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STORY ON PAGE 19



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Editorial

MAN HAS LONG looked skyward in his meditation, both in his religious ceremonies and in his search for scientific knowledge. The heavens contained much to intimidate and intrigue primitive man. The rising and setting of the sun; the tranquil progress of the moon; the twinkling of the stars; all these presented problems for those seeking knowledge.

Early in his history, man discovered many of the secrets of the sky but one feature was denied him—the ability of flight.

Man had conquered the earth with his invention of the wheel and

his journey across the seas was simplified with the introduction of the sail. In the air, however, his journeys were extremely brief and just as disastrous.

Greek mythology gives us the first account of man's attempt to emulate the birds in the fable to Daedalus and Icarus. Father and son, they were forced to flee their native Athens because of Daedalus' murder of his nephew, Talus. They found refuge on the Island of Crete, and here Daedalus created the legendary labyrinth for Minos, King of Crete. In some way Daedalus offended the king and both he and Icarus were imprisoned.

Daedalus secretly fashioned wings

of feathers cemented together with beeswax. On the eve of their escape Daedalus made like a flying instructor and enjoined his son to follow him and neither to fly too high nor too low. Icarus, however, once airborne, became enthralled with the joy of flight and ignored the advice of his father, flying so high that the heat of the sun melted the wax of his wings and he fell into the sea and was drowned.

Nothing daunted by this tale, early aeronauts continued in their experiments along similar lines until, in 1680, Borelli took the bull by the horns and pointed out the impossibility of man's flying by his own muscular strength.

Then followed a period of minor successes with hot-air balloons, the first ascent being accorded to the Montgolfier brothers in June, 1783. With the invention of the internal combustion engine, the art of flying forged ahead.

Fifty years ago the Wright brothers performed their memorable feat. During those few short years flying has progressed from a side-show curiosity to the foremost force in the world today.

Aviation and the atom bomb are putting up to today's leaders the problem of a choice of "peace or perish". Any plan devised in the near future to "make the whole world kin" will have been a direct result of the power of aviation.

The next few years can be looked upon to be the most decisive years in history.



COVER STORY

Flying Officer Bob Dundas, heavily weighted with the administrative problems of a day as "O. O.", spends a reflective moment reviewing the past before continuing with his arduous duties.

FIRST SOLO

My instructor says I'm fine,
But I doubt his build-up line;
Then without a backward glance,
Away he trots, with looks askance.
I alone am left to fly
This machine into the sky;
Then, as gentle as a dove,
I'll return it from above.
Hmmm! Let me see, what comes
next,
H T M P has me vexed.
The harness tight; trim is set;
Pitch in fine; now make like jet.
A steady green from control,
Then to the runway I'll roll.
Line up straight; darn that nose!
Can't see a thing but here goes.
Throttle wide, a mighty roar;
Soon this kite and I will soar.
Faster now, there, that's enough;
Caught that swing, this take-off's
rough.
Wheels are up; the nose too high;
Lift that wing or it's goodbye.
Turn downwind ever so fast;
I hope this circuit's not my last.
Drop the wheels and check the gas.
Boy, it's easy! I'm sure to pass!
There's the clearance from below,
For the landing, here I go.
Time to round out, not a bump,
Touch the wheels without a thump.
Now two feet from the ground,
Throttle cut and settling down.
Oh! Jolting, jerking, jarring horse!
Why cause me such a great remorse?
Too much brake...too much rudder.
Oh, well! I'll try another.

—Harby

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'PEG PERSONALITIES

S/L W. J. Lewis, DFC, CD.

SQUADRON LEADER W. J. "Mike" Lewis, DFC, CD, OC, Flying at RCAF Station Winnipeg, was born in the "Radium City" of Ontario: Port Hope. Here he was raised and educated. Here it was, too, that he collected the nick-name of "Mike". Seems that he and his older brother were inseparable and became known throughout the district as "Pat" and "Mike". In later years "Pat" returned to his given name of George, while "W. J." retained (for personal reasons) the good Irish handle of "Mike".

S/L Lewis early in his youth decided on a career in the air. In early 1938 he applied to join the RAF and a few short weeks later found himself Blighty-bound where he trained on Avro "Cadets" at the Air University of Britain. S/L Lewis had many notable fellow trainees, among them the son of Chiang-Kia-Shek, an Indian Rajah, a Burmese Prince, as well as many less exalted representatives from other lands.

On completion of his elementary training, "W. J." journeyed to Sealand, Chester, for his FTS course. Here he was a member of the first group of students to be trained on the twin-engined Oxford. Following his graduation from this course he joined No. 44 Bomber Squadron at Waddington, Lincolnshire. The squadron was flying Handley Paige "Hampden" twin-engine bombers at this time. Operational training on the squadron was continuous and complete. In the August air exercises, which were designed to test the British defences, No. 44 Squadron formed part of the attacking force.



The "attacker" flew first lines British bombers of the day; Battles, Blenheims, Wellingtons, Whitleys and Hampdens. Fighter Command, in August, 1939 was equipped with the Hurricane day fighter and a few MK I Blenheim night fighters. Night fighter pilots in those days were strictly "cat-eye" boys as air-to-air radar was still very much in the future. This exercise was also the initial test of the British radar screen. A highly hush-hush project, it was known to exist and very exact plots of flights were kept, later to be compared with the radar or "RDF" (radio direction finding) plots. S/L Lewis was intimately connected with this phase of the operation as he was, at the time, squadron navigation officer, having just finished training at the RAF School of Navigation at Manston, Kent.

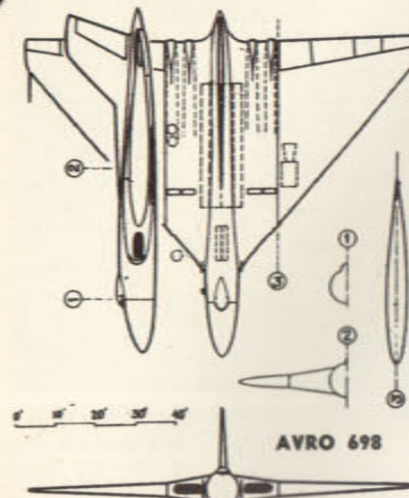
The first day of the war, S/L Lewis' squadron carried out the first operational sortie of Bomber Command, when they attempted to carry out a raid on the Kiel Canal. The raid was aborted due to weather and the squadron returned without reaching its target.

S/L Lewis completed his first with No. 44 Squadron, and after a brief two months "rest" he joined 207 Squadron which was forming up with the new "Manchester" aircraft. During December and January he did service trials on the aircraft and assisted in the general "working-up" of the squadron.

Their first "op" on the 24th of February, 1941, was a raid on the Scharnhorst and Gneisau in Brest harbour. Another interesting "first" was a raid on Colonge, May 3, when

the 41000 lb. "cookie" was dropped on an enemy target.

After completing the necessary number of trips to finish his second tour, S/L Lewis consented to do "one more" and it was on this, his 57th operational sortie that he was not down. En route to Berlin he was "jumped" by a night fighter over Hamburg. He and his crew rode the aircraft down and all walked away from the landing uninjured.



Taken prisoner on September 7, 1941, S/L Lewis arrived back in England on May 11, 1945. It was then he transferred to the RCAF. Repatriated, he landed in Halifax seven years to the day after first leaving Canada to join the RAF. Released from the service in October, 1945, he returned to the force in

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these raids he brought his aircraft back to base, riddled with over a hundred holes.

Squadron Leader Lewis is the proud father of two husky youngsters, Billy, aged five, and Bobby, three and a half. Mrs. Lewis is the former Winnifred Farrell of St. Catherines, Ontario.

April, 1946 and after completing the KTS course in Toronto, he flew with 412 Squadron for the next two years. Then came eighteen months with E and PE at Rockcliffe, following which he "flew a desk" for nearly two years at ATC Headquarters as Staff Officer Operations Air Traffic. From there he went to Goose Bay as Chief Administrative Officer, and came to RCAF Station Winnipeg, from Goose Bay, in February, 1952.

S/L Lewis has flown an impressive total of twenty-eight different types of aircraft, ranging from the wire and fabric Avro Cadet to the jet propelled De Havilland Vampire.

He was mentioned in despatches in August, 1940 as a result of his participation in a mass raid on the Junkers Works.

His Distinguished Flying Cross was an immediate award in September after he had carried out a number of raids on the docks at Antwerp during the invasion scare. On the last of



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TOKYO RUN

Cont'd from May 1st Issue

Now, on with the story. We arrived at Anchorage, Alaska some seven and a half hours elapsed time from McCord. The navigator surprised me and said, "Well, I guess it is your turn to do a leg." Each stop supplies the navigator with a Met. forecast and a blank flight plan form. With my flight plan filed and a "gold plated" hamburger under my belt I was off to try my hand at a bit of real navigation.

Using a system of pressure pattern and astro for fixing we had a successful trip and arrived at Shemya in the Aleutians some seven and a half hours later. The island, three by four miles in size, was a welcome sight and after listening to those North Star engines for fifteen hours the thoughts of a clean bed were a pleasant aspect.

After a brief twelve hour stop-over at Shemya we once more got "the show on the road". The last leg from Shemya to Tokyo took eleven hours and fifteen minutes, but the time passed quickly. Again using pressure pattern and astro we had a very successful navigation trip and hit our landfall at Matsushima on ETA. It was well after midnight when we arrived at Camp Ebisu where we stayed for our well-earned three day rest in Tokyo. Fortunately, or unfortunately, the bar was closed so we all enjoyed a restful twelve hour sleep.

In the morning you are awakened with a cup of tea, and if you don't feel like getting up you can have your breakfast in bed. No, this is not a fish story, it's actually true, and rather a nice feeling I must say. With no "first lecture" to give and three days of relaxation ahead it certainly is a far departure from the usual routine at 2ANS.

Much of Tokyo is built of shack-like temporary buildings because of the large population and the earthquakes. However, the business section of the town has many fine build-

ings, quite comparable to our local Hudson Bay Store.

The "natives" still cling to their comono-type dress and the old men look somewhat like priests in their black nightshirts. The women carry their children on their back and always seem to be in second gear, clack-clacking down the cobblestone roads at a half trot in their wooden shoes.

Most of the souvenirs are brought in the Ginza Can Mart, an area of



THE DIET BUILDING with Mt. Fuji in the far background.

peddlers stalls in the heart of Tokyo. There you can buy anything, from Ronson equivalent lighters or ornaments to silk pajamas. The shopkeepers are most anxious to make a sale and are very persistent people. The usual procedure is to start at half the price they quote to you, and, after a short period of firm haggling, you depart with your purchase, you believing you had obtained a real buy and the shopkeeper knowing that he had made a profit.

For those that enjoy "Chinese" food the trip is well worth while. About a dozen of us went out for supper to a restaurant called "Tings". There we had a private dining room to 'ourselves, but before entering it was customary to remove your shoes, so we gave our feet a rest. Seated Indian fashion on pillows around a 12-inch high table we enjoyed a

real Oriental meal, consisting of egg rolls, breaded fu-yong, rice and peas, and sweet and sour. Topping the meal off with some after-dinner wine we adjourned to a "conference" in the officer's bar at Ebisu.

The story would not be complete without mentioning the Geisha Girls. Like everything else, you have the good kind and also the other kind. The true "Geisha" girl is a highly trained entertainer and might be compared to our modern day actress. Wearing native costumes, singing, dancing, and playing their one-stringed instruments are some of their well recognized qualities. As for the other type of "Geisha" girl, the song title, "Keep it a Secret" has a good moral.

Leaving Japan after our three day stay we had a long, tiring trip back to McCord via Shemya and Anchor-



PAGODA IN UENO PARK, Tokyo, at cherry-blossom time.

age. Our stay in McCord was barely time to rest up when we once more got under way, arriving back in



THE GINZA, Tokyo's busiest and most fashionable street.

Winnipeg on the 25th of February, thirteen days after leaving. Tired, but glad to be home, I reported back to A-2 and began preparing to pick up where I had left off.

To sum the trip up in three words one might say: "Instructional, extremely interesting and tiring". From a navigational point of view you learn crew fellowship and co-operation, satisfying results from your astro and pressure pattern position lines, and a wonderful experience in long range flying. The different countries, people and experiences you encounter on the trip would

always prevent the route from becoming uninteresting. As far as tiresome is concerned this is only a physical aspect which a few hours sleep in a good bed will cure. The long hours of flying are more than compensated for by the relaxing experiences you encounter when on the ground.

If all the student navigators at 2ANS could only do this route prior to starting their navigation training they would have more than enough incentive to carry them through to successful completion of the course. In the air one can see the crew co-operation and confidence the pilot places in the navigator. Taking astro sights in a North Star is just like standing on the ground and the results are very good compared to those obtained in the Expeditors. Strange enough, the radio compass is rarely switched on, very much different here at 2ANS. There is a real satisfaction in completing a ten-hour leg and hitting your landfall on ETA without resorting to the old "bird dog".

To the students here at 2ANS I can only say this: "The top Canadians in the class are chosen for 426 Squadron, so dig in there and be a world-traveller before you are 21. Besides seeing the different countries you have a golden opportunity to prove that all the navigation you learned at 2ANS does work, that your instructors haven't been telling you a lot of nonsense that you wouldn't need." To my fellow instructors I can only say, "Patience, and learn how to use your Hughes' Tables."

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Sport Spotlight

BACK IN LATE OCTOBER a group of enthusiastic basketball minded Cadets banded together under F/O W. Lowe and entered into a three team loop consisting of RCAF Station Gimli, H.M.C.S. Chippewa and RCAF Station Winnipeg. The first was played on their home floor against Gimli, which was won by the locals 75-53. This fine start was soon to be replaced by numerous unfortunate incidents which in the end proved too much for all concerned. Among the setbacks which besieged the team by the training schedule at No. 2ANS were such things as exams, mid-term leave and night flying, the latter taking the greatest toll both in practices and in games.

In games played before the new year the team was turned back by Gimli by two points at Gimli and on the "Glove-Compartment" floor at Chippewa they were given a very bad trouncing. Playing back on their own floor they played as well as may be expected against St. Andrews (finalists in the city Senior "B" loop) losing by only 14 points (68-54). It was at this time that the team lost its coach F/O Lowe and was forced to play the rest of the season under F/O Peters, a past graduate of the school.

A new training program was initiated and the team started getting some much needed practice. In the next game, a fast-moving, under-the-basket team, which played like a well-oiled machine, lost to the deadly set-shooting of the Gimlites. This game was well attended by the station rooters here in our own gym; but the team, after a thrilling last quarter come-back, lost 56-55, in what was considered by all as the best game of the season.

The team seemed to lose some of their fear of Chippewa's small floor, for at the next game they put up a lot of fight, only to lose again by two points, 46-44. It was after this game that we lost our home floor and commenced on a period of seven weeks and no practice or ball-handling. This, of course, lead to a very weak team which lost the next game to Gimli by our favourite difference of TWO points.

(Continued on page 22)

Ursus VERY Minor

These Polar bear cubs weigh only 30 pounds between the two of them, but as they say it's not the size of the dog in the fight, but the size of the fight in the dog. Pint sized though they are and with their flight from Churchill just over these tiny balls of fur showed they still had plenty of fight Friday. It took a pair of strong hands with heavy leather gloves to get them to pose at Stevenson field for this picture. Looking over the fighting twins are from left to right: T. R. Hodgson, superintendent of the Winnipeg public parks board; F/O A. G. Robertson, pilot of the RCAF North Star which flew the cubs from Churchill; W. J. Cobb, of the Hudson Bay Company fur trade department, whose factor at York Factory got the cubs from an Indian; who cared for the cubs on the flight, and G. W. Malahar, director of the

Photo by Les Doherty, Winnipeg Free Press



provincial game and fisheries department. The two cubs who were born in January and as yet are unnamed went to join the two older Polar bears at Assiniboine park zoo shortly after their arrival.



The RCAF airman and airwoman who graced our cover last issue are shown above admiring one of the polar bear twins in their new habitat at the Assiniboine Park Zoo.

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Where there's Life...

Comedian Bob Hope gives his famous toothpaste grin as he bandies chatter with his Winnipeg sponsor, Don Carlos and Major Gregor, Commanding Officer of the 13 Provost Corps.

Hope arrived at Stevenson Airport on Tuesday, April 28, was made an honorary member of the Provost Corps and gave two performances at the Winnipeg Amphitheatre, which he referred to unflatteringly as "a garage" in less than twenty-four hours.



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PERSONNEL of the Flying Wing at Number 2 Air Navigation School, Winnipeg, recently received a well-earned pat on the back from their commanding officer.

As a result of exceptional work from all members of the Flying Wing the CO forwarded a memorandum to the OC Flying in which he stated: "I wish you would pass on to the personnel in your respective sections my congratulations on the successful outcome of the efforts which you and they put into the February flying training programme."

Commenting on the impressive total of hours flown that month G/C Ingalls stated further:

"This is a very creditable effort indeed for a 28-day month, keeping in mind that the weather has been far from perfect . . ."

"You have shown that your organization is able to stand up to the demands made on it. What is even more gratifying is the knowledge that the morale of the staff pilots and

ground crew who have been asked to work long hours have stood up to the test."

The Air Navigation School at Winnipeg first flung open its doors in August, 1951. At that time the combined strength of Station Winnipeg and Tactical Air Group Headquarters encompassed a mere handful of barely three hundred officers and men.

During the next few months the school rapidly filled with enthusiastic young navigator-trainees from the British Isles and Europe as well as from all across Canada.

The original pilots of the ANS, with the exception of a very few, were newly returned to the service, having just completed their refresher training, on Harvards, at the PRTS in Calgary.

The exceptions were a number of veteran pilots from other units, among them F/L "Fritz" Chrysler from Gimli, who was the first pilot to report to the ANS, F/L "Andy" Rewakowski,

F/L "Val" Wuorinen and F/O "Olie" Olafson from Summerside, F/O "Chuck" Thrasher from Trenton and F/O "Bill" Mitchell who had just transferred over from the RAF. The rest of the nucleus staff have gradually succumbed to that RCAF malady known as "being posted"

The first flying "boss", OC Flying, was W/C (then S/L) "Cam" Underhill. W/C Underhill was succeeded, in July, 1952, by the present OC Flying, S/L "Mike" Lewis, of whom more can be read on an earlier page in this issue.

S/L "Bart" Bartley, deputy OC Flying is a native son, having been born, raised and educated in nearby Charleswood. S/L Bartley very nearly "lost his head" on his second operational sortie when his Mosquito aircraft disintegrated and catapulted him through the canopy. Being an extremely hard-headed individual, the S/L parachuted gently to earth some twenty miles from Liege, Belgium. After a rapid recovery from

this unusual experience, he made a not so rapid return to his squadron via hospitals at Eupen, Huys, Belgium; Salisbury Plains, Foxley Hall and Garnons Convalescent Hospital in England. This last named being operated under the sponsorship of Canada's present Governor General, Vincent Massey, who was then High Commissioner to the United Kingdom.

S/L Bartley's Air Force career includes a two year hitch as a flying instructor prior to his going on operations. He returned to Canada in 1945 and spent the next three years in administrative posts, namely, assistant Adjutant at No. 8 Repair Depot, Winnipeg; student at RTS, Toronto; C.Ad.O. at No. 8 Repair Depot; Adjutant of the first Air Cadet Camp at Paulson, Manitoba; Civilian Personnel Manager at No. 2 Air Command Headquarters, Winnipeg, and Adjutant of RCAF Station Winnipeg. In the spring of 1948 some enterprising type at the Records Office discovered that Winnipeg was S/L Bartley's home town and had him posted forthwith. He was moved to a flying job with 435 Squadron at Edmonton where he spent the next two years. The spring of 1950 saw him on his way to Summerside where he completed the Staff Navigator Instructor (Pilot) Course. Following this he went to Trenton where he reinstated the navigation training organization at the Central Flying and Flying Instructors Schools there. S/L Bartley reported to No. 2 ANS in August of 1952. S/L and Mrs. Bartley, the former Barbara Hobson of Hull, England, have two children, both girls; Patricia, aged eight, and Linda, three.

The early days of the Flying Wing were somewhat hectic. The first formal flights, "A" and "B", were formed in September of 1951. Prior to this, flying was pretty much a catch-as-catch-can affair, with pilots

returning from a three or even five hour day trip, only to gulp down a cup of scalding hot coffee in the canteen and return to the air for another tour around the route, this time as a night detail. In early February a third flight was added to the original two. As was only to be expected, this flight was named "C" flight, with F/L Chrysler as flight commander.

"C" flight was the "permanent" (for a time) night flying flight. They termed themselves "carrot flight" in view of their night flying prowess. Whenever carrot flight pilots engaged in revelry in the mess, a nondescript pennant flaunting a "C" affonté, with a carrot reclining, all on a field of oil soaked rag, flew from a prominent spot over the bar.

Gradually the pioneering teething troubles of the school ironed themselves out and with the steady arrival of additional pilots, "D" and "E" flights made their appearance, with standards and instruments flights following close behind.

F/L "Andy" Rewakowski has headed "B" flight since it was first formed. F/L "Lou" McGuire has handled "A" flights since F/O F. S. Smith left the Flying Wing for administrative posts at Station Winnipeg, and later, RCAF Station Penhold. "C" flights leader F/L Chrysler has been absent on TO at AFHQ where he is being measured for his "cloak and dagger" outfit by intelligent (?) narks of the Directorate of Intelligence (Air).

F/L "Karl" Kearns has directed the activities of "D" Flight since his arrival from Summerside in late March, 1952.

F/L "Ken" Norman "E" flight commander, along with F/O "Doug" Spence, flight commander of Standards flight is now at the advanced Flying School, Saskatoon taking conversion training to Mitchell aircraft. This type of aircraft is expected to

begin arriving at the ANS soon and will be used in aircraft interception training.

The flying "air works" points with pride to the very high percentage of pilots on strength who possess instrument ratings. Over 50% of the pilots at the ANS hold standard instrument ratings or "green tickets" as they are more familiarly referred to. Many of the pilots acquired their ratings by diligent work in their spare time while the majority took the instrument flying course, either at No. 2 IFS Saskatoon or at the unit Instrument Training Flight.

The unit instrument flight was originally headed by F/O "Jack" Kaiser who left the ANS late last fall to join the flying staff of the Winter Experimental and Proving Establishment at Edmonton. As "Green Tickets" expire each year, pilots, who wish to retain their ratings must write exams and ride an

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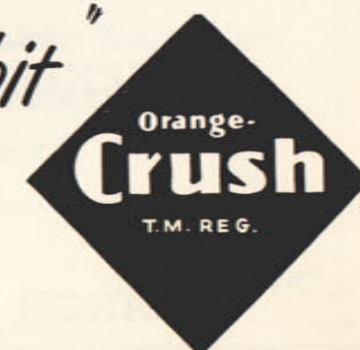
At left is our accredited Representative Andy Grierson, wartime R.C.A.F. pilot.

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air test annually. to keep their instrument cards valid. F/O "Claire" Agar, our chief unit instrument check pilot left us in March to fly Packets with 435 Squadron in Edmonton. Since his departure the position of Chief UICP has been held by F/O "Norm" Woods.

Keeping the many aircraft of the ANS in constant flying trim is an important part of the efficient operation of the Flying Wing and of the ANS. The original OC Maintenance; S/L (then F/L) "Tom" Byrne was followed by F/O "Dinty" Moore with the present OC, F/L "Tom" Millar taking over that position when F/O Moore left.

For almost a year F/L Millar was assisted in his work by F/L "Bert" Leavitt as OC Servicing. F/L Leavitt has, just recently, been transferred to RCAF Station Penhold as OC Maintenance and WO2 "Gordon" Philpott will be the new OC Servicing.

Flying at Stevenson Field has grown apace in the years since the ANS began operations. In 1951 there were 73,951 aircraft movements at the Airport, a considerable increase over the previous years' 53,000 count. During 1952, however, when the ANS was operating for the full year number of aircraft movements leaped to 130,461 or 12 per cent more than the 1950 total.

"Fulfilling our flying commitments" commented S/L Lewis, "is the primary function of the Flying Wing. The exemplary manner in which pilots have carried out their duty is worthy of note. At times, much personal inconvenience has been incurred by them due to weather, aircraft availability and so on. As OC Flying I am proud to be asso-

ciated with a group of men who carry out their assignments with such a high degree of skill and efficiency."

The prime purpose of an Air Force is to fly, either operationally or in training. The degree of operational

proficiency will be governed by the degree of training proficiency. The pilots of No. 2 ANS Flying Wing can be proud of their participation in the training of future aircrew of the NATO nations.



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T-33 NOW "SILVER STAR"
The Canadian built version of the T-33 twin seater jet trainer has officially been christened the "Silver Star". The new name was explained, by Defence Minister Claxton, to be a combination of "Silver Dart", the first Canadian built aircraft to fly in Canada, and of "Shooting Star", Lockheed's name for the F-80, the single seat jet fighter from which the T-33 was developed.



Loading Sabre into Bristol Freighter Loading operation is shown as the Sabre has been lifted by crane on to the ramp up in front of the aircraft prior to sliding it on a greased path into the Bristol. The Sabre fuselage has been fitted with skids to facilitate sliding. In this photo, supervising officers check to insure everything is in order as sliding begins.

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AIRWOMEN'S LOUNGE

AIRWOMEN are a comparatively new addition to RCAF Winnipeg, but already their presence has caused certain innovations on the unit. Perhaps the most noteworthy of these is their new Lounge which was officially opened on the evening of Friday, May 8th.

Guests of honor were Commanding Officer of Station Winnipeg, G/C R. B. Ingalls, and Mrs. Ingalls. F/O J. Foote and LAW Dannyluck (PMC of the new Lounge) welcomed the guests as they arrived. As the Lounge is not too large the guest list was restricted to Section heads.

Flowers and champagne lent a festive touch to a room which was already bright and gay—it was easy to see that the attractive Lounge would be favourite place of relaxation for the girls.

F/O Foote was tremendously pleased with the Lounge, and with the orchid corsage which the girls presented to her as a token of appreciation for her deep interest in the establishment of the Lounge and the hard work she contributed towards it.

"It's certainly a memorable occasion," she said.



Tasteful decor is an apt phrase to describe the appearance of the Lounge. Lots of light from the windows shows off the bright color scheme of walls, floor, rugs and curtains.

Housewarming Friday evening shows A. W. Mary Collins and her guest making use of the smooth linoleum floor as a number of the girls and their guests watch approvingly.

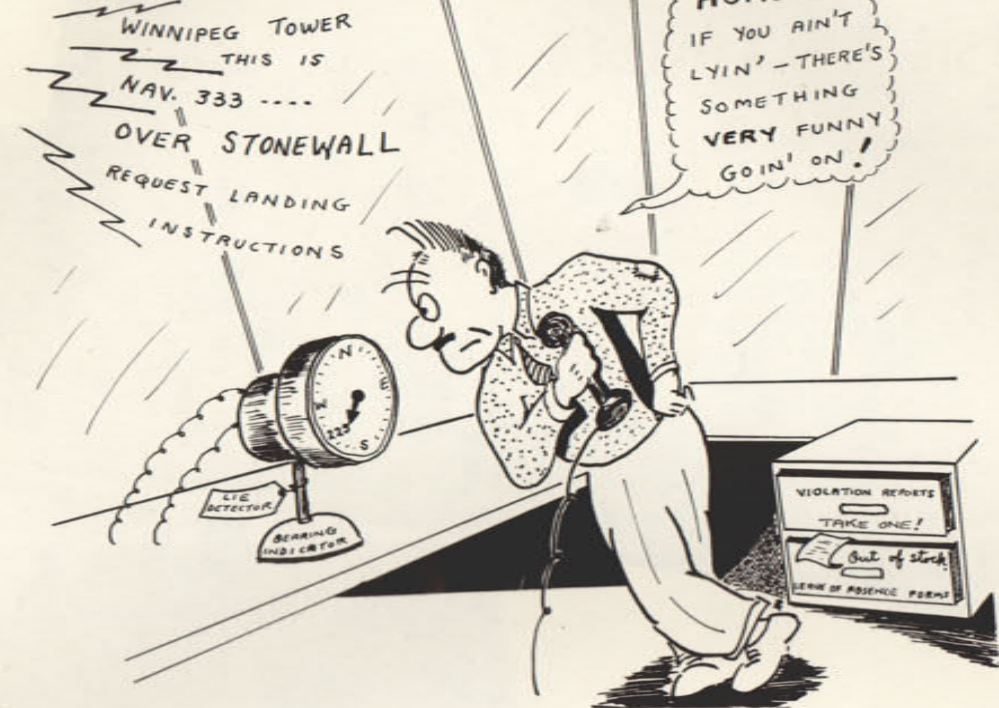
Mrs. Ingalls, formerly an Officer in the Women's Division of the RCAF, told us: "This is a lovely spot; the nice thing about it is that it looks like a home and not a club. I certainly don't remember any Lounge as nice as this from my days of service," she added.

Refreshments are served over the bar Mondays, Wednesdays and Fridays, and for those gentlemen concerned, the latter has been designated as "Open Night".



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by Liz & Hank



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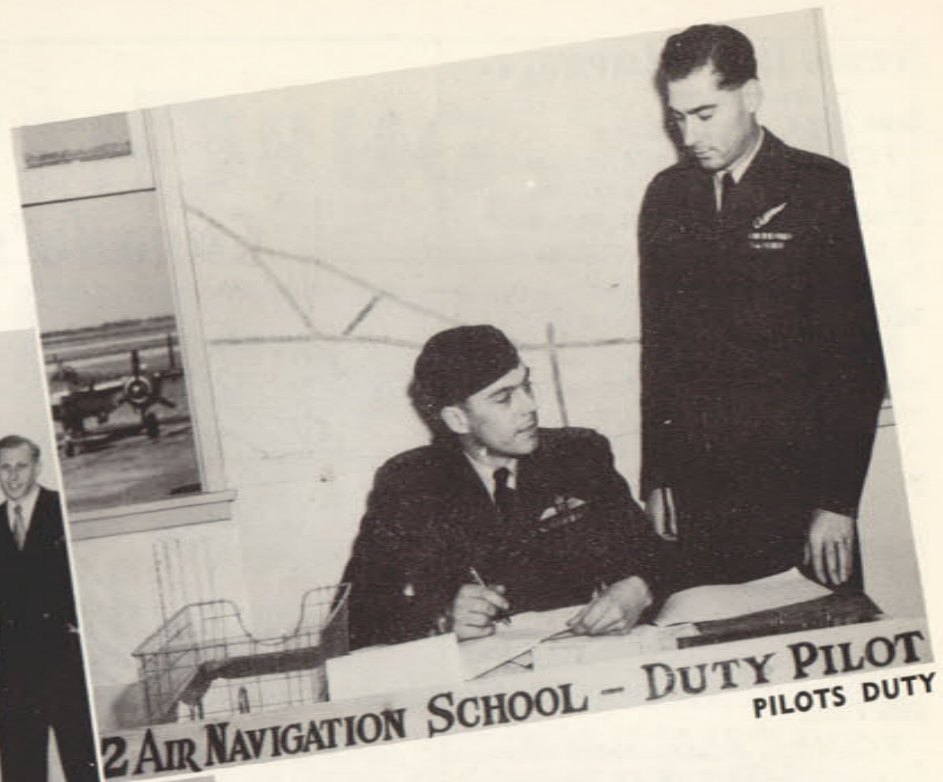
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BRIEF NOTE



MEET THE MET



2 AIR NAVIGATION SCHOOL - DUTY PILOT
PILOTS DUTY



WHITHER THE WEATHER?



FILE FORM



COMMANDERS ALL!

News in Pictures...

Brief Note

F/O "Barney" Barnett, Duty Briefing Officer, gives out with vital information for navigators and pilots at a pre-flight briefing in the GTS building.

Meet the Met

Mr. John Rogalsky, Duty Meteorologist, points to pretty pictures as he regales pilots and navigators prior to a navigation training flight.

Pilots Duty

F/O "Pete" Harbottle, Flying Wing Duty Pilot checks on aircraft availability and on the serviceability of nearby airports, with F/O "Al" Morden of the Station Winnipeg Operations Room Staff.

File Form

F/O "Alex" Achron, largest officer to occupy the Flying Wing Adjutant's chair, registers perplexion as he plucks a file from his "top drawer". F/O "Bob" Batson will take over from F/O Achron as Adjutant when Alex's three month stint is finished.

Whither the Weather?

S/L "Mike" Lewis, OC Flying, left, and S/L "Bart" Bartley, centre, lend an ear to Mr. Maurice Hardman, senior meteorologist at Station Winnipeg as he gives a dissertation on the probabilities of the day's weather.

Commanders All!

Flight commanders, listen carefully to the words of wisdom being wafted their way by Squadron Leaders Lewis and Bartley during a regular Monday afternoon meeting. Pictured are: F/L "Flip" Phillips, OC "E" Flight; F/L "Karl" Kearns, OC "D" Flight; F/L "Andy" Rewakowsky, OC "B" Flight; F/O "Mac" McAlpine, deputy OC "A" Flight; F/O "Pete" Harbottle, deputy OC "C" Flight; F/O "Thor" Stamner, OC Link; F/O "Olie" Olafson, OC "C" Flight; F/L "Lou" McGuire, OC "A" Flight; S/L Bartley and the left ear of S/L Lewis.

Missing from the picture, F/O "Tony" Pasco representing Standard Flight who was cut off the end of the photo, and F/L "Russ" Bowdery, OC Instrument Flight, who was busily telling the photographer how to take the picture.

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PLANE FACTS

THE CANBERRA, Britain's first jet bomber, is being built in Australia and the United States as well as in the United Kingdom.

Work was first begun on the Canberra towards the end of 1945. A fair amount of information was available on the possibilities of improved performance by means of swept-back wings and tail surfaces. The Canberra design team decided, after much thought, to avoid the use of sweep-back and to achieve the required performance by pushing the design to the reasonable limits of all established data.

All fast subsonic aeroplanes have a limiting speed near that of sound, at this point they encounter buffeting and deterioration of stability and control. Even in a small aeroplane these effects can be violent and, as the Canberra design was much larger and heavier than existing high-speed machines, this problem was treated as a major one.

The Canberra relies on a combination of clean aerodynamic form and high thrusts for its speed and on low-



Four types of English Electric Canberras lined up on the runway at the Company's aerodrome at Warton, Lancashire. They are, left to right: the Canberra Trainer; the Canberra Mk. 5, which set up the recent Atlantic record; the photograph reconnaissance version and the standard Canberra Mk. 2 bomber. The Canberra Mk. 2, now in service with RAF Bomber Command, is also in production in Australia and the U.S.A.

wing loading for its performance at height.

The Canberra has an impressive list of high speed, long distance flights to its credit. A number of these are listed below:

Feb. 21/51—First Atlantic crossing by a jet bomber. From Aldergrove to Gander, 2,072 miles, in 4 hrs., 37 mins.

Aug. 1/51—First England to Australia flight. From Lyneham to Darwin, 10,235 miles, in 21 hrs., 28 mins.

Aug. 31/51—World Speed Record Atlantic crossing. From Aldergrove to Gander, 2,072 miles, in 4 hrs., 18 mins.

Aug. 26/52—First two-way crossing of the Atlantic in one day. From Aldergrove to Gander and back, 4,144 miles, in 10 hrs., 3 mins. Record West to East crossing. 3 hrs., 25 mins. Average speed, 605.5 m.p.h.

Vital Statistics—
Span: 64 feet.
Length: 65 feet, 6 inches.

Power Plant—
Two Rolls-Royce "Avon" jet engines.

Later marks fitted with Armstrong-Siddely "Sapphire" jet engines.

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Tables Turned

Last April 16, the tables were turned on four officers of Station Winnipeg when they were presented with honorary French wings by a representative of the French government.

The Station Commander, G/C R. B. Ingalls, S/L A. M. Ogilvie and S/L R. E. Ratcliffe received navigators wings, while S/L W. J. Lewis was presented with pilots wings.

The presenting officer, M. de la Boulaye, first counsellor of the French Embassy at Ottawa also officiated at the wings presentation ceremonies on Friday, August 1.

In picture 1 M. de la Boulaye presents French pilots wings on S/L Lewis tunic.

In picture 2 G/C Ingalls, Commanding Officer RCAF Station Winnipeg, receives congratulations from M. de la Boulaye after being presented with his honorary navigators wings.



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Fish Story ...

Sure sign of spring is the recent opening of the fishing season in Manitoba on April 15. Lake trout, brook, rainbow and brown trout, along with whitefish, became legal game for the local Isaac Waltons on that date.

The season for northern pike, pickerel, yellow perch, the famous Winnipeg Goldeye, and its first cousin, the Manitoba Mooneye, opens on May 16.

Bass can be creel in southern Manitoba July 1st, while north of '53 bass must be returned to the water until the 15th of July.

The world's record lake trout, weighing 63 pounds, was hooked in the Flin Flon area a few years ago. The following quote is taken directly from a Manitoba travel folder: "The fish are frisky and plentiful in the myriad of beautiful lakes which dot the province."

Readers who are interested in fly, spinning, casting, or just plain fishin' are encouraged to pass on any tips or queries to other fishing enthusiasts via "Voxair". Slip your note through the slot in the "Voxair" office door. Put something in the PA, boy!



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BRIGHT REMARKS

- Johnny Thomas:** "Of course I got L20W in the last plot."
- Andre Van Haute:** "I'm de only Belgian on de Dirty Six Course."
- Clarke:** "Shut up Goshawk."
- Goshawk:** "Shut up Clarke."
- "Gerry" Gourdain:** "Are we obliged to do that, sir?"
- Jacques Levy:** "I can't get drunk, I'm getting married that day."
- "Jimmy" Mathiesen:** "It was the Wikings wat came over and teached you English."
- F. L. MacAllister:** "Don't go away chaps. I've got a little problem for you."

—J.N.E.

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Sport Spotlight

(Continued from page 7)

With our own floor out and Navy's floor busy six nights a week the league was disbanded, but the cadets kept up the spirit and in the last month played two games against Gimli. The first game was lost to the "Drivers-Airframe" by a score of 52-38. This game spurred the team on and in a real scrappy match, which finally ended after "Fearless" Ford, (overcome by the excitement of the game) rolled one around the rim a couple of times before it toppled out, the game ended, Gimli, 55; Winnipeg, 53.

Among those whom we would mention as outstanding are Howard "Baldy" Portelance, who was high scorer, Terry Cummins, who ran a close second and Dick Pearce, who

put on a spectacular play during our last home game against Gimli. Other members of the team were Dick "Rodent" Fabbro, Gordon "No. 14" Montford, Doug Wilson, Reg Kimball, Jack "Fearless" Ford, "Sir, I gotta study" Applyby, "Jonsie" Jones, "Mac" MacDonald, "I got two checks on me", Yarr, Larry Kronstrum, and last, but not least, "Monty" Montgomery, who came to us late in the season.

On February 4th the team was handed one of its greatest setbacks with the untimely death of Clinton Attwood. The team wishes to express its deepest sympathies to Mr. and Mrs. Attwood and son Darcy in their bereavement.

As the season has now come to a close I would like to express my thanks to everyone who has in any

way been connected with the team for the co-operation that I have received. I would also express my gratitude to the members of the team who have put up with my long hours, not only on the basketball floor, but also in the classroom and on social occasions, and would leave one thought in their minds, that being "It's not whether you win or lose, but how you play the game."

F/O D. A. Peters (Coach)



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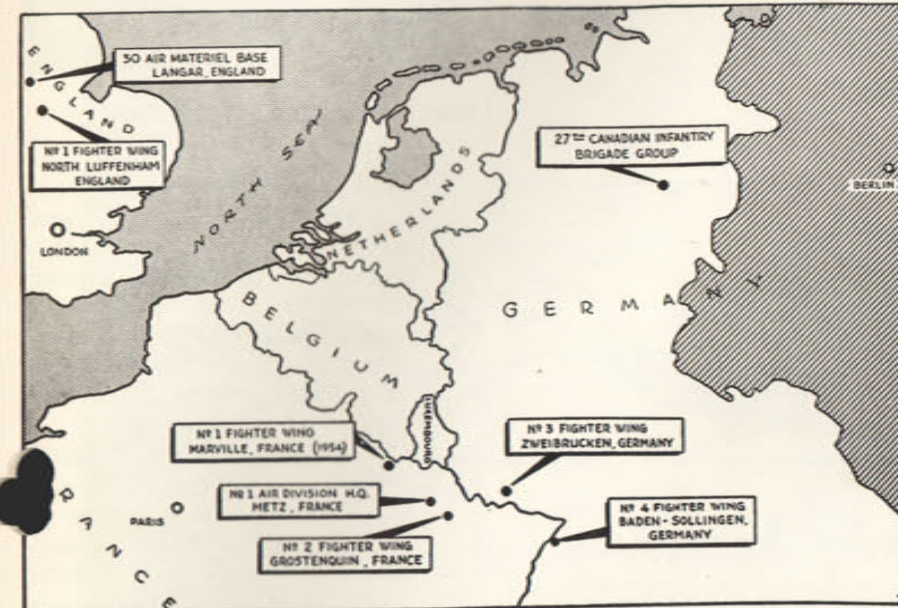
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Canada's NATO FORCES IN EUROPE

Playing an important and growing part in NATO defence plans are the Canadian Army and Air Force bases in western Europe. Located at Hanover in West Germany is the Army's 27th Canadian Infantry Brigade Group, under Brigadier J. E. C. Pangman, D.S.O., E.D. Some 6,000 strong, this forms part of NATO's northern army group, British Army of the Rhine.

To the south, at Metz, in France, is the RCAF's Air Division headquarters, under Air Vice-Marshal Hugh Campbell. From Metz are controlled the Air Force jet fighter bases on the Continent. No. 2 Fighter Wing at Grostenquin and No. 3 Fighter Wing at Zweibrucken are already in existence, each with three Sabre jet squadrons. No. 4 Fighter Wing is to form at Baden-Sollingen later this year, when three more Sabre squadrons fly there from Canadian bases. No. 1 Fighter Wing at North Luffenham is scheduled to move in 1954 from its U.K. base to Marville, France. Work on the Marville airfield has just begun. Providing logistic support for the RCAF overseas fighter bases is the Air Materiel Base at Langar, England.

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Gone but not Forgotten—

A recent dastardly deed has been reported to this office. It appears that the magnificent green glass globe known as the "Randall Trophy" disappeared last month from the officers mess. The campaign to purloin this sterling object was a carefully prepared and a masterly conducted operation.

A challenge has been issued from the new owners; Officers Mess, RCAF Station Portage Prairie, regarding the liberation of this priceless heirloom.

Already heads are being put together as Winnipeg devises a suitable rescue operation. It won't be easy, but it should be fun.



Voxair Vixen



Arlene Dahl

Photo courtesy, Metro-Goldwyn-Mayer

★ GRADUATING CLASS 36 WA ★



Back Row: A/P/O J. N. Ellis; A/P/O B. J. Finnie; F/O M. L. A. P. Siat; A/P/O E. C. Bowyer; F/C R. H. G. Dumas, A/P/O G. W. Graham, A/P/O B. H. Goshawk; F/C J. Le Foll.
 Centre Row: A/P/O J. K. Clark; A/P/O W. P. Sherlock; A/P/O J. Thomas; A/P/O G. L. Trindley; F/C J. Orfelt; F/C B. Mathiesen; A/P/O J. S. Keay, F/C A. W. R. Van Haute.
 Front Row: F/C K. E. Klitholm; F/C B. J. Queinnee; F/C G. Gourdain; F/L L. G. McAllister; F/C J. A. M. Lev. (C.J.) Alheritiere; A/P/O J. Upright.

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COURSE 36-WA

Sept. 52 — May 53

Our nine months are up and we have successfully gained our wings. Can we now take this opportunity of acknowledging the efforts of all the station personnel in getting us through their navigation machine. From the G.I.S. instructors to the members of ground crew, and, of course, we must not forget the pilots who fly far into the night at the mercy of two sleepy navigators.

How about the Course itself? Have we obtained full benefit from it? Yes, we know we have gained our wings, but is that enough? What is just as important to the Nato organization, did we learn to live and work together and try to understand another country's point of view? On our course there are five different nationalities, and although there have been large differences of opinion and attitude, especially at the beginning of the course, now a comradeship has built up among us that perhaps we ourselves are not fully conscious of.

Probably the most anxiously awaited phase of the course was mid-term

leave, with the exception, perhaps, of graduation. Now was the chance to really see this vast new continent we came so see. Believe me, between us we covered quite a large portion of it. One big question still in everybody's mind is—what happened to the Canadian winter? That big threat held over us did not materialise. Perhaps this was a good thing, but it also proved a source of disappointment.

After the mid-term leave the weeks flew by and we wrote off one exam after another.

The winter came to an end and the snow melted away; life was good and the time to return home drew steadily nearer; even the doubtful honor of wearing red bands was bestowed upon us. Almost without warning the final plot and theory exams are upon us and the question now enters everyone's mind—"Will I, or won't I, make the grade?" Our Course Director feels the strain, carries a worried look and loses a few more hairs. From this daze we awake to find our wings being pinned upon u—s.J.E.U.



Spring Scene

Versatile navigation students of Course 36 NCC react in accepted fashion to the first whiff of spring air at RCAF Station Winnipeg. F/C "Gerry" Gourdain, left, makes like a bird, while F/C André Van Haute, A/P/O "Lulu" Lelliot, A/P/O "Gran" Graham, F/C "Gunder" Maclagan, F/C John Orfelt and A/P/O "Ginger" Keag make up the rest of the chorus line.



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 Centre Row: F/C E. H. Larsen; F/C G. J. Collington; F/C L. J. Wain; F/C J. A. Lanne; A/P/O D. Wright; F/C C. Lajeunesse; A/P/O A. J. Ingram; A/P/O L. W. H. Rowe.
 Front Row: A/P/O G. G. Worrall; A/P/O G. R. Owen; A/P/O J. C. Donald; F/C A. M. Tennevin; F/O J. C. Donald; A/P/O Knight; A/P/O P. R. A. Say; A/P/O B. W. Lin.

Hints to a New Course

1. Pre-Flight Planning

- (1) Take reciprocal Met winds and apply your own personal Met correction.
- (2) Write out Met cross section from briefing board, ignoring clouds and weather.
- (3) With ANT's work and plot suitable 3-star fixes.
- (4) From maze on chart pick out most unlikely route. Discard this and draw in another of your own choice. This at least will not be changed. N.B.—Only minus 10 marks if you don't fly the given route.
- (5) What night is the stag?
- (6) Forget requirements.

2. Pre-Flight Check

- (1) This may be omitted.
- (3) Congratulations to Ron for taking the plunge.

3. Instrument Check in Aircraft

- (1) Check API for serviceability. If O.K. kick vigorously at box under 1st navs. table. (N.B.—Log API U/S).
- (2) Check radio compass. This is vital to pilot who is quite sure he is in the "State(s)".
- (3) Make sure that the coffee and juice are on hand.
- (4) Check astro compass to see that it is suitable for opening tins, etc.
- (5) Coming down to the Shanghai?
- (6) Check sextant, then drop it on the floor. (Log as U/S).

4. Hints During Flight

- (1) If the pilot gives you a pinpoint, discard it—unless pilot's name is O'Hara.
- (2) Set the required height on the sextant and hang it in the astro dome for two minutes. This will ensure a clear conscience.
- (3) When red light comes on grasp red handle and wobble furiously, keeping fuel indicator around five. Awaken pilot. (N.B.—Do not shake pilot too smartly, he may give a fix!)
- (4) If ETA base is out, return flask to cookhouse regardless!
- (5) Which Cadet took P/O Donald's hat badge?
- (6) Do not drink alcoholic beverages until eight hours before take-off?
- (7) If the engines stop, don't panic—the tanks need changing.
- (8) Don't warn pilot before taking astro shots as he may "try" to steady the aircraft.

5. Bailing Out Procedure

- (1) When order is given to abandon A/C ask 2nd nav. for pinpoint within the next 20 minutes in order to find a drift for the pilot.
- (2) If your chute is U/S use the pilot's. He can't get out anyway.
- (3) Jettison the coffee, apple juice and astro compass.
- (4) Read any funnies lately?
- (5) When pilot has everything under control jump with head held high.
- (6) If chute doesn't open inform NCO i/c of parachute section before landing.

Per Ardua Ad Infinitum—

One o'clock in the afternoon stage, one briefing for the day solo. Culmination of all those hours of uncertainty and sun M.P.P.S. to be flown the same evening. Tough!

Under the eagle eye of the Course Director, logs and charts are prepared; pre-computation proceeds apace. Gradually, sufficient order is achieved to allow the "Boss" to make himself heard. Shocked and surprised by this, the class relapses into absolute silence. "Gamaliel" names the lead crew.

"Nom du chien! Merde—alors! etc. and worse.

"Copenhagen!" etc. and worse. "Gor blimey, awa wi' ye!"—Ingram. "I'm horned!!—guess?"

"... the pilot will be Mergney". (This sentence was severe, and it is therefore requested that it be regarded as a paragraph in its own right for the purposes of the exercise.—Ed.)

Met. Room, 10.00 p.m. A disconsolate 1st navigator is being comforted by a despairing 2nd. Around the chart are grouped the fearful triumvirate; "Stainless Steven", the Met. man; "Olaf", Duty Pilot, and a promising young navigator newly arrived in Band A, Frank Savard. (Houde couldn't make it). In the background an irritated teletype machine can be heard spitting out the late information on fronts and things.

Frank:
 "To go, or not to go?—that is the question. Whether 'tis nobler in the mind to suffer the error in arrows from outrageous fixes, Or by good judgement, cook them?"

Olaf:
 "Fair is foul, and foul is fair! Hover through the fog, and filthy air!"

Stainless:
 ICG, HVY, CLR, ICGIP, OIRW, MOT, RIME.
 If we should take off in time. Should fate decree however, that we don't, FRLVL, SFC, BCMG, 80 IN, MT."

All Three:
 "Round about the cauldron go, From Winnipeg to Balmoral, Bulyea and Dafoe."

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Of all the boys in Thirty-Six,
The one who gets the biggest kicks
—is Eric.

He's a boy so big and smart,
He's always there before the start.
And then his friend of moustache
fame,

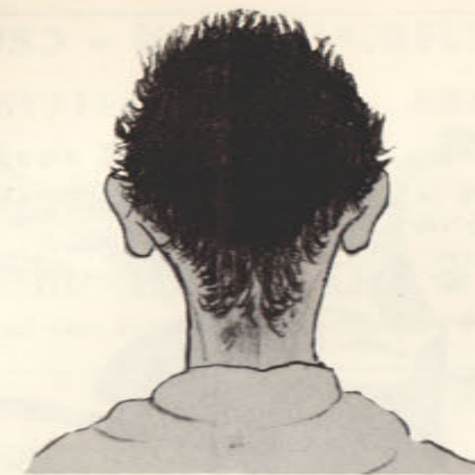
We know the boys must fear,
For a cook by any other name
Could not be so severe.
And now we come to gay Paris,
Where did exist M. Gerree.
A man more noticed by his nose
Than old Cyrano—he tries to pose.
My friend who writes this of me,
Is not as smart as he might be.
With literal arts that God endows,
He must outsmart our old
"Bow-wows".

Let us consider this Somerset man,
He even cooks a pre-flight plan.
When three-star fixing is on the cook,
Then old Bill Sherly takes the book.
From Denmark, land of fishermen,
Come Klit, Orfelt and Mathiesen.
When on a radio compass swing,
All of them were heard to sing,
"We like our beer, we like our girls,
But navigation leaves us in whirls."
From the hills of northern Wales,
We have another one who hails.
His god is not the flaming leek,
But Bacchus—for whom he's more
than weak.
And then there's Jock from Ayrn's
Peak,
A little slow, and just as meek.
His origin is too obscure.
Married next—that's for sure.
The toothless wonder, our wing ADJ,
His locket sports a blazing badge,

To show from Gimli he did arrive;
We all regret he's still alive.
From the banks of the winding Rhine
We have another friend of mine;
Of temperament he has hot blood,
But still his bridge is just as good.
May heaven bless our poor old Mac
He always had us on our back.
He made us slave with DRP's,
In fact, he had us on our knees.
That plot, that plot, it is a shame,
You'll have to do it all again.
We've drunk too much and slept too
little,
Our faces are so cracked and brittle.
And now all this just goes to prove,
Why we would never wish to move
From Winnipeg, and the land of
"Schmoos"
Back to our homes and humble
boose.
—Ego Morituri

FLICK FLASHES

- May 24 Assignment in Paris
Dana Andrews, Marta Toren
- May 24 Tropic Zone
Ronald Reagan, Rhonda Fleming
- May 26 Eight Iron Men
Bonar Colleano, Arthur Franz
- May 27 Viva Zapata
Marlon Brando, Jean Peters
- May 28 Big Jim McLean
John Wayne, Nancy Olsen
- May 29 About Face
Eddie Bracken, Virginia Gibson
- May 31 The Stooge
Dean Martin, Jerry Lewis
- June 1 When in Rome
Van Johnson, Paul Douglas
- June 2 Darling, How Could You
Joan Fontaine, John Lenet
- June 3 Force of Arms
William Holden, Nancy Olsen
- June 4 Belle of New York
Fred Astaire, Vera Allen
- June 5 I'll Never Forget You
Tyrone Power, Ann Blyth
- June 6 No Show
- June 7 Young Man With Ideas
Glen Ford, Ruth Roman
- June 8 Mr. Music
Bing Crosby, Nancy Olson
- June 9 Sirocco
Humphrey Bogart, Lee Cobb
- June 10 Singing in the Rain
Gene Kelly, Debbie Reynolds
- June 11 The Tanks are Coming
Steve Cochran, Marie Aldon
- June 12 Rose of Cimaron
Jack Buetel, Mala Powers



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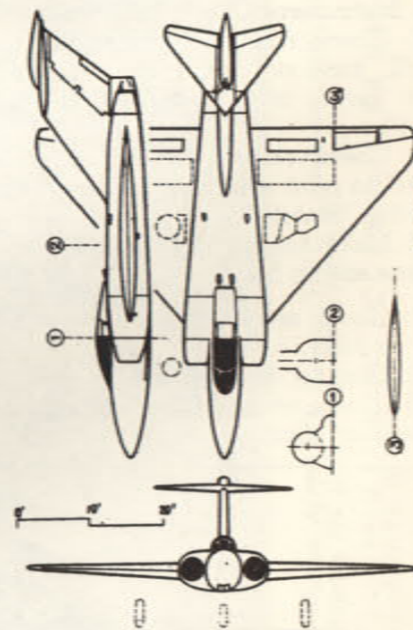
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