

of appreciation, Re- Wilson states, "We end of RCAF Winnipeg boy did they ever do a b. I believe the twy ly responsible are PE nah and Banks. They ve recognition."

NEWS

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VOXAIR

AN AIRFORCE NEWSPAPER



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Vol. 12, No. 32.

WINNIPEG, MANITOBA

August 9, 1963

PERSONALITY OF THE WEEK

Flight Lieutenant Swanton



Guelph in March 1943 as a sergeant morse instructor to potential Wireless Air Gunners (WAG). While at Guelph, Sgt. Swanton worked with several other instructors who are, or were until recently, well known personalities of Stn. Winnipeg. These included F/L R. W. (Bob) Pfaff, then a sergeant and now transferred to Hq. Signals Command, RAF Medmenham, F/L R. H. Mitchell, also a sergeant at that time and recently transferred from 3CU to CCHQ, WO1 J. W. (Joe) Morgan of 3CU, then a sergeant, and WO2 J. W. (Bill) Wilkes now on staff at TCHQ.

After watching many graduate WAGs return to Guelph after B and G sporting new P/O rank braid, he decided it was high time he attempted to fulfil a new air force role, and was accepted for aircrew training at Guelph on 1 January, 1944.

Sgt. Swanton was commissioned a P/O at No. 4B and G School, Fingal on graduation as a WAG on 10 April, 1944 and was then transferred to No. 45 (Atlantic Transport) Group, RAF Transport Command, Dorval. After several delivery trips on Liberators to the Middle East, along with a short stay on Mosquitoes from DeHavilland, Toronto, he was released as F/O on 29 May, 1945 when aircraft deliveries were no longer required in the various operational theatres.

Returning to St. Thomas he took up employment as a telegraph operator with the New York Central Railroad and was employed at Windsor, Ontario until a call was

(Continued on Page 3)

F/L S. L. Swanton, OC Ground Observer Corps Detachment, Winnipeg, was born at St. Thomas, Ontario, in January, 1918. He was educated in that city and also attended Radio College of Canada immediately prior to the Second World War.

He enlisted in the RCAF on 4 November, 1939 as AC2 Wireless Operator (Ground) and, after a short stay of only five months at Manning Depot, Toronto, was placed on the first course conducted at No. 1 Wireless School, Montreal in April, 1940. Working at that grade from August, 1940 at AFHQ Wireless Station, he was transferred to No. 4 Wireless School,

Officer Commanding - CNS Promoted and Transferred

G/C R. Greenaway was born in Woodville, Ontario on 8 April 1916, was educated in Toronto and joined the Royal Canadian Air Force in May 1940.

After graduating as a wireless operator, he was made an instructor and served in this capacity for two years until he transferred to the navigator-wireless operator branch. On completion of his training in navigation he was sent to the Central Navigation School, Rivers Manitoba, as a staff instructor. He served throughout the war on instructional duties.

During the winter of 1945-46, G/C Greenaway was attached to the US Navy to take part in experimental pressure pattern flights over the North Atlantic and was co-author of a report on this type of flying for which he has received a commendation from the US Navy.

For the next two years he was associated with the USAF carrying out experimental flights over the polar regions. In the spring of 1946, G/C Greenaway was one of the navigators aboard the first US military aircraft to fly over the North Geographic Pole.

In 1947, in association with Mr. J. W. Cox, a Canadian Defence Research Board scientist, he developed the RCAF's Twilight Computer, a navigation aid for use in high latitudes. This computer is also used by the RAF and the USAF.

Late in 1948 G/C Greenaway was seconded to the scientific staff of the Defence Research Board to work on Arctic Aviation problems, serving in this capacity until 1954. During this period he carried out many special duties, including lectures at the RCAF Staff College, Toronto, and the National Defence College, Kingston, and preparation of numerous reports on high latitude navigation. In addition he continued to carry out experimental flights in the polar regions making two or three flights a year over the north pole.

In September 1954 he went to the US on exchange duty with the USAF Strategic Air Command, to work on navigation problems associated with jet bombers. He made many flights in both B47 and B52 aircraft.

After serving two years with the USAF, G/C Greenaway was transferred to RCAF Headquarters for a tour of duty in the Directorate of

Plans and Programmes. During August 1958, he was loaned to the US Navy to assist navigating a USN ZPG-2 Airship on its polar flight to Ice Island T3, which he had discovered in August 1946. He was transferred to Winnipeg in August 1959 to take up the post of Officer Commanding the RCAF Navigation School.



Group Captain K. R. Greenaway, formerly Officer Commanding the Central Navigation School, was promoted to the rank of Group Captain on Friday 2 August 1963. He assumes command of RCAF Station Clinton Ontario from G/C J. Mathison. G/C Greenaway carried out the duties of Officer Commanding of CNS from 1959 to 1963.

G/C Greenaway is co-author of "An Aerial Reconnaissance of Arctic North America" published in 1951 and used as a text by the RCAF and other air forces as well as commercial airlines, and co-author of "Arctic Canada from the Air", an aerial geography of the Canadian far north, published in 1956.

G/C Greenaway has become an internationally recognized authority on aerial navigation, with particular reference to high latitude flying. He has received a number of awards for his research in the

(Continued on page 6)

STATION WINNIPEG CONGRATULATES CLAUDIA

On August 1, the following telegram was sent to Miss Claudia McPherson of St. James in recognition of her marvellous achievement of the previous day:

"Miss Claudia McPherson, C/O St. James Hotel, Dover, Kent, England.

Heartiest congratulations from Commanding Officer and personnel of RCAF Station Winnipeg."

On 31 July, Claudia made swimming history by becoming the youngest person to swim the English Channel. She trained at our station swimming pool last winter from 6 A.M. to 7.30 A.M. three mornings each week under the guidance of her coach, George Alliston. Mr. Alliston is Head Swimming Coach and Assistant Physical Director of the St. James branch of the Y.M.C.A.

Book Drive

Books have been requested for the library at RCAF Station, Gypsumville, Manitoba. If you have books which you wish to donate, please leave them at the PRO's office — Room 40 in the Station Headquarters Building.



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EDITORIAL CORNER

Well Done Claudia!

Last week a Canadian girl swam across the English Channel from France to England. She was by no means the first person to accomplish this feat, nor is she likely to be the last. The thing that makes her achievement so outstanding is the fact that she is the youngest person who has ever attained it.

Claudia McPherson, a student at Silver Heights Collegiate in St. James, Manitoba, is only slightly more than seventeen years of age. She made an attempt to swim the Channel last year but was forced to give up. This year, however, she refused to give up and after fighting choppy seas for more than seventeen hours and swimming more than forty miles, she arrived on the English shore. She deserves our fullest admiration for the strength of purpose which she displayed in reaching her goal.

Claudia trained at our station swimming pool last winter in the early hours of the morning before attending school. While we can take no credit for her success, we should be proud that Station Winnipeg was able to help her in this small way.

We understand that Claudia plans to return to school and eventually become a nurse. If determination and perseverance are rated highly in the nursing profession, she should be most successful in her chosen career.

DRAMA CLUB NEWS

It's the start of another season again, and time to get our first production under way. By unanimous choice of the play reading committee, as well as the executive, the choice for our first production of the coming year is a three-act comedy called "Everybody Loves Opel". Casting for the play will be held on August 26, 27, 28 and 29th. The first rehearsal will be held on September 6th.

Also coming up in August will be a series of lectures on acting, by Mr. Max Fleck. Mr. Fleck is a graduate of the Federal Academy of Fine Arts in Berlin and, as well as being the director of the Venture Theatre production "Picnic", he has acted with the CBC and the MTC. He will begin his lectures on August 13th and continue on August 20th, 22nd, 29th and September 3rd. We would like to thank Mr. Fleck for taking time out of his busy schedule to give us these helpful hints and pointers on acting. Be sure to attend.

Also remember, Studio Night will be coming up shortly and many new and old members will be needed. More news in the weeks to come.

FLOWERS TELEGRAPHED

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THE PARABLE OF JOE

By WING COMMANDER L. A. YELLOWLEES

Let us consider the groundcrew,
Too often forgotten by all.
They get to do time in the heart of the line
But never to carry the ball!

Joe is a chap who is needed,
A problem that won't go away.
But remember of course that the knight on his horse
Would tell you the same in his day!

He'd say he was lacking in armour,
And his new iron pants weren't right.
And did he show pity to the overworked smithy?
You can't expect that from a knight!

"I must have a bigger brick privy,
Ye drawbridge is terribly short.
And get me a steed with a little more speed,
My charges must never abort!"

"Don't tell me thee can't find ye money,
Those problems don't move me at all.
Why I've got a notion to block thy promotion,
Get snappin' and get on ye ball!"

So the vassals and serfs got to sweating
And bending their backs a bit more,
'Cause it wasn't the rage in the chivalrous age
To ask a lord why, or what for.

But suddenly — horror of horrors!
The knight was knocked from his mount!
Pierced to the marrow by a little ol' arrow,
And down went m'lord for the count.

There lay the lord and the master
Flat on his back on the field,
And he yelled and howled that he must have been fouled,
And swore he'd remount ere he'd yield.

Well, sure enough, centuries later,
A couple of vassals named Wright
Glued a few things to a couple of wings
And handed it all to the knight!

Up into the cockpit he vaulted
And tried on the saddle for size.
With throttle full and a rush and a roar,
He tore a few holes in the skies.

But the Joes were back where they started,
And they put down their tools with a sigh,
Cause they knew sure as fate when he landed the crate
They'd have to perform the DI!

"Build me another big hangar,
I need one more mile to take-off.
This aircraft won't do, I must have mach two!
Attend to it will you, old toff?"

So the chargers grew bigger and faster,
They belched out their fire and their smoke.
To the knight it was pleasant — but not to the peasant,
Joe never could savour the joke.

Then up and spake an old boffin,
He of the rapid slide rule.
"I have in my pocket the plans for a rocket,
I'm telling you, dad, it's real cool!"

"Almost as big as a mountain,
Cockpits and saddles galore.
Now surely by rights we should fill it with knights,
And we shall be bothered no more!"

Now after all was assembled,
And the brass gathered round for a look,
You could tell by their sighs and the gleam in their eyes
They were ready to swallow the hook.

Into the rocket they clambered,
Each in his own private place.
And eager as beavers they played with the levers
Till the monster roared off into space!

Thus the Joes of the old world did inherit,
Mountain and river and plain.
And the knights in the sky went hurtling by
As they circled the sun once again.

Reprinted From July-August 1960 Issue of Roundel

Chap... ROMAN CAT... Rev. F. A... Rev. C. E... Rev. J. Y... Sunday -... Weekdays... Saturday -... Monday-Fr... Saturday -... Sunday -... Other time... NOTE: If... Confessio... "All" Parent... their childre... after sc... that i... hours... NURS... During 11... children of n... Mass, will b... service in... Usually o... If this is... day of the... Telephone th... during work... the date an... take it poss... certificates... and... Contact th... ary at le... and if both... in the case... marriage... at least two... order to gi... follow th... by Church... PROTEST... Divine Wor... Chapel Nur... (For... VAC... Closing e... Vacation So... Aug. 14, be... parents an... essentially in... ing a displa... games, and... will be ser... Collection... (Friday) an... ing thus r... purchasing... material fo... connected... Africa Pro... decided up... wives after... been prese...



Chapel News

ROMAN CATHOLIC CHAPEL NEWS

Rev. F. A. Halle (W/C), Training Command Chaplain (RC)
 Rev. C. E. Grant (F/L) Senior Station Chaplain (RC)
 Rev. J. Y. Cormier (F/L), Station Chaplain (RC)
 VE 2-1311, Local 272.

MASSES

Sunday — 9 and 11 a.m.
 Weekdays — 4:30 p.m.
 Saturday — 11 a.m.

CONFESSIONS

Monday-Friday — Before every Mass.
 Saturday—1900-2000 hours.
 Sunday — Before and during both Masses.
 Other times—by appointment.

NOTE: If there is no priest in the Confessional, ring "Confession Bell." Parents are asked to remind their children to come to Confession after school on Friday afternoon, that is, from 1600 to 1630 hours.

NURSERY SERVICE

During 1100 hours Mass, young children of parents who attend this Mass, will be cared for by nursery service in the Chaplains' quarters.

BAPTISM

Usually on Sunday afternoon. If this is inconvenient, another day of the week may be chosen. Telephone the Chaplains' secretary during working hours to arrange the date and the hour. This will make it possible for the papers and certificates to be filled in beforehand.

MARRIAGE

Contact the Chaplain or his secretary at least one month beforehand if both parties are Catholics. In the case of a prospective mixed marriage, notice should be given at least two months in advance in order to give time for the couple to follow the instructions required by Church Law.

PROTESTANT CHAPEL NEWS

Divine Worship 1100 Hrs.
 Chapel Nursery 100 Hrs.
 (For Pre Schoolers))

VACATION SCHOOL

Closing exercises for the August Vacation School will be held Wed., Aug. 14, beginning at 0900 hrs. All parents and interested others are cordially invited to attend. Following a display of activities, songs and games, and closing exercises, lunch will be served.

Collections will be taken up today (Friday) and on Wednesday. Offerings thus received will go towards purchasing devotional and other material for schools and colleges connected with the Crossroads Africa Project. This project was decided upon by the children themselves after several alternatives had been presented.

This is the final school of the year. To all those who helped in any way, the Chapel says thank you. The success of such an endeavor as this must in large measure be determined by participation within the congregation, and its ultimate achievements are likewise proportionate to lay participation. If there has been a success here, a great deal of credit goes to the teachers and the many others who gave of their time and talents so willingly.

SQUADRON LEADER WHITE ARRIVES

Squadron Leader Clarence White, formerly Protestant Chaplain at Station Moose Jaw, arrived on Station Thursday to assume his duties as Station Protestant Chaplain. He replaces Squadron Leader Philip D. Ross, who has been transferred to Command. Squadron Leader White is an Anglican Padre who has seen a considerable amount of service since his enrollment in the RCAF, and is well liked and admired by all who know him. We should welcome him wholeheartedly to the station, hoping only that his tour at Winnipeg will be as pleasant for him as his presence here will be for us.

Chaplain Transferred To TCHQ



S/L P. D. ROSS

One of the best known and most popular personalities at Station Winnipeg, S/L Ross has been transferred to TCHQ where he assumes the duties of Staff Officer Religious Administration/Protestant. He will replace W/C Dunn who has recently retired from the RCAF. Padre Ross who has served as Senior Protestant Chaplain at this station for the past four years will be replaced by S/L Clarence White, RCAF Station, Moose Jaw.

STATION LIBRARY

Recreation Centre
 (Bldg. 90—Rm. 25)

HOURS OF OPERATION

Monday to Friday—
 1200 hrs. - 1730 hrs.
 1800 hrs. - 2100 hrs.
 Sunday—
 1400 hrs. - 1730 hrs.

Mother: "Why did you kick your friend in the stomach?"
 Junior: "He turned around."
 * * *

Wife: "I simply can't understand, John, why you always sit on the piano stool whenever we have company. Everyone knows that you can't play a note."

Husband: "That's all right. As long as I'm here, neither can anyone else."

ADJACENT CHURCHES

ROMAN CATHOLIC

St. Ann's, 271 Hampton St., Rev. F. X. Macaulay, TU 8-2673.
 St. Paul the Apostle, 2400 Portage Ave., Rev. J. J. Currie, VE 2-2970.

PROTESTANT

Bethel Baptist, 205 Roseberry St., TU 8-5542.
 St. Bede's Anglican, 99 Turner, Rev. G. Gardiner, VE 2-0950.
 St. David's Presbyterian, 217 Wallasey St., Rev. N. W. B. Phills, VE 2-0224.
 St. Stephen's Lutheran, 122 Ness Ave., Rev. Walter G. Becker, VE 7-2409.
 Salvation Army Citadel (St. James), 221 Hampton St., Captain Albert Milley, TU 8-1633.
 Silver Heights United Church, Garrioch and Mount Royal, Rev. Ian Harvey, VE 2-6071.
 Faith Lutheran Church, 325 Wallasey St., Rev. W. A. Ritter VE 2-3700.
 Sturgeon Creek United, 192 Thompson, Rev. W. Conly, VE 2-3520.

PERSONALITY OF THE WEEK

(Continued from page 1)
 received from the RCAF to re-enlist in the Interim Force. This call was accepted on 27 May, 1946 and he returned to the Service with the rank of F/S at his former ground trade. Now employed at AFHQ Message Centre, he dropped the customary one rank to sergeant

on "R Day" when the RCAF Regular was formed.

During the spring of 1947, the RAF sent a recruiting team across Canada for former RCAF aircrew to accept four year extensions. Sgt. Swanton applied and was accepted with the rank of F/O and was transferred to RAF Transport Command. Now married to the former Helen (Vicki) Bromilow of Cochrane, Ontario, F/O Swanton sailed for England in October followed by his wife in November, 1947.

During his service with the RAF he flew as crew member on army support missions in Halifax aircraft dropping field guns and jeeps by parachute, and towing gliders. Later, as member of various RAF transport squadrons, he flew regular scheduled trips from England to Singapore and South Africa on Hastings aircraft, and was stationed at Schleswig for several months during the Berlin Airlift. He completed over 70 supply missions to West Berlin, and was one of the few Canadians involved in this operation.

Returning to Canada in September, 1951 he was again commissioned in the RCAF Ground Observer Corps which was then taking shape under Air Defence Command, and was transferred to the London Filter Centre. Since 1951 F/L Swanton has been OC GOBC detachments at Peterborough, Barrie, North Bay and Winnipeg. Transferred to the GOBC detachment at this station on 1 May, 1958, F/L Swanton has resided at 428 Sharpe Blvd. during this time. Besides his wife Vicki, his family consists of two daughters, Linda Lee, 14, born at Harrogate, Yorkshire and Sherry Anne, 10, born at London, Ontario.

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(Approved by AFHQ)

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- Dependents covered at no extra cost.

*\$4,000.00 FOR \$2.00 PER MONTH.

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By F/L G. M. GRANT

"Nahanni" — a magic name in the North. To the Slavey Indians it conjures up visions of statue — like rock formations and giant mongols lurking in caves, waiting silently to pounce on those who seek Nahanni Gold. To the crews of 111 KU the name evokes thoughts of treacherous dead-end valleys, jarring turbulence, frightening subsidence, and Deadmans' Valley by moonlight. Although the Nahanni Valley is legendary in the North it is practically unknown to the rest of Canada. After three major searches in this area in just two years, 111 KU crews know it well — and respect it.

The Nahanni Valley has only recently become the object of serious exploitation — both for the gold which is known to exist there, and as a good prospect for commercial exploitation of its fabulous scenery. However, it has been travelled and explored by Indians, prospectors, and the RCMP, for a hundred years. During this time at least twenty-five persons have lost their lives or disappeared in the valley — often under bizarre circumstances!

The South Nahanni River begins as a small stream somewhere in the mountains along the Yukon — NWT border about 800 miles north west of Edmonton. It flows 200 miles through some of the most magnificent scenery to be seen anywhere on the Continent, entering the Liard River at Nahanni Butte about midway between Fort Liard and Fort Simpson. The first hundred miles is serene: the valley is wide and bordered by luxurious growth of timber, with snow topped peaks on each side up to 9,000 feet. The second half has the wildest and most beautiful scenery imaginable.

Virginia Falls marks the half-way point of the Valley and the change from serenity to wildness. At the falls, the river divides at a huge pillar of rock then drops 316 feet — twice the fall of Niagara! The sight of Virginia Falls, shrouded in billowing ice fog at 50° below, is not soon forgotten. From Virginia falls the river winds through ever-narrowing canyons until it enters a large, flat, ghostly-quiet valley. This is the legendary Deadman's or Headless Valley, the name which has, by common usage, become the colloquial name for the entire valley of the South Nahanni River.

From Deadman's Valley the tempo of the river accelerates as it twists and turns through "The Gate," a gorge twenty miles long formed by fantastic limestone erosion over thousands of years. Throughout its length, the depth of the gorge from the mountain top to

THEATRE ENTERTAINMENT

SHOWTIME

Evenings	1830-2030 hrs
Sunday	1830-2030 hrs
Sat. Matinee	1300-1500 hrs
Sun. Matinee	1400 hrs

<p>FRIDAY, AUGUST 9 SWORDSMAN OF SIENNA General</p> <p>SATURDAY, 10 AUGUST Matinee WACKIEST SHIP IN THE ARMY General</p> <p>SATURDAY, 10 AUGUST Evening WRECK OF THE MARY DEARE General</p>	<p>SUNDAY, 11 AUGUST MONDAY, 12 AUGUST FOLLOW THE BOYS General</p> <p>TUESDAY, 13 AUGUST WEDNESDAY, 14 AUGUST HUD Restricted to Persons 18 and Over</p> <p>THURSDAY, 15 AUGUST CROOKS ANONYMOUS General</p> <p>FRIDAY, 16 AUGUST I THANK A FOOL Adult</p>
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the river bed is over 1,000 feet and the width, from top to bottom, is only 200 feet! Just past the Gate is the deepest gorge on the Continent — exceeding the dimensions of Grand Canyon. From the mountain tops to the Valley floor is over 6,000 feet while the distance across is only a mile and a half.

As though exhausted in its frantic journey, the river gradually widens, becomes shallow, and lazily winds through the portion known as "The Splits" until it enters flat country under the silent 4,000 foot dome of Nahanni Butte overlooking the sleepy settlement of South Nahanni.

This area provided the backdrop for three major searches conducted by 111 KU in the period from January 1961 to February of 1963. SAR Mackenzie, SAR Flores, and SAR Stockall, accounted for over 3,500 flying hours! During these searches many hair-raising incidents occurred. For example, one captain reported the turbulence as "severe to ridiculous" after crew members had been tossed around in the aircraft violently and unexpectedly — one crew member receiving a severe cut when his head struck the roof of the aircraft! Another crew reported to the Searchmaster, white and shaken, after a narrow escape from a deceptive "dead-end" valley. On a night search over Deadman's Valley a Dakota lost 2,000 feet in 30 seconds with full power on both engines. Just as quickly, the aircraft rose 4,000 feet with the throttles closed!

A subsequent article will describe the many intriguing legends and factual events — connected with Headless Valley, some of which may account for the fatal fascination that the Valley has for those who seek their fortune in the wild, mountainous, country of the Nahanni.

Do you require insurance of any kind?
Phone or Write
JOHN L. BERVEN
(RCAF Retired)
PH. 832-0817 or GL 3-0644
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HOW TO STAND THE COLD

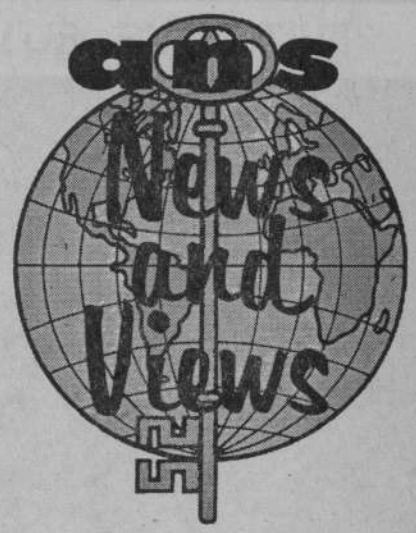
The RCAF's Survival Training School instructs aircrew and others in the techniques of survival in uninhabited terrain. The school receives a new group of 30 to 40 students every two weeks. Courses are extended by eight days for Arctic training from January to May. The school began training in 1948 at Fort Nelson, B.C. In 1950 it was moved to Edmonton, and in 1961 it moved to RCAF Station, Namao, 10 miles north of Edmonton. The Arctic Detachment operates from Resolute Bay Cornwallis Island. A bush detachment is maintained at Jarvis Lake, 200 miles west of Edmonton in the Rocky Mountain foothills. Aircrews are taught how to live in bush and timbered country by using their equipment to obtain food and shelter, both of which are readily available to any man trained to take them. In much of Canada's northland, wild game, birds and fish are plentiful; many of the trees, weeds and grasses supply edible nourishing food. The survival trainee has 10 days in the bush to learn these rudiments. To date more than 8,500 men have been trained. Apart from RCAF staff, trainees come from the Canadian Army, the Royal Canadian Navy, the RCMP, U.S. and NATO forces, and civilians having a genuine requirement. The results of survival incidents experienced by graduates have been uniformly good.

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HANDY TO RCAF STN.



By F/O G. LEBOEUF

Welcome to W/C J. M. (Jim) Whelan Nav LR, who has been appointed Officer Commanding of ANS Winnipeg. We also want to offer our congratulations for his recent promotion to the substantive rank of Wing Commander. W/C Whelan, formerly of Toronto, enlisted in the RCAF at the end of World War II. In 1948 he was a student at the pre specialist course for officers. He then attended the Spec Nav Course No. 1 at Summerside, and after graduation remained on the staff as an instructor. From 1955 to 1957 he held the position of Staff Officer Accommodation Requirement at TCHQ and then at Trenton. He was promoted to S/L in 1957 and spent his next tour of duty at Summerside as Nav Leader of the 404 Maritime Squadron. Prior to his transfer to ANS Winnipeg, W/C Whelan was CGI at the Joint Maritime Warefare School in Halifax.

To W/C Whelan and family we wish a pleasant stay in Winnipeg.

Glad to see back, F/L Pete Philp returning to ANS after attending Staff School and also F/O M. C. Ilcan, returning from OTU Trenton and F/L Ted Parnwell after a leave of absence.

Au Revoir to F/O Roger Smith who is returning to civilian life after 6 years service. He was presented a tankard by S/L J. P. McDonald CP/FW last Friday in the Officers' Mess. Bonne Chance Roger.

NEW ARRIVALS AT ANS/FW
F/O's Fuller, R. G. Horton, M. E. Jay, T. G. Pickering, J. Vogelaar, and H. J. Warren posted from 1 AFS Rivers to ANS FW.

CHANGE OF POSITION
F/L J. P. Lussier has been appointed O i/c Elect/Air replacing F/L M. G. Darville, who has been transferred to OTU Summerside.

ANS GRADUATION
Course 6204 LR will be graduating on Friday the 16th of Aug.

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LOCKHEED SST



A 2000-mph supersonic transport prototype can be flying within five years and an operational version in regular airline service by 1973, according to a Lockheed-California engineering research executive. Pictured is a recent Lockheed SST concept, one of many under study by company engineers. The operational SST, built of titanium and special steels to withstand the 625-725 degree Fahrenheit temperatures reached at three times the speed of sound, could carry 120-125 passengers from New

York to Paris non-stop in two and a half hours. A "sheet" of cool air in the trim of the five-inch-thick cabin walls would keep the interior at a comfortable 70 degrees. The plane will have extra-strength multi-paned windows. It will be able to use existing airports. Lockheed has been engaged in intensive SST studies since 1956.

OC - ANS

(Continued from page 1)

field of arctic flying. These include the President's Prize, awarded by the Royal Meteorological Society, Canadian Branch, for the best paper on meteorology presented in 1950; the Thurlow Award recognition by the US Institute of Navigation for scientific and practical contributions to navigation during 1951; the McKee Trans-Canada Trophy in 1952 for meritorious service in the advancement of Canadian Aviation; and the Massey Medal in 1960 for personal contribution to the development of Canada.

"In times of trial," said the preacher, "what brings us the greatest comfort?"

And from the back row an answer came, "An acquittal!"

* * *

If you could kick the person responsible for most of your troubles, you wouldn't be able to sit down for a week.

Preventing Mower Accidents

The following safety rules are excerpts from an article in the USAF "Aerospace Safety" magazine. A similar article from the same magazine appeared in a previous issue of VOXAIR and because of their importance, it has been requested that we print these rules in this issue in order to help prevent mower accidents.

The Editor

Experience has taught safety people a number of lessons on how to mow the lawn and do it safely. There is no guarantee that if one follows every rule that he will be 100 percent accident free, but there is a guarantee that a few simple precautions will increase the odds against his getting hurt.

Here are some of those rules, with examples of what to expect if you chuck the rules out the

window and have at it without a thought to yours and others' safety.

When starting a power mower, be sure the clutch is disengaged, that your feet are clear of the blades and that you are properly balanced when pulling the starter cord.

Example: An airman was unable to get a mower started, so he moved to the front, placed his right foot on the machine, both hands on the starter cord and pulled as hard as he could. His foot slipped, the mower rolled forward and pinned his right foot under the machine. Although the mower didn't start, the blades revolved cutting through his shoe and into his foot. Lost time, 30 days.

Disconnect the spark plug wire whenever you want to work on the underside of the mower. Use the handle to turn the mower

over; don't reach under and expose your hand to the blades. Never remove any object or clogged grass from the blades or any moving part when the machine is running.

Example: A workman was using a self-propelled, reel-type mower. He stopped the mower to see if anything was clogging the machine, but failed to turn off the engine. As he lifted the drive belt to check it, the increased tension on the belt caused the reels to start running. His fingers were caught between the belt drive and the pulley resulting in lacerations and fracture of two fingers.

Remove objects such as sticks, stones, wires from the area to be mowed and avoid obstacles such as large rocks buried in the ground, heavy tree roots, cement or metal curbs, etc.

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SUPPLY SECTION PERSONNEL, STATION WINNIPEG

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News From The Sports Field

INTER-SECTION SOFTBALL PLAYOFFS

It's playoff time in the Inter-Section Softball League. Throughout the schedule the teams have jockeyed for positions up and down the ladder and finally came out with I & E in first place followed by TCHQ and ANS. However, the fourth spot is undecided as yet.

On Tuesday, 6 Aug. TCHQ played ANS in the first game of the IR 2 out of 3 and continued on Thursday, 7 Aug. O/C's who are 2 points behind Combines played on Wednesday, 7 Aug. If the O/C's win, another game will have to be played to make the final decision of who will meet I & E for the right to play the first round winners for the Stn Championship in a best of 5 series.

Dates of finals will be decided after the semi-finals are finished.

SOCCER

Anyone interested in playing for RCAF Winnipeg in the Canadian Armed Forces Soccer Championship Pearkes Trophy — finals to be held at RCAF 8-9-10 Oct., 1963 — please contact Cpl. Bruce Porter at the Recreation Centre, Local 511. Potential players are about to start on an intensive training program for this tournament.

RCAF LOSES

Italia defeated RCAF 2 to 1 and moved into the semi-finals of the Manitoba Football Association Cup. It was a game well played. Italia opened the scoring and Tommy Reid tied it up for the Air Force. Both teams had good chances to score and Italia made the most of a good opportunity and scored. Mike Taylor played a very good game for the RCAF.

In another game last week the RCAF tied the unbeaten Falcons. RCAF opened the scoring and Falcons tied it up on a penalty shot. Tommy Reid missed a penalty shot when Falcons goalie stopped a hard shot. Bruce Porter scored on another penalty shot a few minutes later and made the score 2 to 1. Falcons tied the score on a deflection later in the first period.

Next game for the local team is against the Flying Dutchmen at Tec Tec. This will be the last game for the Air Force in the Labatt Trophy competition.

WP SOFTBALL

The girls of RCAF Stn Winnipeg will be out in full force on Sat. 10 Aug. at 1400 hrs. to play the girls from Camp Borden in a sudden death softball game for the honors of being the 1963 TC champions.

A little bit of support from some of the fellows that seem to enjoy their games would surely help in team and Station spirit. Come on you guys and anyone else looking

for an afternoon's entertainment, come out to cheer on the Winnipeg girls softball team. Don't forget 10 Aug. at 1400 hrs. on No. 2 diamond.

1964 CANADIAN VOLLEYBALL CHAMPIONSHIPS IN WINNIPEG

Volleyball players on the Station will be interested to learn that the Manitoba Volleyball Association's bid to hold the 1964 Volleyball Championships for men and women in conjunction with the Western Canada Championships in Winnipeg on March 14th, 1964 has been accepted. The Canadian Armed Forces Championship is also part of this event.

TRACK AND FIELD STATION TEAM

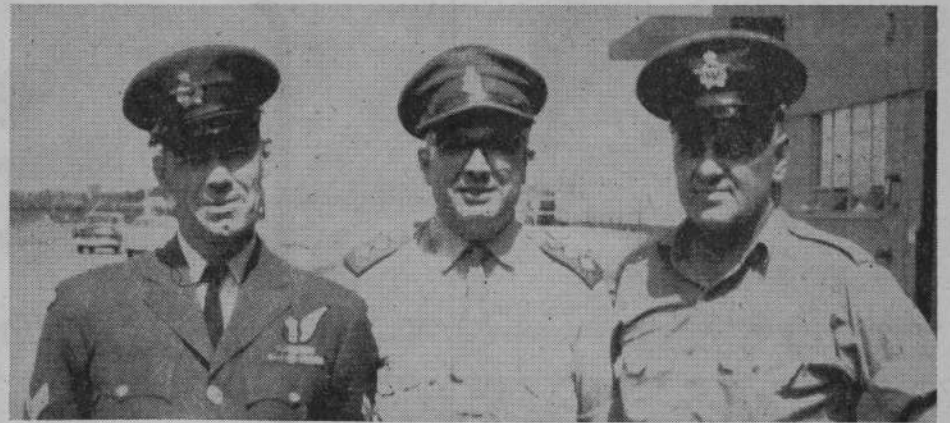
Last year the Station Winnipeg Track & Field team placed second in the final standings of the Training Command Meet. REASON — poor support in the field events. Our runners copped a major number of the awards, but the insufficient number of participants in the field event gave Stn. Borden the edge. This year, we would like to bring the trophy to Winnipeg. To engage a team in this year's Training Command meet, we are in urgent requirement of Track & Field enthusiasts. Even if you have never participated, and are interested, please contact Cpl. Schilds at 511. Presently we have a sound inventory of equipment and facilities, now we want personnel to use them — and help the Peg win the Western TC Meet, and a chance to journey to Borden and take the Championship. The Western Meet will be held on the 17 August and the finals at Borden on the 24 Aug. WE NEED STN. SUPPORT — JOIN THE STN. TRACK AND FIELD TEAM — WE WILL HELP TRAIN YOU — CONTACT Cpl. Schilds, 511. (That means women personnel as well).

GOLF

As summer goes along golf apparently gets increasingly popular. The Station Golf Club has had two tournaments so far this year and both of them were highly successful. Another one called the "wind-up tourney" will be played around the 27 August.

The top 24 golfers taking part in these two tournaments have been selected to try out for the Stn. team. This playoff will be held on the 12 August at Southwood golf course. From there the ten top men will make up Stn. Winnipeg's entry into the TC championships to be held at Stations Portage and Camp Borden. So if you want to see good golf come out and watch the Trials. See you at the tee!

NEW HANDGUN CLUB EXECUTIVE



L. to R.: Sec.-Treas. — Cpl. Hugh Somers, Stn Photo Section; President — Capt. Art Strandquist, Regional Surgeon Staff; Vice-President and Range Captain — Sgt. Dave Randall, Stn Safety Equipment Section. The executive will meet soon to formulate plans for future activities of the club. Watch the sports page of VOXAIR for further information regarding Station Winnipeg Handgun Club.

MOWER ACCIDENTS

(Continued from page 6)

Examples: There are many examples that illustrate the wisdom of this rule with a rotary mower. A few: a stone was thrown approximately 160 feet from a mower through the windshield of a new car. Cost to replace the windshield was \$75; an Air Force officer received a fractured cheek bone and severe eye damage when a piece of bone was thrown up by a mower; cases where small stones were thrown into the operator causing minor damage are too numerous to detail. An airman was using a mower with two clutches, one for the blade and the other for the wheels. He disengaged the clutch to stop forward movement but left the blade turning in order to trim around a manhole. The blade hit the concrete cover and sheared off striking the airman in the foot. Result: Severe lacerations and compound fracture of four toes. Another airman was even unluckier, he lost a foot in a similar type accident.

Do not operate mower on wet grass. Be particularly careful on a hillside.

Example: While cutting the grass on a 45-degree slope, an airman slipped and fell and his foot went under the rear housing of the mower. The blade cut through the sole of his shoe cutting three of his toes and the ball of his foot. This man was at home which may account for his wearing tennis shoes. Also, the grass was wet, a combination, along with the slope, that would almost guarantee a slip. Under a similar situation two airmen were working together, one at the top of the slope with a rope attached to the mower. Again the man handling the mower slipped and his foot went under the mower housing injuring his foot.

In addition to the above, there are some other tips that might save you a trip to the hospital:

- *Don't leave mower unattended.
- *Be careful with fuel — don't refuel when the engine is hot. AND keep stored fuel in an approved can.
- *Keep children and pets away from the mower while it is operating.
- *Don't mow when the grass is wet. There's too much danger of slipping and, with an electric mower, there's an additional hazard.
- *When mowing on rough ground or in high grass or weeds, don't try to be an earth mover — set the blades high to avoid hidden debris and high spots.
- *Riding type mowers can overturn. Be extremely careful on slopes.
- *When buying a power mower for your personal use, don't make it a point to buy the cheapest one you can find. Be sure it's well made and the blade is properly guarded front and rear. Ask yourself whether a blade could escape should it tear loose.
- *Professional type mowers should be given the same care as any other potentially dangerous power equipment. Inspections should be regular and thorough. Why not take equally good care of your home mower? It can maim you just as effectively.

Finally, regard your mower as a piece of power equipment. Respect it, and teach others to do so!*

PHONE Whitehall 3-0751

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 Minimum charge 50c.
 All ads must be paid in advance.
 Ads will not be accepted by phone.
 Classified ads will be accepted until 1300 hours on Monday of each week for the current issue of Voxair.
 Classified ads of a non-commercial nature will be FREE to all employees of RCAF Station Winnipeg.
 Persons desirous of having their ads appear in more than one issue must resubmit the ad each week they wish it to appear.

Address all ads to:

EDITOR
 VOXAIR
 RCAF Stn. Winnipeg, Westwin, Man.

ALCOHOLICS A NONYMOUS

Did you know that there is an AA group in this unit? if you have a drinking problem and wish to do something about it . . . contact your Station Padre. Protestant Local 417 and Catholic Local 272 and they will refer you to an AA member. In downtown Winnipeg AA can be contacted at WH 2-1462.

AL-ANON FAMILY GROUPS

If you are living with an alcoholic Al-Anon can help. For information contact your chaplain or the Alcoholism Foundation of Manitoba, Phone GLOBE 3-1044.

SUITES FOR RENT

Georgian Towers, 2391 Portage Ave.—Furnished and unfurnished 2-room suites available. Phone Superintendent **827-4125**. Leases to suit your needs. For other accommodations call **Frank Simonsite Ltd., 772-9537**, 297 Colony St.

FOR SALE

\$700 UNDER MARKET PRICE!

1962 Mercury Comet Custom Deluxe, w.w., radio, carpeting, A-1 condition. 30,000 highway miles, 28-30 miles per gal. Car available 28th August. Price \$1500. Contact Major T. Svenoe, Norwegian Liaison Officer, TCHQ, Local 625 or home 837-2973.

1952 Pontiac Sedan, new generator, new voltage regulator, new brakes, custom radio. A steal at \$125.00. Phone 832-5361 after 1800 hours.

1952 Chev., 4-door, good paint, upholstery and tires. \$60.00. VE 2-2857 or MDPH 104G.

1960 blue Fiat 600, 28,000 miles, one owner car. \$550. Phone 783-6132 or Local 244.

Owner transferred. Attractive 3 bedroom bungalow on Wordsworth Way, Westwood. Occupied for two years and in excellent condition. Completely landscaped. Very handy to schools for all grades and 8 minutes to RCAF Station. For further particulars phone VE 2-0843.

WANTED

Small or medium sized chest freezer in good condition, not older than 3 years. VE 2-2857.

Any type of talent — singers, dancers, musicians, etc. to form a Variety Show Club. Phone 284-2300.

Desperate young Officer Cadet and wife require furnished accommodations, 15-31 August. Please phone VE 2-0678 or Local 417.

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Vince Leah recalls

Sports Columnist, The Winnipeg Tribune

**Outstanding
 Victories**

IN MANITOBA SPORT



**JULY 23RD
 1926**

Winnipeg long has been a soccer centre but in the late 20's the enthusiasm bordered on the fanatical. Old Carruthers Park was not big enough to hold the thousands that queued up on Carruthers Avenue for a chance to see United Weston meet Canadian Colliers of Cumberland, B.C., in the national final. The Winnipeg team had defeated Fort William and Toronto in the playdowns in their bid to regain the cup won in 1924 and lost in a heartbreaking defeat by Nanaimo, B.C. in 1925. The Colliers and Weston failed to score in the first game of the total goal final. With moments left Weston tied the second game, 1-1 and a third game was ordered. Cumberland went ahead but again Weston tied the score and the battle raged through extra time to no avail. There were two minutes left in regulation time in the fourth contest with the crowd anticipating overtime, when inside left Johnny Lang trapped a rebound and with one super effort lashed a shot past the Cumberland goalkeeper, Stan Tait. The thousands of fans stormed onto the field at the finish and chaired the 22 players to the pavilion. It was a memorable finish to one of the more outstanding victories in local soccer's golden era.

**O'KEEFE BREWING COMPANY
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No. 6 in a series of Outstanding Victories in Manitoba Sport