tip of the Week**—When arguing with your NCO I/C, be sure you are right—then let the matter drop.

## December 4th

The P.M.Q. area personnel are having their Annual Turkey Bingo in the Drill Hall.

## December 16th

Station Winnipeg's Children's Christmas Party.

## December 31st

New Year's Eve Ball, with music by Jimmy Cruickshanks Orchestra. Let's start this New Year right—together!!!

*Finest of them all*

**Perth's**  
CLEANERS · LAUNDERERS · FURRIERS

**LARGEST IN WESTERN CANADA**

**DREWRY'S**

**THE DREWRY'S LIMITED**

## "Thank Heavens I'm Covered"

URGENTLY awaiting an antidote is "the desire to be covered" or, for brevity, "T.D.T.B.C.", a complaint—or rather, a disease—which can do serious harm to both the efficiency and morale of the Service.

We have all met "T.D.T.B.C." in some form or other—it involves all ranks. In essence, it is an unwillingness to accept responsibility, and normally comes about in one of the following ways. Junior N.C.O.'s and airmen are not so seriously concerned since they are not always called on to carry much responsibility. Nevertheless, one all too often hears: "Have a look at this, sergeant", when the motive is not to ask for advice or seek the safety of a second check, but to enable the individual to say, if the need arises, at a later date: "Oh, but the sergeant saw it".

The "T.D.T.B.C." complex is far more prevalent—and the outcome of it more dangerous—among senior N.C.O.'s and officers, and takes one of two forms. An effort is made to ensure that every action is authorized, and thereby "covered", by some regulation; responsibility for any of the mistakes that subordinates may make "covered" by one of a host of orders that they have to read and sign. Whether they remember anything of what they have read matters not to a "T.D.T.B.C." adherent, whose only concern is to be able to say: "Thank heavens I'm covered!" Such an attitude is completely negative; it can never promote efficiency or high morale—in fact, it will have the reverse effect; it cuts across every aspect of leadership.

### An apprehensive approach

The fear behind "T.D.T.B.C." is caused in part by the individuals in the administrative machine and partly by those engaged on everyday jobs. Much of it is created by the growing tendency to put the desire for "getting a victim" before the real purpose of Courts of Inquiry, investigations, and even Forms 765C, which is to find out why something happened and prevent a repetition. In other words, the idea seems to be to find that someone was guilty of failing to cover a particular possibility with an order, when in actual fact all had been done that anyone not possessing psychic powers possibly could have done.

The individual weaknesses that engender "T.D.T.B.C." are lack of confidence in oneself and one's team and lack of moral courage, which together create a permanent fear that something may go wrong and that one may be blamed. Such apprehension has a paralyzing effect on the individual and destroys initiative, drive or leadership. When an aircraft has had an accident, we have all seen the rush for the L14; there are two attitudes to the incident—"What have I not done that I should have done?" and, "Have I issued an order to cover this?" We may even have seen what happens when some mishap befalls an aircraft standing outside a hangar—some go to the aircraft eager to help; others head into the hangar who "didn't see it happen".

### A better spirit in wartime

How, then, can we fight "T.D.T.B.C."? One thing stands out—there was no such attitude during the war. So, by casting our minds back, we may learn some useful lessons.

First, the administrative side. We were fully occupied with jobs that had some direct bearing on the war effort, and all our energies were concentrated on it. Because of this our outlook was realistic and practical. We punished neglect and carelessness; investigated anything we did not understand; but in all things we balanced the value to be gained from any action against the time it was going to take. Our thinking was along the line: "What can we gain from this; how can we prevent this recurring?" rather than, "Who's to blame for this; can we punish him?" There is an important distinction between these two attitudes: the first is positive; the second, negative. Punishment may well be a necessary part of the first, but it should be the means of preventing repetition and not an end in itself. An officer or airman should have cause to be apprehensive only if he has committed some offence consciously or because of indifference, apathy, or laziness. It is the flexible, realistic and constructive outlook that we must find again, and apply to every routine inquiry.

During the war, our lives centred round the unit and we developed a true family spirit, with the officers

and N.C.O.'s automatically becoming the "parents" or leaders. Leadership was a vital quality, and with it went a natural and happy acceptance of responsibility and an equally natural desire to make plans and decisions for the particular section. Nowadays, the tendency is to curb the powers of subordinates, which reduces both their responsibility and interest. Thus we get a measure of divided control, indefinite responsibilities, and uncertain loyalties. It is not suggested that watertight sections governed by little dictators should be established, but rather sections really commanded by section commanders who are alone responsible for decisions coming within their terms of reference. Only in this way can we train officers and N.C.O.'s for posts of increased responsibility and thereby free senior officers to attend to the overall policy matters.

Now to the individual. In 1945, our airmen, by virtue of experience, were rather more skilled than they are today. But more important, they all felt themselves to be an essential part of a big machine. We had to trust individuals; they enjoyed this trust, which gave their work an added value, and they backed it up with an enthusiasm that was phenomenal.

Today, because many of our airmen lack experience and training, we tend to give every job to an N.C.O. with the stock remark: "This is the only way to be sure it will be done". Confidence grows from confidence, and even if the job is going to take longer, we must delegate definite responsibilities to airmen if we are to regain their individual interest.

### Moral courage

The moral courage aspect is not easy to write about; it is one of those qualities we like to think we possess or can recognize, but its importance cannot be overrated. It is largely this of which an airman speaks when he says of his superior: "He'd back you up if you were in a jam". In essence, it means putting principle before one's own reputation which, as we all know, is not an easy matter, particularly when an issue is not clear cut. In this connexion, it is easier to write, "Action has been taken against . . ."—the "get-a-scalp" attitude—than, "The circumstances of this case are most unusual,

Continued on page 22 •



# NEWS

ONE HOUR after entering the search for a missing civilian aircraft with two people on board, and missing for three days, F/O Ed McNarry of III C and R Flight, Winnipeg, spotted the aircraft. The downed flyers, Joe Amedio and Geo. Green, were waving a red blanket when the crew of Dak 568 spotted them. Congratulations are in order for F/O McNarry and crew for successfully completing another search mission.



Five Manitoba delegates to the RCAF's Training Command conference being held at Trenton, Ont., gather on the lawn of the Officer's Mess during a short break in the official sessions, to enjoy the typical Indian summer weather and discuss informally matters of mutual interest. Seated, L. to R.: Air Commodore J. G. Bryans, CBE, CD, Air Officer Commanding RCAF Winnipeg; Air Vice Marshal J. G. Kerr, CBE, CD Air Officer Commanding RCAF Training Command, Group Captain R. D. P. Blagrove CD, Commanding RCAF Station McDonald, Man. Back Row: G/C R. B. Ingalls, DSO, DFC, CD, Commanding Station Winnipeg; G/C J. A. D. B. Richer, DFC, CD, Commanding RCAF Station Gimli, and Wing Commander C. W. Burgess, DFC, CD, Commanding RCAF Station Portage la Prairie. The conference attended by 16 Station Commanders from Training Command units in six of the ten provinces, dealt with policy and other matters of importance in the RCAF's vast training operations.

(NATIONAL DEFENCE PHOTO)



On the 27th October, Defence Minister Brooke Claxton presented the McKee Trophy to S/L Keith R. Greenway. This trophy is presented annually for meritorious service in the advancement of Canadian aviation. S/L Greenway was selected for his outstanding contributions to aerial navigation in 1952. He invented the Arctic Twilight Computer and wrote "Arctic Air Navigation", both of which are used extensively by the RCAF.

In 1952, S/L Greenway won the Thurlow Award, given annually by the U.S. Institute of Navigation for

outstanding contributions to navigation. He was the author of "Arctic Flying Weather", which "Voxair" presented in its August, September, October editions.

The McKee Trophy, the highest award in Canadian Aviation, is presented annually to the person making the most outstanding contribution in the field of aviation. The trophy was donated by the late Dalzel McKee, the first man to make a Trans-Canada flight by seaplane. He established the trophy in recognition of the help and encouragement given him during his flight by Canadian airmen.



S/L KEITH GREENAWAY

S/L A. M. Ogilvie, DFC and bar, CD, Croix de Guerre, Officer Commanding the Primary School, No. 2 ANS, has been named honorary Aide de Camp to His Honor, J. S. McDiarmid, Lt. Governor of the Province of Manitoba.

Since this singular honor was bestowed upon him, S/L Ogilvie has accompanied the Lt.-Governor on several functions, notably the wings presentation to a No. 2 ANS graduating class on Air Force Day, the Battle of Britain Day parade and the Remembrance Day ceremonies held in Winnipeg.



PHOTO BY SGT. S. BEAUDOIN

A SOLEMN and dignified ceremony was enacted in the town of Lac du Bonnet on Sunday, November 8th. At precisely 2 o'clock the townspeople and residents of the surrounding district gathered at the town's park where an impressive monument to commemorate the fallen of two wars (1914-1918, 1939-1945) was unveiled by the Mayoress, Mrs. E. Brown.

The prayer of dedication was given by Rev. A. Richardson. President F. Stanton, of Legion Branch No. 164, read the Honour Roll and presented the Mayoress of Lac du Bonnet with the scroll turning the monument over to the townspeople.



**Power Producers**—Two of the most powerful jet engines yet developed for the U.S. Air Force near the end of the production line at the Pratt & Whitney plant in East Hart-

ford, Conn. Known as the J57, the engine was announced by the U.S. Air Force today as the first to have an official rating in the 10,000 pound thrust class. (AP Wirephoto)

Group Captain R. B. Ingalls, DSO, DFC, CD, Commanding Officer of RCAF Station Winnipeg, gave the Dedication address.

Station Winnipeg's Band was in attendance and led the parade from the Legion Hall to the Memorial site. Something unique in the annals of ceremonial was the bagpipe playing of the "Lament" by Pipe-Major Neill Sutherland.

Lac du Bonnet is a community whose history is closely linked to that of Canadian aviation. The RCAF are honoured indeed at having been represented at this ceremony.

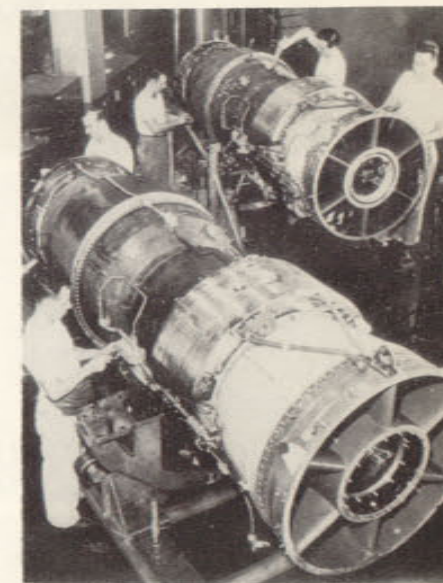


PHOTO BY LAC J. SMITH

Members of the Clergy and Mayoress Mrs. E. Brown on either side of Group Captain R. B. Ingalls as he makes the dedication address.

Recently appointed C.P. permanent representative in Moscow, Bill Boss stopped briefly in Winnipeg on his way to Moscow, which, incidentally, was via Tokyo, Korea and Stockholm.

From L. to R.: Major Jack Donahue, Prairie Command's Public Relations Officer; War Correspondent, Bill Boss of the Canadian Press and Flying Officer Duke Palmer, Public Relations Officer, No. 14 Training Group.



Sunday evening, November 15, A/VM John G. Kerr, CBE, AFC, arrived at Stevenson Field, Winnipeg to commence a week long tour of the RCAF prairie stations.

His visit at Station Winnipeg started with an inspection of a NATO cadet Guard of Honor and Colour Party, followed by a staff meeting and personal inspection of the new training site nearing completion on the West side of the present station.

Accompanied by A/C J. C. Bryans, 14 Training Group Commander, the AOC visited RCAF stations at Gimli, MacDonald and Portage la Prairie. He later left Manitoba for a flying visit to Alberta Stations, Claresholm and Penhold, returning to Trenton on the 21st of November.







*Presentation of Coronation Medals*  
 TO R.C.A.F. WINNIPEG PERSONNEL NOV. 11/53



Photo By S/Sgt. Paul Tomlin, Prairie Cmnd.





## "The Bigger They Come" . . .

by F/O NORM McMILLAN

CATCHING and landing a Bluefin Tuna on a rod and reel is one of the greatest thrills a man, specially a fisherman, can have. This tuna was caught at Soldier's Rip, off Wedgeport, N.S. Just got back from leave, so I'll tell you all about it, in case you get down that way.

To begin at the beginning, you have to hire a boat. This is done by writing or wiring the manager of the Wedgeport Tuna Guides Association at Wedgeport and telling him when you want the boat and how many. Usually they take four or five people in a party. The boats are large enough to hold more, but since only one person can catch a fish at a time, if there are any more than four or five you won't have much chance to try your luck.

Driving down from Yarmouth to Wedgeport, you pass through the town until you see the sign pointing to the wharf on the right side of the road. After parking the car close to the wharf, you can stroll into the club headquarters which has a room full of very interesting pictures, a real Tuna over the mantel, rods and reels used in catching Tuna and many other items of interest to a game fisherman.

The fishing fleet is anchored a hundred yards from the wharf and after you meet your guides, they row out and bring back their Tuna boat. These boats as you can see in the pictures are sturdy, well built boats, with inboard motors and the cabin well forward, leaving lots of room for the fisherman to spin around on his swivel chair when he hooks a big one. The fisherman's seat is at the back of the boat. The little tubes on either side of the seat are where the rods are put until you have a strike. When—Let's catch one first. The guides supply the boat, bait, fishing tackle and knowhow. Before starting out they pick up a barrel of salted mackerel and herring for bait.

On the way out to the shoal they sometimes stop at their nets and pull them in to get some fresh bait. When you arrive at the fishing grounds which is possibly a half hours run from Wedgeport, the boat is put into low gear for trolling and the stalking begins. Two rods are baited and dropped over the side a few feet back of the boat. Each set of guides have their own method of luring the tuna. They are not always the same. The herring and mackerel from the barrel are now brought into use. They are about a foot long. One guide (there are usually three) cuts the bait into about three pieces and throws a piece over the side about every thirty seconds to a minute. And so you troll up and down over a distance of possibly two or three miles. There is



a sand bar here where the tuna come to feed and it is only a couple of miles long, so the boats maybe twelve or fifteen at a time, are put-put-putting along, back and forth, trying to hook into a big one.

As I mentioned before, only one person can fish at a time. Although there are two baited lines out, there is only one seat, so we take turns sitting in the seat. As the guide drops the bait overboard he watches behind

the boat for a boil of water. The tuna doesn't jump out of the water after the bait, but comes right up to the surface and causes a stir of water like that left by a paddle in a canoe. When the guide sees this boil of water following the bait, he knows that the tuna is taking the sliced herring he is throwing overboard. Quickly he pulls in one line and puts a nice fresh full length herring on the hook and drops it over in turn with the pieces. When Mr. Tuna sees this juicy fresh herring, he is supposed to take it too. And when he does the fight is on. Immediately he takes the baited hook, he heads for Australia or points south.

The guides work like a well oiled machine. One turns the boat in the direction the fish is heading, being sure not to go to fast and leave a slack line. One guide grabs the pole and places it in a tube just under the seat of the fisherman and tells the fisherman what to do; "Let him run; apply a little brake on the reel; hold him; make him fight for every foot of line" etc. The third guide pulls in the other trailing line and gets gaff hooks, ropes, etc., ready to help land the tuna when it is brought alongside the boat.

When a giant Bluefin is hooked the captain of the boat might have to steer his boat in any direction and there might be several other boats very close to him. They have a rule, written or unwritten, I'm not sure, that once a tuna is hooked all boats in the vicinity must keep clear of the boat until it is safely out of the crowd.

So there you are, strapped into the boat with a ten inch girdle around your waist and a giant Bluefin at the other end of your line, trying to pull you and the boat to the bottom of the ocean. After he has made his run taking hundreds of feet of line from your reel, it is your job to wind it back again. This is a slow back breaking job. You lift the pole towards you with your left hand, relax it for a second and wind furiously with your right, getting three or four inches of line each time. Meantime the guide standing beside you keeps telling you what to do and signalling the captain at the steering wheel to turn or slow down or any other of a dozen different signals to give you every advantage over the fighting fury at the other end of your line. After what seems like hours and hours, and often is that long, you see the white belly of the tuna turning over about fifty yards behind the boat, and you realize that the fight is almost over. But the tuna doesn't know this and when he gets a look at the boat and its nearness to him, he

decides to leave and away he goes. All you can do is let him run braking the reel as much as possible, to tire him out. As soon as he stops running, you start winding all over again. This is not a sport for those with weak muscles or hearts. Our guide told us of one instance, where after fighting a fish for several hours, a man brought a tuna alongside the boat and a huge shark came up and took a bite out of the tuna. The sudden rush of the shark and the jerk on the line was too much for the man after hours of exertion and his heart just gave up. So if the guide asks you how you are feeling every few minutes, it is for your own good.

Once again you have the fish where you can see him. This time he is tiring and rolling over on his back. You must bring him right alongside the boat where the guides can gaff and rope him, before you can be given credit for landing him. He is still dangerous. He might muster up enough strength to make another run. But once they are on their backs a few times, usually means they are pretty well finished with the fight. You must now steer him around until a guide can get a gaff into him and hold him while another guide loops a rope around his tail. Then if he is a real big one, all free hands on deck take hold of the rope and haul him into the boat. For the first time in one or possibly several hours, you can relax and breathe deeply. Your back is sore, your arms and legs are sore, but you quickly forget all these things when the guide looks over the giant bluefin lying in the bottom of the boat and tells you it will probably weigh between six hundred and six hundred and fifty pounds. That mister is a lot of fish to catch on a 117 pound test line.

After a tuna is landed, a flag is raised on the mast to let other boats know that you have been successful. One flag for each tuna, so you can see while you are trolling up and down the rip, how the other boats are doing. The Tuna boats usually leave Wedgeport at daybreak and arrive back in mid-afternoon. There is nearly always a crowd of people on the wharf watching the boats come home and admiring the fish as they are hauled out of the boats and weighed.

You are not allowed to keep the fish. NOW HE TELLS US. You just pay for the sport of catching the fish. The tuna belongs to the guides who sell it to buyers who can the fish and in turn sell it to your local grocer. But it is certainly well worth the expense to catch one or more of these beautiful giant Bluefin Tunas.

## MACDONALD BROS. AIRCRAFT LIMITED

*Western Canada's Leading Overhaul Plant*

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

35 Queen Street  
OTTAWA

Stevenson Field  
WINNIPEG

International Airport  
VANCOUVER A.M.F.



FRESH TODAY AND EVERY DAY

*Weston* FAMOUS BREAD

WESTON BAKERIES LIMITED  
666 Elgin Ave., Wpg. Phone 74-7431



**REMEMBRANCE DAY**



Photos by: Cpl L.E. Norton

Airman LAC Grace and Airwoman LAW Dorothy Rogers at Winnipeg Cenotaph.



Airman LAC Grace and Nursing Sister Marion McDonald at the Winnipeg Cenotaph.



**STATION BARBER SHOP**  
Lou Cancilla, Prop.

Tops in Entertainment in Winnipeg

**Metropolitan Theatre**

"A FAMOUS PLAYERS THEATRE"

*The*  
**DONUT HOUSE**

Bakers of Delicious  
Variety Donuts



496 Selkirk Ave.  
52-6962

593 Portage Ave.  
3-7835

DAILY HOME DELIVERY



ON YOUR NEXT TRANSFER  
SELECT  
**SECURITY STORAGE**

FOR THE SAFE, SPEEDY TRANSPORTATION OF YOUR  
VALUED HOUSEHOLD POSSESSIONS

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

**Bush Pilot's Dream True; A Short Cut Over Pole** by CORY KILVERT

ONE of the colorful group of Manitoba and Northern Ontario bush pilots that made air transportation history in the late 1920's was a tall, blue-eyed Norwegian who flew for the old Western Canada Airways.

To these men, who often flew over the sub-Arctic wastes in the course of their routine job, the possibility of eventual commercial air travel over north polar regions to Europe was often a subject of conversation.

Among these rugged air pioneers no one had more faith in the ultimate success of an Arctic short route than the young Norwegian whose name was Bernt Balchen.

Last year at the International airport, Lost Angeles, a four-motored plane of Scandinavian Airlines System took off for a trail-blazing trip of 5,852 miles to Copenhagen, Denmark, via Edmonton and Thule air base, Greenland—1,000 miles shorter than by way of New York.

**Ex-Bush Pilot**

One of the 22 passengers on this epic trans-polar flight was Colonel Bernt Balchen of the United States Air Force, the former Canadian bush pilot.

Col. Balchen, ex-managing director of the Scandinavian Airlines and now considered one of the world's foremost experts in Arctic and Antarctic flying, has packed a lifetime of adventure into his career since the days when he flew out of Hudson, Ont., to the Red Lake gold rush field and from Kettle Rapids with survey parties to Churchill in the winter of 1926-27.

He first gained international fame when, in 1927, he accompanied Admiral Richard E. Byrd in a storm-tossed trip from the United States to France which marked the first non-stop trans-Atlantic crossing by a multi-engined plane.

In 1929 Balchen and Byrd flew over the South pole.

A colonel in the U.S. Air Force during the war, Balchen and his fliers evacuated 2,000 Norwegians from Sweden by air.

The Balchen unit also parachuted espionage agents, supplies and ammunition to their Norwegian underground during the Nazi occupation.

The Arctic flying expert was one of the men mainly responsible for development of the Americans' deep-

freeze air base at Thule, Greenland. While in command at this snow-swept stepping stone on the trans-Atlantic air route to the European battlefront, he directed 51 rescue missions.

His experience in cold weather flying proved invaluable in saving fliers forced down on the treacherous ice cap on the vast, unexplored Greenland interior.

On one occasion Col. Balchen led 13 stranded airmen across miles of ice fields to a temporary lake, where a navy officer picked them up in his patrol plane. Next day the lake, which had made the rescue landing possible, disappeared when it drained into a newly opened crevasse.

**Five-Month Rescue**

Another Greenland rescue flight took five months to complete; cost the lives of five men; and involved

55 flights into the interior. During this rescue saga Balchen landed three times on the belly of a plane. One of his flights took in a dog team to help in the rescue.

Now back in the air force after a post-war spell of civilian activity, Col. Balchen is commanding officer of the famous 10th rescue squadron, Alaskan air command.

Despite all the fame and glory that has been attached to his name Bernt Balchen has never forgotten the boys he associated with in the old days in Canada.

They included Al Cheeseman; Capt. Fred Stevenson, killed in The Pas in 1928, the man whom Stevenson airport was named after; Roy Brown; "Doc" Oakes; H. Hollick-Kenyon and many others.

Speaking about it recently Balchen said: "The experience I gained living and flying (in the north) has been of great value to me. The time I spent flying in the Canadian bush and the friends I made there belong to a period of my life that I look back upon with pleasure and affection."



**Queen Unveils Memorial to Airmen**— On Saturday, October 17, Her Majesty, Queen Elizabeth unveiled a memorial to 20,000 missing Canadian and other Commonwealth airmen who lost their lives in the European theatre in the Second World War. This aerial view shows the memorial situated in the beautiful Berkshire countryside on a hill overlooking Runnymede, where Magna Carta was signed in 1215. Built of stone, the memorial contains 52 chapels, each with the badge of a wartime Air Force squadron inscribed in the coppered ceiling. All those commemorated have no known graves. Mr. Norman Robertson, Canadian High Commissioner to the U.K. attended on behalf of the Canadian Government. Air Vice Marshal Hugh Campbell, Air Officer Commanding No. 1 Air Division in Europe represented Air Marshal C. Roy Slemmon, Chief of the Air Staff.



## G/C. MacLEAN APPOINTED DRA (PROT)

Air Force Headquarters have announced the appointment of Group Captain Frank MacLean, 48, of Trenton, N.S., as Director of Religious Administration (Protestant) for the RCAF.

G/C MacLean succeeds the late G/C Robert Frayne, who died suddenly last June.

A native of Trenton, N.S., G/C MacLean was graduated from the University of Manitoba in 1934 with a Bachelor of Arts Degree, and went on to take theology at United College in Winnipeg. He was ordained as a minister in the United Church of Canada in 1937 and served at Flin Flon, Man., until joining the RCAF in 1941. He served overseas for three years during the Second World War.

He is married to the former Isabel Flemming, whose father was the late Rev. J. Dick Flemming, Professor of Theology of United College, Winnipeg.

• Continued from page 13

and it is not felt that anyone can be held directly to blame."

### Promote leadership

By now, you will have said to yourself: "He's forgotten the most important point. Seven years ago we were fighting for our very lives". Admittedly, but are things so very different now? In those days we had a nation mobilized for war: now, if we face the facts, we have an equally dangerous political situation. If war does come, for the first six months the Allied air forces will carry very nearly the entire load, and will, moreover, have to provide the framework for an enormous expansion. To appreciate what this means for each one of us requires little thought and imagination.

No one can deny how vital it is that every man in the peacetime Royal Air Force should be a leader or potential leader. And if this end is to be realized, there is no place for "T.D.T.B.C."

Movie Actress: "I'll endorse your cigarettes for \$50,000."

Advertiser: "I'll see you inhale first."



More than  
37,000 copies  
have been sold.

## From The Ground Up

1953 EDITION  
GROUND SCHOOL MANUAL

Covers Elementary Airmanship —  
Theory of Flight — Meteorology —  
Air Navigation — Radio — Aero  
Engines — Airframes — Examination  
Questions.

Send \$3.00 to Aviation Service Corp. Ltd.,  
Port Credit, Ontario for your copy to-day.

# Central Northern Airways Ltd.

## WINGS OF THE NORTH

Regular scheduled flights to and from the following points:

Sioux Lookout — Pickle Lake

The Pas — Snow Lake

Flin Flon — Sherridon — Lynn Lake

Flin Flon — Snow Lake

Winnipeg — Red Lake

Winnipeg — Lac du Bonnet — Bissett — Deer Lake

Island Lake — Little Grand Rapids — God's Lake

Oxford House — Norway House

Float and ski operations are carried out for scheduled, non-scheduled and charter services for passengers, mail, express and freight, from the following bases. Sioux Lookout, and Pickle Lake, Ontario and Lac du Bonnet, Norway House, Flin Flon, Sherridon and Snow Lake, in Manitoba.

For information write, wire, or telephone:

## CENTRAL NORTHERN AIRWAYS LTD.

Winnipeg Traffic Office,

St. Regis Hotel,

283 Smith St., Winnipeg, Manitoba

Telephone: 922 310

After business hours: Telephone: 504888

Head Office: No. 1 Hangar

Winnipeg Airport, St. James, Manitoba

Telephone: 62 307



Voxair Vixen  
Kathleen Hughes

Photo: Courtesy of Universal Pictures Company, Inc.





Back Row, left to right: A/P/O D. J. Dawes, A/P/O R. Newton, A/P/O L. S. Lloyd, A/P/O E. J. Sowden, A/P/O D. A. Williams, A/P/O M. H. Goodlad, A/P/O P. J. Batchelor, F/C D. Smith, A/P/O A. Mayall, A/P/O E. Mears, A/P/O J. B. Murphy, A/P/O P. D. Cakebread, A/P/O G. Thompson, A/P/O B. J. Gee, F/C J. A. Knox.  
 Front Row, left to right: A/P/O W. D. Harriss, F/C A. E. Ames, A/P/O J. R. Chadwick, F/C J. Gonon, F/O I. Donald, F/C M. J. Georges, A/P/O A. C. Livingston, F/C D. A. Hales, A/P/O I. Fraser, A/P/O F. J. Nickson.

Photo by F. Morrison

**Course 5302 (LR)**

*A/P/O Cakebread*

"Davidge was tight when he stroked" said he

Collapsing over his gin,  
 But he knew the AC's and DG's  
 of the Sperry Gyrosyn.  
 With Beethoven and Mozart  
 Was perfectly at ease.

(Chorus)  
 "A precedent has been set in the school",  
 "Tough"—said the two CD's.

*A/P/O Fraser*

From bleak and beery Gallic wastes,  
 Stevenson's King of Swing.  
 For several glorious weeks he had  
 A Flin-Flon hankering,  
 A Gremlin 2nd Nav. who chose to  
 u/s a/cs.

(Chorus)

*Sgt. Gonon*

Emergency from St. Boniface,  
 He worked during the day,  
 For the continental average,  
 And the language difficulté,  
 Without a sou, he still would do,  
 What'ere "l'amour" decrees.

(Chorus)

*A/P/O Lloyd*

With drinking milk (and other things),  
 His weight was 192,  
 With janes to/from the Normal School,  
 He never had a sou.  
 He had a taste for Portage brew,  
 A weakness for settees.

(Chorus)

*A/P/O Mears*

"None off the top" was the victim's cry,  
 Whenever he plied his trade.  
 His endless discourse on Clandine,  
 Many a nurse dismayed.  
 With almanac and ANT's  
 He cooked his stars in two's and three's.

(Chorus)

*A/P/O Newton*

The laundry takes his autograph,  
 Whenever he arrives.  
 He likes the English sausage roll,  
 And other fellows wives.  
 And soggy honk bags, sad and sere,  
 Oft float upon the breeze.

(Chorus)

*A/P/O Thompson*

He rode a tricycle 'round the lawn,  
 And whistled "12th Street Rag".  
 Plotted with pencil in one hand  
 While the other held the bag.  
 "Sunday dinner" and Son of a gun,  
 He named his devotees.

(Chorus)

Continued on page 28 •

CLEANERS

*New Method*

LAUNDERERS

372 Burnell St.  
 Winnipeg, Man.

PHONE 3-7222

Winnipeg's Largest  
 One Floor Plant

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

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

Your Friendly Hosts:

FRED DANGERFIELD  
 GEORGE DANGERFIELD

JACK DANGERFIELD  
 FORBES RANKIN

Silverwood's DAIRY PRODUCTS

- Safe Milk
- DeLuxe Ice Cream
- First Grade Butter





Back Row, left to right: A/P/O K. S. Gibson, A/P/O B. T. Kelly, A/P/O F. R. Hale, F/C R. H. Waldman, A/P/O D. H. Franks, A/P/O R. J. Ball, A/P/O J. S. Murdoch, F/C M. J. Gordon, A/P/O B. C. Mead, A/P/O V. W. Ferris, A/P/O A. M. Melville, A/P/O G. A. Eade, F/C H. A. Poirer, A/P/O P. J. Gilder, A/P/O P. M. Osborne, F/C G. H. Wynnyk.  
Front Row, left to right: A/P/O N. E. Brearley, A/P/O T. M. Menzies, A/P/O T. W. Walters, F/C A. R. Greening, A/P/O D. J. Dewdney, F/O Pinder, A/P/O J. A. Denyer, F/C J. B. Singleton, A/P/O R. Fisher, A/P/O R. S. Corteen, A/P/O G. J. Edwards.

by LAW R. Morrison

### Course 5302B

#### APO Ball

The biggest of our big wheels. He has had much success with the fair sex during his stay in this obviously mullible city—and yet his bank balance is the envy of all. You explain, can't.

#### APO Brearley

He lays claim to being a mountaineer. He was seen recently with a coil of rope and a flag-bedecked ice axe viewing the parliament buildings with a speculative eye. He was led quietly away before any damage was done.

#### APO Corteen

Is at present writing this in the vain hope that it will be good enough to gain for him the highly paid post of Editor-in-Chief of "Voxair"—he just hasn't a chance.

#### APO Denyer

Our erotically dressed adj. He has a wild dream of turning up on C.O.'s parade in powdered wig, tartan shirt, jeans, and ballet shoes. The station band, fearing competition, are desperately learning a new tune.

#### APO Dewdney

Plays football, dreams football, lives for football, and, if the analysis of certain mess meals are correct, occasionally eats it as well.

#### APO Eade

Being an expert carver (wood) he intends to make a model of an Exp. III n, a plane you may have seen around lately, and show it to his grandchildren. When they ask him what he did in that plane he'll tell them—and wouldn't B & A just love to be in on that secret.

Continued on page 28 \*

### INVESTORS SYNDICATE OF CANADA, LIMITED

provides a wide range of installment savings, educational, and annuity plans approved by the R.C.A.F. for payroll deduction. The Company is also distributor and investment manager for Investors Mutual of Canada Ltd.

Your accredited representatives are:

Lorne M. Cameron

and

Andy Grierson

former members of the R.C.A.F.

Residence Phone: 6-7773  
Business Phone: 93-8617

Residence Phone: 4-6481  
Business Phone: 93-8617

SHEA'S WINNIPEG BREWERY LIMITED



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



## 5302A

• Continued from page 25

### A/P/O Williams

"I don't quite understand" says he,  
But gets by ne'er the less.  
During the Course he has amassed  
An immense wealthiness.  
He rises with the early birds,  
The ones one never sees.  
(Chorus)

### "THE SHOWER" (5302A)

(To be sung rowdily to the tune of  
"Widdecombe Fair")

This is the story of lads you all know,  
All along, down along, on the Prairie,  
Now it's, "No hard feelings", Goodbye to O2,  
With all of the boys of 5302, and Uncle Jim  
Donald and all.  
Old Uncle Jim Donald and all.

Oh Batchelor, Batchelor, where can you be?  
All along, down along, on the Prairie,  
He was down in the States, but he's now on  
"C.C."  
With all of the boys of 5302, etc. . . .

When someone says, "Trousers?", old  
"Chadders" is hurt,  
All along, down along, on the Prairie,  
'Cause in order to find him, you look for a  
shirt,  
With all of the boys of 5302, etc. . . .

Gee was a "nice boy", who never got drunk,  
All along, down along, on the Prairie,  
But he's taking a maiden back home in  
his trunk,  
With all of the boys of 5302, etc. . . .

A terror for, "lights out", big Georges has  
been  
All along, down along, on the Prairie,  
But he spent all weekends with the African  
Queen,  
And all of the boys of 5302, etc. . . .

Smith, a Canadian, set out to try,  
All along, down along, on the Prairie,  
To drink Drewrys barrels completely dry,  
With all of the boys of 5302, etc. . . .

They put Knox in charge of Houseing Supply,  
All along, down along, on the Prairie,  
He housed maidens, whiskey, and  
"Canada Dry",  
With all of the boys of 4302, etc. . . .

We understand this man will be married  
soon (Ames),  
All along, down along, on the Prairie,  
That's the reason why he's always pickled  
by noon,  
With all of the boys of 5302, etc. . . .

Now Nickson, "the banker", with cash was  
discreet,  
All along, down along, on the Prairie,  
His aim is a "Norton" to tear down the street,  
With all of the boys of 5302, etc. . . .

A man from Vancouver is Hales, from B.C.,  
All along, down along, on the Prairie,  
A beer drinking fisherman (for women) is he,  
With all of the boys of 5302, etc. . . .

Harries was quick as a flash to the bar,  
All along, down along, on the Prairie,  
But to pay for our drinks was slower by far  
Than all of the boys of 5302, etc. . . .

Goodlad bought a bicycle with bright, shiny  
forks,  
All along, down along, on the Prairie,  
And attempted to ride back to Bridlington,  
Yorks,  
With all of the boys of 5302, etc. . . .

Now old "Abdul" Sowden was held in respect,  
All along, down along, on the Prairie,  
A harem of nurses and teachers he kept,  
With all of the boys of 5302, etc. . . .

Now Dawes experimented and tried growing  
hair,  
All along, down along, on the Prairie,  
The result was an upper lip *completely* bare,  
With all of the boys of 5302, etc. . . .

There's a most docile "Sandy", whom, if you  
did meet,  
All along, down along, on the Prairie,  
Says, "Oh, Belt up quick", or "Drop dead  
in the street",  
To all of the boys of 5302, etc. . . .

How his wife stands it, nobody knows,  
All along, down along, on the Prairie,  
From bagpipes and chanter come puffs,  
grunts and blows,  
With all of the boys of 5302, etc. . . .

This character famous, you'll very soon guess,  
All along, down along, on the Prairie,  
So to Uncle Jim Donald—"Cheerio and  
God bless",  
From all of the boys of 5302 to  
Uncle Jim Donald and all,  
To Uncle Jim Donald and all.

## 5302B

• Continued from page 27

### APO Edwards

Began his stay in Winnipeg by  
desperately searching for a "soul-  
mate". He decided after one week  
of desperate searching that the only  
mate his soul needed was beer. Is  
now preparing a course critique on  
Winnipeg beer parlors. Thos inter-  
ested may buy a copy at any fabulous  
sum they think fit.

### APO Ferris

The bright light in the rather dim-  
witted wilderness. He spends most  
of his time practising a look of  
injured innocence for the benefit of  
B & A. There was also an incident  
amid the fleshpots of Grand Forks—  
but the least said about that the  
better, the honour of the Course must  
be maintained.

### APO Fisher

Obviously the only navigator on  
the Course, either that or he bribes  
the pilots. He has never been more  
than five miles off course and is  
getting rather tired of the scenery—  
all we can say is "stuff 'im".

### APO Franks

He can't help it—but he could try.

### APO Gibson

Ex signaller, a retread. He hopes  
one day to leave the RAF and has in  
view such varied occupations as  
pig farmer, cinema manager, and  
innkeeper. Has been advised to set  
up business at Balmoral and lure  
unwary navigators into the beacon  
with the unusual sight of a beer  
drinking pig presented on Cinema  
scope.

### APO Gilder

Our young innocent from Ching-  
ford, London. His claim that the  
Greenwich meridian now passes  
through Chingford and should be  
renamed the Chingford Meridian was  
the subject of a most interesting  
article by one of America's top Polar  
men, Dave.

### F/C Gordon

Is extremely tall and has a repu-  
tation of knowing the upper air  
winds before take-off, hence his  
cynical laugh during met. briefing.

### F/C Greening

To look through a sextant is his  
delight,  
When the aircraft's droning on a  
long night flight.  
He can't see the stars,  
But he once told me  
He can see a pink elephant climbing  
a tree.

### APO Hale

Played cricket for the NATO Exiles  
and claims that the only mountains in  
Manitoba are under the matting  
wicket in Assiniboine Park. His  
powerful strokes stand him in good  
stead when dealing with unruly  
pilots.

### APO Kelly

Spends most of his spare time  
running around the airfield in Parka  
and a parachute harness. Claims  
that his ambition is to get in 200  
hours flying time at RCAF Winnipeg;  
in reality it is to reduce weight to  
200 pounds.

### APO Mead

Once achieved the distinction of  
being our flight commander on a  
wings parade. He was immediately  
offered fabulous salaries as a D in  
the RCAF, but he turned them  
down, claiming that there was no  
future in it—we wonder why he  
chose navigation.

### APO Melville

Flies, surrounded by an imposing  
array of white cylindrical cartons.  
Nearly drove the M.O. mad until he  
was eventually cured by a painless  
operation—he now has no stomach.

### APO Menzies

An army type; much travelled. He  
claims that Winnipeg is the most  
beautiful place he has been to. This  
may be explained away by the fact  
that he comes from Clacton—or per-  
haps some people are like that  
anyway.

### APO Murdoch

Is addicted to opera and plays  
peculiar records in the mess. Once  
fainted when someone, after listen-  
ing, with a puzzled look for some  
minutes to one of his records yelled  
triumphantly, "Stan Kenton".

### APO Osborn

Being an Oxford graduate he  
breathes rather more rarefied air  
than us lesser mortals, but we occa-  
sionally catch a glimpse of him on a  
cloudless day.

### F/C Poirier

Once found himself so far off  
touch that, in desperation, he used  
South latitudes to work out his star  
shots—he got home by the grace of  
God and the radio compass.

### F/C Singleton

Escaped from B.C. about a year  
ago and for some inexplicable reason  
wants to go back. Made several  
attempts in recent trips—all thwarted  
by east coast pilots.

### F/C Wandman

He comes from Montreal, which  
may explain it. Not being a Canadian  
I couldn't know. Work that one out  
if you can, if you can't, use A.N.T.'s.

### APO Walters

Earned a niche in the Navigator's  
Hall of Fame by putting mushroom  
soup in the pilot's coffee. Being a  
simple soul he still can't understand  
why the pilot turned sour.

### F/C Wynnyk

"Teddy Bear" because he wears a  
huge woolly, yellow flying jacket, a  
relic of his pilots days in Goose Bay.  
Replicas may be had by application  
F/C Wynnyk, Navigator, Lost.

### F/O Pinder

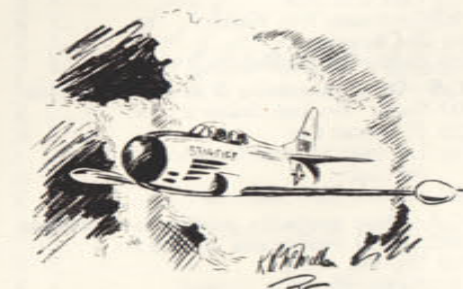
Known affectionately as "Uncle  
Pinder". His avuncular interest in  
us all has been most touching. Much  
midnight oil was burned for the  
benefit of "the lads", and although  
our enthusiasm may have seemed  
sorely lacking at times, it was there  
and we are grateful for the help he  
gave us.

There were some French chaps in  
O2B before they abandoned the  
delights of Long Range Navigation  
for the new-fangled radar and super-  
sonic Mitchells of the A1 Course I  
can but present them with a warning.

To Le Duff, Prudhomme, Caminon,  
Michel and Calroch too this tale I  
must tell.

It's a tale with a moral,  
A tale of deep woe.  
All the A1 must hear it before they go.  
For this is the fate that stands in store  
For those who enter the radar door.

If, when walking down the street,  
You meet a man with dipole feet,  
And a little trail of chips behind,  
That's a radar man with a micro mind.



## FOR SALE

Members of Course 5302 have the follow-  
ing valuable articles for sale:

- 24 well worn white (?) bands.
- 3 white lanyards for deceiving junior  
Courses.
- Recording of the 'sound of marching feet',  
for use while 5303 are strolling to the mess.
- 5 assorted Met. winds valid for the year  
1963.
- 16 portable DR positions to be dropped at  
convenient places.
- Skillfully disguised juke box in the form  
of an API.
- 24 hank bags (slightly soiled).
- 2 dozen blank charge cards.
- 4 tame pilots.
- Publication: "Answers to controlled  
plots".
- Publication: "The Sex Life of a Navigator"  
(much worn).
- 2 Course Directors (1 complete with piping  
system).

HOURS 3 p.m. - 9 p.m.

## Escort Bureau

FRIENDLY COURTEOUS  
ESCORT SERVICE

WINNIPEG'S EXCLUSIVE  
DATE CLUB

Phone 72-3271 856  
for  
PERSONAL INTERVIEW WESTMINSTER AVE.

Harry  
**Censer**  
MEN'S WEAR  
235 Portage Avenue  
PHONE 92-7642  
Winnipeg - Canada

Handling a Complete line of  
Men's Furnishings

★  
Specializing in UNIFORMS

★  
10% DISCOUNT

To Air Force Personnel

★  
Budget Terms Available

★  
TWO YEARS OF SATISFACTORY  
SERVICE TO STATION GIMLI

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

## The Camera Shop

350 Donald Street, Winnipeg

Ph. 93-5518



## Appreciation

(From Members of 5302)

NOW THAT the two hundred and fifty-two days have nearly passed, thoughts are turned to happy memories of our time in Canada.

Our first insight to Canadian hospitality occurred immediately on our arrival, "C.V.B." giving us a most unexpected and enjoyable greeting. How much we actually owe to these girls of the "C.V.B." many of us will not realize until we are back in England and France.

After the initial shocks of discovering that beer was frozen before consumption; that tea(?) was made with tea bags and lukewarm water, and that the Paragon (local dance hall) was "out of bounds", we settled down into the rut of controlled plots—stag - trip - stag - weekend - stag.

The two people who had the extraordinary piece of misfortune to be placed in charge of us were Flying Officers Osborne and Mackenzie. How they managed to remain alive and kicking until the end of the twenty-four weeks, no one will ever quite understand. They had completed what must have been one of the most gruelling experiences of their lives.

End of midterm leave saw us without a sou, but having seen as much of the North American Continent as anyone could possibly see. Two members of the course had the misguided sense of humour to arrive back in Winnipeg a trifle late, and succeeded in becoming better acquainted with RCAF Station Winnipeg for a period not exceeding twenty-four days.

Next in the line of heroes came Flying Officer Donald and Pinder (the

former complete with pipe) to whom we raise our hats for having welded courses from both Summerside and Winnipeg together. Special thanks are due to F/O Donald who taught so many of us how to inflate a bagpipe windbag. And to the countless other people who have helped us along our way—to all of you, we extend our heartfelt thanks and good wishes for the future.—J.B.

### SAMPLE ADMIN. EXAM. MULTIPLE CHOICE

Place "X" in the most suitable space

Q.1—On take off for a night trip you should:

- (a) Ditch the sextant. . . . . ( )
- (b) Kick the API log; "API"—U/S. . . . . ( )
- (c) Sleep. . . . . ( )
- (d) Return to GIS for charts. . . . . ( )

Q.2—When fuel check shows O, you should:

- (a) Spit in the petrol tank. . . . . ( )
- (b) Throw out pilot to get rid of all excess weight. . . . . ( )
- (c) Eat pilot's lunch to get rid of excess weight. . . . . ( )
- (d) Pray. . . . . ( )

Q.3—On hitting a hillside you should:

- (a) Restart your airplot. . . . . ( )
- (b) Get a pin point. . . . . ( )
- (c) Wake the pilot. . . . . ( )
- (d) Discard the safety height. . . . . ( )

Q.4—The most popular tune at the moment is:

- (a) Vaya Can Dios. . . . . ( )
- (b) Tennessee Wig Walk. . . . . ( )
- (c) E. Compares. . . . . ( )
- (d) Station Band's March. . . . . ( )

Q.5—On approaching B & A, you should:

- (a) Shout "the Assiniboine is open" . . . . . ( )
- (b) Hide your trip. . . . . ( )
- (c) Lie down to avoid the worst of the blast. . . . . ( )
- (d) Shoot quickly and run. . . . . ( )

Q.6—Most probable reason for reaching Balmoral 1 hour ahead of ETA is:

- (a) The Met. winds. . . . . ( )
- (b) Pilot's relief tube blocked. . . . . ( )
- (c) Navigator's relief tube blocked. . . . . ( )
- (d) Pilot's pay day. . . . . ( )

Q.7—Most popular personnel at the Station are:

- (a) The Senior Course. . . . . ( )
- (b) The Senior Course. . . . . ( )
- (c) The Senior Course. . . . . ( )
- (d) The Senior Course. . . . . ( )

Addresses for RCAF personnel serving outside Canada are as follows:

**United Kingdom**  
Number, Rank, Name,  
Unit, Wing or Sqn., RCAF,  
CAPO 5051,  
c o Postmaster,  
Montreal, P.Q.

**France-Germany**  
(Metz Area, 2, 3 4(F) Wing)  
Number, Rank, Name,  
Unit, Wing or Sqn., RCAF,  
CAPO 5052,  
c o Postmaster,  
Montreal, P.Q.

**France (Paris Area)**  
Number, Rank, Name,  
Unit, RCAF,  
CAPO 5053,  
c o Postmaster,  
Montreal, P.Q.

**Far East**  
Number, Rank, Name,  
Unit, RCAF,  
CAPO 5001,  
c o Postmaster,  
Vancouver, B.C.

The Allied Armed Forces Information Centre has been operating at 127 Avenue des Champs-Elysees, Paris, Since March, 1953, serving armed the forces personnel visiting Paris on leave.

Services available include: Reservations for hotel rooms, theatre tickets, sports activities, sightseeing tours, railroad tickets and many other services can be secured through this office. Two special representatives of the French National Railways are available to attend to railway reservations and offer all travel information and assistance.

The address is: Allied Armed Forces Information Centre, 127 Avenue des Champs-Elysees, Paris 8me. Telephone: Balzac 54-00 (Paris Military), Ex. 162-163.

### AN AIRMAN'S SWEETHEART

She's an angel in truth, a demon in fiction,  
A woman's the greatest of all contradiction;  
She's afraid of a cockroach, she'll scream at a mouse,  
But she'll tackle a husband as big as a house.  
She'll take him for better, she'll take him for worse,  
She'll split his head open and then be his nurse,  
And when he is well and can get out of bed,  
She'll pick up a teapot and throw at his head.  
She's faithful, deceitful, keen-sighted and blind;  
She's crafty, she's simple, she's cruel, she's kind;  
She'll lift a man up, she'll cast a man down,  
She'll make him her hero, her ruler, her clown.  
You fancy she's this, but you find that she's that,  
For she'll play like a kitten and fight like a cat;  
In the morning she will, in the evening she won't,  
You're always expecting she will, but she won't.



## Clarendon Hotel

PORTAGE AVENUE and DONALD STREET

Winnipeg - Manitoba

TELEPHONE 92-2528

PHONE 93 5454-5

When You Think of Style Think of

376 PORTAGE AVENUE

**fredric's**  
CLOTHES LTD.

Ladies' and Men's Apparel

WINNIPEG

CANADA

## STANDARD AERO ENGINE LIMITED

No. 6 HANGAR

STEVENSON FIELD, WINNIPEG MAN. PHONE 62391

Specializing in Overhaul and Supply of Aircraft  
Engines and Accessories

Contractors to the R.C.A.F.

BRANCH OFFICE: VANCOUVER A. M. F. B.C.



# K. A. Powell (Canada) Ltd.

GRAIN MERCHANTS

MEMBERS

WINNIPEG GRAIN EXCHANGE  
CHICAGO BOARD OF TRADE  
NEW YORK PRODUCE EXCHANGE  
VANCOUVER GRAIN EXCHANGE

GRAIN EXCHANGE  
**WINNIPEG**  
MANITOBA

K. A. POWELL  
President  
W. T. POWELL  
Vice-President  
A. H. HAND  
Secretary-Treasurer  
Cable Address—HALCAR

Continued from page 15 •

**New World's Speed Record**—Thundering to a new world's speed record is a North American F-100 Super Sabre which hit 767 miles per hour on one pass and averaged 754.98 over a 15 kilometer course at California's Salton Sea.

**Fast Flyer**—Air Force Lt.-Col. F. K. (Pete) Everest, 33, Chief of the Flight Test Operations Laboratory at Edwards AFB, California who piloted the North American F-100 to a new world's speed record.



PHOTOS COURTESY NORTH AMERICAN AVIATION CORP.



Phone 92-8511

Direct Line to Lumber Yard 4-1377

## WINNIPEG PAINT & GLASS LTD.

*"Everything for the Builder"*

179 Notre Dame Ave. E.

Winnipeg

at **EATON'S**



*The fashion-wise are wearing*

## WAISTCOATS

... to choose from a most comprehensive collection visit Eaton's. Tattersals . . . Box Cloths (in plain shades) . . . Rayon Brocades . . . knitted all-wools. All are neatly styled and feature distinctive buttons. Add spice to your wardrobe . . . add a waistcoat. Priced from

**10.95 to 17.95**

Men's Furnishings Section, Hargrave Shops for Men, Main Floor, Dial 3-2-5