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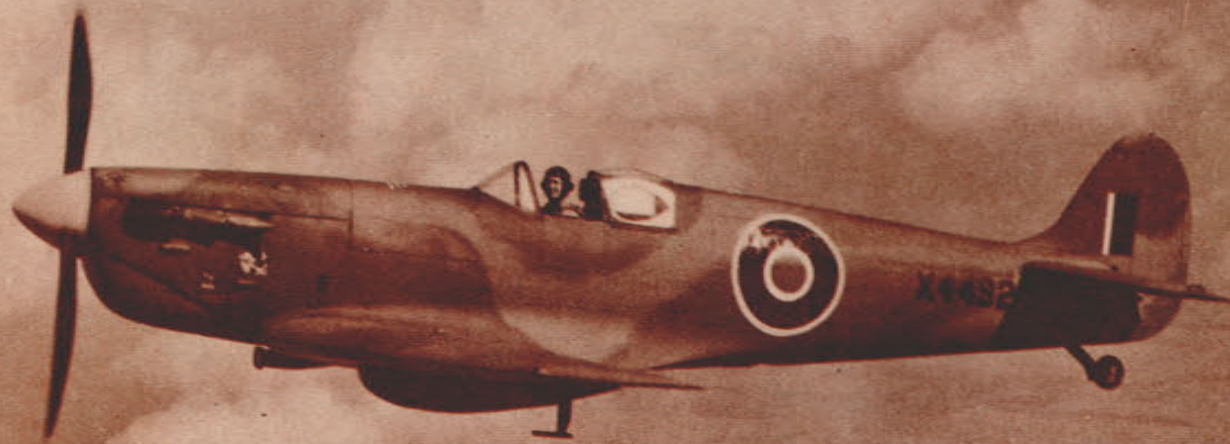
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VOXAIR

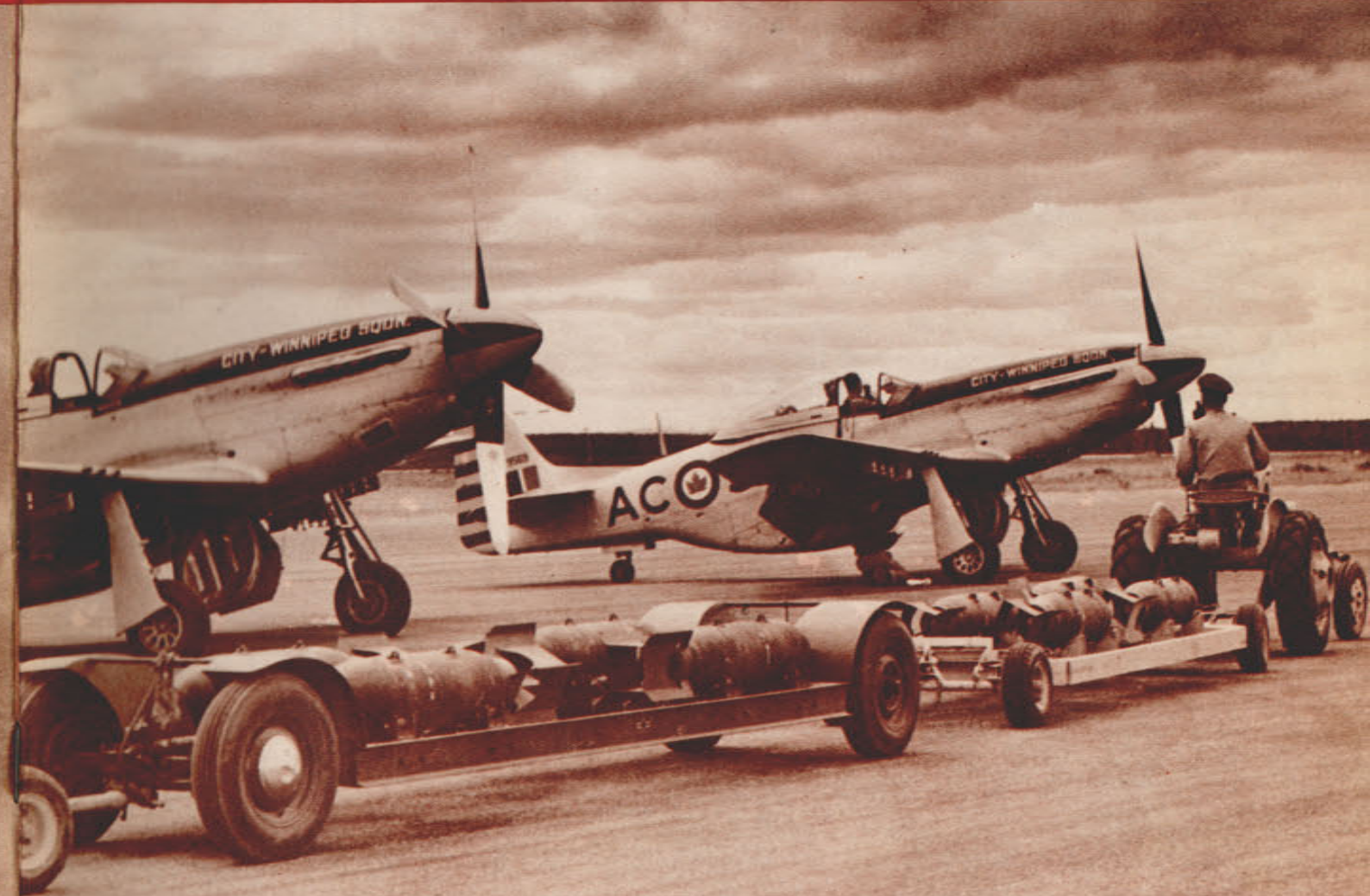


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OFFICIAL PUBLICATION OF THE R.C.A.F. IN WINNIPEG



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VOXAIR

THE VOICE OF THE AIR FORCE



AUG. 22nd, 1952

ACTIVITIES OF THE ROYAL CANADIAN AIR FORCE IN WINNIPEG

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

EDITORIAL

ON PAGE FIVE of the August 1st issue of VOXAIR a large quarter page advertisement appeared announcing "TA IS HERE TO STAY." May I go on record by declaring publicly that this advertisement was not submitted by the Education Office. However, our very efficient advertising manager has tendered his invoice and demanded immediate payment. I'm sure he misinterpreted the statement "There's money in it for you." He has been assured that there is no money in it for VOXAIR.

Since we have been put on the spot by this bold announcement, let us give you the facts that have recently been released. TA is first of all the typical Air Force shortcut for Trade Advancement. As everyone in the service is a specialist or potentially so, he must strive to improve his knowledge so as to obtain higher grouping and make himself eligible for promotion. Theoretically the situation is this:— Joe Blow enlists in Air Force. After the usual indoctrination and selection for a trade, he is given a specialists course. Upon graduation, if he has been in the Air Force less than six months he receives his "Standard Grouping." When he has completed his six months service he obtains his ACI and at the same time his Group 1. However, if he has been six months in the

service when he graduates, he automatically receives his Group 1 outright. During the year to follow, when he is at a unit applying his newly acquired knowledge, he is required to delve into the more advanced theory of his trade. The reason being, he must be prepared to write a trade examination that will give him his Group 2, if successful. To assist him, the units hold formal classes followed by practical sessions that determine just how much was learned.

Joe Blow now has his Group 2 and one year from the date he obtained it he is eligible again for a trade test that will give him his Group 3. He has now reached the desired level and may now progress up the promotion ladder. Of course after each successful trade test Joe has obtained a raise in pay. Now, after he has been in the service for two and one half years, he is a full fledged specialist. (He received his LAC after the first eighteen months.)

However, things don't always work out this way. Maybe Joe misses a trade board. He was on leave. He is considered a failure as there are very few reasons or excuses for exemptions. Should this arise, Joe may sit at the next board but he has lost time and his new date of eligibility is taken from the date of the exam.

Should an individual fail three trade boards in any one grouping a special board is assembled to review the case and one of the following decisions is reached.

- (a) an extension of time granted to study for the next trade test.
- (b) a remuster to another trade that is more suited to his ability.
- (c) release from the service.

This involves a lot of extra work and time is wasted for everyone.

Trade tests are now held every three months, December 15th, March 15th, June 15th and September 15th. These examinations are set by Training Command and corrected by Training Command. Anyone who has completed a year in their present grouping is eligible to write. A failure on any board may write again on the following trade test.

Well, these are the basic facts. We hope that the situation has been clarified somewhat. In so far as Trade Advancement is concerned, it is your opportunity to get ahead in the service. The more you learn the quicker you get ahead. The faster you progress the more increases you receive in pay. Hence, "There's money in it for you."



'PEG PERSONALITY

Wing Commander
W. L. GILLESPIE

THE CLOSEST APPROACH we've seen to human perpetual motion descended on station Winnipeg just a little over a year ago—and the dust has been flying ever since.

His official designation is Chief Administration Officer, or now, OC Administration Wing, and he generates action around the station from an office in SHQ.

Most of us are well aware of his aptitude for getting things done—and it always has to be the biggest, best, first, most up-to-date and most efficient—no matter what it is! But many of our station personnel are not aware of many of his other achievements or qualifications.

Probably the worst that most people could say about him is that he was born and raised in Toronto. He joined the RCAF in 1940 and spent his training days in the west. After Manning Depot induction at Brandon, he went to Pat Bay, B.C., on security patrol, then to Regina for ITS. He took his observer's course at Mossbank and Celestial Training at Rivers. After graduation he ferried Hudsons to England.

He completed a tour of operations with Bomber Command on Stirlings from 7 Squadron and stayed on as Squadron Navigation Officer. In 1943 he was posted to

Air Ministry in Operational Requirements.

Everyone in the air force has heard of the Mohne and Eder Dams that were breached in 1943 by Gibson's famous Dam Busters. However, not many know of the immense research and preparation made before that attack was launched—and very few know that our CAdO was a crew member on experimental attacks in Wales many months before the "big show"—and as a matter of fact, he didn't know the significance of the Welsh dam attacks himself, the secret of the whole operation was so well kept.

In 1944, he took the Specialist Navigation Course (SpecN) at Shawbury (now known as the Empire Air Navigation School). Upon completion, he was repatriated to Rivers to organize Advanced Navigation Course and then in 1945, went home for the Staff College Course.

In 1946, he was posted to AFHQ as Executive Assistant to Air Vice Marshall Campbell, then Air Member for Personnel. For part of 1947 and 1948, he was Air Secretary to the Honourable Brooke Claxton, the Minister of National Defence.

His next job took him to Summerside, P.E.I., as Officer Commanding

Specialist Wing. This took him back to his specialty—navigational development. As OC Spec. Wing, he led many flights to the Polar regions to develop and test improved navigation aids. On his office wall, one can see his membership scroll in the Pole Vaulters' Association—awarded to those who have been over the North Pole. His duties often took him to manufacturing plants in England and the United States.

He held this post for three years, then with the RCAF's great expansion programme, the need arose to get a large station and navigation school opened as soon as possible. They couldn't have made a wiser choice to get things humming—humming in a hurry—and humming right.

They say if you want to find out how to do things, always ask a busy person. But here's a word to the wise: if you think that it would take a half hour to discuss your problem then take it to him but cut it down to five minutes. If you write a memo to him cut it from five paragraphs to two lines and only use one-tenth the number of words. Say yes if you mean yes—and no if you mean no. Don't elaborate—it may hold up the opening of a snack bar or a hundred other projects.

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Aw... It Didn't Hurt!

DURING THE LAST WEEK of July, Station Winnipeg was invaded by a group of charming Red Cross nurses and workers for the semi-annual blood canvass.

Organization for the occasion was extremely thorough. Every individual on station strength was DRO'd to attend at a particular time. However, despite the notices and appeals, response was considerably less than expected.

We know of several who were not able to offer blood at that particular time but have since been to the Winnipeg Clinic to make their "deposit." Apparently there are many more who fail to realize the importance and the value of this blood transfusion service. It may be a natural reluctance at the idea of being "needled," but it is hoped that when blood letting time rolls around again, an even greater number of donors will be on hand.

Red Cross free blood transfusion service started in Manitoba on January 23rd, 1950. This region, with the central blood bank at Winnipeg, is now supplying all civilian and veterans' hospitals in Manitoba and northwest Ontario with free blood and plasma for transmission. In return the hospitals give these transfusions without any charge for blood, plasma or service. Since the beginning of the service, 32,343 patients in this region have received transfusions.

Any whole blood not used within two weeks is processed into plasma. Since early 1951, the Canadian Red Cross society has been the sole

agent for the collection of plasma for Canada's forces, at home and abroad. By the end of 1951, some 8,000 bottles had been sent to Korea.

Whole blood cannot be manufactured synthetically — the only

source of supply is the volunteer donor. Donors attend clinics at Manitoba Red Cross centre and mobile clinics at country points, industrial plants, army camps and air force stations.



F/O Larry Parakin adds valuable blood to the "bank of life" that will never ever be quite large enough.



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Watson Lake

EXERCISE NUGGET

by S/L L. W. Queale, D.F.C., C.D. — O.C. Watson Lake Summer Camp — Photographs by Cpl. H. G. Gibson

EXERCISE NUGGET was the 1952 version of the Auxiliary Summer Camp which has been held during the last few years. Formerly, these camps have been located in the southern and more populated areas of western Canada. However, since it is essential that the Auxiliary Squadrons of Tactical Air Group be given experience in flying over the northern areas of western Canada, and in operating out of northern bases, this year's Auxiliary camps were based at RCAF Stations Watson Lake and Whitehorse. Both of these stations are a part of the Northwest Staging Route and are in the Yukon Territory.

The camp dates were 29 June to 12 July, and during this time RCAF Station Watson Lake was host to 17 Wing Headquarters, 402 Winnipeg Squadron, 403 (FB) Calgary Squadron, 2402 Aircraft Control and Warning Unit Winnipeg, 5002

Intelligence Unit Winnipeg, 4003 Winnipeg and 4010 Calgary Reserve Medical Units. At the same time, RCAF Station Whitehorse was host to 18 Wing Headquarters, 406 Saskatoon Squadron, 418 (LB) Edmonton Squadrons and to 4001 and 4002 Reserve Medical Units.

Approximately 400 Auxiliary personnel with 20 Mustangs attended the camp at Watson Lake and almost the same number at Whitehorse with 16 Mitchells. For the first time in the history of these camps Women Personnel (W.P.'s) had been included.

The concept of the 1952 training was that the Wing Headquarters would plan and direct the camps with a minimum of Regular Force assistance and supervision. Broad operational directives were issued to each Wing Headquarters outlining fictitious military situations that could develop on the Northwest Staging Route and the North-

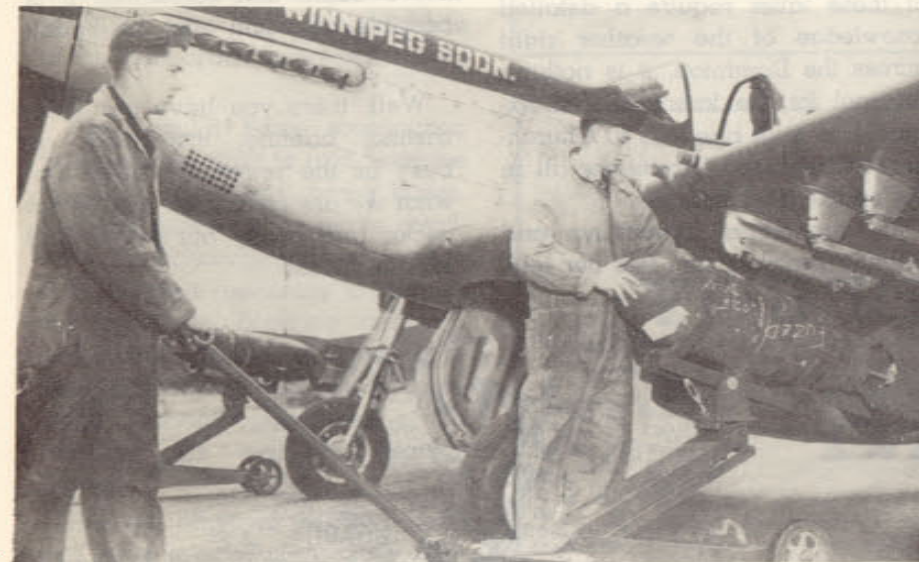
west Highway System. Each Headquarters was then responsible for planning and executing the necessary air operations to rectify these situations. Further, each Wing Headquarters was responsible for carrying out routine training of the units under its control.

In addition to exercising wing operations staffs in planning, executing, and controlling operations, the camps provided the wing administrative staffs with experience in planning and operating summer camps. The mobility of the squadrons was tested while they were gaining experience in flying over north-western Canada, and at camp, their use of armament was assessed. Each unit in the Wing had the opportunity of training personnel in tactical roles, while the training staffs of Tactical Group Headquarters were available to the wings for specialist advice regard-

Continued on Page 9



Eight Mustangs of 402 (City of Winnipeg) Squadron revving up and raring to go. Another busy day during Exercise Nugget at Watson Lake.



Andy Light supplies the jack work and Gary Hough looks after the operation of placing the bomb on the rack of this 402 Mustang.



Sgt. Alvin Peterson and Flight Sgt. Vince Marrin keep a practiced eye on the power plants of their eight mustangs during Exercise Nugget.

WANTED—Dead or Alive

Editor of "The Sourdough," Watson Lake's daily newspaper, is wanted by literary authorities. He is considered dangerous. Information leading to his arrest would cruse more grief. Bring him in dead.

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IN THE LEAN-TO to #3 hangar, sharing a large room with Operations is the habitat of a group of men whose job it is to prophesy and to teach. They have to forecast the vagaries of the prairie weather and to teach the students in #2ANS the interactions of Meteorology with Navigation. Let us meet these men.

Maurice Hardman came from Centralia in July, 1951, to open up the section. Most of his time is spent in instructional work in the GIS of #2ANS where he is trying to live down his reputation of having spent four years in a Pilots' Training School. Frank McIsaac, the other instructor, has a much better history, he came here from #1ANS Summerside in August, 1951. Our two forecasters are Mac MacLeod and John Rogalsky. "Mac" joined us last Fall, his previous station being Trenton, while John was posted here from Churchill last February. Our lone Meteorological Observer is LAC Wood who also came here from #1ANS Summerside.

And now about the work of the section. Our main commitment is providing instruction in Meteorology to the students in #2ANS. Meteorology and Navigation are very intimately connected, so that the course given is long and detailed, its purpose being to ensure that the navigator can take full account of the weather and winds both when planning his flight on the ground and when in the air. In the GIS building we have been fortunate in the space provided for instructional purposes, and we claim that our Meteorological Demonstration room, in which the work of the Meteorological Division is displayed in graphic form and many of the instruments used in weather observation are on display, is one of the finest in Canada.

The forecasting and most of the briefing is done in the lean-to on

#3 hangar. Due to a severe shortage of staff a good deal of the actual forecasting is done by the Meteorological office at TCA across the field and our two forecasters have had to concentrate mostly on the briefings. All briefings to #2ANS are given by the forecasters and also all briefings required by the Rescue Co-ordination Centre, and additionally a large proportion of the briefings are required by the transient pilots who pass through Winnipeg. Some of these latter require a detailed knowledge of the weather right across the Dominion, it is nothing unusual for the forecaster, for example, to give briefings to Churchill, Montreal and Vancouver all in the space of 15 minutes.

To support a forecasting and briefing program like this our tele-

types are busy turning out weather information all day long; this is on display in the forecast office, much of it plotted and organized on the weather charts, which show the weather conditions and expected developments both on the surface and at altitudes too. Supplementing these charts we have cross-section pictures of the weather along popular routes, which show to the pilots at a glance, the expected conditions on his flight.

We admit that sometimes it is possible he might wish he hadn't looked!

Well, there you have us. Forecasting, briefing, instructing, as busy as the proverbial bees, tho' what we are concerned with is not nectar and honey but storms and examinations!



WOXOF is met. language for "Indefinite cloud base with sky totally obscured, visibility nil and fog."



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Exercise Nugget

Continued from page 6

ing such training programmes.

These camps are not all work and no play. The entertainment committees of the units involved planned recreation with the facilities that they had available in each locality. The programmes included riverboat cruises, sight-seeing tours, weiner roasts, movies, dances, hikes, fishing trips, softball and volleyball challenge competitions between squadrons. Interesting work, mostly outdoors, with plenty of exercise in the clear air of Canada's northern sub-arctic territories combined to form a healthy antidote to the hum-drum monotony of city life.

The Regular Force contribution included the airlift to and from the auxiliary squadrons' home bases, and the personnel to make available the accommodations, messes and institutes necessary to support the operations. Bombing, gunnery, and rocketry ranges were set up to meet operational training requirements, manned by members of the Auxiliary as well as Regular Forces.

The air effort at Watson Lake was more spectacular as the dive-bombing and rocketry targets were white triangles floating on the dark green background of the lake and sited where attacks were visible from the camp itself. From Whitehorse the squadrons flew to Teslin Lake to bomb, a distance of about 90 air miles. Even so, both camps were alive with activity and engaged in operations which included mock bombing or strafing attacks, such efforts as fighter-interception of incoming raiders and long range navigation exercises.

Supporting these operations and administering the greater share of the entire effort were the men and women of the Auxiliary Air Force. They are of many trades: airframe and aero-engine mechanics, instrument and electrical technicians, clerks and drivers, communication operators and medical assistants, armourers, photographers and all

the others that comprise an operating unit.

The training they received, both practice and theory during their summer camp coupled with the

year-round program of activities on squadrons and in civilian life holds promise of a well trained reserve force for the RCAF, dedicated to service in Canada.

We Humbly Beg Forgiveness

Our mail bag produced the following letter from AFHQ recently and we are delighted to reproduce it here.

Dear Sir:

In this supersonic age, aircraft recognition of types that flew 35 years ago is only of antiquarian interest to desk-bound greybeards. Nevertheless, unless I am much mistaken, the aircraft shown on the rear cover of your July 11 issue is a B.E.2e and not an R.E.8. The two types were quite similar in appearance, the most obvious difference being in the rudder and vertical stabilizer.

I hope you will pamper the antiquarians by printing more pictures of by-gone types.

Yours very truly,
F. H. Hitchins, W/C,
Air Historian.

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BOLTS from the BLUE

Canadian Progress on Guided Missile Research

Reproduced through the courtesy of AVRO'S "JET AGE"

THE LAST DECADE has witnessed remarkable advances in aeronautical development. These have been due to the close teamwork between the research scientists and engineers on the one hand and the designers and craftsmen in industry on the other. The struggle for survival in World War II provided the necessary inspiration to get the program going and to maintain or even increase its momentum. During the war years the performance of each new design of military aircraft showed a good increase over that of its predecessors.

Despite this great progress under the keen stimulus of war the growth in military aircraft performance during the postwar years has been even greater. The advent of the gas turbine has, of course, been responsible both directly and indirectly. Not only has it provided us with great increases in the power available per unit frontal area of power plant but it has been a challenge and an inspiration to the airframe designer who has been called upon to produce a vehicle and a structure worthy of its power plant.

These advances bring home the realization that it is now possible for modern long-range bombing aircraft to reach any important area of Canada from a potential enemy country. For this reason, the primary role of the RCAF has now be-

come the air defence of Canada. Should war come within the next few years the Avro Canada CF-100 fighters and the F-86 Sabres may well be responsible for the protection of our cities against enemy bombing attacks.

The group of RCAF fliers on duty in England in 1928, who persuaded young John Joseph Green to come to Canada, did this country inestimable service. Today he is one of the most highly regarded air research experts in the world.

After obtaining his Ph.D. in aeronautics, he worked for a commercial pilot's license and at the beginning of July, this year, piloted a jet, his 26th type of aircraft. Up to the war, Dr. Green was with the National Research Council. In '43, he was appointed chief research engineer at the RCAF Test and Development establishment. From '45 to '49 he was technical adviser to the Air Transport Board. Today he heads one of the divisions of the Defence Research Board under Dr. O. M. Solandt.

Dr. Green received the M.B.E. in '43 for public service in aeronautical research; in '45, the King's Commendation for valuable service in the air. He is a Fellow of the Royal Aeronautical Society and a Foreign Fellow, of the Institute of Aeronautical Sciences.

The problem of shooting down an enemy bomber is no easier today than it was in World War II. The increased speeds and greater operating heights of tomorrow's bombers have, in fact, rendered the job more difficult. In the first World War pilots were seldom concerned with anti-aircraft fire which they

by Dr. J. J. Green

Defence Research Board, Scientific Adviser to the Chief of Air Staff, RCAF

christened "Archie" and viewed with a mixture of humor and contempt. Even against the slow aircraft of that war and at the very

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low altitudes at which they used to fly, the guns were ineffectual. In World War II the addition of radar fire control, together with improvements in gun and ammunition design, increased considerably the effectiveness of anti-aircraft guns, despite the higher speeds and altitudes of the aircraft. But today even the best of A.A. guns may be relatively helpless against modern aircraft that fly at 40,000 ft. at the speed of sound.

Since World War II the Western World has been concentrating on the development of various types of guided missiles, including the surface-to-air and air-to-air types. As a result of the expenditure of much research and development effort, these devices have progressed rapidly in the last few years and when finally developed should be capable of very high speed and extraordinary accuracy of guidance. In comparison with anti-aircraft guns the surface-to-air type of guided missile promises such great improvement in effectiveness that the pendulum may well swing over at last in favor of the defences. Canada is playing a part in this program and at the present time the Defence Research Board is engaged in the development of an air-to-air guided missile for the RCAF. If this proves to be effective, it is likely that it will be carried as armament by the Avro Canada CF-100 fighter.

Despite the great progress in aircraft developments since the war,

there has been no similar record of improvement in aircraft armament. In fact there has been no progress at all. Even during the war the armament of fighter aircraft was such that to approach to within effective range of the rear of a bomber formation was an invitation to sudden death because of the heavy defensive fire that would most likely be encountered. Unguided aircraft rockets, each with a respectable charge of H.E. in its warhead, fired in salvos and from much greater range than would be possible for an aircraft gun or cannon are possibly an interim solution, but it is generally conceded that for dealing with bombers the guided missile will be the most effective fighter armament.

The air-to-air missile for the RCAF is under development at the Canadian Armament Research and Development Establishment, one of the Defence Research Board's own laboratories.

Almost the first problem in considering a guided missile for a fighter

aircraft is that of size, because this decides whether the missile can be stowed internally or must be carried externally on a suitable launcher. The method of stowage obviously has an influence on the air drag and hence the flight performance to be obtained from the aircraft with its armament attached. The size of the missile is determined not only by considerations of stowage but is dependent also on the type of warhead and fuse and the system of guidance to be employed. If, for instance, the method of guidance and the missile maneuverability characteristics are such that the probability of a direct hit on the bomber is very high, then obviously one need only rely on quite a small warhead with an impact fuse and the missile might be reasonably small. On the other hand, if one foresees the probability of near misses, the tendency would be to use a larger warhead of the blast fragmentation type with a proximity fuse. In this case the missile would tend to be larger.

(Continued in Next Issue)

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AIR MOVEMENTS UNIT

THE REASON FOR the existence of an inter-command air transport service is to provide for rapid movement of urgently needed supplies between points in Canada. When air freight does not occupy the complete carrying capacity of an aircraft, the remaining space may be used for the carriage of passengers.

Air freight is given the same degree of priority as passengers—namely priority 1 to 4. Where passengers and freight are of the same priority, passengers take precedence over freight (this is possibly the result of a service flight that used to operate to Winnipeg from Edmonton via Calgary in 1946-47 when a group captain and his wife were "bumped" in Calgary by a few cartons of toilet tissue . . . at that time, freight took precedence over passengers of the same priority).

Personnel travelling as passengers on ATC scheduled flights fall into two categories. First, those travelling on duty (a "must" ride)—3 priority; and secondly, those proceeding on leave—4 priority. These are boarded on the seats available after the duty personnel are accommodated.

Air Movements Vancouver, Edmonton, Winnipeg and Montreal have been allotted a quota of seats based on the number of seats or weight available **after** the passengers and freight for the Korean air lift are accommodated. The North Star aircraft are carrying out a dual role — a scheduled flight across Canada and then proceed on the Korean airlift, and vice

versa. Therefore, depending upon the type of priority and the amount of cargo being flown, the space allotment for all detachments is very flexible.

Turning to statistics, the following is the total of passengers and freight handled by Winnipeg Air Movements for the month of June on ATC scheduled flights:

| | Terminated | Originated |
|------------------|--------------|-------------|
| Passengers | 366 | 649 |
| Freight | 15,087 lbs. | 38,186 lbs. |
| Total passengers | —1,015. | |
| Total freight | —53,273 lbs. | |

An additional total of 86 passengers and 886 lbs. of freight were handled for the month of June by special flights other than ATC aircraft. This represents a grand total of 1,101 passengers and 54,159 lbs. of freight handled by AMU personnel. An interesting point is that the total of 1,101 passengers is only one-third of the total passengers passing through Winnipeg. The remainder are the "through" passengers, whose only concern on this station is to get a quick snack and proceed to their destination. On this basis, the Station Snack Bar has to cater to an additional round figure of 3,000 passengers and all aircrew of transit aircraft. This may explain why, at times, the Snack Bar seems a bit crowded.

In conclusion we might add that those passengers who come down for a flight and are turned away bear with us in understanding that though our allotment of seats is supposed to be 15 to 18, it is very flexible. The load message from the incoming aircraft is received one to one and one-half hours prior to ETA (estimated time of arrival). The number of seats available is included in the message. Even then after the aircraft lands, we are able to squeeze an additional seat or two. It is necessary that we have extra passengers on hand to fill these extra seats that we get plus the seats left vacant by "no shows" or late arrivals. In this way we can ensure all seats are utilized and the maximum amount of passengers boarded out of Winnipeg.

MATS The American Counterpart



This photograph of three of our 2ANS students was taken on board a four-engine transport aircraft and shows them after being served coffee by a Wave Flight Orderly—a fine touch of service one would not hesitate to recommend to the R.C.A.F.

This aircraft is operated by Air Transport Squadron THREE (VR-3), a Moffett Field, California based, Navy component of the unified Navy-Air Force, Military Transport Service (MATS). Flight Cadet Marcel Degraeve, left, and Flight Cadet Marcel Deferme, centre, of the Belgian Air Force and Pilot Officer John Craigie of the Royal Air Force, right, toured VR-3 aircraft and facilities during a brief stop at Moffett Field enroute to El Toro, Calif.

VOXAIR is indebted to the wide-awake Public Information Office to VR-3 for their kindness in sending us this shot of MATS—on the job.

Our AMU Waiting Room



The waiting room is believed to be one of the finest in the RCAF. Here is where the "customers" check their flight bookings.



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Back row, left to right:
LAC Sharpe, CF; Cpl. Petraitis, LF; F/O McMillan, CF; F/O Hunter, RF; Cpl. Campbell, Trainer;
F/L Checkaluk, 3rd; F/O Lowe, 1st; LAC Daywadowski, SS; LAC Guderyan, 2nd; F/O Lee, 1st.
Front row, left to right:
LAC Adams, Equipment Manager; Cpl. Speirs, P (Coach); Cpl. Beauchamp, C; Peter Mitchell, Bat
Boy; F/O McAlpine, C (Manager); F/L Kereliuk, P; LAC Mann, Trainer.
Missing are LAC Reidiger, F/O Parakin, LAC Barr, LAC Kreitz, and LAC Roberts.

Sport Spotlight

by Cpl J. Speirs

THE INTER SERVICE Fastball League drew the final curtain on the regular season schedule on Aug. 3rd with the army finishing on top with a very impressive won-lost record of 14-2, followed by RCAF Winnipeg 9 and 7. RCAF Gimli with a very strong finish took third spot with 7 and 9, then came the RCMP nine, who after winning their first five games out of six, just couldn't seem to keep up the grueling pace and managed to salvage one win in their remaining nine games but enough to edge out the Navy who finished in the cellar with a 5-11 record.

With the playoff situation settled and the teams preparing for the all important games, it found Army and RCMP locking horns in a best 2 out of 3 series and the two RCAF representatives following suit. The two RCAF teams were tagged as the series to watch by the majority of fans and of course this ran true to form as the Army thumped the fast slipping RCMP by the lopsided margin of 10-0 and 9-0 to eliminate the Red Coats in two straight games and enter the final series. As predicted the RCAF teams started their series off at Winnipeg with the first game going

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Sport Spotlight continued

to Winnipeg 9-3. The Winnipeggers then journeyed to Gimli where the series was quickly evened up by the Gimli nine in a hotly disputed game to the tune of 4-3. The following night, back in Winnipeg, the Winnipeg team made no mistake in who was going to represent the Air Force in the final series by shutting out and eliminating Gimli 5-0.

The final series should be a real thriller because during league play there wasn't too much to choose between either team as each club met one another on four occasions with the first encounter going to the RCAF by an 8-2 count and the Army taking the remaining games by scores of 6-2, 10-9 (11 innings), 7-6 (12 innings).

All games in the final series are a best 4 out of 7 and are to be played at Fort Osborne Barracks as the RCAF crew surrendered their field before mid-season due to construction work taking place.

When the next edition of Vox-air hits the press we hope to be able to give you a complete run down of the terrific series taking

place and, of course, hope to come through with a championship team for RCAF Station Winnipeg.

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Q. — Is there any particular advantage for R.C.A.F. personnel in using Life Insurance in their savings programs?

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2 ANS GRADUATING CLASS

The Saga of 23a

By P/O D. S. Malpas

("All things weird and wonderful
The Lord God made them all.")
Hymn

Eighteen came from England's shore
And there were seven home grown,
Just a bunch of student navs
That soon became well known.

The CO looked and then he said:
"This course will surely go far."
Then 23 as was their wont
Went searching for a bar.

They sand it through their studies,
They sang it through the night:
"Per Adua ad Astra,
We'd rather quaff than fight."

By mid-term they were settled,
McClintock's hair turned grey.
It was six to four in the billets
That they'd drive him mad one day.

Their fame soon spread to the city,
It was obvious to see.
Why, even a part of the Roseland
Was reserved for 23.

Exams came and rewrites passed
With a minimum of sighing.
And Cooper's voice as always cried
"E gad, do I like flying."

And Joseph Sharp, the expert he,
On his charts hardly a slip;
Amused the boys with strange weed
growths
Upon his upper lip.

Remember Brooks, the SDC?
In bow ties quite a gent.
He's the boy the students loved.
What, do I hear argument?

"Seventeen in as many minutes."
I've oft heard Cressy yell.
And these weren't fixes mind you,
But quaffs in a city hotel.

The musketeers they numbered three
Could scrounge a decent mark;
For Lady Luck was by their side
But not at Polo Park.

The scene was Bob Gray's bedspace
In any moments spare;
And Fetterman's voice a-yelling
"Three aces beats a pair."

Williams was the "gen" boy,
Deschatelets, the wit,
And as for Taff, you always find
Him charping on his pit.

So together they graduated,
And I think they'll all agree
That every man amongst them,
Was proud to have been 23!

2 ANS GRADUATING CLASS

Thoughts upon Graduation

Curious, but the average character here spends nine months heartily cursing at all things connected with 2 ANS, happily decrying a thousand aspects of Canada and its ways and looking forward to the time of leaving. Then when the time comes you find the prospect of leave-taking tinged heavily with regret. You realize in a flash of clarity that in spite of the Englishman's insular outlook, that for the last nine months you have had a great time being the despair of countless Canadians. Only then you realize that all the binds are rightly theirs and all the gratitude rightly yours. You know, that once seated in the corner of your particular pub, nothing is going to give you greater pleasure than shooting to the yokels: "Now, when I was in the West." Then you will paint Canada in idyllic colours, and begin to wonder again which was the reality between your binds here and your praises in England. Possibly when the final assessment is made, Canada will get the required 60 per cent for a pass.



Pilot Officer Dixon of Course 22WB is shown receiving the Royal Canadian Air Force Scroll of Honor from Group Captain L. H. Randall, DFC, CD, at the last wings parade.

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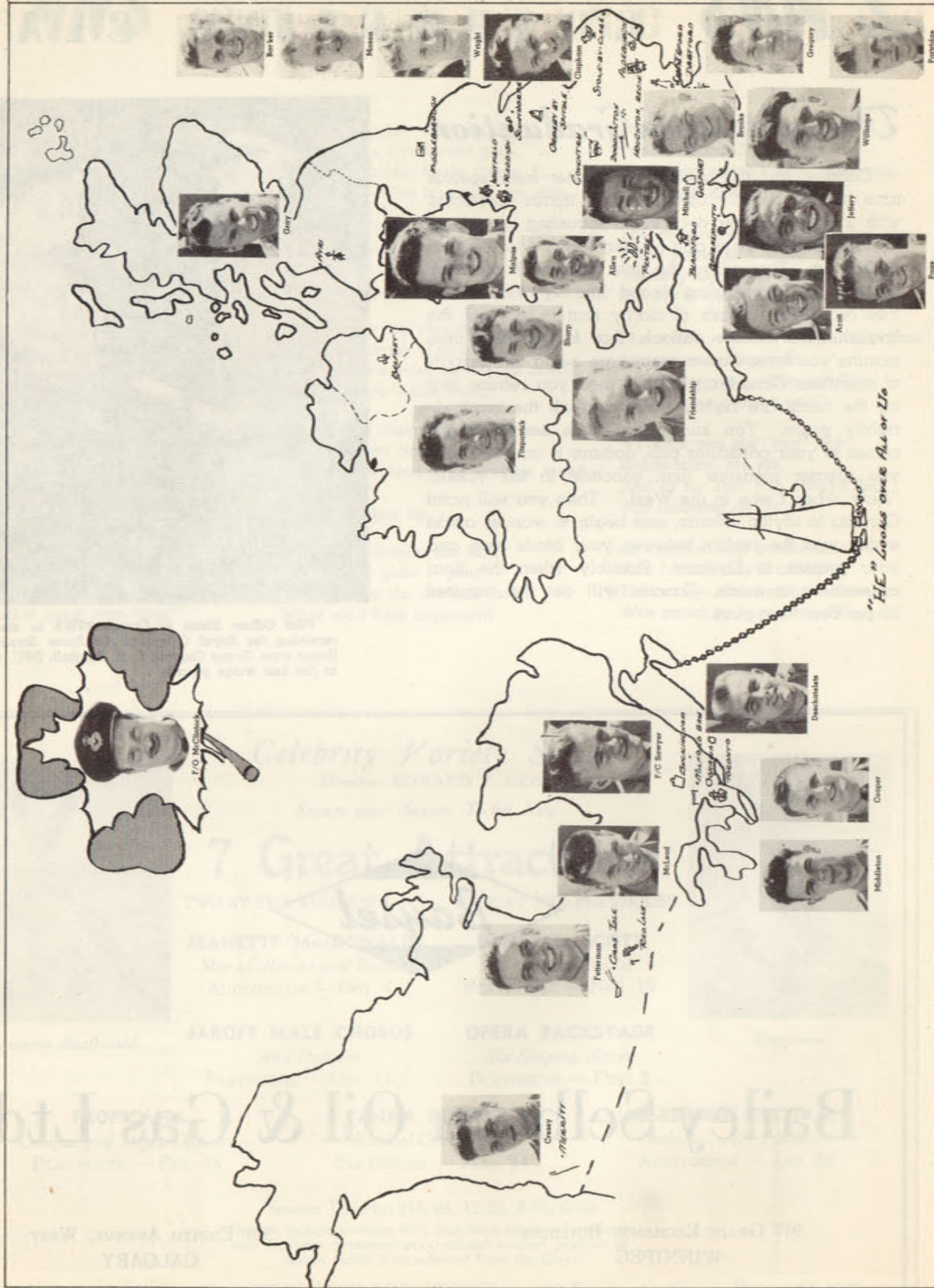
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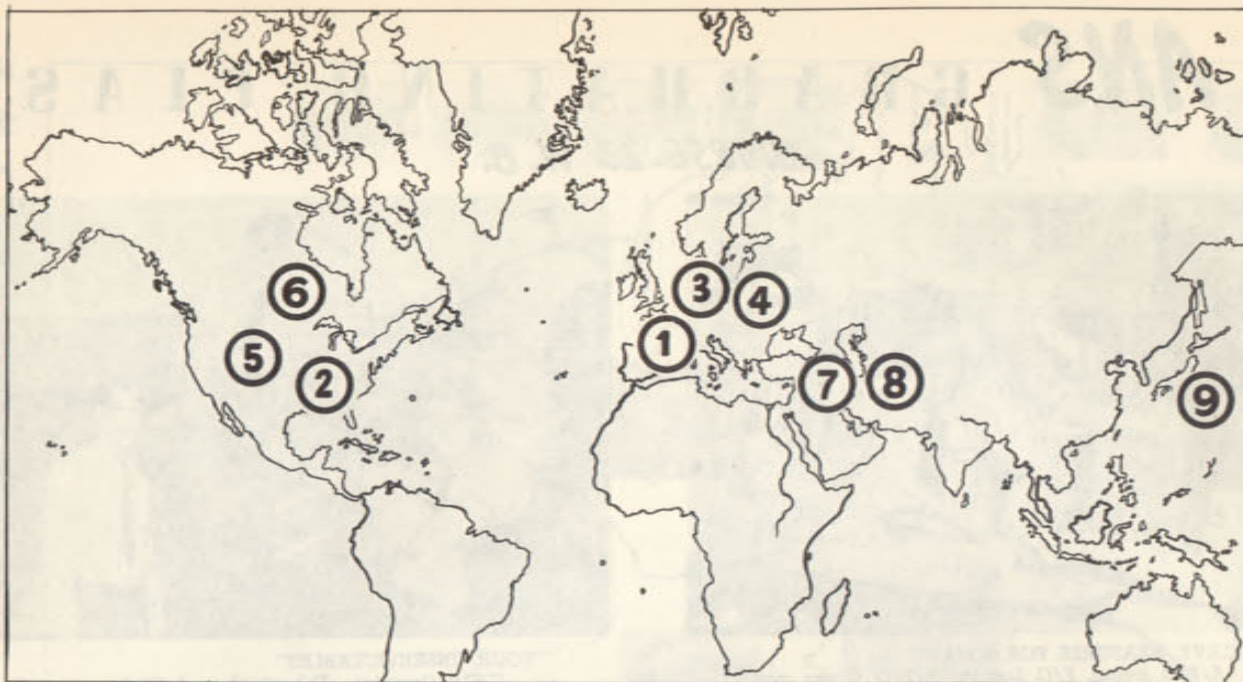
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CURRENT AFFAIRS

By P/O S.G. Nutter

French Re-armament Program

The French arms program for this year was even larger than that requested by NATO. It called for the spending of \$85 millions more than French finances allowed. This amount was expected to be covered by American "off shore" purchase orders for military equipment placed in France. When Washington turned down a large part of the French list of possibilities for purchases there was considerable alarm that not only would the whole French defence be endangered, but all plans for co-ordinating European defence as well. However, Premier Pinay has succeeded in drafting a plan to carry out at least \$48 millions of the extra \$85 million plan by shifting items in the budget. This plan removes the possibility that any arms production under way in France will be cancelled. Principle items affected are: \$20 millions slated for civil defence to the budget for aircraft; \$11 millions marked for Indo-China and \$11 millions for NATO construction to defence production; \$6 millions saved in purchases from manufacturers, due to declining prices by Pinay's anti-inflation program.

Washington

Economists and government administrators were totting up the cost of the steel strike. An estimated 17 to 20 million tons of steel is the generally arrived at figure, "more than the total capacity of Great Britain in a full year's operation." The dislocation this has produced in industry is likely to continue for some six or seven months. The Defence Department plans to double its current steel requirement in order to make up its loss as soon as possible. Passenger car production will be 22 per cent below last year. Price Stabilizer Ellis Arnall predicted increased prices will cost the average American family \$100 a year.

Luxembourg

The Schuman Plan has formally begun to function. The nine men from the six participating countries who comprise the High Authority began their meetings in Luxembourg to organize the structure and operating methods of the coal and steel union. The meetings are felt to mark the most important stride toward European unity since the end of World War II. The Plan will create a free market in coal

and steel for 150 million Europeans. The High Authority will have control over an approximate annual production of 200 million tons of coal and 38 million tons of steel. There are still many problems in the way of successful operation. Sharp contrasts in wage scales and production costs require some means of adjustment, and the effect of British production poses a question. But the issue of the future status of the Saar is believed by most observers to be the thorniest. The French, who control the Saar at present, have proposed that it be a neutral zone and serve as the administrative seat of the Schuman plan. So far, the Germans have flatly rejected this proposal.

Prague

High military authorities of the Soviet bloc are meeting to discuss the re-organization of all the armies to fit the pattern of Russia's. Three Russian marshalls are reported attending, and the Yugoslav press agency has reported Chinese General Yun Ti also on hand. The agency said the officers met "to assess the results achieved during the last phase of the re-organization of the Soviet bloc armies on the

Continued on page 21

Current Affairs Cont'd

Soviet model, and their enlargement and armament with standard Soviet military material." Rumania's air force is said to have grown in three years from two to five divisions, Bulgaria's from two to three and Hungary's from a few groups to between two and three divisions.

Atomic Aircraft

The Atomic Energy Commission announced it has authorized the construction of facilities which bear a relation to the "eventual development of nuclear propulsion for aircraft." The work is to cost \$33 millions. The General Electric Company is to produce what is called "the prototype aircraft propulsion reactor."

Substitute for Newsprint

Due to the high price of newsprint, one of Canada's principle exports, many attempts have been

made in recent years to find a substitute treatment of reeds, straw, etc., have all been below necessary quality or have proven too expensive. Now a new method using sugar cane stubble is under consideration in Washington.

Iraq

Iraq has approved the Arab League's defence pact. This means the treaty pledging military and economic aid will come into force on August 24th. It has been ratified

Continued on page 31

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THREE-TEN DONALD STREET

1952 Belongs to Winnipeg!

ALARUMS AND EXCURSIONS . . . Sound the battle cry! Tomorrow the WIFU (Western Interprovincial Football Union) opens another bruising campaign with Calgary Stampeders bashing brawn with the Winnipeg Blue Bombers.

To protect local sports enthusiasts from embarrassment, no attempt will be made to describe Osborne Stadium — the scene of mayhem. Let it be said that it is a four-sided wooden carton around 8,000 people where every success-



Quarterback Indian Jack Jacobs

fully converted touchdown goes for a home run—over the fence. But, rally around friends, 1954 should produce a home befitting 1952's champions. (This statement is not to be construed with a weather forecast — despite its similarity). A name has not been selected for the new stadium, but it will undoubtedly be known as "The House that Jack Built."

In 1950, the noise, colour and spirit of 583,914 normal people was crammed into the 1,500 who trav-

elled to some town "down East" where the annual Canadian football final was played, to see their beloved Winnipeg Blue Bombers "nosed out by a sliver" by the something-or-other Argos. Due to some unmistakable witchcraft, the rain makers worked overtime and arranged for the contents of Lake Superior and half of the Carribean Sea to get into the game too. The cads!

With a part of the proceeds raised from ticket sales sold to people supposedly from the west, the Canadian Rugby Union bought a huge tarpaulin to protect the field, the players and the fans from future schmozzles.

This year—revenge!

Here is a brief outline of why Blue Bomber supporters with the 6 to 5 instinct will have a successful season. In fairness to other forms of human life with loyalties elsewhere, the warning, "Keep your money in your pocket," is offered.



Halfback Tom "Citation" Casey

Last year's champion Saskatchewan Rough Riders (a brilliant example of provincial participation in



Coach George Trafton

professional sport) was a good team. In quarterback Glenn Dobbs, they had one of the most inspiring leaders in Canadian sport, but the Bombers showed no quaking fears because they defeated the ruffians in 5 out of 8 games. It's just that we wuz robbed in the semi-finals. Let's not consider the other teams' losses in player strength — but look at Winnipeg's gains.

Joe Zaleski has come along to spell off Indian Jack Jacobs in the quarterback slot. Jacobs was the Peg's only signal caller last year and as a precaution was only used on offence—and then only did an insignificant amount of ball carry-



Tackle Buddy Tinsley

ing. With two sharp passers, both can "open up" in the running department without fear of crippling the team's chances through injury. Then, there is huge John Brown at centre who missed last season's warfare through a knee injury. If we had our choice between being bashed by a North Star or John Brown, we'd take our chances with the North Star.

Fullback Jim Spavital won't be back this year, he's gone with the wind—or draft—or something like that. Last we heard of him is that Jim has decided to make the U.S. Army his career. His slated successor is Ralph McAllister from the



Quarterback deceptive Joe Zaleski

Philadelphia Eagles. If you can't remember his name, then look at the all-star ratings in the late Fall under Fullback.

But the point that has worried

Armstrong's sweater though! But will he "fill his shoes"?—Just wait and see. But don't say we didn't warn you.

One of the highlights of last year was Tom Casey, running like "Citation" through the Eskimos from his own yard line on a quick opening play. He shifted

around the secondary defence so well that the line backer still has blisters on the soles of his feet from spinning around in his boots. We have asked Tom if he will kindly do the same for us this year.

| Eastern Exhibitions Some Tour! | |
|--|------------------------|
| WINNIPEG BLUE BOMBERS 24 | Ottawa Roughriders 6 |
| WINNIPEG BLUE BOMBERS 24 | Hamilton Tiger-Cats 17 |
| BLUE BOMBERS 11 | toronto argonauts 7 |

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Halfback Vic Falls from University of Richmond



Guard rugged Al Wiley, a "home grown" from London

TERRORISM STATISTICS . . . Pre-Season

1952 WINNIPEG BLUE BOMBERS

| Position | Players | Age | Height | Weight | Previous Team |
|----------------|--------------------|-----|--------|--------|-------------------|
| Centers . . . | BROWN, John | 30 | 6' 5" | 230 | Bombers |
| | SAVOIE, Roger | 22 | 6' 0" | 260 | Bombers |
| | MATTINGLEY, Don | 21 | 6' 0" | 260 | Bombers |
| | VIDRUK, Kas | 29 | 5' 10" | 215 | Bombers |
| | BAXTER, Gar | 23 | 6' 2" | 210 | Bombers |
| Guards . . . | DELEEUW, Gerry | 25 | 5' 10" | 215 | Bombers |
| | WILEY, Al | 24 | 5' 10" | 200 | Bombers |
| | McPHERSON, Jim | 21 | 6' 2" | 205 | Bombers |
| | BANDIERA, Dean | 26 | 6' 0" | 200 | Bombers |
| | PATRICK, Steve | 22 | 6' 2" | 205 | W.L.I. Jrs. |
| | THAYER, Don | 22 | 6' 1" | 195 | London Int. |
| Tackles . . . | TINSLEY, Buddy | 27 | 6' 4" | 260 | Bombers |
| | HUFFMAN, Dick | 29 | 6' 4" | 260 | Bombers |
| | KONARSKI, Walt | 23 | 6' 2" | 220 | Bombers |
| | PASSMAN, Al | 29 | 6' 3" | 235 | Bombers |
| Ends | FELKER, Art | 24 | 6' 1" | 200 | Green Bay |
| | VACCHER, Ron | 24 | 6' 2" | 195 | Bombers |
| | HILL, Norm | 26 | 6' 2" | 200 | Bombers |
| | LUMSDEN, Tom | 23 | 6' 3" | 220 | Bombers |
| | BUDZAN, Myro | 22 | 6' 1" | 165 | Rods, Jrs. |
| | PEARCE, Keith | 24 | 6' 1" | 175 | Bombers |
| Fly Wing . . . | FORD, Tommy | 25 | 5' 7" | 175 | Bombers |
| | KORCHAK, Bud | 25 | 5' 10" | 180 | Bombers |
| | GIBB, Ian | 27 | 5' 9" | 170 | Bombers |
| Full Backs | McALLISTER, Ralph | 25 | 6' 1" | 195 | Phil. Eagles |
| | LUMSDEN, Chuck | 22 | 6' 1" | 205 | W.L.I., Jrs. |
| | BECKER, Al | | 6' 2" | 209 | Regina |
| Half Backs | BENSON, Lorne | 22 | 6' 1" | 180 | Bombers |
| | CASEY, Tom | 27 | 5' 11" | 175 | Bombers |
| | DUGUID, Gerry | 24 | 5' 7" | 160 | Bombers |
| | JAMES, Gerry | 17 | 6' 0" | 180 | Runnymede Coll. |
| | MAUTHE, Harold | 23 | 5' 7" | 160 | Bombers |
| | MELTZER, Len | 22 | 6' 0" | 180 | Bombers |
| | MACPHAIL, George | 23 | 5' 9" | 170 | Bombers |
| | SOKOL, Andy | 25 | 5' 11" | 205 | Bombers |
| | MAGUIRE, Mickey | | | | Sask. Roughriders |
| | JACOBS, Jack | 32 | 6' 1" | 200 | Bombers |
| | ZALESKI, Joe | 26 | 5' 11" | 190 | L.A. Rams |
| | ROSEBOROUGH, Barry | 22 | 6' 1" | 200 | Weston Jrs. |
| | FALLS, Vic | 23 | 5' 11" | 205 | U. of Richmond |

a worry. When you see some of the tackles and blocks those linemen throw, you are overcome with a surge of gratitude that you are a spectator.

Now these are a very few reasons why it is uneconomical, useless and a waste of time throwing your loy-

alties to any other team. We have no axes to grind nor any reason to feel prejudiced one way or another. However, let's face it, there is a possibility that the other teams may score a point or two, maybe even get a touchdown—don't let that put you off—1952 belongs to Winnipeg.



Tackle Dick Huffman one of the game's greatest



End Art Felker from Marquette University to take over Neill Armstrong's spot

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Centre 6 foot 5 John Brown, all-Canadian centre in 1950, but missed 1951 through injuries

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WINNIPEG, MANITOBA

Those Cadet Rank Badges

MANY STATION personnel have raised comments about cadets of 2 Air Navigation School wearing white "shoulder patches" bearing rank markings ranging from Flying Officer to Wing Commander. However, not many have noticed that aircrew cadets from other flying schools have carried the same rank insignia when they have landed here.

Actually, this innovation is standard in all RCAF flying schools. It is referred to as the Cadet Organization and basically, it means that cadets have their form of self-government on the same status as senior squadron officers. The ranks are very similar but the appointments have only a slight comparison.

The head of the organization is known as the Cadet Officer Commanding (COC) and wears Wing Commander rank insignia. He has a Deputy Cadet Officer Commanding (DCOC) who wears the rank of Squadron Leader and a Cadet Wing Adjutant (CWA) who wears Flight Lieutenant rank. Because of the size of this ANS, it has been divided into two squadrons "A" and "B". You will recall reading previous comments of graduating courses where reference has been made to 18WA or 22WB and so on. Each squadron has its cadet organization. There is a Squadron Cadet Commander (SCC) who wears Squadron Leader rank insignia. He has a Cadet Squadron Adjutant (CSA), a Squadron Discipline Commander (SDC), a Squadron Hous-

ing and Supply Commander (SH&SC), a Squadron Entertainment Commander (SEC) and a Squadron Sports Commander (SSC) all wearing the rank of flight lieutenant. Each course is represented by a Course Leader who wears flying officer rank.

All of these appointments are selected from among the members of the senior course in each squadron. Selection is made by the ANS staff including the OC of the ANS, the OC of each squadron, the instructors, the course director and cadets about to relinquish their appointments. These appointments are held for a period of three weeks, course leaders hold office for only two weeks and cadets are notified through Cadet Weekly Orders.

The duties of the Cadet Organization are specific and are patterned on normal RCAF functions. The Cadet Officer Commanding is responsible for the deportment and efficiency of the whole cadet body. He hears disciplinary cases that have been remanded to him by the Squadron Cadet Commanders and he awards penalties on a restricted scale.

His understudy is the Deputy Cadet Officer Commanding who fills the role of the COC when the COC is on flying duties. If the COC is from "A" Squadron, then the DCOC is selected from "B" Squadron and when the COC graduates, the deputy automatically assumes the COC appointment.

The Cadet Wing Adjutant handles the paper work for the COC. His primary responsibility is the promulgation of Cadet Weekly Orders.

The Squadron Cadet Commander is responsible for the deportment and efficiency of his squadron. He hears disciplinary cases and may award extra duties or restrict privileges. If he feels that the seriousness of the situation is beyond his powers, he remands the case to the Cadet Officer Commanding.

To relieve him of his more detailed duties, he has a Cadet Squadron Adjutant who maintains the Squadron's records and handles the flood of memos directed to and from the organization.

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Cadet Rank Badges Cont'd

The thankless tasks rest on the shoulders of the Squadron Discipline Commander. He is responsible for the appearance, deportment and discipline of the cadets in his squadron. These duties include regular barrack inspections, classroom clean-up details, after-hour drill assignments and supervision of marching courses between mess, barracks and GIS buildings. Naturally, he is the individual who keeps the SCC busy hearing charges.

The Squadron Housing and Supply Commander handles the housing requirements of his squadron. This entails having beds, blankets, sheets and kindred equipment ready for arrival of new courses. He also arranges and supervises the weekly bedding change as well as maintains a continuous check on all barrack equipment and supplies. To help him carry out his many tasks, he has a representative in each room, known as a Barrack Warden.

Cadets in Winnipeg are in the very fortunate position of having many entertainment diversions off the station. The Squadron Entertainment Commander is the intermediary for Squadron personnel. Each course has its own Entertainment Leader who reports regularly to the SEC to keep abreast of happenings on the entertainment front.

The Squadron Sports Commander has the job of arranging extra-curricular sport activities which normally consist of competitions with the other squadron. He may call upon the representative of each course, known as the Sports Leader, to carry out any such program.

Thus with the cadets administering their own organization they acquire invaluable experience in practical executive training. The real, true worth of the potential officer can be measured in the manner he approaches and carries out his assignment. Some cadets with apparent leadership qualities have been selected; others, due to

personal traits such as lack of confidence or over-confidence, have been appointed in the hope that assignments will develop their personality to the point where they overcome their disadvantage. Any cadet may be called upon to carry out any assignment in the Cadet Organization because it is entirely likely that he will have to carry out similar responsibilities later in his career.

Like morale on any station, the effectiveness of the cadet body in its self-administration depends primarily on the spirit of co-operation of every individual in the cadet

body. Everybody has to work on it—but what makes it difficult is that the appointees must maintain the high academic standards required on a navigation course. All these assignments are carried out during hours other than flying or lecture periods and each one is assessed on his capabilities during his appointment.

The next time you see a cadet wearing rank insignia on white shoulder tabs, you will know that he is a senior course man carrying the added responsibilities of an officer in a functioning hard-working cadet organization.

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Lt. Gen. A. A. Vlassov a Russian fighter for freedom

NOT VERY OFTEN one hears, in the Western World, about Russian anti-Communists who left their native land and their people to devote all their strength to the struggle against Communism. There are about 2,000,000 of them in the world west of the Iron Curtain. Several hundreds of thousands of them refused to return to the Soviet Union at the end of the Second World War. Thousands of officers and soldiers of the Red Army have fled to the western parts of Germany and Austria since 1945 to the present day.

Most of these people join the struggle against Communism almost immediately upon their arrival in the West, and many of them have given outstanding service to the Free World. Everybody knows of Gouzenko, who revealed the existence of atomic espionage in Canada and of Kravchenko who wrote "I Chose Freedom," and who publicized his revelations of life in the USSR during his famous libel action in France. And there are hundreds of others who contributed valuable information about Stalin's sinister plans and tens of thousands of former Soviet citizens who are ready to help the Free World in the struggle against Communist aggression.

The second of August is a day of mourning for many Russians. It was on that day in 1946 that General A. A. Vlassov and other leaders of the Anti-Communist Liberation Movement were executed in Moscow. This movement was initiated in 1941 when millions of Red Army men, unwilling to defend the Red dictatorship, surrendered to the Germans.

The Russian people realized that, unaided, they would not be able to overthrow their government, and hoped that the German army would destroy the Soviet regime, thus enabling them to build a Free Russia. Having this hope in their hearts the Russian prisoners of war volun-

teered for service against the Red army and the Red partisans. By the middle of 1943 these volunteers numbered 800,000 and by the spring of 1945 there were already 1,500,000 who put on a German uniform to fight Stalin. Their leader was A. A. Vlassov.

Vlassov was born in 1900. His father was a relatively well-to-do peasant who was liquidated along with other kulaks when Stalin collectivized agriculture in 1929. Vlassov was of a religious nature and was educated for the Orthodox priesthood. But after the civil war broke out in 1917 he entered the Red army and immediately showed great promise as a soldier.

In 1938, when the great purges had come to an end, Vlassov was a colonel, and he was sent to China for a year as a military adviser to Chiang Kai-shek. On his return to Russia he became commander of the 99th Infantry Division in the Kiev military district. In the autumn of 1940 this division, under his command, was decorated for being the best-disciplined and best-led division in the Soviet Union.

When the Germans launched their great offensive against Moscow in the autumn of 1941, Vlassov was a major general in command of the 20th Army which held the Germans, counterattacked and advanced northwest of Moscow. For this he was promoted to lieutenant-general and decorated by Stalin himself. In the following spring, when he was in command of the 2nd Assault Army, he and his forces were caught in the "Volkhov encirclement" to the east of Leningrad. Again his resistance won the admiration of the Germans, and he remained hidden in the forest and swamps until his army was destroyed. In August, 1942, he surrendered.

No other captured general ever made such an impression on the Germans. "General Vlassov is in-

spired by a burning hatred of the Bolshevik system and Stalin personally," said a report. A second memorandum stated: "He is not . . . a mere seeker after political glory and accordingly will never become a purchasable hireling and will never be willing to lead hirelings."

In 1944 he issued a program aimed at building a New Russia after it had been liberated from Communism. These were the prominent points of the program:

—Creation of a democratic government; proclamation of freedom of religion, speech and assembly;

—abolition of forced labor and terror; transfer of land to the peasants; resumption of private trade and artisanship;

—freedom for all political prisoners of the communist regime; establishment of friendly relations with all countries and granting of full rights to ethnic minorities.

This program, as well as Vlassov himself enjoyed great popularity among Russians. At the end of the war Vlassov surrendered to the Americans expecting to be welcomed by the Western Allies and get their backing against the Soviets. After the German capitulation he was turned over to the Red Army.

This was in accordance with the terms of the Yalta agreement, where President Roosevelt and his Western allies agreed to return all Soviet citizens to Stalin. Vlassov was not heard from again until August 2, 1946, when the Soviet press printed the bare announcement that he and the highest officers of his staff had been executed.

The repatriation of Russian war prisoners was conducted with force and thousands of Russians preferred to commit suicide rather than to return to Communist slavery. Stalin and his executioners lost no chance to deal with the anti-Communists who fell into their

Continued on page 29

GREEN TICKET By F/L A. Rewakowsky

The expansion of the air force has brought with it many new terms and expressions. We have jet air craft with its own distinctive terms of reference. We have new types of uniforms. We even have airwomen, who, especially to the post-war entrants, are something new. It is therefore quite understandable that some people should think of a green ticket as just something new; some new form that the orderly room commandos dreamed up—or perhaps a new type of identification and car pass. Nothing could be further from the truth.

Green ticket is vernacular for "RCAF Form F57" Standard Instrument Rating Card. The card is similar in size to a drivers licence card and is, as you may have guessed, green in colour. On the card is printed the pilot's name and the date of issue besides the usual RCAF crest and devices used to make a piece of paper look official.

The Standard Instrument Rating Card or Green Ticket is issued to pilots who have qualified through written exams and a flying test. It is valid for one year. The qualifying ground exams require a thorough knowledge of such subjects as meteorology, navigation and flying regulations. The flying test requires the candidate to show proficiency in instrument flying, navigation, aircraft handling and instrument landings.

The flight of aircraft is governed by two separate sets of rules and regulations; Visual Flight Rules (known as VFR) and Instrument Flight Rules (known as IFR). When weather conditions are such that a pilot can maintain a ground visibility of three miles and remain 500 feet above ground or water and 500 feet below cloud, the aircraft is operating under VFR. (There are a few exceptions to the above). If weather conditions deteriorate to below the mentioned limits, flights are then governed by IFR. This is when a green ticket becomes necessary and only those pilots holding a valid green ticket are permitted to fly.

It can be seen from the above that a pilot holding a green ticket must be able to fly in poor weather. He must be able to fly in cloud and navigate by means of radio aids. He must be able to land his aircraft in fog, rain, snow, etc., when he cannot see the runway until almost on the ground.

From the above it can be seen that the requirements are many and difficult. Therefore the test standards are high. That is also why the rating is valid for only one year at which time a complete re-test must be carried out. The rating will also expire if the pilot concerned does not fly the minimum numbers of hours laid down in CAP 100. The instrument rating can also

be cancelled after a breach of flying regulations. Because of the high standards required and the strict application of flying regulations, the accident rate of the RCAF has been kept low. More and more pilots are qualifying for green tickets every day. This must and will continue. The days are gone when the flight of an aircraft was a rare novelty. Aerial traffic has increased to such an extent that a system of traffic lights, although impossible, is certainly necessary. The green ticket signifies that the pilot is qualified in all respects to cope with the complexities of modern flying.

Lt. Gen. A. A. Vlassov cont'd

hands. Some of them were liquidated on the spot (in Germany and Austria), others — upon their return to the USSR. The few who were left alive, were sent to the mines of the far North. Even such prisoners of war who had never been in Vlassov's army, and who had been confined to German labor and concentration camps, where they had to endure most unbearable conditions, did not avoid, upon their return to their home country, several years of hard labor as "unreliable" elements.

Thus ended, tragically, one of the most outstanding efforts of Russian people to break the chains of Red domination.

The Western World must remember that the peoples of Russia are potentially their best allies, since they are the most relentless enemies of Stalin and the tyranny of the Communist party.

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Besides, with the football season ahead, those outdoor evenings at the Stadium can be mighty chilly—unless, of course, you have your own private insulation (namely a good, healthy coat of tan).

Our lovely model, Helen Lawrence, wife of Neil Lawrence, former Flying Officer of 402 City of Winnipeg Squadron, has found herself a sunny, sensible way of acquiring the golden glow. She has slipped into a flattering one-piece swim suit and stretched out on the diving board at the Winnipeg Canoe Club.

You can choose your own method of coaxing Old Sol to stay bright in the heavens. It may be your own back yard, during the short but sunny intervals between the formula and the frying pan . . . or a whole wonderful week-end (there's a long one coming up.) toasting yourself lazily on a sandy

beach beside some languid lake. (We can dream, can't we?)

The lady's not for burning—so to avoid that broiled lobster look, Mrs. Lawrence tosses a jaunty terry cloth beach robe over her shoulders, protects her head with a big, beautiful Mexican straw hat.

With an evening of dancing in her date book, and the newly acquired tan at its glowing best, our model dons a charming bare-back cotton sundress with its own cover-up stole. (Her husband thinks it's pretty swishy, too!)

So there you are girls . . . take the sun where and when you can find it. Don't let the weatherman scare you into red flannels yet . . . there's still plenty of time to become a golden brown beauty—it sez here!



Toils of A Travel Claim

as related by
AC2 SAMUEL SOBACOW SLUSHBUCKET

Say Mr. Accounts Man, whatever your name—
You lucky old dog, here's my travelling claim,
Fill it out will you, you've plenty of time—
I'd do it myself—but you'd hardly decline.
After all it's your business, and it's not in my line,
Besides I can trust you to do it up right,
Much better'n me by a considerable sight.

WHAT, now listen here fella, just watch how you talk,
They said in the hanger you'd probably balk,
Just listen to reason; I don't have a clue—
(No comment my lad, or you'll end in a stew—)
About Itineraries, Entitlements, to name just a few,
Airplanes, Engines, are more to my taste
Paper work Sonny, for me is a waste.

Now no need to get hostile, calm down just a bit,
There's really no need for an appoplectic like fit,
I'll fill it out alright, but I'll need your advice,
At least give me that much, it pays to be nice,
You never know fella but I've seen once or twice
Where Accounts like some others are in need of a flip,
Oh it pays to be friendly, I can fix up your trip.

Incidental expenses it says in block "J",
Taxis and berths, and what else did you say?
A blonde cost me ten, incidental for sure,
Put down for my beer, the water was poor,
Fifty dollars for taxis, I took quite a tour,
Excessive? why laddie I swear on my life,
It would be much more expensive if I'd taken my wife.

Meals on the train; what a wonderful thought,
Dining cars as you know are expensive and hot,
Five dollars for breakfast, that just buys the toast,
Ten dollars for dinner, you only get roast,
And supper, well Mister, I don't like to boast—
But by starving, and pinching, and saving the tip
At fifteen—I'm saving the public a bit.

Gratuities—of those I can claim quite a share,
As an airman I guard my great EGO with care,
Two bucks to the newsie for fetching my beer,
Five to the Porter, for less he would jeer,
And ten for myself in the interest of cheer;
A buck and a quarter? Oh, come, after all—
Okay the truth is I gave nothing at all.

Where did I go? to TORONTO old Bean:
Reason? The Grey Cup, that is on duty I mean,
For everyone knows if you go on a flip,
Go via Toronto no matter the trip—
Be to Frisco, or Siam, or Bangkok by ship—
The reasons as plain as the nose on your face,
No rations and quarters provided that place.

PER DIEM—Ah rapture, a glorious sound,
Where dollars and cents are known to abound,
I guess you could give me a hundred or two,
I'll swear on my honour I spent every sou,
You wouldn't do anything to make me feel blue,
You guys know the angles, just give a fair break,
Jack the claim up, for my little kids sake.

Well Johnny, the claim we have done with great care,
No swindles, no rackets, just all fair and square,
How much do you think I'll be able to get?
Add a little for poker or other such fete,
Ten or so extra would be very well met—
FIVE DOLLARS—that all you can see your way clear?
Highway Robbery, and to think I nearly bought you a beer.

—LAC T. H. CONNOLLY.

Current Affairs Cont'd

by Egypt, Jordan, Syria and Iraq, but is also expected to include Saudi Arabia, Lebanon and Yemen.

Iran

An erstwhile shadowy figure in Iranian politics came to the fore. Mullah Kashani, an 80 year old Moslem priest who controls the fervently nationalistic masses and street gangs of Teheran, was

elected presiding officer of the Majlis, second most powerful post in Iran. Kashani is credited with having engineered the riots which followed on Mossadegh's dismissal and brought him back in four days. The Mullah has fully backed up the Premier on domestic policy but has opposed, apparently successfully, his moves to re-open negotiations with Britain. However, British observers are reported to feel that Kashani's power is the princ-

iple balance to the power of the Communist Kudeh party. The strength of this party is difficult to judge, but on recent showings it is stronger than was hitherto believed.

Japan

The newly formed Japan Air Lines has ordered two British Comet jet transports for delivery in 1955. Japan's gold reserve is reported approaching \$1 billion, which compares with Britain's \$1.7 billion.

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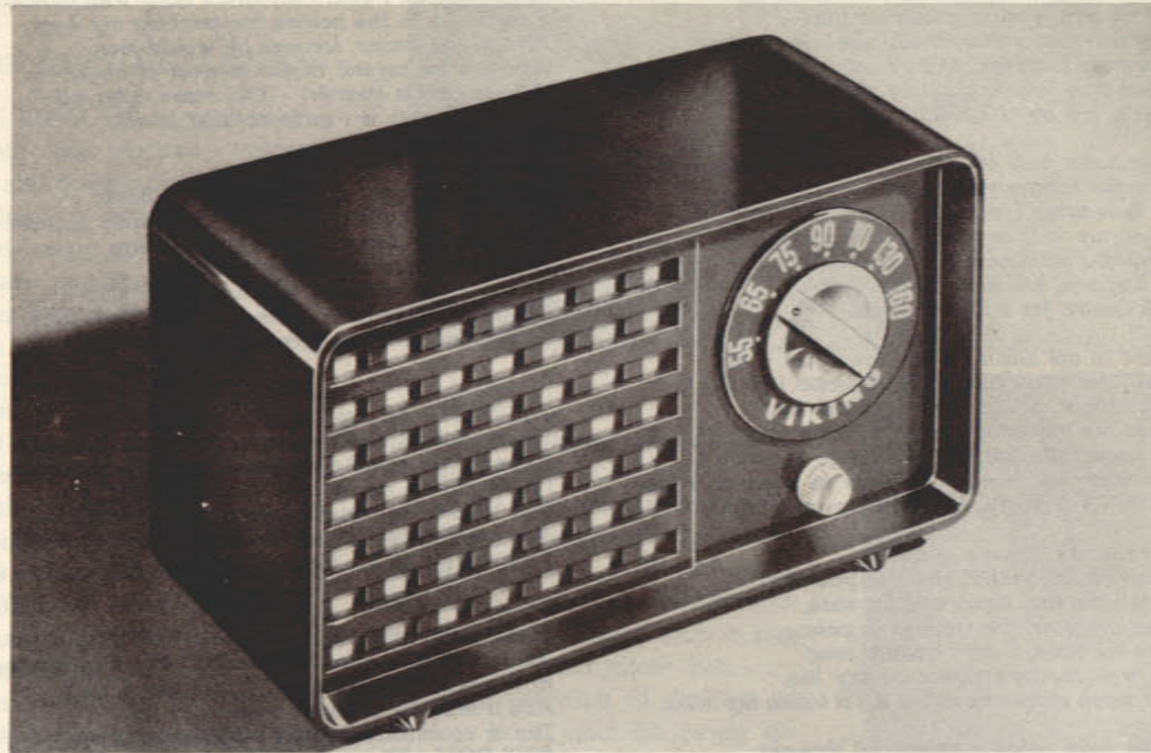
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