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Editorial

ONE OF THE MOST impressive memorials of World War II is a postage stamp. Issued in the United States, it bears the portrait of four chaplains, standing arm in arm, and representing Jewish Protestant and Catholic beliefs. The deed commemorated by this stamp was worthy of this nation-wide recognition. Serving on board an American battleship, these men of God gave their lifebelts to less fortunate personnel and, then, arm in arm, went down on the torpedoed vessel.

Although this striking gesture took place on an American ship, it is obviously one of those heroic acts whose glory and inspiration shine brightly beyond national frontiers, to be appreciated by members of armed forces everywhere.

Without pretending that all chaplains attain the high standard set by those men, I do feel that their example does illustrate, to a certain extent, the place occupied by the chaplain, by religion, in the armed forces, particularly in the R.C.A.F.

First of all I see these men not as persons but as symbols. They are not even named on the postage stamp. It is the common deed that stands, a deed inspired by a spirit of brotherhood of the highest degree, but a deed clearly based on belief in the Fatherhood of God, in His providence, in His recompense for self-sacrifice that no earthly reward can repay. These men, in death, and surely in their lives which prepared that death, were symbols and instruments of spiritual values, bringing God and his strength close to the men, serving as a visible and attractive link between their men and their God. This is the

spirit and the mission which guide every worth-while chaplain in his work whether on shipboard, in a camp, or with the birds of the air.

I would even suggest that the chaplain's role is more important in the Air Force than in the other services, because the Air Force holds special dangers for a man's spiritual life and because, at the same time it offers special opportunities for his growth.

Here the temptation to neglect spiritual and religious things is stronger because the principle occupation, that of flying, tends so powerfully to create a feeling of self-importance, of masterfulness, of independence, leaving little place for

COVER STORY

Four charming young airwomen, newly arrived at RCAF Station Winnipeg, put their heads together and make a pretty picture for our photo editor, LAC Ken Gregg.

The girls, members of the first group of airwomen to be posted to the station, represent four important trades in which airwomen are doing outstanding work. LAW E. M. "Marg" Horning, left, clerk steno in the station orderly room; AW M. "May" Dawson, supply technician from the station supply section; LAW "Pat" Heitman, clerk accountant with the Station Winnipeg accounts section; and on the right, AW "Sheila" Chisolm, teletype operator at the station telecommunications section.

the sentiments which lead to God. To fly is to perform a feat which the ancients considered as a quality of the gods. One gets a feeling of great power, of freedom from restraint, of achievement, which undermines humility, moderation and reverence—three foundation stones of religion. Surrounded by an artificial world of mechanical wonders, it is easy to be overimpressed by the discoveries and creations of science, to see the world and oneself as merely so much complex machinery, self-sufficient and devoid of all higher principle or purpose. In this environment the chaplain serves as a reminder of God's presence, helping men to rise above their shortsightedness and egoism, leading them to grasp the spiritual instincts which spring in every human heart, guiding them to an outlook on life in which they know themselves as children of God and brothers of a heavily Father.

But if the chaplain is needed because of the spiritual dangers involved in flying, he is also of service in favoring the spiritual and religious sentiments which flying may encourage. Flight is a constant reminder of spirituality, of domination over the things of the earth which it brings into the proper perspective of insignificance compared to man and the Creator of all. Flight frequently also gives rise to a strong consciousness of one's dependence on God's watchful benevolence. The chaplain is happy to aid in the growth and fruitfulness of these noble instincts upon which happy, worthwhile lives may be built. He is ever ready to join, **arm in arm**, with his men in this effort which leads to God.

'PEG PERSONALITIES

Cpl. Alex Wall

Cpl. "Hank" Decorby



TWO YOUNG MEN of Station Winnipeg who make a practice of "floating through the air with the greatest of ease", are presented here as our 'Peg Personalities.

Corporal "Alex" Wall and Corporal "Hank" Decorby both sport the small Para-Rescue badge on their right sleeve. This emblem, the only trade badge now in existence in the RCAF, shows that the men who wear it have completed the rigorous course of para-rescue work at Edmonton and Jasper National Park.

Hank and Alex were on the same course during their para-rescue training and both arrived here in the summer of 1950, where Corporal Wall became Unit Jumpmaster and Corporal Decorby became his good right arm.

Together, during training and later, Alex and Hank have covered about ten miles vertically while enroute from their drop ship to the ground.

Corporal Alexander Wall hails from the picturesquely named Plum Coulee, Manitoba. Born, raised and schooled there, Alex's first venture into the wilds of civilized Canada was in October, 1941, when he joined the RCAF. Corporal Wall served at Whitehorse, Fort St. John and at various units along the Alaskan Highway as a firefighter until the end

of the war when he took his discharge. After a short stay on Civvy Street, he returned to the service, this time as a Safety Equipment Worker. Then came a stint of almost four years with 414 Photo Squadron on northern detachments until his posting to the Para Rescue course in February, 1950.

Alex has further rounded out his survival training with a six month American course which included training at such exotic spots as Bocha Chico, Key West; Florida Everglades; and Mojave Desert. Corporal Wall has over 30 jumps chalked up in his log book and his most recent was last year when he leapt in to the Taylor Crash on November 27. Corporal Wall believes in patronizing the old home town and practiced his preaching when he married the former Miss Elaine Unger of Plum Coulee. They have one child, a girl Nancy Jane, aged one year.

Corporal H. F. "Hank" Decorby is a native of St. Lazare, Manitoba, and he, too, saw war time service with the

RCAF, joining the service in June, 1943. After completing his training as a Bomb Aimer he was released in January, 1945, when the need for aircrew began to lessen. After his release Hank worked for a time as cage operator in a Northern Ontario gold mine. After eight months of zooming up and down a 2,400 ft. rock shaft, Hank decided to stay "topside" for a time and worked with his father in his father's store. In August, 1948, Corporal Decorby re-enlisted in the RCAF. On completion of his trade training as a Safety Equipment worker at Camp Borden, Hank was chosen for para-rescue work and was posted to Edmonton to commence his training. It was here that he teamed up with Corporal Wall. Corporal Decorby has a total of 21 jumps to his credit—he took his longest leap when he married the former Evelyn Trudel of St. Malo, Manitoba. Corporal and Mrs. Decorby have a boy, Raymond Patrick Joseph, born oddly enough on St. Patrick's Day, begorrah!

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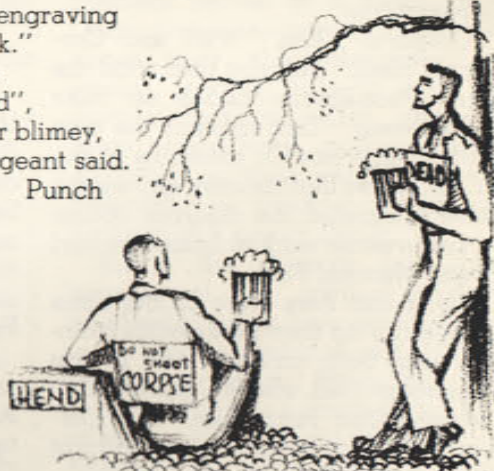
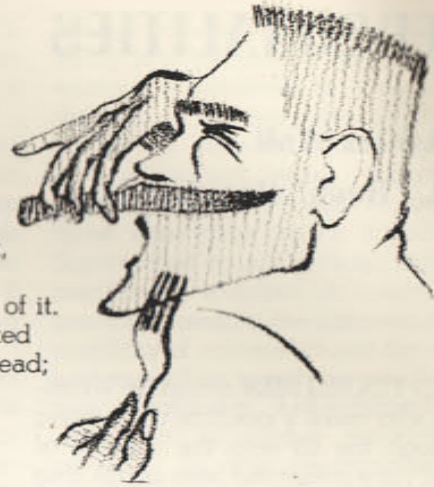
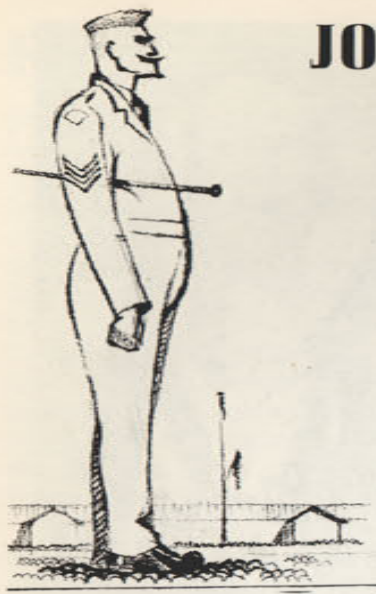
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JOYS OF GROUND DEFENSE

THE SERGEANT

There was a single hair inside my rifle
This showed a certain slackness, I admit,
The sergeant, who exaggerates a trifle
Said, clumps of fern were sprouting out of it.
Because one wisp of fluff had been located
Upon the floor, the sergeant shook his head;
And bluntly, categorically stated
I kept a rag store underneath my bed.
I made a tiny nick while I was shaving
A cut I did not even have to caulk,
The sergeant as he viewed this faint engraving
Said, "Use a razor, not a knife and fork."
And when I fell with fifty others by me
In mimic battle and was labelled "dead",
"You call yourself a bloody corpse—Cor blimey,
First time you've looked alive," the Sergeant said.

Punch



WEATHER WAYS . . . by J. Rogalsky

Although aircrew are given thorough training in Meteorological theory they may occasionally find themselves stumped by the apparent unpredictability of the weather. (Don't be alarmed, forecasters have been stumped before you.) The reason why the local weather does not always seem to coincide with theory is often due to local effects produced by topographical features which have not been fully appreciated as yet.

By topographical features we mean characteristics of our terrain such as hill, valleys, lakes, forests and even cities. These local features can have profound effect in influencing the weather for a given locality. We may for example have blowing snow out of town on the open prairies but not in the city where the buildings restrict the wind. A large number of such factors must be considered before predicting the weather for each terminal airport.

While observing and forecasting the weather at Winnipeg during the past years a number of these local effects have been discovered and studied with the view to improving the accuracy of our forecasts.

We trust that a brief outline of some of these observations might prove interesting reading, since everyone talks about the weather in winter. At least everyone who has to wait for a bus, start a car, or deal with a cold aeroplane.

Let us consider the effect of the Manitoba lakes on our weather at

Stevensons Field. The lakes are not large enough or deep enough to moderate our winters as the Great Lakes do in southern Ontario. However, in the autumn month of October and November the lake water is still relatively warm compared to the cold air sweeping southward from the Arctic. This cold arctic air is warmed and moistened as it passes over the lakes. The result is that with northerly winds we frequently have low cloudiness and snowflurries at Winnipeg during this season. West of Portage la Prairie the weather may be quite sunny with excellent flying conditions. With a slight shift in wind direction, i. e. to west, our weather rapidly clears as the clouds drift eastward. By approximately mid-December the lakes are frozen over and the cold air moves over the smooth ice surface unchanged.

Another interesting phenomenon has been noted when we have southerly winds down the Red River valley. As valleys go, the Red River might be considered a mere ripple but it does appear to influence our weather quite significantly under certain circumstances. Whenever we have steady southerly winds over Manitoba it has been noted that our winds are frequently significantly stronger at Winnipeg than at points away from the Red River. Because of this in the winter our visibility is sometimes impaired by blowing snow while other places farther from the valley have appreciably better

conditions. On two occasions during January a number of aircraft were diverted to Portage la Prairie for this reason.

Occasionally the Red River valley also plays havoc with our temperatures. After a cold spell of weather some residual cold air tends to stagnate in the valley and unfortunately Winnipeg is often the last place to warm up when warmer air advances over southern Manitoba. The warm air moves in overhead and gradually the cold air in the lower levels over Winnipeg is disturbed and moves away. This produces very disconcerting changes in temperatures as the following example shows: Temperatures for February 10, 1953. At 0830CST minus 3 degrees, 0930CST plus 10 degrees, 1030CST plus 12 degrees, 1230CST plus 17 degrees, 1330CST plus 10 degrees. Imagine the public reaction!

The City of Winnipeg has a definite influence upon the weather at the airfield. When a high wind blows from an easterly direction smoke from the city drifts across the aerodrome and often reduces our visibility locally. Smoke and soot particles in the air have an affinity for moisture and tend to produce fog. In the cold winter months this effect has been very clearly observed.

Once upon a time, not so long ago, at 6:30 a.m. the Winnipeg weather report read as follows: "Sky clear, visibility 6 miles in haze and smoke, temperature zero, wind from the

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MEET MANITOBA FUR TRAPPERS' FESTIVAL AT THE PAS

Offers a rich slice of Northern Life



THE PAS, MANITOBA — All the color and adventure of Canada's northland was wrapped into a four-day package of fun and furor for the Sixth Annual Fur Trappers' Festival at The Pas, Manitoba, in mid-February.

Traders, trappers, eskimos and Indian Chiefs flocked to the festival to take part in the 200-mile dog derby, the goose-calling, bannock-baking and scores of other kinds of "frontier" contests.

The Pas, a small town of big contrasts, is perched on the fringe of North America's last pioneer area and provides a suitably rough-hewn background for the snow-show which annually attracts visitors from far and near.

The local citizenry, 4,000 brisk 'n busy people, are parka-ed, muk-

laked and beaded-for-bear during the festival week and a riotous fever of gaiety rocks the town from the Indian reservation on the outskirts to the sedate and proper homes in the best residential areas.

This is a "souped-up" offering of the northerners' famous spirit and friendliness that never fails to



Regal revelry at the Sixth Annual Fur Trappers' Festival at The Pas, Manitoba was enjoyed by Fur Queen candidates and their escort, Indian Chief Cornelius Bignell. Left to right—Ann Errington, Miss Flin Flon; Pat Abram, Miss The Pas (chosen queen); Chief Bignell; Kamma Rod, Miss Cranberry Portage; Joan Bertrand, Miss Churchill.

impress the visiting spectators who are wide-eyed and eager to make the "dog-team taxis", wear the uninhibited headgear made of fox tails, dine on beavertail soup, buffalo steaks, caribou tongues, porcupine roasts, and join in the dancing in the streets.

From the official start of the 200-mile championship dog derby, gets the festival under way to the gala Fur Queen's Ball and the last

hectic session at the Mad Trappers' Rendezvous, there is something happening all the time . . . ice fishing contests, snowshoe marathons, dog-handling displays, Indian jigging, stage shows, trap-setting, rat-skinning, fish-eating, fireworks and dancing for old and young.

This constant parade of activity kept both participants and spectators in a whirl and most of the visitors marvelled at the pace set by the local people themselves.

Indians and white men came by dog team, by snowmobile, by tractor train, by train and by plane to vie for honors in the series of northern contests and major interest was centred on the gruelling 200-mile championship dog derby. At starting time for the dog derby,



Gruelling 200-mile Championship Dog Derby of the Fur Trappers' Festival was won by Indian fisherman and trapper, Stephen Pranteau of Grand Rapids, Manitoba. Festival Fur Queen Pat Abram was first to congratulate Pranteau and his lead dog when the race came to an exciting finish at The Pas, Manitoba. Pranteau raced his team of nine dogs over a four-lap, 200-mile course in 19 hours and 31 minutes to win a trophy and \$1,000 prize money.

18 mushers were primed for the "go" signal and among them were four former champions. One of the 18 contestants had to be released from jail by a sports-minded magistrate in order to take his place in the race with his dogs.

The race was run in four laps and the same dogs were kept throughout the four days of mushing through the biting winter winds and sub-zero temperatures.

Steve Pranteau, a fisherman and trapper of Grand Rapids, Man., overhauled the three-day favorite on the last lap of the race and plunged ahead to take the race by an eight-minute lead. He completed the run in 19 hours and 31 minutes to win the first prize money of \$1,000 and the Hudson Bay Mining and Smelting Company trophy. A family man with seven children, 38 year-old Pranteau said he was taking his hard-won money home to his wife and youngsters . . . in spite of the plans of his Indian friends.

The race was a heartbreaker for Gilbert Lavallee, a Pine Bluff trapper, who held the lead until 15 miles from the finish line, but finished eight minutes behind Pranteau to take home second prize money of \$700 and two top prizes of \$100 each.

A young 16-year-old boy, Colin McKay of The Pas, edged into third place and still had a bright smile for the huge crowd who clapped their wind-chilled hands hard and long when the boy pulled into the finish line.

The rest of the mushers who had finished the race won nothing but sympathy from the crowd of spectators. Some of them had yet to face a long and tedious return journey by dog team to their home camps in far-away Brochet, Cumberland House, or other lonely outposts in the northern winterland.

Festival time was a time of triumph for the Jebb family who live on the reservation outside the town of The Pas. Father Ernest won the 20-mile dog freight-race for the fourth time, and 16-year-old daughter Therace was a tired winner of the ladies' five-mile dog race which was held in the blustery wind on one of the coldest days during the festival.

More Jebbs, young and otherwise, took part in the fish-eating, goose calling, jigging and fiddling contests and won a fair share of prize money.

The man who won the jigging contest was a miracle of racing rhythm and controlled movement. He was an elderly man, both blind and deaf, who counted on the vibrations from the accompanying fiddle music for his beat.

Another attention-grabber of the festival was the judging of the "1953 Fur Queen" which was laced throughout the pattern of the festival. A dark-eyed, warm-smiled girl of 22 years won the crown, the honor and a beautiful northern muskrat coat. She was Miss Pat Abram and was chosen from a bevy of northern beauties from Churchill, Cranberry Portage,

Flin Flon and The Pas. Her coat was made of skins gathered by the men who roam the lonely traplines . . . men who came to the festival to see the queen wear the product of their work and vigilance.

Pretty Pat was the beauty of the festival . . . and an amazing creature called a "snow snake" was the beast. Each year the Fur Trappers' Festival produces a weird and wonderful new member of the animal kingdom and this year's laurels for discovery went to a retired artist and taxidermist, Lorne Ball, a 77-year-old prankster who claims he captured the "snow snake" in a wolf snare.

The evening hours of the festival were filled with dancing of all vintages and varieties, singing, stage shows by imported and local talent, and frivolity at the Mad Trappers' Rendezvous.

Visitors were thrilled to see Indian maids and men swing with fervor and grace into the Rabbit Dance. . . the Duck Dance, or any one of a dozen reels and squares their ancestors adapted from the first Scottish settlers who came to the new world. They were equally impressed by the array of bead, leather and silk work shown at the Indian trading post where parkas, mukluks, moccasins, slippers and gauntlet gloves sold to the highest bidders.

Anyway you look at it, the annual Fur Trappers' Festival at The Pas serves a pretty rich slice of northern living!

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SPORTS SPOTLITE



Curling

The station curling club is rapidly drawing the final curtain on a very successful year and at the time of writing the championship is all but decided, with only two rinks remaining in the running for the silverware. W.O.1. Abbot's rink and Cpl. Lovaz will do battle Wednesday afternoon to see just exactly who will wear the crown of the champion for 1952-53.

In the meantime, Cpl. McDowall will clash with F/O Sullivan in the consolation event, this should turn out to be a real thriller, as both rinks are backed with considerable experience and the will to win.

The winners of the two above-mentioned draws will represent the RCAF Station Winnipeg in the inter-service bonspiel to take place March 19, with rinks from the Army, Navy and R.C.M.P. also competing. Regardless of the outcome of the tournament, Station Winnipeg can rest assured they are being well represented, as all four rinks left are worthy opponents for anyone, and a final word of thanks to the executive committee of the station curling club who provided many interesting days of curling for station personnel and their well organized schedule, both throughout the year and during the elimination playoffs last week.

Hockey

The station hockey team have suffered just about every kind of misfortune that could befall any organized group of human beings. To start, they were given the cold shoulder by a couple of leagues who offered the weak and feeble excuse of being too late to enter. This was sometime in early September: strike one. After being tagged as an exhibition team this naturally brought about the question of transportation, and still does for that matter, as permission must be granted from command to take a service vehicle over the laid down radius of twenty miles. With this in mind it is practically impossible

to plan ahead for future games due to shift work, the vehicle itself, and everything in general: strike two. This, of course, puts the station in the exact position they were in before the season started—nowhere. During the process of elimination the team lay around with the morale going down and the weight going up. Both Cpl. McCurrie, who started off as coach of the team, and Cpl. Campbell, his successor, have done a fine job on the talent they have, but, like any other game, they needed the support or following which they have never received: strike three. The support has been just short of murder, this column, for one, never thought the day would come when they had to print about the poor backing and support that has been shown the hockey team, or, for that matter, any team from Station Winnipeg, as they have always been noted for their competitive spirit, and to be let down by lack of support certainly isn't the Station Winnipeg I once knew. With this in mind, don't forget the station hockey team is entered in the play-downs with the Army, Navy and R.C.M.P. for the highly coveted Baker Memorial Trophy. This is a coming event and will be on DRO'S, so keep your eyes open. Our team has what it takes to bring home the bacon, but they can't do it without a little support, so, once again let's get out there and give them that added drive that they so richly deserve.

Bowling

The station bowling league has come to an abrupt halt for the time being as renovations to the drill hall take place, however, hostilities will resume in or about mid April and that, of course, means playoff time once again. Here is the run down of the present standings of the three sections at the time of writing, remembering that the first two teams in each section will qualify for the playoffs.

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3—ANS No. 4 FLT.....	26
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8—MESS HALL.....	8

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Cpl. BAIS.....	360

Military Bonspiel at Kenora

RCAF STATION WINNIPEG was represented at this annual affair, held at Kenora late last month, by a rink from the Officer's mess. The rink, composed of F/O McAlpine, "Skip"; F/O McFinch, "third"; F/O Agar, "second" and F/O Olafson, "lead". The first game that the Winnipeg rink played they lost by a count of 9 to 6. In later games they redeemed themselves, and the spectacular way in which they swung in from behind to win subsequent games had bystanders rooting for them throughout the match. In the second game, Winnipeg was two down coming home. The opposition had shot rock with the Winnipeggers having second and third. F/O McAlpine, with his last rock, pushed a guard on to the shot rock to roll it out and count two for Winnipeg to tie up the game. Time was running out, so each skip was allowed to throw one rock to draw to the button. F/O McAlpine threw first and drew to the four foot ring, while his opposition misjudged the ice and drew through the house. Winnipeg won 9 to 8.

The third game again saw the Winnipeg rink come to the fore after a bad start when they were down 6 to nothing. The fifth end saw the



STICKS FLY
Sticks fly as the RCAF Station Winnipeg and RCAF Station Gimli hockey teams meet in friendly rivalry at RCAF Station, Gimli. Winnipeg players in light jerseys. Left to right—LAC Berry Davis, LAC Bill Ritchie, LAC Yves Garand.

Winnipeg boys find their weight and build up a housefull. Skip McAlpine's last rock drew in for a five-ender. Winnipeg won the game 11 to 6. Winnipeg repeated with a poor start and a good ending in the fourth game, when the Rivers rink laid three in the first end. Winnipeg came back with one in the second and three in the third to take the lead. This game was close all the way and both skips were making last rocks count. Winnipeg was three up coming home in the tenth end and Rivers had the chance to count by taking two of Winnipeg's with one, but Rivers skip missed and Winnipeg heaved a sigh of relief.

Highlight of the bonspiel was in the fourth game when Winnipeg's skip drew by a guard, through a port trying to rub off a third shot of Rivers. If the shot had come off Winnipeg would have laid five. The happy smiles of the Rivers crew were in sharp contrast to the black looks of the Winnipeg hopefuls. However, Winnipeg rallied to win the game 11 to 8.

The final game, with Winnipeg playing the Virden Army rink, proved that Winnipeg had really hit their stride as they took the lead on the first end and held it throughout the game.

Anyone wanting any pointers on weight should contact F/O Olafson, who draws to the line on either side of the house. He did it so often that it was a shock to see him miss, which, unfortunately, he did every so often. F/O Agar was Winnipeg's "Blue Bomber", pounding down the ice to blow the opposition in all directions when a runner was called for F/O McNisch was the man with the finesse who many times drew

to the broom to cut the opposition out of many a counter. F/O McAlpine was the man holding the broom and calling the shots. His frown was dark when the boys missed and his smile was broad when they made them count.

Squadron Leader Lafferty acted as manager, cheer leader, and chief counsellor. He held all bets and loudly coached the boys on to win.

The Winnipeg rink received a handsome trophy and four miniature curling rocks which have been added to the station's trophies.

Well, I Swan!



F/O McAlpine, draws to the button.

Two rinks from RCAF Station Winnipeg motored up to Swan Lake on March 1st in answer to a challenge from the top curlers of Swan Lake. Skipped by F/O McAlpine and W/O Abbott, both games were won by Winnipeg, with scores of 9 to 8 and 11 to 3.

Winnipeg rink men got along swimmingly with the inhabitants of Swan Lake. "Birds of a feather" they said, with large winks, on their return.

Weather Ways . . .

(Continued from page 5)

southeast at 6 miles per hour." Aircraft arrived and departed from Stevenson field on schedule. At 7:00 a.m. the sun was rising and so were 350,000 people to our immediate windward, to light 100,000 fires. By 7:30 the new weather report indicated: "Thin obscured sky condition, visibility 2½ miles in smoke and fog, temperature 1 below zero, wind southeast 5 miles per hour.

Dense grey smoke was billowing from 100,000 chimneys, as LAC Smith stoked his fire and softly cursed under his breath while Mr. Smith huddled over the radiator upstairs was complaining that the house would never get warm that morning.

An aircraft XXX estimated Winnipeg at 8:05 a.m. requested terminal conditions which were immediately forwarded. Winnipeg special weather report issued at 7.56 a.m. "Sky obscured, ceiling one hundred feet, visibility ½ mile in fog and smoke." Aircraft XXX then diverted to Gimli temporarily.

A special report from Winnipeg at 8:25 was transmitted to aircraft XXX in the Gimli circuit: "Sky condition at Winnipeg thin obscured, visibility 1 mile in fog and smoke, sun dimly visible." In twenty minutes the aircraft was back over base and Winnipeg tower came in: "Approach —, wind southeast nine, runway 13 in use, visibility 4 miles in fog and smoke, latest altimeter setting 994."

The engineer now looking casually alert, was poker faced as the captain ground his teeth to, "Get this damn crate down and get some food." He had guessed correctly that the captain would forfeit some precious time to check in at the Meteorological Section to obtain an explanation of the brief period of low visibility over the airport before heading for the coffee shop. He often wondered what went on during these social calls. Sometimes the captain came out and bought coffee all around, and then again at other times he emerged quite indignant about the whole affair. He often wondered why the devil the captain kept going back up there again be-

(Continued on page 27)

FLOOD THE FUND SHOW . . .

Photos by LAC K. Gregg



BLOW THE HORN!

P/O Norman Howarth puts heart and soul into his rendition of "Where the Saints go Marching On", accompanied by two fellow RCAF student navigators at the piano and on the drums.



TRAMP! TRAMP! TRAMP!

Cliff Gardiner, in best bib and tucker, pauses for laughter and applause during his Flood Fund show appearance.

and P/O Collin Hills batted a ping-pong ball back and forth before the footlights.

Beverly Dunsmore and her dancing chorus, The Fashionettes, rounded out the show along with a harmonizing trio: Joyce Clarke, Irene Lindsay and Eileen Farrell.

Comedy highlights were provided by Cliff Gardiner, self-appointed Big Drip of the Flood Fund Show and "Wigwam" Walker with his "straightman" Ken Babb.

Dancer Paddy Stone, in his first appearance in Winnipeg since his return from England, presented selections from his modern jazz ballet "Jezebel". The swirling capes and scarlet masks of his dancing partners Eva Von Gencsy and Sheilagh Henderson whirled about on the darkened stage and the effortless grace of the



JEZEBEL

Paddy Stone is caught by the camera as he flashes through his whirlwind performance of this jazz ballet, "Jezebel".

presentation of Chopin's "Revolutionary Etude" and a modern medley while tenor George Kent, accompanied by Jack Sutton, warbled such old favorites as "The Donkey Serenade" and "Sing a Song of Sixpence". Five of the original chorus line from the RAF show "Road to Vladivostock", presented a cossack song and dance and later, along with University of Manitoba co-eds, they presented a satirical sketch "Curse of the Great RA" from the same show.

Jack Titterton and Valorie McCoy enacted a boy and girl "going around together" on roller skates.

Necks craned as P/O Gordon Reid



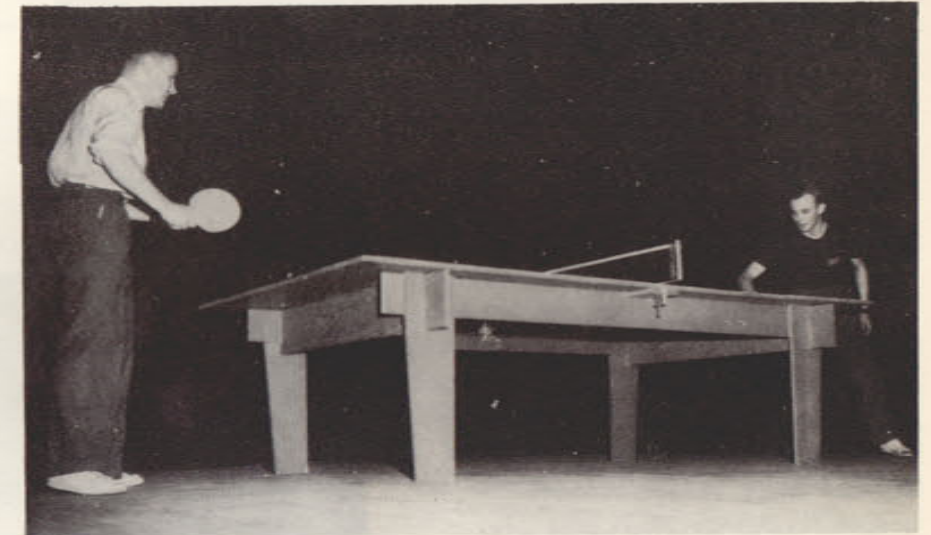
OH! OH!

Radio personalities Ken Babb left, and Bill "Wigwam" Walker register pained surprise as they pantomime a comedy sketch at the Auditorium.



YO HO! HEAVE HO!

RAF student navigators from No. 2 ANS Winnipeg take up the classic Cossack stance as they harmonize in a rousing Russian song.



PLICK - FLOCK

Heads wag as P/O's Reid and Hills go "batty" in an exhibition ping-pong game.

three dancers brought rounds of applause from the audience.

Mrs. Garnet Coulter, honorary treasurer of the Manitoba Branch of the Canadian National European Flood Relief Fund closed the show with a brief speech in which she thanked all who had participated in making the performance such an overwhelming success.

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AIRMEN'S MESS DINNER . . .



Some of the 300 officers, NCO's and airmen snapped at the Airmen's Mess Dinner, with head table guests in back—left to right: F/L H. E. Woodruff, No. 4 T Grp. Hq. WO S. Lisoweski, Station SWO; F/L P. Gorick, Station R.C. Chaplain; S/L W. P. Lewis, U C Flying; G/C R. B. Ingalls, Station CO; Cpl. W. S. M. Campbell, President of the Airmen's Club; U C F. Gaffney, Station C Ad. O; S/L E. K. Fallis, Station C Tech. O; F/L S. R. Foreman, Station Protestant Chaplain; F/L H. Vincent, Station Adjutant.

cranberry sauce. Belts were loosened and deep sighs of anticipation greeted the appearance of the dessert: strawberry shortcake with whipped cream, coffee, tea or milk. Rolls and fresh dairy butter rounded out the menu and the feasters.

At the conclusion of the mess dinner, which was the first of its kind to be held at RCAF Station Trenton in recent years, a program of entertainment was presented in the airmen's club.

Photos by Cpl. Pattison

Station Winnipeg prepare for the onslaught of over 300 hungry men.

On the evening of Friday, February 20th over 300 Corporals and airmen, with their senior NCO and officer guests, sat down to a meal that would have brought tears to the eyes of an Imperial Army Sergeant-Major.

The dinner commenced with lobster and shrimp cocktail, followed by consommé, hors d'oeuvres of olives, pickles and celery allayed the appetites of those who had to wait for their portions of the entree: roast young turkey with savoury dressing, giblet gravy, glazed carrots, new green peas, whipped potatoes and



After dinner entertainers give out with some "prairie corn" after the Airmen's Mess Dinner.



Group Captain R. B. Ingalls, Station Commanding Officer, and Corporal Campbell, Airmen's Club President, share a light moment during the Airmen's Mess Dinner.



AOC ARRIVES . . .

Senior officers of 14 Training Group Headquarters and RCAF Station Winnipeg greet the Air Officer Commanding Training Command on his arrival in Winnipeg. Shown with the AOC, A/V/M J. G. Kerr, CBE, AFC, CD are: left to right—G/C E. M. Mitchell, DFC, CD, SASO 14 Training Group; G/C R. B. Ingalls, DSO, DFC, CD, CO RCAF Station Winnipeg and W/C F. Y. Craig, DFC, OC Number 2 ANS.

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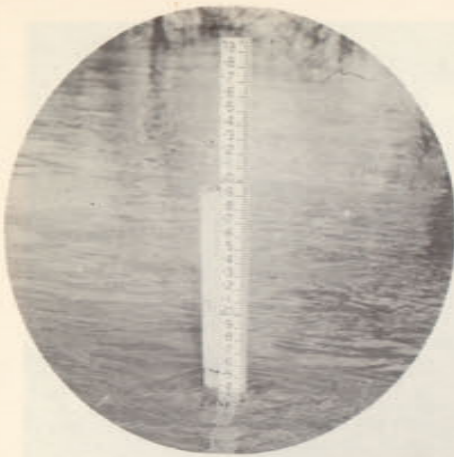
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ROLL ON!

Glad tidings greeted the eyes of the people of Winnipeg as the "high water markers" began to indicate a recession of the flood waters.



AIR EVACUATION

Army and Air Force join forces to help in moving the seriously ill and the seriously injured to places of refuge.



AH-H SPRING—SCHMING!

RCAF sand bag crews paddle back and forth during the critical days of the flood when service men and civilian alike worked long hours on the dikes.



DUCK!

An Army amphibious jeep trundles up a flooded Winnipeg street with its load of navy, army, air force and civilian dike workers.



BUMPER CROP

No, cars don't normally grow on trees in Manitoba, but in this case a tree proved the salvation of this automobile.



SANDBAGGED

Thousands of tons of earth and tens of thousands of sand bags were used to stem the advancing waters of the Red River.



MORE THAN sixty airmen from RCAF Station North Leffenham, are working on Operation Sand Bag repairing flood ravaged dikes on the east coast of England. High tides this week are making their task even more difficult.

The airmen are busy filling and carrying heavy sand bags to plug the gaps in the broken sea walls of Great Yarmouth.

Wearing parkas and rubber boots against the high waters and driving rains, RCAF airmen from North Luffenham have also been active in rescue operations where entire families have been trapped in their homes by the inrushing flood waters.

Many of the airmen are veterans of the Winnipeg and Fraser Valley floods. Working side by side with British and American forces, the airmen have found it extremely hard work and the rain, cold water and

mud make it anything but pleasant. The RCAF trucks, especially designed to work in deep water, have been a tremendous help in navigating the flooded streets.

Some of the old couples who at first refused to leave their homes are now being forced out of second story windows by the cold and the threat of disease, according to RCAF reports from the area. The airmen back their trucks against the houses and with ladders reaching to upstairs windows, transfer the men, women and children to safety.

One rescued elderly woman had this to say for the efforts of the airmen: "I don't know who you are, but if you should ever come back to Yarmouth you have a place to live."

Yarmouth is a town of 55,000 on the East Anglia coast and was one of the hardest hit of the flood areas. The North Luffenham airmen had to



This is where the disastrous floods struck. Blackened areas along British, Dutch and Belgian coasts are those which bore brunt of unprecedented storms which flattened coastal towns, uprooted dockyard installations, smashed dikes and sea walls.



MANITOBA'S FLOOD FOOTWEAR FOR EUROPEAN AID

1,000 pairs of rubber boots, held in case of emergency since the river floods of 1950, were packed and shipped from Manitoba Red Cross Centre. The rush shipment was in answer to a wire from Canadian Red Cross headquarters in Toronto, instructing Red Cross here to send all rubber boots on hand to Dorval Airport, Montreal. From Montreal they will be flown to flood-stricken European countries. Manitobans know well how useful they will be in the first steps of the clean-up and rehabilitation.

travel more than seventy-five miles from their air base to take part in the flood work.

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NEWS IN PICTURES



A LIGHT MOMENT

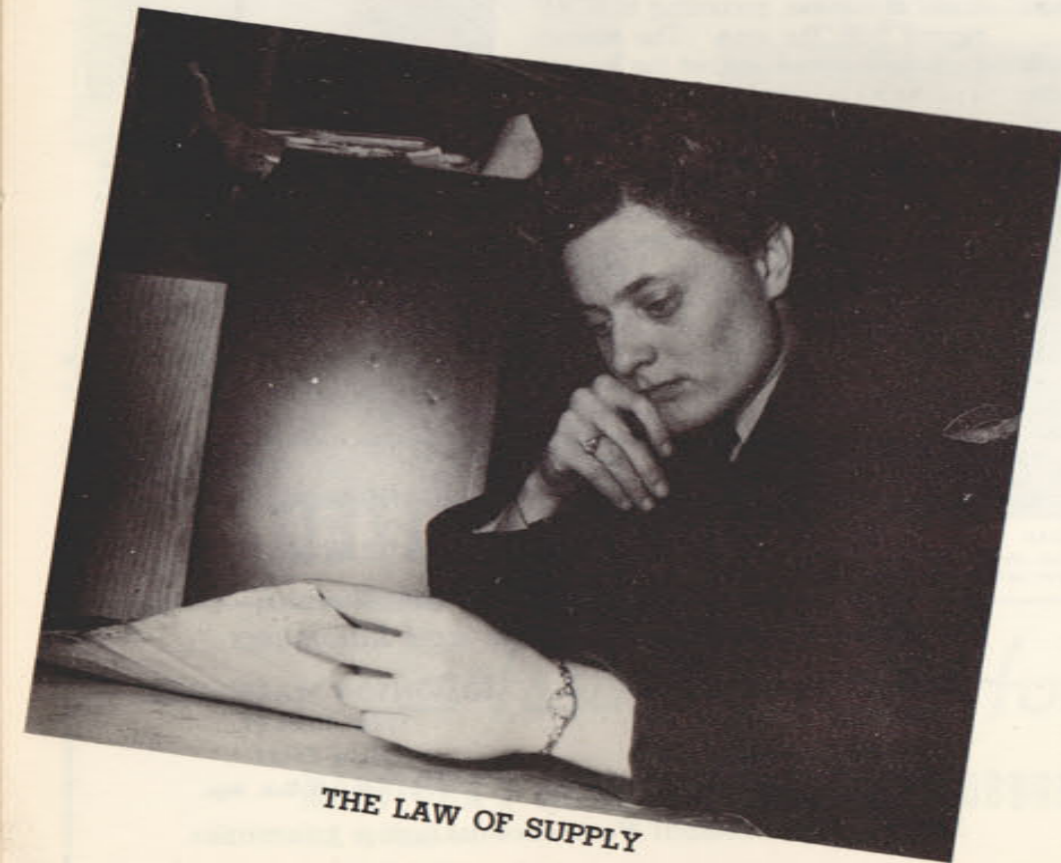


TO SHEAR OR NOT TO SHEAR



RIGHT-WRITE

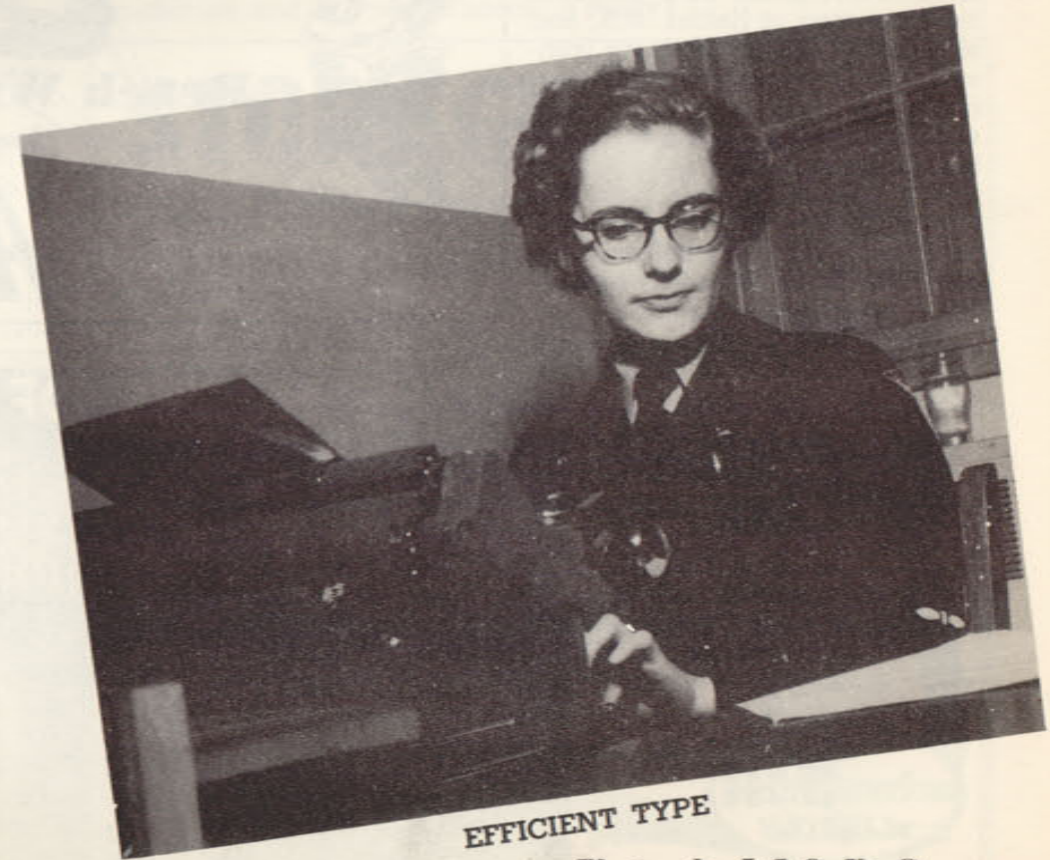
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THE LAW OF SUPPLY



TICKER TAPE



EFFICIENT TYPE

Photos by L.A.C. K. Gregg

A Light Moment

LAW Horning and AW Chisolm share a light moment with F/O Bill Rowbotham before he takes them aloft on a familiarization flight.

To Shear or Not to Shear

AW Chisolm shows unconcern as any of the station barber shop staff views with alarm Shiela's mass of golden curls.

Right-Write

LAW Horning reviews a pleasant moment as she composes a letter home.

The LAW of Supply

AW (unfortunately not LAW, to make our pun good) Irene Kurmey muses for a moment as she views a supply document which would make a Philadelphia lawyer pause for reflection.

Irene is a true westerner, hailing from Vancouver, B.C. Further details are sadly lacking as this young lady disappeared into the west on a five-day furlough.

Ticker Tape

AW Shiela Chisolm demurely studies a length of recorder ribbon as it goes through one of the many automatic transmitters in the station telecommunications section. Shiela attended St. Patricks Girls' School in her home town of Halifax, N.S., and an amazing number of young Irishmen found it necessary to give this diminutive blonde with the Wedgewood-blue eyes, a helping hand with her books each day.

AW Chisolm worked with the Navy in Halifax before joining the Air Force. Asked why she chose the Air Force, Shiela innocently replied,

(Continued on page 27)

Conference of Roman Catholic Chaplains



A conference of the Roman Catholic Chaplains in 14 Training Group was held at Station Winnipeg on February 25 and 26. S/L Leo Lafrenière, Group Chaplain (RC) presided the gathering. Guest speakers at the conference were: W/C W. Dunphy, Command Chaplain (RC), Trenton, Ont.; W/C D. Forbes, SPSO, 14 Training Group; W/C A. Gaffney, CADO, RCAF Station Winnipeg; S/L V. Gagné, SSO, RCAF Station Winnipeg; F/O E. T. Eaton, Security Officers, 14 Training Group.

Chaplains attending the conference were, (left to right) front row: S/L L. Berthiaume; from CIATC, Rivers, Man.; W/C W. H. Dunphy, Command Chaplain, Trenton, Ont.; S/L L. Lafrenière, Group Chaplain. Second row: F/L G. E. Cartier, RCAF Station, Gimli, Man.; F/L P. Gorieu, RCAF Station, Winnipeg; Rev. J. Philippe, Churchill, Man.; F/L M. Sabourin, RCAF Station, MacDonald, Man.; Rev. P. O'Byrne, Officiating Clergyman, RCAF Station, Claresholm, Alta.; Rev. R. B. Woodhouse, Officiating Clergyman, RCAF Station, Penhold, Alta.; F/L P. Frechette, RCAF Station, Saskatoon, Sask.

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THE WORK OF BUILDING a new Protestant Chapel on this Station is rapidly progressing. It is expected that it will be completed by the Spring. The present Chapel will then be occupied entirely by the Roman Catholic personnel giving them the much needed extra space. In the course of the years during which Station Winnipeg has been operating there have been men who, in the course of their duties, have been called upon to yield their lives. It would be most appropriate if there were incorporated in the new Chapel some memorial of their sacrifice. The Chapels which are being built today are very beautifully erected and furnished as befits their dignity, but there is always room for something additional which can be set aside as a tribute to heroes.

It has been suggested that for this purpose, a stained glass window be installed by the personnel of the Station, dedicated to those who have laid down their lives during their period of training at Station Winnipeg, and depicting the Archangel Michael.

First of all, there are a great many men who were well acquainted with the four who died in the accident at Gunton recently, and who will feel that some tribute should be paid. Such a window would be a permanent memorial to them, to those who similarly suffered before them, and to any who may be (God forbid) called upon to meet such a fate in the future. An Honour Roll will be made, and will, as necessity occasions, be kept up-to-date. It will include all names, no distinction being made in race or creed.

CHAPLAINS PAGE †

St. Michael is a most fitting character for a memorial of this kind. He himself led a fight for things that were right, and with right on his side he was bound to win. And so he stands as the champion of all those who uphold all that is true and right and good, encouraging fidelity and inspiring victory.

He does more than that. He is the chief of the angels and therefore points the way to thoughts of a victory far greater than any connected with national or international ambitions. It is the victory of life over death; of the spiritual over the natural. The writer of Ecclesiasticus said, "Their bodies are buried in peace, but their name liveth for evermore". Living not only in the memory of men, but actually living in the sight of God in another sphere of His Eternity.

St. Michael will therefore be a constant reminder that the men who left this life so abruptly in the performance of their duties, still live. There is no death!

So will the window speak through the years. Inspiring, encouraging, remembering, offering hope.

It will take about nine months to manufacture, and at a cost of about

\$500. At a recent meeting of the Protestant Chapel Guild, the plan was most enthusiastically received. The Guild arranged to sponsor a drive for funds to meet the expense, and already arrangements are under way for events which are designed to raise money. But it is felt that all who wish should be given the opportunity of assisting in the presentation, feeling that they have shared in paying this tribute. Donations will be gladly received by the Station Chaplain (P). The amounts need not be large. As it is necessary that an order be placed immediately so that the window may be installed this year, and as \$150 is needed as a deposit with the order, donations should be offered without delay. Perhaps some groups would prefer to band together for concerts, etc. to help in raising funds. Any ideas?

On completion of the work, G/C R. M. Frayne, DRA(P), will be requested to perform the ceremony of dedication. Relatives of the men whose names appear on the Honour Roll will be invited to attend.

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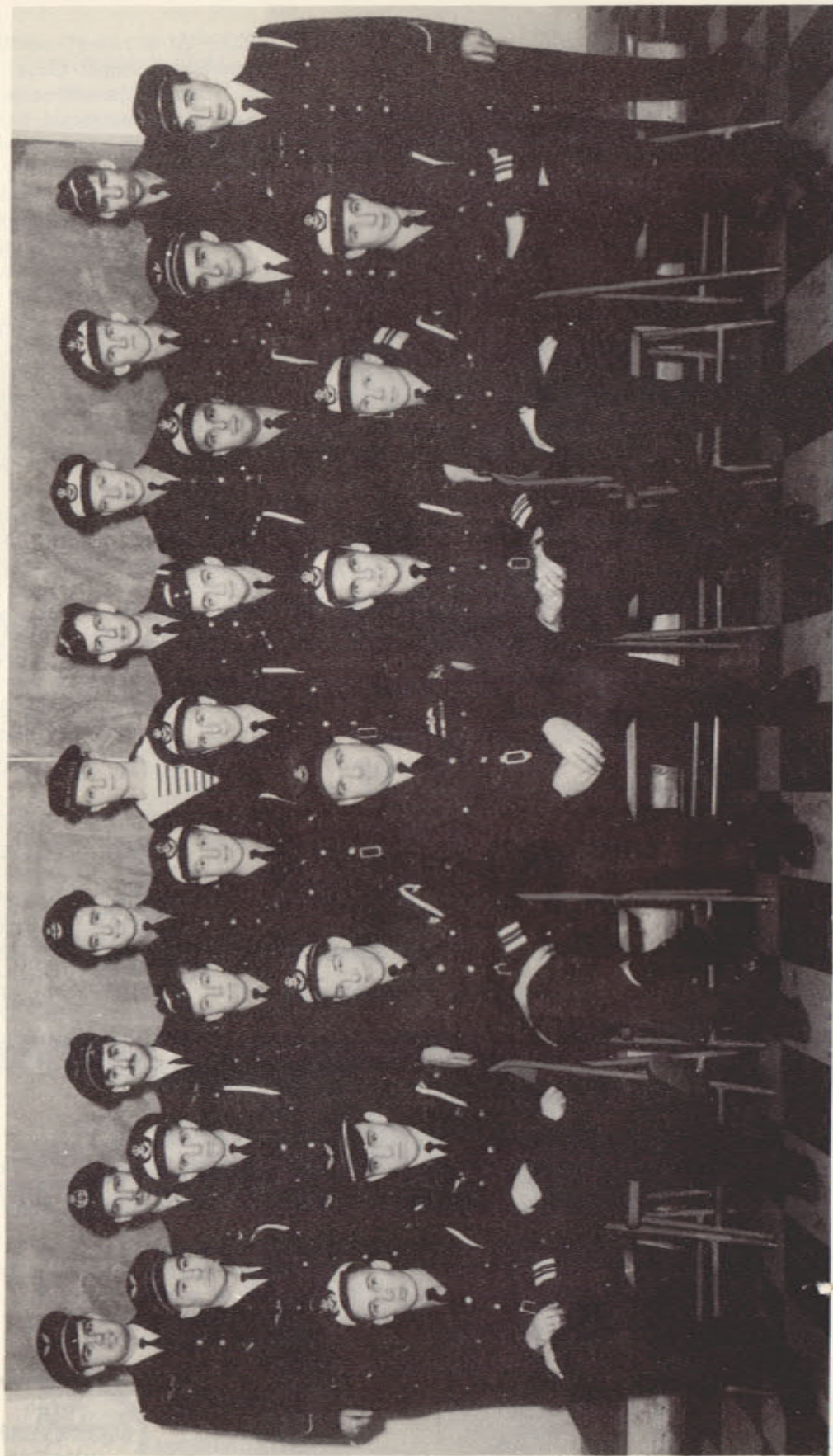


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 Centre Row: F/C Girard; A/P/O Cogswell; F/C Gingrich; A/P/O Barnard; A/P/O Throver; F/C
 1. to r. Bochonko A/P/O Tysoe; S/Lt. Amardeil; F/C Van De Velde.
 Front Row A/P/O Gower; F/C Pelle; A/P/O Shackleton; F/O Barnett; A/P/O Uttley; A/P/O Ham-
 1. to r. ilton; A/P/O Perry.

ADMIN. EXAM — COURSE 33WA
 (Taken in 37th Week)

Multiple Choice (place an "X" against the answer you think is **most** correct).

1. On hitting a hillside, the navigator must:
 - ... (a) Check his harness.
 - ... (b) Get a pinpoint.
 - ... (c) Restart his airplot.
 - ... (d) Discard the safety height.
 2. The met man forecasts C.A.V.U. conditions. You would probably encounter:
 - ... (a) Overcast conditions.
 - ... (b) Undercast conditions.
 - ... (c) Thunder, rain and heavy icing.
 - ... (d) All of the above.
 3. If, while flying, both engines should fail, the navigator must:
 - ... (a) Bale out.
 - ... (b) Find a - position.
 - ... (c) Revise E.T.A.
 - ... (d) Wake up the pilot.
 4. The function of B. & A. is to:
 - ... (a) Drink coffee in the canteen.
 - ... (b) Provide employment for graduated flight cadets.
 - ... (c) Augment the audience in the A.N.'S theatre.
 - ... (d) Mark air trips.
 5. While flying, the sextant is found to be U/S. You should:
 - ... (a) Return to base.
 - ... (b) Tell the pilot.
 - ... (c) Use the radio compass.
 - ... (d) Take two minute shots with A.N.T.'s.
 6. The most probable reason for reaching Balmoral one hour before E.T.A. is:
 - ... (a) The met winds.
 - ... (c) Increased True Air Speed.
 - ... (c) An error in sticking mercators together.
 - ... (d) Pilots' pay parade.
 7. The greatest sin of the navigator is:
 - ... (a) Taking one minute sextant shots.
 - ... (b) Dropping his airplot.
 - ... (c) Bringing the wrong maps.
 - ... (d) Forgetting the fruit juice.
- The most popular personnel on the station are:
- ... (a) The senior course.
 - ... (b) The senior course.
 - ... (c) The senior course.
 - ... (d) The senior course.
- "Foss" Wilson

Barnie's Boys

Now our departure is nigh we feel that sympathies should be extended to numerous individuals whose very existence has been endangered by our presence.

1. To F/O Barnett who "took and got" us there in spite of the fact that the only 100% attendance on record was at the course stag party.
2. To the misguided cadet who was persuaded to try open air photography at 150 knots. (There is a \$200 camera somewhere on the prairies.)
3. To the MIR staff for Eddie Habran's regular attendance.
4. To 2nd Lt. Ray Macoye, who, on

several occasions almost had to pay the Belgian Contingent out of his own pocket.

5. To Bill BARNard, who's appointment to the Mess Committee did not entitle him to a pipe line from the brewery.
6. To Jim "Piggy Bank" Young who was only seen at breakfast after Mid-Term when he discovered there was no extra charge.
7. To "Finger" Uttley for being mistaken for a U.N. building guide in New York City.
8. To Messrs. Dave Hamilton and

Prosperè Pelle for an unintended Christmas vacation in Rivers Operations Room.

9. To the cadet who in his course critique, under the heading of General Criticism, wrote, "Not applicable; there are no Generals at Stevenson Field."
10. To "Adj." Shackleton, whose French was understood by N.A.T.O. students and Canadians alike, much better than his English, and who only saw Vancouver during the hours of darkness, although he spent some of his leave there.

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 F/C Henaff, R. J.

Centre Row: A/P/O Saddington, E.; A/P/O Witham, J. H.; F/C Poitier, P. J.; F/C Gaudie, R. M.;
 F/C Lambert, G. J. P.; F/C Lestage, A. B.

Front Row: A/P/O Oliver, R. A.; A/P/O Edwards, E. T. D.; F/C Tourel, G. J. F.; F/O Bermel;
 F/C Provost, J. R.; A/P/O Hitchcock, J.; A/P/O Warren, R.

Up a Little Creek without a Paddle . . .

"I'll go and get the charts and logs,
 You fly tonight—N2, you sprogs.
 'Way out west the route is best,
 But 'way out east the weather's least."
 "Remember moonrise, Asco checks
 and M.T.B.'s,
 And all the fruit juice and gum you
 can seize.
 Draw in your route, each radio range,
 At time of take-off you're sure of a
 change."

Pilots, answer for your crews,
 And then we'll hear the weather news.
 It's overcast and undercast,
 The icing's bad and the winds are
 fast."

"Climb on track and oil dilute,
 Doghole Bay—Fee Spur's the route!
 Maintain track for the pilot's sake—
 With his radio compass it's a piece
 of cake."

"Hey, Bub, the compass is swinging
 round—
 Must be the pilot, he's Balmoral
 bound."

'Ask him where he thinks we are—
 I'm sure that we have passed Fee
 Spur."

"He says Souix Lookout's down below,
 We circled Fee Spur an hour ago!"

"My fising's wrong, it's plain to see,
 According to me, we're still near
 'B'."

"My ETA Balmoral's now,
 What the devil's all that row?"

"Look out the window quick, you
 clown,
 It's the undercarriage going down!"

"Take the log and chart and chits, sir,
 We can clear the mess that's left
 here."

"Back to barracks, tired, forlorn,
 More work again tomorrow morn!"

How to Weather a Session

The following is written by a F/C
 (who has scrounged more marks
 from B. & A. than pilots have duff
 pin-points) in the hope that it will be
 of some use to other young hopefuls
 who fight daily for survival.

Here are some things you may be
 docked for and the replies which, in
 (Continued on page 24)

FLYING

A world of sparkling blue and fleecy white,
 Seals us in, above, below, on left and right.
 The engines roar, dull aches behind my eyes,
 The clocks and dials begin to change their size.
 I think of this, the joy of flying high,
 You, down where so many worries lie.
 Oxygen, my head swims with its tong,
 I feel just as a bird must in full song.
 Up we go! My stomach drags,
 Funny how the human body lags.
 The speed of climb, of turn, of dive,
 Makes you more aware you're still alive!
 Suddenly the cloud is gone,
 The great white blanket now is torn,
 And through the tear,
 I look down where,
 The greens and browns,
 The little towns
 All appear,
 To front and rear;
 A patchwork quilt so vast, so wonderful to see;
 I wonder who the Maker of this all can be?

EGGS and BACON

Take off in the early dawn,
 Tired bodies all forlorn.
 Stagger through the fading dark,
 Out where bulky aircraft park.
 Phantom shapes loom out of gloom,
 Engines warm up with a boom.
 Final checks done, "Chocks away!"
 Up we go to meet the day.
 Target known, we set our course,
 All together, one great force.
 "Eggs and bacon when we're back!"
 Every time we hear that crack!
 Soon we see the flares below,
 Lighting all with muddy glow.
 "Steady aircraft! Bombs away!"
 Up we leap with light bomb bay.
 Now we head you home again,
 Has our mission been in vain?
 White cliffs mark the safety line,
 Everyone is feeling fine.
 "Eggs and bacon for damn sure!"
 Eggs and bacon win the war!

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Poor selection of radio position lines:
"Sir: I had to take those three. I tried CKDM but, as you know, it is such a weak station, and the compass needle was swinging in a wide arc—"

This statement is to be accompanied by swinging the forearm viciously to and fro in front of the oppositions' face.

Poor selection of Astro position lines:
"The course setting knob on the sextant would not turn past 30° altitude. This, of course, limited my choice of stars. I have since changed my sextant for a new one and this will not likely happen again."

Note—Not guaranteed if used more than once by the same student.
33 minutes to DR and alter heading from a two position line fix:

"Sir: I was in the midst of my calculations when the pilot asked for his lunch."

This should be followed by a lengthy song and dance about crew co-operation, etc.

Failure to use reliable information:

"But, sir, that pin-point was given to me by the pilot."

'Nuff said. This excuse may be used indefinitely.

Failure to alter heading for variation. Various and sundry log chart errors. Inaccurate computations.

For the above I suggest the use of: "Sir, my pilot was O'Harra."

This is good for three marks at any time. Remember, fellows, anyone can get marks from B. & A. After all, they are only human (or are they?). All it takes is a little bit of common sense and a lot of free cigarettes for distribution during analysis period.

Here is a formula for computing gullibility of B. & A.

It doubles directly as use of the word "pilot" with any derogatory adjective.

It varies inversely as the square of the number of cigarettes passed out freely.

Cheerio, and remember, if I can do it—you can! —F/Cirvine, 33 WB.



STATION WINNIPEG FLOODS FLOOD FUND
Group Captain R. B. Ingalls, Commanding Officer RCAF Station Winnipeg, presents Mrs. Couller, Honorary Chairman of the European Flood Relief Fund, with a cheque for \$2,700.00. The money was raised in a three-week campaign at the RCAF Station, and is entirely separate from the money turned in during the "Flood the Fund Show". The Flood Fund campaign was under the direction of Squadron Leader W. S. Hansen.

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Coronation Bound

A group of NCO's and airmen who will possibly journey to Britain for the Coronation. The lucky nine men were chosen from the complement of RCAF Station Winnipeg on a basis of general deportment, character, appearance and bearing. Further selection will be made at Training Command Headquarters, and the final chosen few will go to RCAF Station Rockcliffe for additional training before leaving for England.

Pictured are: Front row, l. to r.—Sergeant L. T. "Tommy" Beal, Electrical Technician (Aero), (Sgt. Beal's parents, Mr. and Mrs. T. L. Beal, live at 254 Edmonton Street, Winnipeg); LAC E. J. John Richards, Electrical Technician, of Niagara Falls; LAC H. E. "Bud" McIntyre, Teletype Operator, Cloverdale, B.C.; Flight Sergeant F. A. "Fred" Hector, Electrical Technician (Aero), of Dysart, Sask. Second row, l. to r.—LAC J. D. "Monty" Montgomerie, Telecommunications Technician (Air), of Regina; Corporal G. L. "Stony" Stoen, Airframe Technician, of Cadillac, Sask.; Corporal A. "Patsy" Dumayne, Plumber, of Lachine, P.Q. Back row, l. to r.—LAC C. E. "Jess" Grace, Supply Technician, of Cornerbrook, Newfoundland; Corporal L. Larry Hnatowich, Aero Engine Technician; (Cpl. Hnatowich's parents, Mr. and Mrs. H. Hnatowich, live at 110 Lealie Street, Winnipeg).

AW P. R. Reba Kilbride, clerk administration, faces the pleasant prospect of being RCAF Station Winnipeg's airwoman representative during the Coronation Ceremonies in June. AW Kilbride was born, raised and educated in Fort Frances, Ont. She worked for a time as salesgirl in her home town before joining the Air Force in October, 1951. After her manning and basic training Reba served at RCAF Station St. Hubert for seven months before arriving at Station Winnipeg in January of



this year. AW Kilbride will enjoy an additional unique experience on arriving in England: she will meet her half brother for the first time. "I'm utterly thrilled," she said. "This is a trip all we girls have dreamed about. I'm so happy that I've been chosen."

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(Continued from page 18)

"Well, blue has always been my favourite colour." As a change from watching teletype ticker tape Shiela keeps her figure to a trim size by swimming, skating and bowling; each in its season.

Efficient Type

LAW Margit Horning manages to look charming as well as efficient as she keeps her eyes off the keys while typing out an important document. Marg is a native of Upper Canada, coming from Geraldton, Ontario. She was a member of the stenographic staff of the Provincial Department of Agriculture at Theford, Ontario before joining the Air Force in August, 1951. LAW Horning, in her short nineteen months of service life, has served at five Air Force stations, namely, St. John's, P.Q.; Aylmer, Ont.; Camp Borden, Ont.; Trenton, Ont., and finally, Winnipeg. Margit believes in "tooting her own horn" and has just recently joined the station band. This makes her third attempt to coax some music out of a trumpet while a member of a service band. "If I can't tootle a tune this time," she says, "I'm going to quit and take up knitting or some other such exciting sport."

Weather Ways . . .

(Continued from page 9)

fore and after every flight. Something to do with regulations, he'd been told.

Meanwhile, the forecasters were enthusiastically discussing still another example of condensation nuclei from industrial pollution producing smog at sunrise, and the sun's radiation dissipating an inversion within an hour or two.

Another point of interest at any time of year is the local temperature. Temperatures change from day to day and also from day to night as everyone knows. But as we frequently fail to realize, temperatures also vary quite appreciably from place to place within a city. Simple experiments have been carried out in various cities across Canada to check the degree of this temperature variation. A thermometer was attached to the exterior of a car which was then driven through various city streets to check temperature variations within a given city. In Toronto, for example, while driving along Young Street one winter morning, a temperature range of about twenty degrees was observed. Similar tests in Winnipeg have revealed that the

temperature uptown may be quite different from the temperature at the airport where official readings are taken. Also temperatures out of the city limits often deviate considerably. On the morning of February 23, 1952, a temperature run through the city gave the following results: North of the Ford plant on Ellice Ave. minus 6 degrees, downtown at Portage Ave. and Smith Street plus 3 degrees, the northeast end of the city minus 8 degrees, out of town at Birds-hill minus 10 degrees.

After a relatively clear night with light winds or almost calm conditions, temperature variations of 15 to 20 degrees have been found quite often within a 20 mile radius of the airport. Perhaps another more detailed article on this subject will appear in "Voxair" within a few months.

Any personnel observations of yours or questions, regarding our local weather would be appreciated by your Met. man. You may get a formulate answer, perhaps a stumped look or even a Doubting Thomas expression in return. Perhaps, however, you may initiate a little research project or even a new theory.

Note: The author wishes to express his thanks to the District Aviation Forecast Office, Winnipeg, Man., for information supplied.

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Monica Lewis

Photo courtesy Metro-Goldwyn-Mayer

BLESSED EVENT

by F/Sgt. F. C. Reid

NCO in charge of Firehall



STATION WINNIPEG Fire Section was recently blessed with two additions to its family of fire fighting equipment. Shown above is the new Bickle-Seagrave pumper. The other piece of equipment is a new 1,000 pound dry-chemical crash truck, details of which will be given in a later edition. The new pumper is the latest in fire trucks. It has features not usually found on its counterpart in civilian use. Standard equipment includes the usual siren, flashing light, 24-foot extension ladder, 14-foot roof ladder, hose, extinguishers of various types and a large two-stage centrifugal pump.

Extra equipment includes a 40-foot, 3-section extension ladder, 4-stage high pressure centrifugal pump, 2 high pressure hose reels with Hardie fog guns and Pyrodene "Wet Water" equipment.

The high pressure pump and the "Wet Water" equipment are fed from a 500 gallon tank of water. Pressure up to 800 pounds per square inch can be obtained from the high pressure pump. To make "Wet Water", a soap-like chemical is mixed in the water by

means of the "hydro blenders". The penetrating quality of the water is increased to four times normal in effect, making 400 gallons of "Wet Water" equal to 2,000 gallons of ordinary water.

A few statistics on the large centrifugal pump and the motor might prove of interest. The pump is of two-stage and stages can be operated in parallel or series. It will deliver 800 gallons of water per minute at 150 pounds per square inch. The engine is a V-12, with each bank of cylinders separately carburetted. The engine is also of twin ignition design, developing 202 brake horse power at 3,700 r.p.m. The truck has five speeds ahead and one reverse, the fifth forward gear being an overdrive, giving the truck a rated top speed in excess of 70 miles per hour.

These are the main points of interest regarding the pumper. Anyone desiring to look it over and view some of its finer points are welcome to drop into the fire hall at any time.



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HOT ROCKS

Members of the RCAF Station Winnipeg entry in the Kenora Military Bonspiel smile in triumph after taking first place in the event. Left to right are: F/O McAlpine, (skip); F/O McNinch, (third); F/O Agar (second); F/O Olafson, (lead).

AVRO SHACKLETON

The Avro Shackleton is a descendant of the war-famous Lancaster and as such is a member of the famous family that commenced with the Manchester, developing into, successively, the Lancaster, Lancastrian, Lincoln and finally, the Shackleton.

The Shackleton has substantially the same wing and landing gear as the Lincoln but possesses a completely new fuselage and tail unit.

Armament includes two 20 mm cannon firing forward from remotely controlled barbets; two 20 mm cannon in a Bristol dorsal turret and two .5 machine guns in a Boulton-Paul rear turret.

Comprehensive radio and radar equipment is carried to provide all-weather operation. Radar scanner in the Mark I is carried in a perspex housing under the nose, while in later marks the scanner is mounted in a retractable "dust-bin", aft of the bomb-bay.

Vital Statistics:

Power Plant:

Four Rolls Royce Griffon engines driving three bladed counter-rotating airscrews.

Dimensions:

Span: 120 feet
Length: 77 feet 6 inches
Height: 17 feet 6 inches



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An unprecedented opportunity for some lucky young lad or lass to own a million dollar dog has just been brought to our attention.

To assist the Station Chapel (Protestant) in the raising of funds for a stained glass memorial window, the RCAF Women's Church Auxiliary will be selling tickets on a cultured canine. The pup, donated by Mrs. F. D. Avent and Mr. C. M. Tangstaad, has a pedigree that would put Sir Walter Raleigh to shame. Sired by champion Court of Kottenheim and borne by Anxious Avis of the world famous Dornwald line, this magnificent German Shepherd will be about eight weeks old when delivered to the lucky ticket holder. The draw will be made following the Best of Show judging at the Fort Garry Championship Dog Show in the Caledonian Rink on May 27.

We are informed that a dog of this lineage could bring as much as \$250 at the age of eight weeks. Tickets are a mere 25 cents each and can be purchased from any member of the Church Auxiliary or from the canteens or in the various messes.

The pup has been given the very honorable name of Vox of Villa Carlina.



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