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THE VOICE
of the AIR FORCE

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



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VOXAIR



THE VOICE OF THE AIR FORCE

JUNE 21st, 1952

ACTIVITIES OF THE ROYAL CANADIAN AIR FORCE IN WINNIPEG

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★ CONTENTS ★

VOL. 1 NO. 3

Editorial	2
Cover Story	2
'Peg Personality (Joseph William Hamlet)	3
Station Stag—F/O D. P. H. Brown	4
Sports—Cpl. John Speirs	4
Ode to Accounts—by LAC T. H. Connolly	5
Air Force Day	6
Telecom Topics—by F/S E. McLachlan	8
Eleven Miles a Minute—By M. Cooper-Slipper, D.F.C.	9
On Navigation—by P/O P. J. Smith	11
2 A.N.S. Graduates	12-13
Flying High—by F/O D. L. Button	14
Current Affairs	16
Letters to the Editor	17
The Book Review	17
Air Cadet Day	18
R.C.A.F. Benevolent Fund	
by Retd. Group Captain W. R. Kingsland	20
Ground Observer Corps—by F/O E. G. Moll	22

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

EDITORIAL

AS YOU BROWSE through this issue of VOXAIR you will begin to think that RCAF Winnipeg is a very active place. How right you are! In this issue alone you will note Air Cadet Day, Air Force Day, Station Stag to name a few. Besides the special occasions mentioned there are regular sport activities from fast ball to soccer. But still we hear individual remark: "What a dull place—nothing to do!"

In a recent editorial of VOXAIR, it was pointed out the advantages Winnipeg had over many cities in so far as the entertainment world was concerned. To delve into a few facts, did you know that there were 40 movie theatres advertised in the two daily newspapers? Did you know that the telephone directory lists a dozen golf courses? Did you know that the city is dotted with public parks, swimming pools, night clubs not to mention the numerous dance halls? Did you know that almost weekly some special show or circus comes to town? Also there are excellent summer resorts within easy reach for week-end trips. Don't worry about not

having a car as the latest in transportation will take care of your every need. If you are economically minded, remember that many a mile has been travelled on a well used thumb.

So you think that there is still nothing to do, eh? A wise old philosopher once remarked that people get out of life just as much as they put into it. Let's examine ourselves. How much are you contributing? Do you think that a 48-hour week of work is sufficient contribution to reap 120 hours of leisure weekly? If you are honest with yourself your answer will be NO. Then why not try to contribute more in those off hours.

It isn't only Greater Winnipeg that has many recreational outlets. We have some right here on camp—the hobby shop, the library, the latest in sports equipment, tennis courts (in the near future) are but a few. Why not make use of these facilities? Combining the philosopher's words of wisdom with all the ready outlets, leads one to believe that surely we all can find something to help fill our leisure

hours. Analyse yourself carefully before you say, "There's nothing to do in Winnipeg."

As this issue goes to press, the Editorial Board of VOXAIR would like to express its sincerest thanks for the support that has been received from all. As is always experienced in any new venture—difficulties arise. We are doing our utmost to surmount these obstacles as they confront us. Should any reader have contributions, criticisms or suggestions to offer, any member of the staff will be ready to lend an ear. We are especially interested to hear from any potential poet, author or cartoonist.

We have been negligent in our first two issues. All photographs, unless otherwise indicated have been submitted through the courtesy of Station Photo Section. All the chaps in the section have been extremely co-operative and have done a lot of extra work for us. To all in the Photo Section we wish to express our thanks for a job well done.

Cover Story...

POETRY OF PROGRESS—the symmetrical design of the tail structure of the F-86 Sabre jet is our cover. This shot by LAC Ken Gregg of Station Winnipeg's Photo Section, symbolises the trend of the second half of the twentieth century. The clean, angular, classic lines exclaim speed, resource, research and industrial competence.

But what will capture the imagination of service personnel is the stencilled warning at the tail pipe, "Beware of Blast." This is a guiding principle for all ranks, all

trades in all forms of endeavour—a "cautionary word of command" that should put everyone on his mettle to do a job so thoroughly, so efficiently that "blasts" will never rear their ugly heads.

Readers will find the article "11 Miles A Minute" in this issue, intensely interesting. Mr. Michael Cooper-Slipper, test pilot for Avro Canada, describes his experiences during a flight from Toronto to Montreal—316 miles in 28 minutes and 35 seconds in one of these F-86 Sabres. These aircraft are in

quantity production in Canada and the wisdom of this development is seen when one studies performance figures of this aircraft against Mig-15s in Korea.



'PEG PERSONALITY

JOSEPH WILLIAM HAMLET —

commonly known as Joe the Painter, by all personnel, has been on strength of Station Winnipeg longer than any of our present staff. Joe's official title is (in his own words) 'O.C. Paint & Brush Squadron'. This boils down however, to the Head Painter.

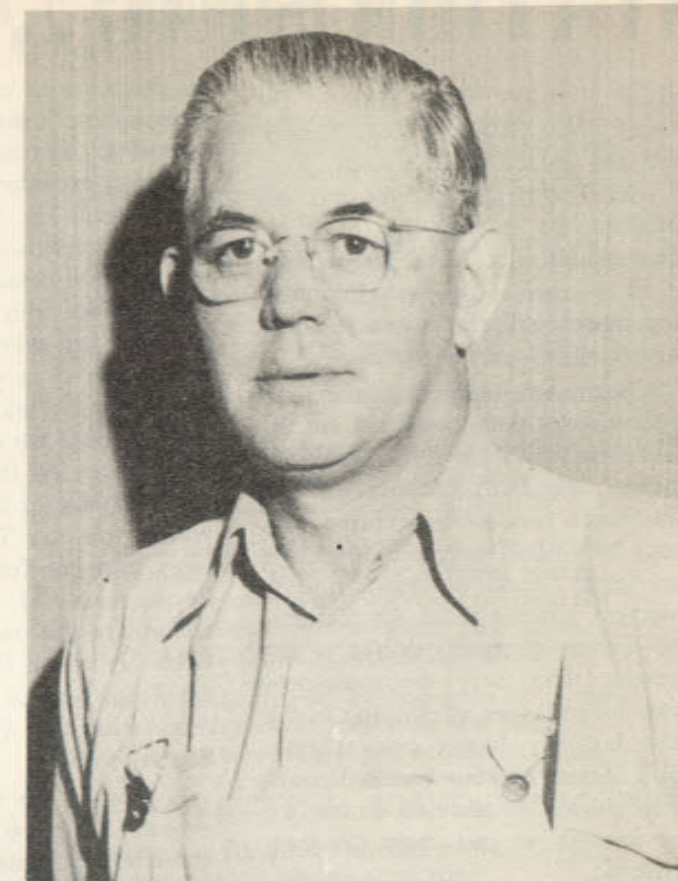
Born in Scarborough, Yorkshire, Joe emigrated to Canada in 1910. During World War I he served with the 4th Canadian Mounted Rifles for four years. He returned to Canada in 1919 and on the 27th of September of that year arrived in Winnipeg at 4 a.m. — a total stranger. We have reason to believe that he started immediately to make acquaintances for he now has a large number of friends. He experienced no difficulty in finding work in his trade and during the years to follow assisted in the decoration of many of our public buildings in Winnipeg — one of these being the Capitol Theatre.

At the outbreak of World War II, Joe answered the call to duty and enlisted in the RCAF as a painter.

In 1943 he was stationed at Stevenson Field where he has remained ever since. Following his release in 1947 he was employed in his civilian trade by the Dept. of National Defence and is now considered as one of the permanent fixtures at Station Winnipeg.

In his younger days, Joe was a soccer star playing in the Free Press League in Eastern Canada. In Winnipeg he took up golfing and was one of the charter members of the Rising Sun Club, later known as the Sun Rise Club, which played rain or shine at the Windsor Course at 5 a.m. His commitments in the past few years have forced him to retire from the fairways.

Now, sports to Joe is centered around one thing chiefly—the Winnipeg Blue Bombers. Religiously, Joe makes his way to Osborne Stadium during the fall months and occasionally makes a pilgrimage to the east to witness the Grey Cup finals. However, 1951 has gone down in Joe's history as one of the darkest years. Not only was his



favorite club defeated in the west but by working overtime to finish one of his many jobs, Toronto was missing one of its enthusiasts as Roughriders met Roughriders.

Another of Joe's talents is discovered in the field of music. How often have you attended some station function in the Drill Hall and witnessed, toward the end of the evening, a grey haired, portly gentleman hovering near the orchestra? You will notice too, that the music has suddenly been pepped up. Yes, that is Joe, playing the "bones" and at that he is a professional also.

Recently, Joe had reason to throw out his chest and beam with pride. His only daughter had presented him with his first grandchild. Mother and child are doing fine. Latest reports have it that Joe will recover!

The staff of Voxair are proud to present Joe to the readers of this magazine. We know they will go along with us in wishing him all the best for the future. His handicraft at Stevenson Field will serve as a memorial in years to come.

STATION STAG...

LOOK SHARP! Feel sharp! Be sharp! Wear Gillespies Blue Blazers with the finest herring-lioned! Yes, it was Friday June 27th and all through the house, the question most asked was, "Are you a man or a souse?" The entertainment committee really hit a new high in providing fun for the troops.

We arrived (early to make sure of our beer) to find a ring set up in the centre of the Drill Hall with chairs placed all around it. F/S Jim March had several chaps with huge jugs filled with foaming brew providing "curb service," and a yeoman job they did do dispensing dozens of dandy drinks to dry drones. The only unusual note was the presence of a piano in the ring but my friend and advisor LAC Moren Heedoz assured me it was merely to provide music for the boxers to aid them in their waltzing.

The evening started off with one of our top local comics, Gordon Harley, putting us all in a very fine frame of mind. He introduced us to Norman Howarth whose imitation of Gracie Fields was really terrific and we all blew our front teeth out and beat our hands to pulp proving it to him. The entertainment lasted a full hour interspersed with the odd serving of beer.

Somewhere around about a quarter to ten the boxing started and we saw Val Sayer of the YMCA pommel Roger Gaudreau of the Madison Club into a seemingly unpopular decision. The second bout was really a most interesting one being featherweight and very fast. (The piano was removed.) We had a most enjoyable time watching Irish Kelly from Camp Shilo be outboxed but not out-hit by Andre Mastrychuk of the Crescent Club. What Andre lacked in weight and power in his punches, he certainly made up in his skill and ring sense. The next fight, middleweight between Paul Chyzy of 400 Club beat Pete Novak of

St. Boniface in a good solid fight with neither fighter being in any danger at any time.

During an interlude between the three bouts of boxing and two wrestling matches we listened to a red hot jive session by the Throbbing Three with Mad Man Maranda in the drivers seat. At the conclusion of a very fine burst of music, we started our wrestling. For the first bout we should of had the piano back in the ring. We certainly made up for it in the finale which was the Tag Team Match. Jerry and Joe Tardi took on Norm Boaler and Al Corbett and occasionally the referee was in the fight. It lasted forty minutes with the Tardi type of mayhem proving more effective than the Corbett-Boaler team.

It was at the conclusion of the evening after we had thanked the entire entertainment committee for a very fine job well done, when it became very clear to me where the name "stag" comes from. The announced food would be served but we would have to line up for it. When I got up to walk I found someone was shaking the floor and I proceeded to stagger. I presume "stag" is just a shortened form or present indicative of the word. Hic!

Sport Spotlight

by CPL. JOHN SPEIRS

Softball—

The inter-service Fastball League got away to a very wet opening with all games being rained out. However the weather cleared and the League officially opened one week late with all teams going at it hammer and tongs.

The present standing (as of July 1st) is as follows:

	Won	Lost
Army	8	2
RCAF (Wpg.)	5	4
RCMP	6	5
Navy	3	6
Gimli	2	7

The competition has been exceptionally close although the stand-

By A.C. NEARLY EVERYTHING
(F/O D. P. H. BROWN)

ing may not indicate it. To date the highest score has been 10-6 in favour of the RCMP over RCAF (Wpg.). With all games being played at the Fort Osborne Athletic Field, due to it being more centrally located, the attendance has been very good. This is due to the brand of ball being played. With all clubs coming down the home stretch of the 16 game schedule, the outcome should be very interesting to say the least.

Golf—

The inter-service golf tournament held monthly at the Tuxedo Golf & Country Club had its largest turn out in June. There were representatives from Shilo, McDonald, Gimli and Army and Air Force teams from Winnipeg. All stations combined saw over 100 golfers on the fairway.

W/C Skuce of 14 Training Group came in with the winning card composed of a 36 and 38 for a 74 to take the low gross award. F/O W. Campbell of Station Winnipeg copped the low net with a dazzling par. Winnipeg not only finished one, two in the tournament but went on to place F/O Roberts on the bottom of the heap. Perhaps not the best score of the day, but one consolation must go to F/O Roberts, he did take the prize for the most honest card.

Hats off to Mr. A. Morrison, the well known gentleman of sports, for a well organized show. It went off successfully due to his hard work.

Soccer—

Station Winnipeg still has a spark of life left in the Manitoba Football Association Playdowns, even after another of our teams went down in a bitter defeat at the hands of the high riding Winnipeg Scottish to the tune of 8-0. However, we have it from good source that it is in the bag. This is because they are the fastest of the four teams put out by RCAF Winnipeg and also the highest scoring team. Here's wishing them all the best in the play-off trial.

ODE TO ACCOUNTS

by LAC T. H. CONNOLLY

The day has come, the hour is here
So kindly airmen do not jeer,
And I will tell a tale so sad—
Of reputation smeared and bad,
The MUCH ABUSED ACCOUNTS.

Now I suppose, you'll all agree,
That Pay Accounts, for a tiny fee
Will condescendingly, grudgingly pay—
A trifling sum on a certain day.
The NIGGARDLY, DASTARD ACCOUNTS.

The amount in question beyond a doubt,
Is far too small, the nasty louts,
Have undoubtedly deducted some unfair share,
About ninety per cent you'd say for fair,
The THIEVING MONSTER ACCOUNTS.

The boys in the hangar will all agree,
That it's plain for all the world to see,
That the ogres and fiends in their ledger dens,
Hid their iniquities behind their pens,
The GRIMACING GROWLING ACCOUNTS.

And just try, boys, to gain admittance,
Or get your name on a casual acquittance,
The roars of fury, insane and loud,
Will rain on your heads both bloody and bowed,
The DOMINEERING, SCREAMING ACCOUNTS.

The countless errors these nasty lads make,
Are enough to make e'en a green apple bake,
We know your pay sheet is your own special toy,
In fact, it's your natural pride and joy.
The SCHEMING, SECRETIVE ACCOUNTS.

This narrative could, it is easily seen,
Go on forever with implications unseen,
Of clippings, and naughtiness beyond the ken
Of even such queer types as gentle airmen.
The POOR, MISTREATED YOUNG LADS.

But gentlemen, please, we beg your attention
And hark to our plea, it's worthy of mention,
Although we may seem such horrible types
We're really not bad, so please hear our gripes.
The BEATEN AND FLUSTERED ACCOUNTS.

The station you know has enlarged quite a bit,
And we assure you the business has taken on dip,
The vouchers and forms have increased by tenfold,
In fact our baskets are quite overflowed.
The OVERWORKED, PITEOUS ACCOUNTS.

We're just human beings, with human desires,
With women and beer as our natural mires;
We wouldn't hurt anyone, top thru the middle,
Especially the bottom, no matter how little.
The LOVABLE, GENEROUS ACCOUNTS.

We only plead, airmen, please give us a rest—
To prove our intentions are only the best;
And when on a weekend we schole our beer,
Don't sit 'cross the room with your face in a sneer,
At the WARMHEARTED, BENEVOLENT ACCOUNTS.

And when the final day should come,
And to our destiny we all shall run;
We'll all go below, cause we're all built the same,
And we'll give you an advance on your travelling claim
So REMEMBER YOUR BLAMELESS ACCOUNTS.

Tops in Refreshment!

DREWRY'S



- DRY GINGER ALE
- CRYSTAL SODA
- LIME RICKEY
- TOM COLLINS



MANITOBANS were noticeably impressed with Station Winnipeg's presentation of Air Force Day, 1952. Clarence Fairbairn in the Winnipeg Tribune, commented that "the shareholders turned out by the thousands Saturday to check their investments—and returned home after day long celebrations well satisfied with what they saw."

People flocked to see their air force at work—and were treated to a full diverse programme that included air and ground displays as well as a wings presentation ceremony. Forty-four successful RAF navigation trainees received their wings from Air Cominodore J. C. Bryans, OBE, CD, Air Officer Commanding 14 Training Group. Pilot Officer Eric Withers received the

RCAF Scroll of Honour which is awarded to the outstanding cadet of the graduating course. The occasion was enhanced by the attendance of the RCMP Band from Regina under the guidance of Sergeant Bryson.

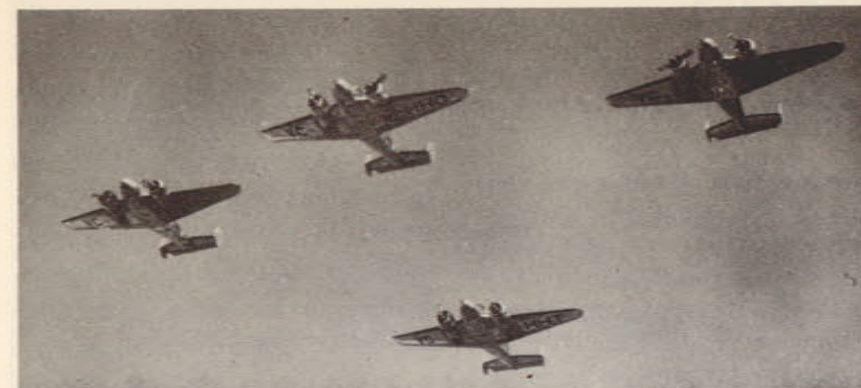
Neat, extensive ground displays of aircraft, servicing facilities, safety and rescue equipment, telecommunications and instruments were explained to guests.

Regular, auxiliary and civilian units participated in the flying display. Pilots of 2 Air Navigation School flew a formation of Beechcraft Expeditors and Mustangs, flown by pilots of 402 (City of Winnipeg) Squadron attacked a target on the airfield with rockets plus a low-level high speed flypast in form-

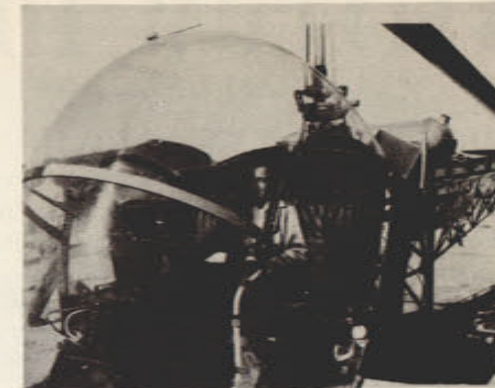
ation. A Mitchell from 406 (Saskatoon) Squadron did a low-level flypast on a feathered engine and a regular force Canso exhibited a jet-assisted take-off. The show that caught the crowd's fancy was the "crazy flying" of Mr. Leo Brodeur of the Winnipeg Flying Club. He appeared as a 91-year old grandmother and took the aircraft off when the pilot stepped out to check rudder controls.

Co-ordinator and planner of Air Force Day activities was Wing Commander F. Y. Craig, DFC, Officer Commanding of 2 Air Navigation School, who reported the day a complete success.

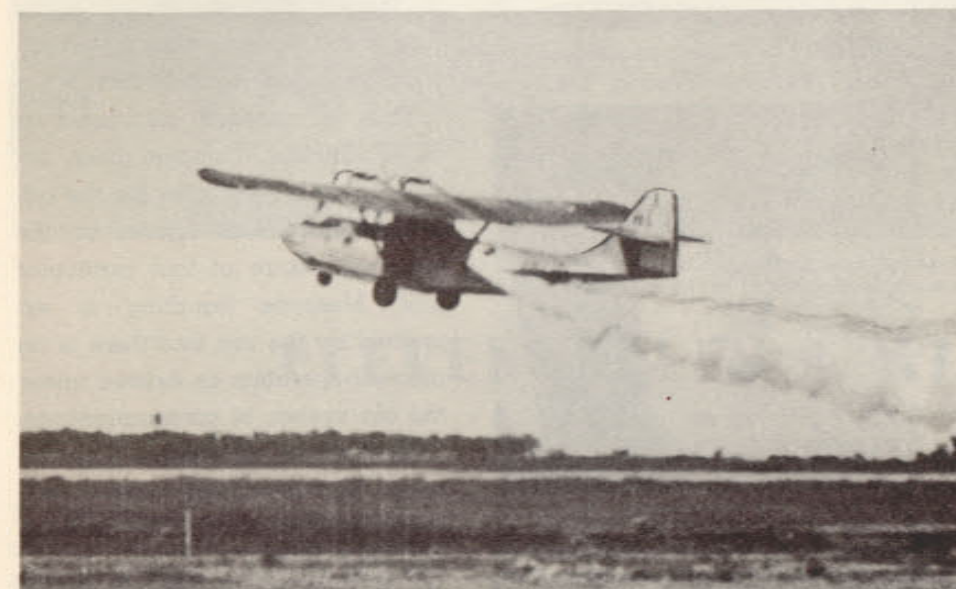
In the evening, a dance for all station personnel and their guests was held in the Drill Hall to bring a full day's activities to a close.



Beechcraft of 2 Air Navigation School



Bell Helicopter being approved by an air force hopeful.



Heavily loaded Canso on jet-assisted take-off.



Lancaster of Maritime Group received much attention.

(Continued on page 23)

Rae and Jerry's

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TELECOM TOPICS

By F/S E. McLACHLAN

MANY will be interested in finding out what happens to a message from the time it is handed into the teletype office until it reaches its destination. Let us follow a message along the route. The message is handed into either Central Registry or to the message centre and for the sake of an example, let us assume it was from RCAF Station Winnipeg to Canairhed.

Upon receipt of the message the Teletype Office scans it for: (1) address (2) precedence (3) legibility of text (4) signature of originator (5) the date-time group, etc. If any of these points appear out of order



Cpl. Gord Mitchell checks signal after it has been received from Central Registry. Signal is placed here in date-time stamp machine.

the clerk either phones the originator or sends the message back through Central Registry for correction. If he is satisfied that the message is prepared in accordance with existing regulations, he date-



ACI Gordon Murdock transforms the signal to a "Chad" tape on Model 19 Perforator.

time stamps the message and the file copies are returned to Central Registry.

The message centre copy (which is the original of the signal form S43) is then checked by the Traffic Clerk who must record the message as being received for transmission and by use of Routing Indicators for the addressee (s) preambles the message. It is then passed to the taping position. Here, a Teletype



LAC Roger Tinquely receives the signal on tape at the tape relay. This is the next step on the signal's transmission from the Message Centre to the Joint Tape Relay Centre.

Operator prepares a "Chad" tape or to describe it generally, a "Ticker Tape" of the actual message. This particular message is assigned a serial number in order that it may be filed consecutively and be identified for future reference. After the message is "taped" it is ready for entry into the National Defence Communication System.



ACI Roy Surette relays the tape to Ottawa on the transmitter distributor—the final step in the actual transmission of the signal.

From the message centre the "tape" is transmitted by means of transmitter distributors to the Major Relay Centre at RCAF Station Winnipeg. Here again, it is recorded and relayed to the Primary Relay Station in Ottawa. The primary relay records the message and reproduces another tape, one for each addressee. The message is relayed in tape form again—one to Canairhed and one to the Minor Relay in Trenton who in turn relays the tape to the message centre at Training Command Headquarters.

Thus a message originated at RCAF Station Winnipeg does not appear in printed form for the addressee(s) until it arrives in the message centre of that particular unit. Message handling is expedited by the fact that there is no manual operation as existed under the old system of communications.

So much for the routing of a message. In subsequent issues it will be our aim to describe the various message centres and relay centres which are responsible for seeing that a message reaches the addressee.

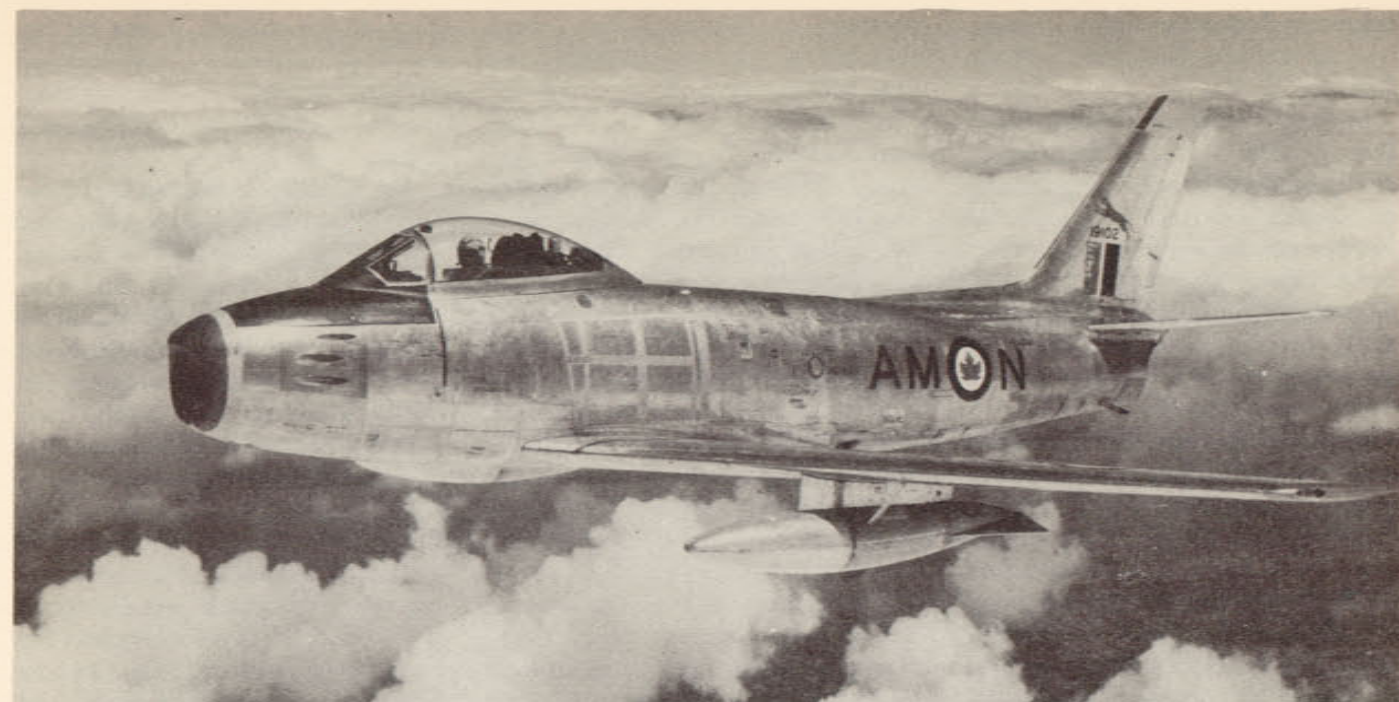
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The Canadian-built Sabre when powered with the Avro Canada's Orenda will be one of the fastest fighter planes today.

ELEVEN MILES A MINUTE

by
MICHAEL COOPER-SLIPPER, D.F.C.

TORONTO was eight miles beneath me and I could just make out hazy islands in Lake Ontario's Bay of Quinte some 120 miles to the east. It was noon on a hot June day and the sky was blue to the top. I was ferrying the Orenda-Sabre from Avro Canada in Toronto to the Canadair plant in Montreal and I wondered just how long it would take me. I wasn't long finding out for just 28 minutes later I flashed over the tower at Montreal's Cartierville field. That amazing aircraft had made the 316 miles at a speed of 665 miles an hour!

Six hundred and sixty five miles an hour! My average altitude for the trip was 25,000 feet and the speed of sound at that height is 694 m.p.h., so I made the distance in over nine-tenths the speed of sound.

I am frequently asked to describe such a flight and to convey my feelings when travelling at that speed. I'll settle for describing the flight and leave my reactions up to you. The Orenda gas turbine engine, of course, is one of the most

powerful jet engines in production in the world. When it is mated to a high speed airframe for test purposes then you get performance plus. Flying such an aircraft is one of the supreme thrills of aviation. During my civil and service flying career I flew dozens of the latest types but I never have flown a combination of its type like that Orenda-Sabre.

The climb to height had seemed to take hours, so tense and excited I had been. Actually, it had been only a matter of minutes. I had checked the instruments again and again as I went up in a wide sweep over Guelph and Hamilton. My fuel gauge "packed up" temporarily, but fortunately it started working again.

The purpose of the flight was to ferry this flying test bed to Montreal for an airframe overhaul since the Canadair plant there had the jigs for that model. At the same time it was decided to have a speed run for test purposes. The best time for the course had been made a year before by Squadron Leader Bill

Waterton when he flew Avro Canada's CF-100 fighter at an average speed of 638 m.p.h. The Sabre aircraft and the Orenda engine were going to be given quite a beating in the next few minutes and I was excited with the prospects.

My calculations had shown that it was theoretically possible with the faster Orenda-Sabre to beat Bill Waterton's speed in still air at almost any altitude. I had decided for fuel economy, to fly as high as possible and still maintain a high air speed without running into Mach number difficulties (aircraft speed in relation to speed of sound). Met. had given a favourable weather forecast, but they didn't promise much help from wind.

Taped in front of me as I sat in the instrument-packed cockpit of the Sabre, was a chart I had prepared to tell me at a glance what indicated airspeed I should require at any altitude, assuming there was no wind. I had also worked out a series of times over various check points that would tell me my ground speed without having to do any cal-

culations during the flight. I knew I would have my hands full without that too.

Making a wide sweep over Hamilton, I passed over Malton tower at 37,000 feet. I took a time check and began a slow descent at 1,000 feet per minute, leaving the Orenda at full power. Going down hill like this, my speed built up until I suddenly felt a shudder run through the aircraft. I was getting close to the speed of sound.

Realizing that my Mach number was too high and was going to make a mess of my calculations, I throttled back a little and continued my slow descent. I knew the lower I went the higher my true airspeed would be for the same Mach number. I had no Mach meter and as I found I had made a slight discrepancy in my chart I had no accurate means of knowing my true airspeed. My radio compass was tuned to the Stirling radio range station which was my first check point. There was nothing to do but sit tight and wait.

The tense feeling was gone and for the next few minutes I had time to look around. Everything was working well. My oxygen regulator was blinking away at me—always a comforting sight. The cockpit temperature was just right and I felt happy up there in the strong sun light.

I got an accurate check on my

position at Stirling. The chart showed my ground speed to be over 630 m.p.h.

It was then I knew the previous speed could be beaten. I was down to 25,000 feet and my true airspeed was increasing. I put the engine to full power and found, to my surprise, there was no buffeting. I opened it up a little further and carried on.

After leaving Stirling I tried to tune my radio compass to Montreal radio but the needle wouldn't settle down. Ottawa radio gave the same result so I switched it off and used by stand-by magnetic compass and map.

This, I said to myself, was a nuisance. The shortest distance between two points is a straight line and I wondered how straight I was going to keep for the next 200 miles. I was getting near the haze now and could only see about 30 miles ahead. I started to worry about my next time check at Kingston. Would I be able to see it accurately? I began to sweat.

Because of the poor visibility I missed Kingston and I carried on using a compass course for Montreal. I was now flying a little over maximum power and my indicated airspeed was increasing. The air was very rough at 20,000 feet and it was really uncomfortable.

The bumps felt solid at this speed and I was getting jolted up and

down in the cockpit. It was too hot and I felt miserable. I just hung on and kept going, knowing that Montreal was only five or six minutes away.

The visibility improved and there was Montreal ahead. I increased my rate of descent and let the aircraft buffet a bit. It was mild compared to the buffeting a few minutes before. I crossed over Cartierville tower at 13,000 feet absolutely flat out. I clicked my stop watches and checked the time—28 minutes and 35 seconds—665 m.p.h.

As I throttled back and did a wide sweep around Montreal East and the end of the Island, I sat back and relaxed. My hands were shaking a little and I was sweat-soaked but I was very elated. This Orenda-Sabre combination was good—one of the world's best jet engines in the world's best airframe of its type. They had both been mistreated but they both seemed to enjoy it.

Back over Cartierville I contacted the tower, landed, taxied to the Canadair plant and climbed out. I was tired and happy and at the same time I hoped I might have a chance to better even this time, sometime in the future.

One of the Canadair test pilots, walked out of the hangar as I went across the hangar. His first words: "What delayed you?" But he said it with a smile.

(Reprinted from "Jet Age" Avro Canada)



ON NAVIGATION

Not a star up above, and a deep mist below,
You're alone with your log and your chart;
In a world of your own, completely alone,
To your task you must carefully start.
Not only your knowledge, be great or be small,
But all of your fibre, and on it loud call
To make no mistakes in finding your way
Home to your base or to landings away.
Remember that you are a God in your sphere;
Dependent on none while you're up in the air;
A God who can, with a lift of his hand
Deduce the wind's speed; its direction the same,
To help in deductions to find your home land:
So easy to you it's just like a game.
As a man, for sure, a class set apart
From the usual poor run of mankind,
When this intricate work you first start
You leave their poor world behind:
Behind, far away is the dull dismal grind
That destroys ones own soul in monotonous way,
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Flying High

by Flying Officer D. L. Button.

OUTSIDE THE COCKPIT it was dark. The lights on the instrument panel blazed brightly. The aircraft lurched and tossed as though pounded by giant hands. The pilot gripped the wheel with damp hands and his eyes glanced momentarily from his instrument panel to his landing chart.

He spoke into his mike: "By the range on initial at two-seven."

He lowered the wheels and struggled with the controls to keep on course. Suddenly the aircraft swerved. The pilot cursed and shoved his throttle forward. After a quick check he found one engine was gone. He feathered it and continued on his let-down.

"By the range on final at three-four," he told the tower.

He descended to his minimum altitude but still could see nothing outside. After a few moments of panic, a calm voice came over his earphones. "Turn onto a northerly heading and shut down."

He lifted the hood and peered out of the Link, relieved that he had been on the ground and not in the air when all this happened.

This type of thing happens daily at the Station Link Section, where pilots are being taught the procedures and intricacies of instrument flying. Besides the teaching of instrument flying itself, pilots can also be taught the fundamentals of Ground Controlled Approach, Instrument Landing System, Radio Compass Homings and Let-downs and all phases of Radio Range work including cross-country flights.

These procedures may be taught far better in the Link than in an aircraft because if a pilot makes a mistake he can be taken out of the Link and shown graphically his error by the tracings made by the crab on the Link desk. It is another illustration of the old adage. "A picture is worth a thousand words."

It is not necessary to point out

the tremendous savings on gasoline wear and tear on aircraft that is obtained by giving this instruction in the Link Trainer rather than in the air.

The Link handles much the same as an aircraft, but the sensation of flying is not quite the same. The instructions, clearance and radio signals are handled by an operator seated at the Link desk. He is confronted by an array of dials, switches, and rheostats which control the type of signal going into the trainer. A duplicate set of cockpit instruments is installed on the Link desk to give the instructor something else to look at. Sometimes he wishes he had ten hands.

The Link is driven by $\frac{3}{4}$ h.p. Spencer turbine which provides 12 cubic feet per minute of vacuum at $4\frac{3}{8}$ inches of mercury.

Pitching, banking and turning movements are accomplished by means of vacuum operated bellows controlled by valves which are connected through linkages to the wheel and rudder pedals. Simulated rough air can be produced in the trainer giving the pilot some idea of actual flying conditions. Winds up to 60 m.p.h. from any desired heading may be applied to simulate wind-drift in flight.

Every pilot on flying establishment is supposed to have a minimum two hours per month Link instruction which makes the Station Link Section a busy part of station activities.



No. 4. F/O D. Button working radio signal at Link desk.



No. 1. F/O L. Klein (in Link) being shown workings of instrument landing system (I.L.S.) by F/O D. Button.



No. 2. LAC C. K. Judd and Cpl. R. Cowley doing a 50 hour inspection on one of the Link Trainers.



No. 3. F/O R. Dundas, right, and F/O W. Towns, left, being briefed by F/O L. Klein prior to taking a link "flip."

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(Continued from page 22)

can see the full Plotting Table without obstruction by members of the Floor Filter Room Crew. The Balcony Crew comprises the following members.

Radar Teller. The Radar Teller directs all the positive tracks of a plane or flight of planes to the Air Defence Directional Centre. In this way the Filter Centre assists the Air Defence Directional Centre by giving information it might have missed. This arrangement works for other organization in the De-

fence System, as well as for peacetime organizations.

Radar Recorder. This member of the Balcony Crew works as an assistant to the Radar Teller, pointing out any track not yet reported, and records all reports made, to the Air Defence Directional Centre. The information kept by the Radar Recorder is used as a reference file.

Balcony Supervisor. This position is used as a check on reports made to the Plotting Table and mistakes made in plotting can be corrected.

Other than a few supernumeraries to fill vacancies left by a regular member of the Filter Centre Crew being absent, this is the normal crew for the operating of the Filter Centre. 1,000 to 1,300 people will be employed in the Filter Centre when it is activated.

Through this article we hope to have presented a clear picture of the functions and operation of a Filter Centre.

G. E. Moll F/O,
No. 4 GOBC Unit.

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CURRENT AFFAIRS

1. PANMUNJOM—Scene of the truce talks being conducted that are hoped will result in a cease fire order in Korea. Talks have lasted over a number of months but have been deadlocked over the prisoner of war question.

2. KOJE—Prisoner of war camp where over 70,000 Red prisoners are being held. The recent riots and disturbances has resulted in the appointment of a new camp commander, General Boatner. By breaking the groups into new and smaller compounds, the camp is under control once again.

3. THE U.S. PRESIDENTIAL CAMPAIGN—The election, to take place this fall, is warming up to a

crescendo as nominations are about to take place. The retirement of President Truman has left a vacuum in the Democratic camp. This has caused considerable jockeying on the part of the party leaders to gain the key position. The Republicans are taking the limelight with two favorites—Eisenhower and Taft a way out in front which may result in a photo finish.

4. The history making SCHUMAN PLAN to pool West Europe's coal and steel resources — little more than a dream two years ago, a faroff scheme, initialed by six hesitant foreign ministers a year ago—has now become a fact. Already ratified by France, Germany

and the Benelux nations, it has now been approved by Italy, the sixth and final member.

5. ST. LAWRENCE SEAWAY—The joint scheme between Canada and the U.S. to develop this great inland waterway has been the subject of heated debate in both Ottawa and Washington. Congress has declined to assist Canada in the navigation and power scheme. Canada has stated that she will forge ahead alone unless the State of New York is willing to come along independently. President Truman has made an "eleventh hour" appeal to Congress to reconsider their decision. A joint scheme may yet be the result.



The Book Reviewer

Thoughts after reading six Western story pocket books from the drug store:

THE DEATH TOLL in these Western stories is awful. In the six books I read 74 men were shot to death (16 were shot out of their saddles, the remainder just shot) 23 were wounded, 13 beaten up, two more lynched. The mortality rate ran .52 men per chapter, not counting the sheriffs.

In the same six books the property loss was: five ranch houses burned to the ground, six barns burned to their foundations, 26 horses shot off their feet, 9,450 cattle stampeded, three saloons shot up, two jails cleaned out.

The heroes in these Western stories are usually called Steve. They don't do any work. They just ride the trail looking for something, some intangible thing. Frequently they do not know themselves what they are looking for. Personally, I think it is trouble.

Steve will ride into a little western town which is basking in the sun, or lazing in the shade, or maybe it is broiling in the heat. Before he gets there the town is a peaceful spot. Within five minutes of his arrival all Hell breaks loose.

This is not Steve's fault. He is not fixin' to start anything. Only he has the ability to sense trouble.

"You come a long ways, stranger?" a bartender asks friendly like.

"Maybe," Steve drawls, sensing trouble. "What's it to ya?" he

rasps, feeling the hot breath of trouble upon him.

"Figurin' to stay a spell, pardner?" a hotel clerk asks Steve.

"Maybe," Steve says, sensing trouble in the question. "Yo want to make something of it?" he barks, sensing more trouble.

Another thing about Steve is the way he has with heroines. The more beautiful the heroine and the more Steve loves her, the tougher he treats her.

"Steve," sighs the heroine at the end of the book, "Steve," she says, after Steve has saved her and 3,000

cows, "Steve" she breathes, the fire-light emphasizing the curves of her rounded body, (all these women have rounded bodies) . . . "ain't you interested in me, "Steve?"

"Maybe," Steve says, sensing trouble.

"Goodbye," he says, "I reckon Ill be ridin' on."

He does too.
How did they ever develop the West?

LETTERS TO THE EDITOR

Dear Mr. Editor: June 25
I read your first issue with alacrity and restraint. Both of them feel the same way about it as I do. We have tried for six months to get a picture of Eleanor Marshall of Accounts Section. Naturally, we figured you would at least have a picture of her in your first issue so we pooled our money and bought a copy. Mr. Editor, your a fraud. If it happens again we'll sue.
AC1 J. Gulptwister
AC2 L. Alacrity
AC2 M. Restraint

Mr. Editor: June 26
The guy that wrote that editorial on Winnipeg ain't never been there. He purposefully forgot on purpose to say anything about the street cars. I was mighty worried about them once myself, but a guy told me the other night that they are uncollapsibleproof. He says that all the termites that was in them have been pensioned off or frustrated and there ain't no chance of them cars falling apart no more.
Respectably yours,
Grace Snert.

Dear Mr. Editor: June 28
Winnipeg, Schminnipeg — ugh! To hear you talk one would think that you were worried about going on relief. Weep for me. At a great cost of time and money, I spend 21 years developing this beautiful state of dissipation — and what happens? I'm posted to Winnipeg. And there's nothing to live on but food and water! But this dry air really gets me. Let's do something about it. Don't mind if I do.
A. Publican

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AIR CADET DAY

WINNIPEG'S AIR CADET squadrons observed annual Air Cadet Day in full fashion this year. A round of well-planned activities gave them an opportunity of showing their capabilities—and impress they did. They were joined by thirty cadets of the Civilian Air Patrol of Fargo, North Dakota, during the day's program.

A parade was held on Portage Avenue, complete with display floats and their band. Civilians were indeed amazed to learn that they were cadets and not the "regulars" they had appeared to be.

Later, at Stevenson Field, the guard of honour was inspected by Air Commodore J. G. Bryans, O.B.E., C.D., Air Officer Commanding of 14 Training Group, with Mr. Larry Franks, formerly United States Consul General in Winnipeg.

Track and field events were staged in the afternoon and the picture of the finish of the 100 yard dash indicates the spirit of skilled sportsmanship as seen by the track "spikes." Following the sports program, Air Commodore Bryans awarded the prizes.

During the evening a dance was held in the Drill Hall for the cadets and their guests. Mr. Ed. Vopni, chairman of the Manitoba Provincial Air Cadet Committee, pointed out the progress of the cadet squadrons and the success of the day. Cadets had conducted a thoroughly successful ticket sale offering as first prize an all-expense trip to the Calgary Stampede and a host of other prizes.

Success of the local squadrons is evidenced by the awards of exchange visits to the United Kingdom and the United States and flying training scholarships to some of the outstanding cadets. WO2 Ronald Dickson of 177 Squadron, WO2 Magnus Stefansson of 220 Squadron and F/S Robert Blanchard of 191 Squadron, received Overseas Exchange awards. WO2 Lawrence Struven of 6 Squadron earned a United States Exchange award.



Air Commodore J. G. Bryans, OBE, CD, inspects the Guard of Honour at Air Cadet Day ceremonies held at Stevenson Field. Mr. Larry Franks former United States Consul General is seen in the inspecting party.



The stretch at the tape in the 100 yard dash with George Moore of Gordon Bell Squadron edging out Garth MacRae.



Composite band of Winnipeg Air Cadet Squadrons leading the parade along Portage Avenue on Air Cadet Day.



... and after the band came the squadrons of Winnipeg's Air Cadets.



Air Commodore Bryans presented awards to winners of the track and field events. Here, Allan Pinnie of 176 Optimist Squadron accepts his prize.



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Benevolent Fund

By Retd. Group Captain W. R. Kingsland

Ontario Provincial Chairman RCAF Benevolent Fund

CANADA is redeeming her war-time pledges to veterans and their next of kin. Imperceptibly, the veteran has been merging into the normal life stream of every community across Canada. The battle dress once such a common sight in industry is wearing out in civilian use to be replaced by full "civies" and the wearers are increasingly concerned with the responsibilities, pains and pleasures of today and the future. Three powerful forces have contributed in making veterans No. 1 citizens in their communities: remarkably adequate legislation by the Government, administered ably and with understanding by the department of Veterans Affairs, an inspiring spirit of responsibility for self-help by the veterans, and three service Benevolent Funds with substantial self-contributed funds administered with unique freedom from regulations.

CHANGED CONSCIENCE

Young men coming into maturity, some of them serving in Korea and Europe, never knew the soul-shattering experiences of the great depression when the unemployed and the aged were the responsibility of none and when first world war veterans had few entitlements unless they could prove disabilities directly attributable to their service. Comparing the conditions and attitudes of those days with the present, we are entitled to feel that on this account alone, the service and the

sacrifice—even to the ultimate sacrifice—were not in vain. Not in vain either is the continuing sacrifice of some thousands from both wars, hospitalized since the first or second world wars, at first in quarters such as the old Christie Street warehouse by the freight yards in Toronto, but now in magnificent Sunnybrook Hospital, as fine a building as any financial or commercial one anywhere. Not a penny has been squeezed to provide, there, the most modern accommodation, facilities and services, and there is evidence of heart and cheeriness in the care of the permanently hospitalized of the recurring patients and of the new ones, including those just in from Korea.

Scores of thousands of veterans have completed technical or university courses with D.V.A. providing tuition and maintenance allowances. Scores of thousands have had D.V.A. housing assistance, all have had funds to assist in re-establishment and all came under unemployment insurance provisions to cushion the transfer from service to civilian employment.

PLEDGES FULFILLED

For such fulfillment of pledges, the government and people of Canada may take pride, and the bereaved may take some comfort. Over and above such needs and provisions emergencies develop in the re-establishment and lives of veterans and their next of kin, and

the meeting of these emergencies, adequately, speedily and with heart, is the seldom told responsibility of the Navy, Army and Air Force Benevolent Funds.

All veterans have been advised repeatedly of assistance available from the "Funds," but, like the fine print in an insurance policy, the particulars become significant only in emergencies and in any case are seldom known to dependents, who, in need, are entitled to apply for assistance. The "Funds" thus become a powerful resource in every community in relieving distress and promoting the well-being of serving and ex-service personnel or their next of kin, supplementing and working hand in hand with governmental and community welfare organizations. There are differences in organization, administration and terms of assistance between the three Funds but all operate on the same principles of service. The operations of the R.C.A.F. Benevolent Fund, with which the writer serves, will illustrate.

PURPOSE

The R.C.A.F. Benevolent Fund of over \$3,500,000.00 was built up chiefly through voluntary contributions from Officers', N.C.O.s' and Airmen's (Airwomen's) Messes and Canteens with the wide purpose of "promoting the well-being and relieving the distress of serving and ex-R.C.A.F. personnel and their dependents." In effect it is a mutual

self-help Fund as distinct from charity. All the quarter of a million who served with the R.C.A.F. contributed to it, and all are entitled to its benefits. Distributed equally, each would receive a total of about \$12.00 which would be insignificant to anyone whether needy or not. Administered on behalf of all, however, for the needy few, it is a very powerful and effective force in relieving distress and promoting well-being. With this concept of the Fund in mind, it will be appreciated that no one should have the slightest hesitation in turning to the Fund for help in their time of need.

ORGANIZATION

The R.C.A.F. Benevolent Fund is incorporated as a public service organization. Its members include serving R.C.A.F. personnel; but most are public spirited citizens residing in all parts of Canada. Headquarters of the Fund is at Ottawa where the Manager and Central Claims Committee administer the policies as set by the Directors elected by the members. Under this central authority provincial committees and chairmen have been set up and in turn committees and sub-chairmen in more substantial communities across Canada with branch committees in the U.S.A. while the R.A.F. and R.C.A.F. Benevolent Fund organizations advance help or administer assistance in their respective jurisdictions to members or ex-members of the other services on a co-operative basis. Each R.C.A.F. station similarly has its own local committee. In addition, when an applicant has

eligibility for assistance from the Navy or Army Benevolent Funds as well, an agreement has been effected for the sharing of the assistance approved.

Local Committees: Provincial and local committees and chairmen are voluntary workers serving without recompense and include in about equal proportions ex-service and non-service men and women interested in welfare work. Community chairmen handle all applications for assistance in their territory and may on their own authority advance loans or make guarantees in emergencies up to \$150.00. All such advances as well as recommendations by the local organization for assistance are passed upon in due course by the Central Claims Committee. The Central Claims Committee may confirm the advance as a loan, convert it to a grant (which they do in all cases where repayment would cause hardship) with reinstatement of local funds, or they may authorize substantially higher loans or grants. All loans are made without interest or other charges.

PROCEDURE

There is no red tape in the administration of the Fund. A local chairman must be certain that the applicant is eligible, i.e. a former member of the R.C.A.F. or dependents. The applicant is assisted in completing a simple form, setting out service, dependents, employment, circumstances creating the need, budget and any action by applicant for assistance from Governmental Departments. This last item

is very important for each month there are some who are eligible for such aid but who had not applied for it or properly followed through—unemployment insurance, pensions, medical treatment, mothers' allowance, etc. In such cases immediate cash assistance is advanced where indicated, and the application for aid from the appropriate authority is followed through to completion on behalf of the applicant. Many hundreds have been thus guided and assisted. Where the need is evident and pressing a small cash loan or guarantee is made on the spot and the applicant asked to return in a few days after an investigation has been made by a field worker and other social agencies have been consulted as to any history of the case. The field workers are voluntary assistants experienced in welfare work and are a vital factor in the great cause of the Fund in promoting the well-being and relieving distress with a spirit of humanity. It will be seen that the door to assistance is wide open. The strongest rule of Committees is that they must be twice as sure of their grounds to turn down an applicant as they are required to be to make an advance. Opening the door to assistance opens it as well to opportunities for deceit and fraud but one of the most gratifying returns from service with the Fund flows from the fact that there are few cases of either. There is gratification, too, in the spirit of the applicants—their modesty, their determination to repay when the emergency is passed, and their appreciation.

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Ground Observer Corps

IN THE PREVIOUS ARTICLES written about the Ground Observer Corps the organization has been broken into different categories. In this article an explanation of what comprises a Filter Centre will be presented.

The Filter Centre for the Province of Manitoba will be located in Winnipeg. Through the existing lines of communications all Aircraft Flash reports from Observation Posts will terminate at the Filter Centre. The Filter Centre with the Observation Posts could be compared to the function of the brain in relation to the human body.

The Filter Centre is a large two-story building comprising first and most important the Filter Room. Combined with the Filter Room is a Reception Room, Lecture Room, Canteen and Lounge facilities, Wash Rooms and Offices. To enlarge upon what has been said about the Filter Room, this room is 30 ft. long, 28 ft. wide, and 16 ft. high. It is sound proof and air-conditioned. A balcony about 6ft. off the floor level runs in a "U" shape around the Filter Room. In the centre of the room a plotting map is superimposed on a table, called a Filter or Plotting Table. The map representing the Province of Manitoba is of a large scale to facilitate plotting. Around the four sides of the Plotting Table are positioned telephone connections and headphones. This is basically the equipment used in the Filter Room.

The personnel who man and operate the Filter Room are divided into crews, and each crew is composed of forty persons. Each person has a particular job to do and is trained for that job. The following persons make up the Filter Room Crew.

Plotter. The Plotter, as the name implies, plots on the Plotting Table all Aircraft Flash Reports received by the Filter Centre. There are three Plotters to each side of the Plotting Table, 12 in each crew.

Each Plotter has a separate section of the map to plot, and when an Aircraft Flash Report is received it is directed to the particular Plotter in charge of that section. In this way confusion is practically eliminated in plotting.

Overlap Plotter. The Overlap Plotter assists the regular Plotters. There are four in the crew, one on each side of the Plotting Table. When a plotted plane or flight of planes nears the Manitoba and will enter the Province of Ontario or Saskatchewan, or to the South in the United States, the Overlap Plotter gives this information to the adjacent Filter Centre. It is an advance warning to the other Filter Centre. In this manner the Filter Centres can hand a plot from our East Coast to the West Coast, or from the North to the South and a complete picture can be formed.

Filterer. The position of Filterer is a very important one, for it is their job to scrutinize and judge all information plotted on the Plotting Table, and to establish a track for the plane or flight of planes. If the decision is wrong on the track, the information given by this track will be of no use to anyone and the valve of the report lost. There are four Filterers to a crew, one for each side of the Plotting Table.

Runners. The Runner assists the Plotters and the Filterers in the setting up of the plots on the Track Stands after two plots have been established on a plane or flight of planes. The Plotters or Filterers gives the information from the plot, to the Runner who takes the information to the Raid Stand Clerk, who makes up the Raid Stand.

Raid Stand Clerk. As stated in the above paragraph, the information from the plot is set up on the Raid Stand by the Raid Stand Clerk. The Raid is a plastic stand about 4-inch in height and grooved both sides to hold plastic cards giving information originally told on the plot. There are usually one or two

Raid Stand Clerks to a crew.

Floor Supervisor. The Floor Supervisor is the head or chief of the Filter Room Crew and the position is an important one. They assist and supervise all plotting. Usually there is one on each crew.

The Floor Filter Room Crew has been explained and how it operates, you are now wondering what happens to the information plotted. All the information plotted is now taken from the Plotting Table by the Balcony Crew. They are stationed on the Balcony which was mentioned in the layout of the Filter Room in the first part of the article. The reason for the Balcony being elevated, some six feet, as mentioned, is so that the Balcony Crew

(Continued on page 15)

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RCMP Band of Regina with Sgt. Bryson, conductor.



Air Commodore J. G. Bryans, OBE, CD, presents the RCAF Scroll of Honour to Pilot Officer Eric Withers, RAF—the outstanding cadet of the graduating course.



Mike Hunchak of Station Workshops explains the Master Lathe Converter to Bobby Babey of Transcona.



Sgt. Dawson King, Com. Op. Supervisor explains radio control equipment used in Joint Tape Relay Center to visitors on Air Force Day. Shirley Williams, signals clerk in National Defence Section, can be seen in back centre.

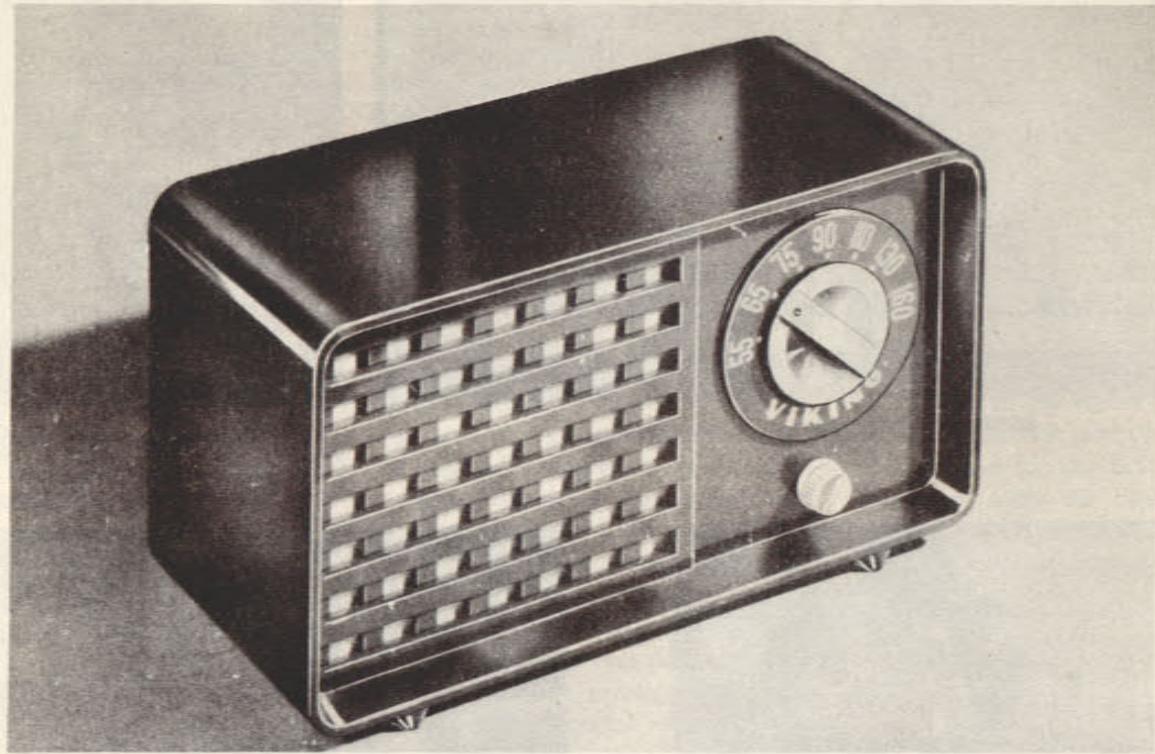
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