

FACTS, See Page 22.

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CONTENTS

VOL. 3 NO. 3

	Page
Editorials	2
Peg Personality	3
Another Berlin Airlift?	4
Current Affairs	5
Cover Story	6
Today in Sport	7
Chaplain's Page	9
So You Don't Think Astro is Accurate Enough?	11
WD's Report	12
News	13, 14, 15
Station Hospital	16, 17
Evolution of Air Navigation	19
Peg-Air-Review	22
Voxair Vixen	23
5306LR	24
5306AI	26

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EDITORIALS

St. Laurent

AIR FORCE PERSONNEL are at the moment flying our Prime Minister on a round-the-world trip which is something all Canadians may well take pride in. It is symbolic of the ever increasing importance of Canada's place in world affairs. Never was the time more opportune for a nation whose affairs have always demanded a real skill in the art of compromise to play a truly great part in shaping current events. Although it has been declared that no formal mediation will be undertaken, there can be no doubt that even in informal meetings people such as India's great leader, Prime Minister Jawaharlal Nehru, must gain some better understanding of the necessity for some Western policies which may seem, from a near-Eastern point of view, unwise.

The Retarders

HAVE YOU ever watched some poor soul struggling through his last few hours on a station in an effort to get his clearance completed? Sometimes it is like having a ringside seat at our own particular service type of Evolution to see the same individual say a year later on his new station where he has

acquired a small spot of his own. Having blossomed forth you might expect him to bear in mind the travail of his own last clearance but instead he has chosen to add to the many manuals of rules we live with by adding a few of his own, such as "Clearance will only be signed between 1400 and 1600 hrs."—"Personnel will not use this hallway enroute to the washroom," etc., etc. He has become a "Retarder."

There are plenty of just such comedians both in and out of the service who seem to take a delight in delaying and retarding the efforts of others and accomplishing just the reverse of that good old necessity of the American industrial scene, the 'expeditor.'

From time to time we may be a little rankled with some of the loud and long razzle dazzle which our cousins south of the border seem to find so necessary, however there will be few deny that they certainly know how to get things done on any scale. During the war we had an opportunity to observe them at first hand and found plenty to admire in their insistence on getting on with the job and their impatience with delays which we in many cases had come to take for granted.

One case in particular we recall with amusement concerned an old colonel who learned at two o'clock one afternoon that he would be required to play host the following

morning to a squadron of B-26's on their through to a danger area. Unfortunately the length of the runways in the Canadian city concerned were just short enough so that there was a high risk of running into grief with the hot-landing B-26's. Our colonel however, was undaunted and that afternoon hired close to six hundred men who worked all night and laid nearly a quarter mile of steel runway on either end of the existing runway completing the job very nicely the time of his first arrival the next day. The only rather wistful touch to the whole thing was the arrival on the scene (at about the same time as the American Sqdn.) of the local city engineer and one busy-body Alderman who wanted to make a bit of a to-do about the colonel having torn down one of the fences and having failed to consult the proper authorities in regard to new installations. To say that their entrance and their exit were unimpressive would be putting it mildly.

Over aggressiveness or intolerance are indeed distasteful characteristics. However, taking care never to over-do it, we Canadians can certainly use a little large helping of something that comes under the general heading of "individual irrepressibility." All too often we are content to put up with those little tyrants "The Retarders" without a good personal investigation of the reasons for their new rules, reasons for delay or hours of work. Good personnel learn early to obey proper authority and sometimes for this very reason fall easy prey to the "retarder" who lays about him according to his own rules and always far in excess of his authority.

Many business men who are advocates of the uncluttered desk always manage to find space for a paper weight or desk item inscribed with the one word "THINK." dealing with those little emperors the "Retarders" keeping the words "WHY" or "WHEN" before us would far better condition us for the job.

Try it next time you find one.

Most appropriate typographical error of the week: "... thus ended the Big Sour Conference in Berlin."



Peg Personality

LAC MARTY KLYNE

STATION WINNIPEG was a convenient transfer for LAC "Marty" Klyne as his parents reside in Kenora just 30 miles inside the Ontario border. Marty was born in Kenora and it was there he completed his education except for one year spent at St. Paul's College here in Winnipeg. His schooling was interrupted at the close of World War 2 when he joined the Canadian Pacific Railway where at

seventeen he became a qualified locomotive fireman. This occupation he pursued for four years at which time he was married in Kenora and moved to what he terms "God's Country."

Marty joined the RCAF at Victoria, B.C., in March 1951, proceeded to 2 MD and was enrolled with the third course to train at that site. Following this he was very successful with Clk. Typ. course at

2 KTS Aylmer where on completion of the course he was awarded the honor certificate. This standing was repeated again at the Institute of Aviation Medicine in Toronto on a Medical Terminology and documentation course. LAC Klyne was transferred at this time (summer 1951) to Stn. Winnipeg where he has remained until the present time.

Marty often likes to reminisce about the "good old days" when Stn. Winnipeg strength barely touched 300. At that time the Hospital, only half its present size, had an orderly room comparable in size to a linen closet.

Related as Marty's most thrilling experience in his short but eventful service career, is his 90-minute ride in a T33. This took place in November and included over 500 air-miles at altitudes of over 25,000 ft. and many supersonic manoeuvres restricted only to jet aircraft. The thrilling ride was climaxed by a low level fly past at a speed exceeding 500 miles per hour.

Marty's hobbies include amateur photography and model aircraft building. Being sports minded he is an ardent fan of curling, and has played for RCAF Stn. Winnipeg for the past three seasons.

A cheerful disposition, and willingness to help others have made LAC Klyne a popular member of the Hospital Staff and to the many who know him at Stn. Winnipeg.

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ANOTHER BERLIN AIRLIFT?

By F/O W. MITCHELL

THE PRESENT "cold war" tension in Germany, and recent Russian activities to slow down travel to and from Berlin and the Western Sector of Germany lead to the assumption that another air lift into Berlin may become necessary. Experience gained in the '48-'49 lift will be valuable should another air lift be required.

"Kit for Ten Days"

In January 1948, the Russians began a series of moves to impose a surface blockade of the Western Sector of Berlin. On 27 June the surface blockade was complete and the only way in or out of the Western Zones for passengers or freight was by air. Cutting off the zone of a city was a very serious move since 2,100,000 West Berliners had to be supplied by air with food, clothing, medical supplies, coal and 101 other items necessary for daily living.

On Monday 28 June, 13 Dakotas flew in 44 tons of food. Crews were told to take kit for ten days. The air-lift was on.

The Problem

Yalta and Potsdam agreements stated that there should be a tripartite occupation of Berlin. The Western Sector was occupied by the Western Powers, USA, Britain, France in three zones. Russian Forces occupy the Eastern Zone.

Rehabilitation of Berlin industry which, as you know, had been bombed to a standstill, depended on imports of food, raw materials, coal,

and electricity from outside Berlin. Normally, heavy goods were imported by road, rail and water routes but all these were cut off by the Russians.

By agreement of all the Powers concerned at Yalta and Potsdam

F/O W. Mitchell joined the RCAF in Sept. 1939 and served until 1947, when he joined the RAF and served as a captain in RAF Transport Command for four years. After the Berlin Airlift he became Unit Master Instructor at Transport Command's Operational Conversion Unit. Returning to Canada in 1951 he rejoined the RCAF and has been with 2 ANS since August 1951.



three air corridors, each 20 miles wide, ran to Berlin from the Western Sector—two from the British Zone of Germany and one from the American Zone. All three corridors cross Russian occupied territory. In Berlin in 1948, there were two airfields to handle incoming traffic—in the British Sector—Gaton, and in the American Sector—Templehof.

The French later built an airfield in their sector, Tegel.

The economy and standard of existence of West Berlin had to be

reduced to the lowest possible level consistent with maintenance of public health and employment.

Total pre-lift daily imports of food, coal, raw materials, etc., amounted to 13,500 tons daily. Obviously it would be impossible to carry this much freight by air and the RAF was originally instructed to carry 440 tons daily using Dakotas. This would increase to 840 tons daily as larger 4-engined aircraft were added to the air lift fleet.

Another large problem was to set up dispatching airfields in the Western Sector, man and maintain them and equip receiving stations with facilities for offloading and rapid turn-around.

Loading and unloading was handled by the R.A.S.C. using German civilian labour. Expansion and strengthening of airfields involved, also was done using German labour.

Air Traffic Control facilities had to be installed and manned and of course the administrative and planning organization had to be set up.

"Building The Bridge"

Berliners always referred to what we call the "Air Lift" as "Lufthbrücke" or air bridge. At first the bridge just grew. RAF Transport Command christened the operation "Carter Paterson" after an English moving firm. Russian propaganda tried to convince west Berliners that obviously this was an operation for the British to remove all they could from Berlin preparatory to withdrawal. This propaganda had some effect so the code name was changed to "Operation Plainfare." In the early days "Plainfare"

(Continued on page 30)



Current Affairs...

by DR. L. A. GLINZ

Current Affairs Adviser—Joint Services.

"A little knowledge is a dangerous thing."

—F/O H.O.O. Flunkt

What Do You Need To Know To Become a Flight Lieutenant?

FLYING OFFICERS have just finished with—or been finished by—examinations which qualify them for promotion to Flight Lieutenants. The examinations covered a wide range—mysteries of their trade, location of Resolute Bay, supply procedure, the Canadian Constitution, and penalties for airmen who oversleep. One examination was on Current Affairs. The affairs unfortunately had to do with individuals like Malenkov, Ho Chi Minh and Mr. Atlee rather than easy-to-remember persons like Marilyn Monroe, Terry Moore, or, in the local scene, Mary Jones (telephone 62-44877).

Opinions differ as to how much a Flight Lieutenant needs to know. A Flight Sergeant or Warrant Officer is convinced that the knowledge required is slight. Squadron Leaders and above share this view. F/O Flunkt, however, is of the opinion that Einstein himself would have to sit up late at night to pass the examination barrier to a flight lieutenancy.

Readers of VOXAIR may be interested in, and perhaps a little overwhelmed by, the following questions selected from the F/O's Qualifying Examinations in Current Affairs. There were 80 short-answer questions, with one mark each, on the original paper.

Selections From Qualifying Examinations for Flying Officers

(Condensed and re-worded)

(Answers to Quiz, page 20)

1. The primary purpose of operation "Tailwind," in which Canadian Forces took part, was to (1) test the air defenses of Northern Canada and Alaska, (2) determine the existence and nature of Jet Streams over the North American

continent, (3) test the aerial defenses of Canada and the U.S.A., (4) obtain an estimate of NATO's aerial power in conjunction with naval operations.

(Answer is statement numbered (3).)

2. Canada controls the largest public utility in (1) Argentina, (2) Brazil, (3) Colombia, (4) British Guiana.

3. Canada, through the Colombo plan, has made contributions chiefly to (1) Indonesia, (2) Ceylon, (3) Pakistan, (4) India.

4. Intense anti-white terrorist activities in Africa took place in (1) Kenya, (2) South-West Africa, (3) Southern Rhodesia, (4) Transvaal.

5. Dr. Malan's Nationalist Party in South Africa won the election on the issue of (1) defeat of the Mau Mau, (2) S. Africa becoming a republic, (3) Federation of white states in Africa, (4) Apartheid.

6. What member country of Nato has a dictator? (1) Portugal, (2) Spain, (3) Denmark, (4) Greece.

7. Which country does not want to settle the Kashmir dispute by a plebiscite—India or Pakistan?

8. As a result of Adenauer's political victory West Germany has (1) one party, with an overwhelming majority, in power, (2) a predominantly two-party system, (3) decreased the Communists by 10 seats, (4) eliminated all splinter parties.

9. The "Navarre Plan" in Indo-China is primarily to (1) seek peace, (2) train Indo-Chinese troops to relieve the French, (3) seek aid of Chiang-Kai-Shek, (4) go on the attack, stay on the attack, and defeat the enemy.

10. The Colombo Plan's counterpart in the UN is (1) Interna-

tional Bank, (2) Economic Control and Assistance Programme, (3) UNESCO, (4) Technical Assistance Programme.

11. Which component of NATO's forces is the weakest? (1) Materiel, (2) Military, (3) Naval, (4) Aerial.

12. Just after the Korean truce Syngman Rhee was determined (1) to back the UN to the limit, (2) see that Red China was punished, (3) march north as early as possible and save the North Koreans, (4) have India at the political conference.

13. Which country is not on the Neutral Nations Reparation Committee? (1) Czechoslovakia, (2) Norway, (3) Poland, (4) Switzerland.

14. British attitude to European Coal and Steel Community was (1) to encourage but not become part of the plan, (2) join plan with reservations, (4) unalterably oppose plan, (4) join if Benelux nations were admitted.

15. With reference to recognition of a Chinese Government, St. Laurent stated that Canada (1) would not recognize present Communist government, (2) would recognize both the Communist and Nationalist governments, (3) after a Korean truce, should recognize Communist government, (4) would recognize Communist government if the U.S.A. and Britain agreed to do so.

Part B. Why was each of these men important, i.e., what position

(Continued on page 21)

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From Where We Stand

When will the Sports Staff at the Drill Hall and the drivers of the 40 passenger buses get together, and decide what door they intend to use—Question of the week: What door are they using today?

We understand that a corporal employed in the SWO's Office is studying violin in preparation for the forthcoming edition of Peg-Air-Revue.

Conversation overheard in a tailor shop:

"Take a look at what you did to this."

"I can't see anything wrong with this tie."

"Tie, mister! that was my shirt."

What is the connection between SOSUP Branch at 14 Training Group and the Staff Office of VOX-AIR,—Could it be Civ 1—Just curious.

Now that the weather has risen above sub-zero temperatures, could it not be possible that personnel be given the opportunity of removing greatcoat while attending Pay Parades in the drill hall.

We wonder if the invisible Sgt. Smith who holds a room in Barrack Block 10 has reported to the SWO's office to have his name added to the Duty Roster, and is he still attached to 1005 TSD?

It was observed the other evening that a Corporal from the SPSO's Office on her way home from the skating rink in the PMQ area was offered a drive by GMT. She replied, "Thank you very much, but I have been skating this evening, and I am tired of sitting down."



We hear of an airman from Penhold who rented a house without the convenience of indoor plumbing. He describes his home as "four rooms and a path."

COVER STORY



The new look in para-rescue gear. L. to R.: Cpl. "CP" Cooney, Cpl. Tony Chorney, LAC Ken White and N/S Marion Macdonald model the latest style in para-rescue clothing. Our para-rescue team made their last practice jump Jan. 25th and are a group in which the entire station take pride.

Today in SPORT

by LAC DAVE SWEENEY

Photos by Sgt. S. Beaudoin.

FOR SOMETHING a little different this issue, instead of having you people read between the lines we'll write between the lines. That way we'll say more in less space. By the way, if you people have anything interesting in the way of Sports activities and you think that other people on the various stations would be interested in it, just pass



Mrs. Wilson taking aim.

it along to the writer, care of VOXAIR and we'll print it up. All we ask is that you don't become a budding author and send reams of bumph. Something newsy that might appeal to everyone. To get down to the work that they gave me space for we'll take a sneak peek at bowling, curling, boxing and inter-service news.

To lead off, on the local bowling

scene, we are far advanced in the season and we'll give you a few statistics, vital or otherwise. In the "A" Section after 24 games we have 402 leading with 24 points. "B" Section after 24 games, Accts are leading with 23 points.

Tele-Com	21	Mess Hall	12
Supply	16	Safety Equip.	11
111 C. & R.	16	Group No. 1	21
T. & C.	14	Group No. 2	16
Accts.	13	M.I.R.	4

"C" Section after 15 games, Ord. Room is leading with 16 points.

07 Cadets	15	Education	7
Tele-Com	10	Barber Shop	5
14 Group	7		

In the mixed league the Whizzits are leading with 17 points.

Foosies	12	Doodandies	8
The Jings	11		

Thursday afternoons have been reserved for the ladies of the local P.M.Q.'s and by past showings they seem to be having a lot of fun

In the 14 Group Bonspiel held last week, Bill Ballance's rink took top honors here at Winnipeg, but were beaten out by Gimli at Gimli on Saturday, Jan. 30th. Doc Bellam was runner up.

Cpl. O'Byrne and Doc Bellam took their respective rinks along with Bill up to Gimli and played two exhibition games with two of the Gimli rinks while Bill and his

rink played the more serious side of the Bonspiel.

The Station Bonspiel gets under way Mar. 5th, and will continue for two weeks. The Gift Shop Trophy, emblematic of Winnipeg Curling Supremacy, will be played for



Group winners, left to right: LAC Ballance (skip), Sgt. Symons (3rd), G/C Ingalls (2nd), F/L Parkhouse (lead).

again this year. Last year's winner was won by W/O1 Abbott and his rink.

Heading up the agenda for Mar. 16th, we have the C.O.'s Invitation Bonspiel being held at The Winnipeg Granite Curling Club. The Bonspiel will be made up of four rinks from Stations Gimli, MacDonald, Portage, Winnipeg. Rivers will be represented by two rinks. The highest aggregate score, will determine the winners.

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Inter-Service Hockey:

The first round of the current season has now been entered in the books and the Navy are leading with two wins to their credit and no losses. The Mounted Police have split their two games, one win and one loss while Air Force has gone by the board with two losses.

Having to have our material in before these different activities take place we must wait till the next issue to relate the happenings.



Eddie Senos (left) and Pinky Mitchell.

Boxing

Pinky Mitchell and Eddie Senos will be back in town to fight on the local fight card on Feb. 12th, but once again we will have to wait until the next issue to report on this one. So until next time, that's 30 for "TO-DAY IN SPORT."

Sportsmanship

THE CRUMBLING RUINS of great arenas and amphitheatres of other days and other civilizations remain as reminders that sport and 'spectator sport' have been with us for many centuries. History texts and, more recently, historical movies have provided an all too detailed picture of the kind of "sport" enjoyed by those first 'fight fans' who watched erring slaves competing with lions or ancestors of our modern ring men battering at each other with steel encased knuckles.

However that was all long ago and today we are considerably more 'civilized' or are we kidding ourselves? It may very well be that history in the long run will find little to choose between the ancient gladiators and today's hockey heroes as they scramble to the attack with razor sharp skates and second growth hickory cudgels. Nor can we entirely blame today's players, for temper and rough-house seem more and more what spectators pay to see. Thus from those shrines of Mammon, the box-offices, come the edicts to "Knock 'em down" . . . "Hit 'em hard" . . . "Get those elbows and play rough" etc., etc., etc.

We were always of the opinion that successful athletes were in large part the result of sound training. According to a fine old RCAF publication 'The foundation of successful training is discipline' and the thought is just as applicable to 'self-discipline.' Uncontrolled tempers, displays of poor losing, and vengeful attitudes certainly have no place on a sports field and we

on this side of the ocean have much to learn from the example of participants in other lands where sport is approached in a much different fashion. We are not suggesting that the practice of 'knocking off for tea' could ever be successfully introduced into our hockey or football however the thought is no more ridiculous to us than would be the suggestion of a protracted argument between several players and a referee on an English cricket pitch. The spectator has a real respon-

(Continued on page 18)

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Chaplain's Page



By F/L P. GORIEU

(Marriage is the vocation most men and women choose in life. Here, professor Chester Alexander, Ph.D., gives young and not so young couples some worthwhile suggestions on how to make their marriage happy and lasting.

Although, as you will notice, this article is worthy of publication on its own merits, yet this Chaplain must confess that he submitted it for the Chaplain's page because his work made it impossible for him to meet a relentless editor's deadline. P.G. F/L.)

EACH YEAR several hundred thousand young couples walk solemnly toward some official who reads certain passages to them, asks a few questions, then pronounces them man and wife. This ceremony has been repeated millions of times, in a variety of places, but it always ends in the same declaration—man and wife.

In this western world the accepted pattern which leads to marriage is acquaintanceship, dating, courtship, exchanging promises, getting official permission, then the wedding ceremony. Thousands of magazines, miles of movie film and tons of novels are devoted to it each

year, until it becomes so common that a wedding without a romantic experience ("falling in love") does not seem to be the proper way to approach married life. Yet all of these stimulating experiences can take place without the young couple asking what personality traits blend best, or are least likely to produce a rude awakening after the roses fade.

There have been many studies made of the human characteristics which are associated with married happiness, and for those who are considering marriage they are all worth investigating. Here are a few of them:

1. Surveys reveal that those couples who are members of the same church, and are fairly regular in attendance are taking an easy road to a pleasant married life. And further, weddings performed in church apparently lead to greater satisfactions than ceremonies in secular places.

2. Most of the happy families are composed of people who marry

within their own social class, are from a similar economic background, and have had a similar cultural upbringing. Of course, some divergence may be made, but when the differences are great there may arise difficulties in understanding, and their two families may not mix well.

3. Lovers should have relatively the same formal education. The man may prefer to marry a girl who is a little less educated than he, and the girl may pretend to know less than he does, but the actual differences should not be great. It is not very easy for a man to find a girl with less education than he has because for the past 80 years

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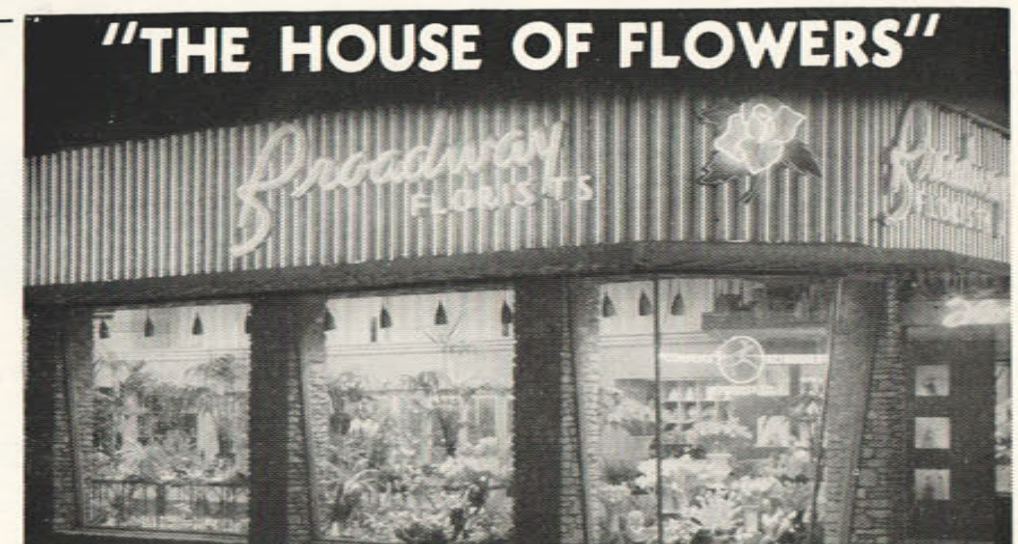
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there have been more girls graduated from high school than boys.

4. A large majority of happy families are those in which the husband is from two to five years older than his wife, and both in their twenties at the time of their wedding. Marriage in the 'teens has been found to turn out less satisfactorily than if the wife were twenty-two or over, and the man twenty-five or beyond.

5. Hasty marriages occasionally lead to leisurely repentance. It has been found that a courtship period of nine months or over, even up to two years brings good results usually. Both "whirlwind" courtships, and greatly extended ones seem to be more risky.

6. The couple is also likely to live together happily if they are fond of all four parents, if they have had happy childhoods, and if their parents have enjoyed long companionship. Also, if they have shared news of their engagement with the parents before they plan their wedding.

7. Each should have attained emotional maturity before becoming engaged. Married life can often be upset by distracting experiences and tensions, so if one (or both) is not emotionally grown-up, the consequences may be unwelcome.

8. The young man should have some tested skill at which he can earn a steady income to support the growing family. Bills will be more numerous after the wedding, and they all must be paid. It has also been found that, in a large number of happy marriages, the young man had at least \$1,000.00 in savings before he took a wife.

9. It is also safe to say that happiness is easier to retain when both are in good health. If there is any doubt about this the two could easily consult the family doctor.

10. Here is a peculiar finding made through these studies. Those marriages in which one (or both) is an "only child" did not turn out

so well as those in which each partner had brothers and sisters. I have had youth protest this point saying "I am an only child and I am going to be happy." "Good," I reply, "I hope you will always be happy. I am not predicting about individuals. I merely state what studies of hundreds of marriages have revealed."

11. During courtship lovers try hard to be thoughtful, courteous and refined. These virtues should be carried all through life, for carelessness, coarseness, rudeness break down mutual respect, and set horrible example for children.

12. In past generations the protection of the home, religious training, providing recreation, were all bonds which held the family together. In recent years, however, the whole picture has changed. Husbands and wives often work, dependence on the home is lessened, many women are economically self-reliant. Children get their recreation in parks or movies, civil authorities protect the home, schools educate little ones, the church gives religious training, but there are three basic essentials left without which the home would be incomplete.

Three Essentials

First, the home gives parents and children status in the community. Second, it is a place where children may be reared in a wholesome environment. Third, it is held together by mutual affection.

When affection is strong no force on earth can completely separate the members, but when it weakens nothing unites the group but the legal ties which sanctioned it. The great emotional experience of falling in love may seem to assure a couple that they "will live happily ever after," but we know very well that it is not always true. Love and affection are similar but different sentiments. Affection can last to the "end" of the line, but physical love may subside as other emotional experiences do.

But what can one do to preserve affection? No specific suggestions would fit all cases, but, do kind things, provide a few surprises, plan a vacation together, go to a show or dance, dine out once in a while, help around the home, show pride in it, read good things together, study a language, learn to paint, attend a series of lectures, learn to swim or skate, advance your education, keep fit physically and mentally, dress neatly while around the home.

A Job For Two

Give your mate frequent assurance, hope, appreciation, because one can starve spiritually for lack of these just as he or she would physically without food. Little children "show off," thus demanding attention; adults need it too, but they are more restrained in asking for it. If one enters marriage knowing that there will be disappointments, and realizing that patience and kindness will alleviate them, the chances of happiness are 50-50. No more? No, because happiness is a job for two. One cannot produce it alone. Happiness only enters a home upon two invitations, not one alone.



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SO YOU DON'T THINK ASTRO IS ACCURATE ENOUGH?

THE LECTURE to the British Interplanetary Society on November 7th, entitled **Navigation without Gravity**, was given by Dr. J. C. Porter instead of by Dr. R. d'E. Parkinson as originally arranged, owing to the latter's absence from the country on business. Dr. Porter is well-known for his monthly broadcasts on **The Night Sky** and, besides being the editor of the **Nautical Almanac** is an authority on comets and meteors, whose paths in many instances resemble those of future space-ships.

The lecturer said that the essence of all navigation was to get to the right place at the right time along the right route. In the old sailing-ship days there was plenty of time to get a "fix" but in modern aerial navigation an aircraft could, in the ten minutes required for the necessary calculations, travel 100 miles; the modern approach to navigation, therefore, was not to worry too much about where the craft was but to make sure that it was on the right route and that the time of arrival would be correct.

Navigation in space would be similar to old-time navigation in that the voyages would be long and that comparatively few fixes would be wanted, but would resemble modern aerial navigation in that high accuracy would be needed. A major difference between terrestrial and space navigation was that on Earth one dimension was virtually fixed and only latitude and longitude were needed, whereas in space the navigation would be three-dimensional. The measurements needed for a fix could be distances, velocities or angles.

It had been proposed on a number of occasions to send off an unmanned, un navigated space-vessel, relying simply on the accuracy of take-off speed, angle and time to bring it to the prescribed point at the right time. This could be quite easily shown to be a highly improbable proposition. Taking a Mars journey as an example, with a trip time of 281 days (this was

not the orbit for minimum energy-consumption) the starting speed from the Earth's orbit (round the sun) would be 20.68 miles per second, and the speed on arrival in the Mars orbit would be 12.41 miles/sec. Since the mean orbital velocity of Mars was 13.64 miles/sec. the vessel could not afford to be late; but it could be slightly early, so that Mars caught it up before it moved too far out of the planet's orbit. An error of about 50,000 miles could be tolerated and Mars would then catch-up the vessel in 11 hours. An error in take-off velocity of 1 per cent would

Note: Navigators whose faith in Astro is slim or non-existent will do well to read this article. If you are up in the air thinking that astro navigation is too inaccurate for YOUR use, the errors mentioned herein may serve to bring you back to earth.

produce a 5 per cent positional error at the end of the orbit; thus an error of 1 per cent would give a 7×10^6 miles error in the Mars orbit. To obtain the necessary accuracy the allowable error in the take-off velocity would be only 0.001 miles/sec, or about $3\frac{1}{2}$ m.p.h.! The angle of take-off with reference to the Earth's orbit must also be within one minute of arc. Both of these conditions were likely to be very difficult to achieve in practice, and so a system of navigation would almost certainly be required.

Since the motion of the space-ship would be in a plane containing the Sun the calculations would be greatly simplified and, in fact, the complete calculation of the orbit considered above, taking into account the perturbing effect of all the major bodies in the solar system, would take only 30 hours by hand or about five minutes using an electronic computer like Edsac. Dr. Porter did not think that the future of space navigation would depend on the present method involving angular measurements.

The most convenient bodies to use for this method would be the planets, but appreciable errors would be involved; for example, Jupiter's diameter was 80,000 miles and an error of half this amount could easily occur if it were incorrectly sighted.

The velocity of the vehicle could be measured by a radar Doppler method, and this value used, but the lecturer thought that a promising method of navigation might be that of photographing the Sun at regular intervals. The apparent diameter would give an indication of the distance from the Sun. Alternatively, the amount of heat or light could be measured and used instead—although, if the Sun turned out to be a variable star, this might upset calculations. (In the discussion, the chairman of the B.I.S. also pointed out that the presence of very large sunspots might also cause confusion). If the missile's attitude could be stabilized very accurately at take-off, then any deviation of the series of photographs from a straight line would be a measure of the deviation from the plane of the true estimated orbit.

Once an error in course had been detected the problem of correction would arise, and this would be by no means easy. Because of gyroscopic effects, a force applied in one direction produced effects along axes at right angles to it; and if, for example, the rocket jets were turned on to increase the speed, the size of the orbit itself would also be increased. The effect of a given force could therefore be complex, and there were certain parts of the vessel's orbit where corrections could be most easily made.

In the discussion various methods of determining the position of a space-ship were suggested, including that of firing off one or more radio beacons into space, so that they would enter various orbits which could be very accurately determined; these beacons could then be used to obtain very accurate navigational data. The use of radio beacons at different points on Earth, or even on the Earth and on the Moon, was not considered practicable for a Mars journey since the base-line obtainable would not be long enough to give the required accuracy.

WD's Report

By LAW ANN ZAWADIUK

YOUR WRITER just got back from leave spent in "Sunny Old Alberta." Well—maybe it wasn't "Sunny" but it was bitterly cold. Never in my life did I think I'd dream of "Indoor Plumbing." 'Nuff said.

Yours truly has cut her leave short (20 minutes) just to be back in time to construct this article. Reason: Did you read the write-up in the last issue of VOXAIR? Probably no further than the first paragraph, eh? But I suppose one must take into consideration the fact that the guest "Editor" was a Maritimer. I've heard it said that the only good thing that comes out of the Maritimes was the road to the West, but I suppose one musn't believe all one hears. All jokes aside, sincerest thanks to Cpl. "Bonny" Wade.

During a recent Friday night "open house," LAC "Andy" Anderson showed us the results of his role as a photographer. Really good, too.

On February 17, 1953, the first female members of the RCAF made an official entrance to Station Winnipeg. To mark this occasion, a party is planned come February 17—Details later.

May we at this time wish a speedy recovery to F/O J. Carter who has been in hospital and is now on sick leave.

On Wednesday evening, January 28, the airwomen were entertained in their Lounge when they saw several movies shown by Mickey Wilson from the Film Library. At the same time we also entertained in honour of F/O Foote in an informal sort of way. Cpl. "Bonnie" Wade presented F/O Foote with a corsage and expressed thanks and good wishes on behalf of the airwomen. Cake and coffee were served by the girls.

Another of the "old timers," LAW Berdie Kish, is leaving us soon on a posting to Goose Bay. Is she happy about the posting?—Isolation pay, isolation leave, and from all reports, a first class station—who wouldn't be happy!!!! All the best, Berdie.

According to a letter from our Stella (Cpl. Borsa) life in France is oo-la-la! In spite of the fact that she missed an aircraft, almost missed the train, and just about set a world record swimming the Atlantic, Stella is in France.

Having a quick look at the national scene we notice that something new will be added to the annual Tri-Service Parade at the University of British Columbia next spring when His Honor Lieut.-Governor Clarence Wallace presents Her Majesty's commissions to several hundred young officer-students—something new in the form of 12 smart, airforce-blue clad co-eds. This group will be part of the first contingent of Canadian co-eds to be commissioned as Pilot Officers in the RCAF. Similar groups at the University of Toronto,

the Universitie de Montreal, and McGill University will also receive their commissions.

ANSWERS TO QUIZ

1. (3). 2. (2). 3. (3). 4. (1). 5. (4).
6. (1). 7. India. 8. (1). 9. (4). 10. (4).
11. (4). 12. (3). 13. (2). 14. (1).
15. (3).

Part B: Secretary-General UN; Canadian Cabinet minister; Secretary of State U.S.A.; Chief Justice U.S.A.; Secretary of Communist Party U.S.S.R.; Supreme Allied Commander Europe; Secretary General NATO; President East Germany; Communist general in S. E. Asia; Premier of Hungary; head of Communist Party Italy.

Part C: (a) Yugoslavia; (b) India; (c) Spain; (d) India; (e) U.K.; (r) U.K.; (g) France; (l) Italy.

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News Editor: F/O H. N. MacMILLAN

AIR CADETS

JET FLIGHT FOR TOP AIR CADET — It was the thrill of a lifetime for Air Cadet John L. Northey, (right) of Trail, B.C. when he was given a flight in a CF-100 of the RCAF's No. 445 All-



Weather Fighter Squadron, based at Ottawa. The 18-year-old Air Cadet is awarded the flight in recognition of his achievement in winning the Tudhope Trophy as Canada's outstanding new pilot in 1953. Northey was taken aloft by F/O J. H. Pocklington of West Vancouver, B.C. who, at 20 years of age, is the youngest pilot in Canada's first All-Weather jet squadron. F/O Pocklington, (left) shakes hands with the Trail cadet prior to taking off from Ottawa's Uplands airport.

MIDDLETON — At an impressive ceremony, Air Commodore A. R. Ross, GC, Air Officer Commanding Maritime Air Command, presented the Strathcona Award to the cadets of No. 517 Squadron, Middleton Regional High School, while Harold N. Price, of Moncton, N.B., also presented the Price Trophy, emblematic of cadet supremacy in the 4 Atlantic provinces. The Strathcona Award stands for leadership in Nova Scotia.

OTTAWA — Representatives of the Air Cadet League of Canada and the United States Civil Air Patrol met in New York in late January to make plans for the annual drill competition between air cadets of the 2 organizations. The competition will be held in Minneapolis next August. Representing the Air Cadets were A. R. Cousins, Toronto; Air Vice Marshal E. E. Middleton, Hamilton, Ont.; George Ross and Arthur Macdonald, both of Ottawa.

YORKTON — F/Sgt. Les Halliwell of the RCAF, Saskatoon, made his last official visit to the Yorkton Air Cadet Squadron recently. It was also his last inspection in Saskatchewan as training NCO. F/Sgt. Halliwell, after almost 7 years in Saskatchewan, has been transferred to Clinton, Ont. W. H. Vaughan, provincial director, on behalf of the squadrons from Yorkton, Canora, Foam Lake, Langenburg, Saltcoats and Wynyard, commended Sgt. Halliwell "for your assistance and co-operation in organizing new squadrons in this area and the many pleasant memories of your association with us."

OTTAWA

OTTAWA — MAY BOLSTER CANADA'S DEFENCES WITH NEW SUPER-SONIC JET — AFHQ has discussed plans for a new super-sonic jet aircraft to bolster Canada's defences. This was one of the topics on the agenda for a highly secret 2-day meeting of 17 senior officers which concluded in Ottawa in mid January. An announcement said only that "under the chairmanship of the Chief of the Air Staff, Air Marshal C. R. Slemon, the group reviewed plans for the coming year and discussed the major problems associated with these plans." Possible item on the agenda was an aircraft to replace the all-weather CF-100, designed especially for Canadian defence. One informant said: "The CF-100 meets our needs now. But it won't in 1960, especially if the Russians continue the progress they've made in the last few years."

OTTAWA — RCN's NEW BANSHEES UNVEILED AT UPLANDS — Navy and Defence officials got a preview of the Royal Canadian Navy's new jet fighter, the Banshee, in a hangar at Uplands Airport recently. A flying demonstration of the new all-weather jet and 3 other aircraft flown from United States Tuesday for the inspec-



Air Commodore J. G. Bryans addressed the Supply Conference of 14 Training Group Units held recently at RCAF Station Winnipeg.

tion, had to be cancelled when the ceiling closed down to 100 feet with a curtain of freezing rain falling. Two helicopters flown from the United States were also on exhibition at Uplands. The RCAF is purchasing 6 of the larger types known as "The Workhorse," which is capable of carrying up to 21 persons or equivalent weight in supplies. Its possibilities for anti-submarine work is being considered by the RCN.

OTTAWA — AIR RESERVE POOL PLAN FALLS SHORT — The RCAF, as well as the Army, is having trouble establishing an adequate reserve, it was brought out recently at the annual convention of the Royal Canadian Flying Cubs Association. Member clubs of the association have embarked on a plan to train 600 RCAF reserve officers as flying instructors. So far, however, only 120 officers have been trained and the association said there has been "discouraging progress" during the last year and a half. Air Vice Marshal J. G. Kerr, air officer commanding training command, told the association that the RCAF would have to rely on a trained "pool" of 600 flying instructors in the event of war. RCAF recruiting isn't what it might be either, Air Vice Marshal Kerr indicated. The three armed forces are in a buyer's market," he said.

OTTAWA — SABRE V's SOON BOUND FOR EUROPE — LEAP-FROG TRIP — Canada's air division in Europe next month will get the first lot of the new Sabre V jet fighters, equipped with the Canadian-designed and built Orenda engine. AFHQ announced last month that about 15 of the more powerful Sabres (those now in use have the American J-47 engine) would be flown across the Atlantic in mid-February by No. 1 Overseas Ferry Unit. Eventually — possibly no later than the end of this year — all 12

RCAF fighter squadrons in Europe will be equipped with Sabre V's at 22 aircraft per squadron; this will mean 264 the ferry unit will have to take across.

OTTAWA — AFHQ has announced that a new and improved method of determining the exact moment to drop para-troopers and supplies being para-



F/L J. H. Riva

chuted from the air, which was developed by two RCAF officers, has been adopted by the United States Air Force.

Flight Lieutenant J. H. Riva, 34, of Canmore, Alta., in conjunction with Flight Lieutenant J. W. Michaud, 29, of Montreal, have produced what is known as the Canadian (Riva) method of dropping paratroopers and paraborne supplies, and have designed a computer for making the correct calculations. This computer enables the navigator of an aircraft to determine exactly when to ring the jump bell, the signal for the paratroops to leave the aircraft. Formerly, the dropping area was marked by Army personnel from a ground position, or from an advance aircraft. Succeeding aircraft then released their loads when over this ground marker.

F/L Riva began work on the computer in 1950 while serving at the Canadian Joint Air Training Centre at Rivers, Man. It can be used for any parachute load in any set of conditions. Simple to operate, it eliminates the necessity for path finder teams which formerly laid the ground markers and so adds to the surprise element of the attack.

OTTAWA — FUTER TO COMMAND JET SQUADRON — Sqdn. Ldr. Tom Futer, a World War II anti-submarine pilot whose service won him the Distinguished Flying Cross, has been named commanding officer of Canada's first operational CF-100 fighter squadron.

OTTAWA — Our "Ice Wagon" — took off recently from the Central Experimental Establishment at Rockcliffe on a 6-hour flight in the Ottawa-Killaloe-North Bay area under what were termed "ideal conditions" 6 hours later, piloted by F/O Richard 'Dick' Spratt (late of 2 ANS) the aircraft landed at Rockcliffe with a record load of more than 14 inches of ice piled up on its icing instruments. The aircraft didn't come through the severe icing conditions unchanged. F/O Spratt said that at one point a "chunk" of ice flew off the plane's antenna and damaged the blades of a propeller—which had to be changed after landing.

OTTAWA — HELICOPTER BASE ESTABLISHED AT ARNPRIOR — Establishment of a maintenance base for helicopters, the first of its kind in Canada, at the Arnprior airport, was announced recently by the Piasecki Helicopter Corporation of Morton, Pen. The RCAF recently purchased 6 "Workhorse" type of helicopters from the Piasecki firm, which adapted the "flying windmills" for special Arctic rescue work. These copters are designed to operate in temperatures as low as 65 degrees below zero.

UNITED STATES

SANTA ANA, Calif.—NOT A FLYING SAUCER—Pilot-Designer William E. Horton lands his strange looking Horton Wingless experimental airplane after its second successful test flight. Horton says the military has expressed interest in his unique plane, which is designed for safety and exceptional



lifting power. He flew it successfully recently for the first time. A previous attempt a year ago ended in a field and a near crack-up. The pilot sits in a compartment at the top centre of the plane.

WASHINGTON — WILL IGNORE MIG ATTACK ON U.S. PLANE — But officials said the Red attack — the first of its kind since the Korean armistice — could be brought before the armis-

tice commission at Panmunjom as a violation of the truce. The air force reported that a large formation of MIG-15's attacked the U.S. plane off the Korean coast Jan. 22. It said an accompanying force of U.S. Sabre jets scattered the Red fighters and shot down one of them with no U.S. losses.

MADISON — Gen. Nathan F. Twining said last week that the plans for a 137-wing air force by mid-1957 "call for an increase in our long-range bomber force that is capable of striking back at an aggressor wherever he will be hurt most." The chief of the U.S. air staff, in an address said North American cities are now within reach of hundreds of Russian planes operating across the Arctic. "The best and perhaps the only way to prevent Soviet bombers from imposing terrible destruction on the United States is to maintain the balance of long-range air power in our favor," he said.



Gen. Twining

OVERSEAS

OSLO — PLANE TO TEST POLAR ROUTE — TO LINK AMERICA AND SCANDINAVIA — Announcing the flight last week, the Scandinavian Airlines System said that it is all set to start regular service on the route May 1 provided the necessary concessions are granted by the United States and Canada. The test flight will be flown by a newly delivered Douglas super Cloudmaster, the Gorm Viking, piloted by Danish Capt. Povl Jensen. Jensen also was in charge of the first trans-polar flight in November, 1952. The plane will carry no regular passengers on the flight. All seats are reserved for Canadian and Scandinavian civil aviation officials and SAS research technicians.

PARIS — The project to supply fuel for NATO planes will consume a sizeable portion of the 1954 allotment for infrastructure — which means permanent military installations. The cost is shared by 14 allied nations, with the United States contributing 43 per cent. This year's allotment is a little more than \$225,000,000 it was learned from unofficial NATO sources. The 25 per cent increase in the number of NATO aircraft in Europe planned for this year will necessitate increased fuel supplies. Routes and terminals of the projected pipelines have not been disclosed, but it is believed that one will begin at Marseilles and go up the Rhone valley and the other will begin at Le Havre on the Channel and go east.

EASTERN

NORTH BAY—U.S. EXPERT SAYS FLYING SAUCERS REAL THEY'RE MANNED BY MEN FROM MARS!— Fantastic but unrefuted claim of an atomic explosion on Mars and strange lights in the craters of the moon are giving support to the theory that 'flying saucers' from another planet are visiting earth. Donald E. Keyhoe, a 'flying saucer' investigator for 6 years, dropped that spine-tingling bomb on the tail end of an engrossing report on the world's great mystery in a speech in North Bay recently. The famed U.S. writer, author of the two books on the saucers and one of the central figures in the heated U.S. controversy over the flying globes, declared that his investigations have convinced him 'flying saucers' are controlled by creatures from outer space. There is no other acceptable explanation, he said. In addition he charged that the United States Air Force has embarked on a policy of "thought control" on the subject of flying saucers. Maj. Keyhoe said the U.S. Air Force has clamped down on all information pertaining to saucers and no reason has been given. "The Air Force doesn't want the public to realize how concerned it is over flying saucers until it has all the answers," he said.

WEST CANADA

EDMONTON — Bound for the north study military and mining research, 31-member party from the Canadian defence college at Kingston, Ont., left Edmonton aboard a North Star last month. Group Capt. M. D. Lister, from the defence college, is conducting the party, which also includes representatives of the U.S. army, navy and state department. After a day's stop at Yellowknife, the party flew to Churchill for a brief visit before returning to Kingston. Later in the month a party of 35 RCAF and 5 United States Air Force men flew from Edmonton to Cambridge Bay, 156 miles inside the Arctic Circle for a week's training



The Stn. Winnipeg Dry Canteen staff which is doing a grand job on the sale of Voxair. Behind counter, l. to r.: LAC T. L. K. Shannon, Miss Hermanson, Sgt. McPhee, Mrs. N. McNaughton.



L. to r.: LAC Lambert and LAC Mayer, Stn. M.E. Section, and Sgt. Beaudoin, Cpl. Norton, and AWI Morrison, Stn. Photo Section, preparing to donate blood to the Red Cross during recent drive.

under S/L Scott Alexander's survival training school. The expedition is the first of a series planned by the school during the next few months.

F/O Beasleigh who has been adjutant of the Survival School since S/L Scott's transfer from AFHQ is being transferred to the Ground Defence Branch and will be sorely missed at Stn. Edmonton where he has been active in many capacities in addition to his regular duties, notably entertainment, public relations and as the editor of The Griffon. He has been replaced as adjutant by F/O Anita Keats who last week made a trip to Cambridge Bay to observe survival work at first hand.

EDMONTON—The Perry River Eskimos and their scrawny huskies are back

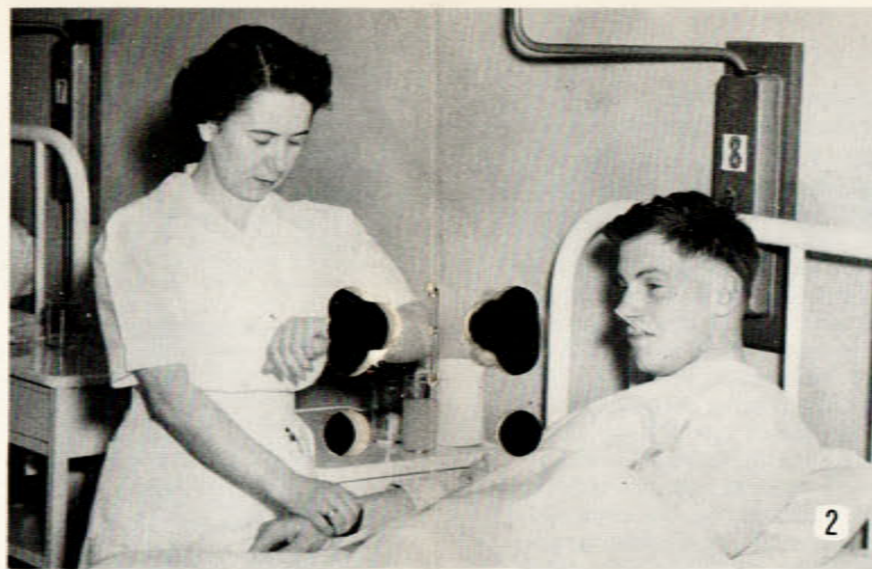
in the winter hunt. Uncle Alex, the Eskimo trader at the sno-bound Arctic settlement 1,100 miles northwest of here, divided the tons of buffalo meat and rolled oats flown in by the RCAF, and the natives happily trudged back to their coastline hunt for scarce seal and fish. Sqdn. Ldr. Mel Bryan of Fort William, who piloted the aircraft into the isolated post, said in an interview that the Eskimos "should be back on their feet soon."

EDMONTON — An emergency flight by the RCAF communications and rescue flight from Namao recently delivered a quantity of gamma globulin to Fort Vermilion, 330 miles northwest of here, where authorities are moving to check a possible polio outbreak. The Dakota carrying the gamma globulin landed at Fort Vermilion with the light of flare pots marking the landing strip. FO Ian Johnston of Lamont, Alberta, was the pilot.

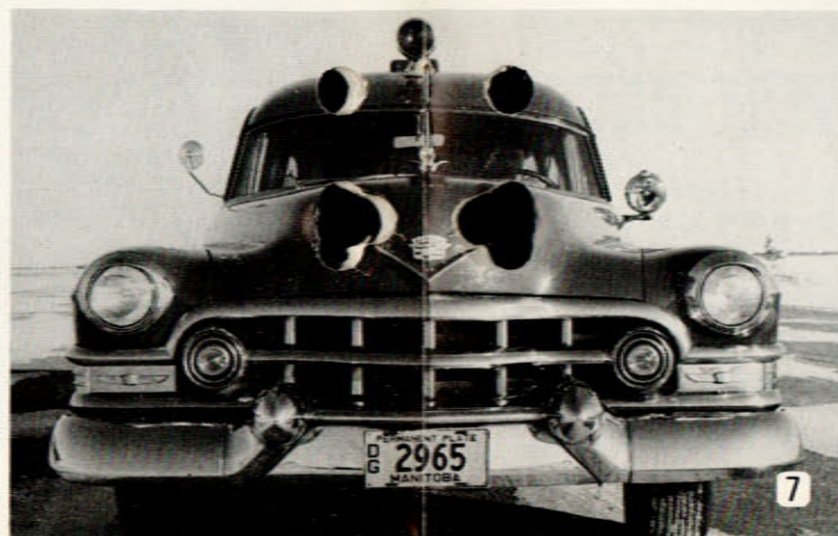
KHARTOUM, Sudan — LONDON-KHARTOUM—384 MINUTES IN NEW COMET JET—A Comet jetliner flew 3,000 miles non-stop from London to Khartoum today in six hours, 24 minutes to cut the existing record for the flight by more than half.

The four-jet airliner, first of a new Comet design, the series II, carried 13 persons on the flight. Today's flight broke a record of 14 hours 25 minutes 47 seconds for the London-Khartoum flight, held by a British four-engine Lincoln bomber. The Comet's average speed was about 480 miles per hour.

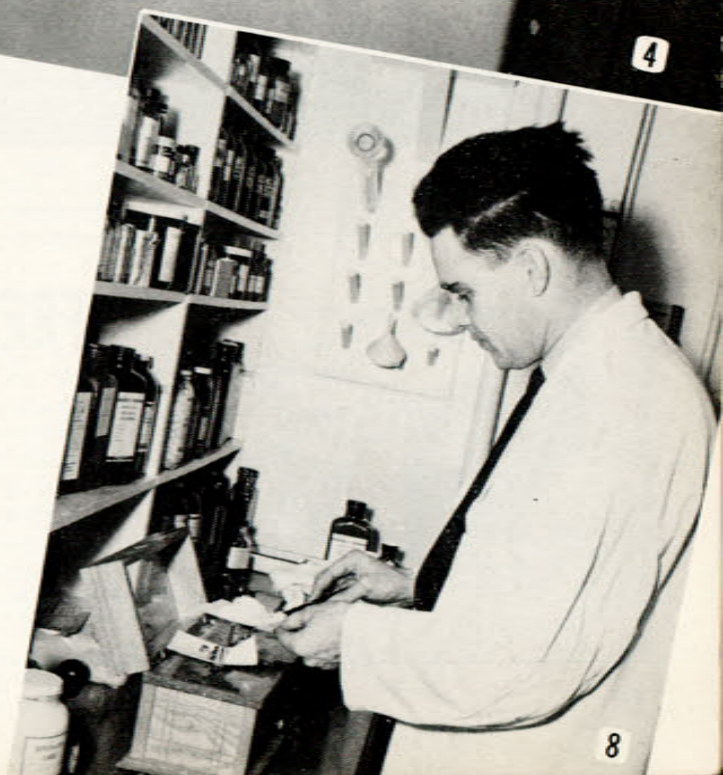
All seven of the British Overseas Airways Corp. Comet I airliners were grounded for inspection following the crash of a Comet off Elba Jan. 10.



1. Open wide—Capt. N. S. Gage checks over the dental work on an unidentified patient.
2. LAW Pat Principe takes pulse and temperature of A/P/O Barry Wallace. No doubt the mercury will soar with Pat on the job.
3. Checking the brow—Despite appearances, LAC Ken White assures us that the still is used to produce nothing stronger than distilled water for hospital use.
4. Next Please—Cpl. John Beer, RCAF Recruiting Unit, Wpg., steps up and states his case to LAW Madeleine Drennon and LAC Marty Klync of the hospital orderly room.
5. It's only your imagination—We don't believe that N/S Marion Macdonald would really use a needle like this one on LAC Joe Landry! Seems as though Joe isn't so sure!



6. Set to go—Fellow medic's await the word from the control tower that will send the ambulance and station wagon speeding to the drop zone. This precaution is taken with every practice jump the para-medics make.
 7. One of the Stn. Winnipeg ambulances de luxe.
 8. Dill packer—F/O J. K. Wolfe carefully weighs out the components of one of the many prescriptions he fills each day.
- Group photo — Sitting, l to r.: Capt. Gage, N/S M. Macdonald, F/L J. D. Cairns, F/L R. A. Laing, N/S B. L. F. Fairburn, Capt. J. R. Cowan.
- Centre, l to r.—Cpl. "CP" Cooney, Mrs. V. Johnson, LAW A. K. Kish, Miss E. Johnson, Cpl. D. Hamilton, F/O J. K. Wolfe.
- Rear, l to r.—Cpl. S. Chorney, LAC M. J. Kune, LAW P. M. Principe, LAW M. Drennon, LAC K. B. White, Sgt. R. L. Driscoll.



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Sportsmanship

(Continued from page 8)

sibility in any game for in all players there is a keen awareness of the feeling in the grandstand. Constant audience approval of exciting although unsportsmanlike practices has encouraged their continuance and has unconsciously swayed the decision of many a fine umpire or referee.

We should hate to see our own rowdy, carefree sportsfans even transformed to the point where they would be content to mildly murmur "Well played, sir" but on the other hand if its broken arms and blood they are after let's face it and bring back bare-knuckles, rooster baiting and bull-fighting or for that matter just await a little further development in the trends of some of our own major sports.

Unsportsmanlike practices by an opposing team can never justify a reduction of one's own standards. Restraint in public is far more admirable and if indeed a man's honour is affronted let us have nice private, D'Artagnon-like meetings after hours and off the sports field.

The man is a success who has lived well, laughed often, and loved much; who has gained the respect of intelligent men and the love of children; who has filled his niche and accomplished his task; who leaves the world better than he found it; who never lacked appreciation of earth's beauty or failed to express it; who looked for the best in others and gave the best he had. His memory is a Benediction.

—Robert Louis Stevenson.

When a man blames others for his failure it's a good idea to credit other with his successes.

EVOLUTION OF AIR NAVIGATION

(PART I.)

By F/O V. VEHOLA

THROUGH thousands of years during Man's wanderings over the surface of the earth, methods of finding a way of getting from place to place were developed, both by land and sea. A great many methods are obscure as to origin, being handed down from generation to generation. Let us briefly review various navigational techniques, from early times to these days of electronically equipped airliners.

Primitive people were able to travel for fairly long distances using very simple equipment. The earliest navigators were the Phoenicians, Arabians, Vikings and the Polynesians. The main problems to be solved when navigating are, first, "which is the correct direction?" and second, "how far away is our destination?" Early people had few charts or maps and little sense of distance as it is considered today. A trip was measured in days and lunar periods.

For orientation of direction, the stars were used. The Arabs originated a directional system which is still used in present-day marine compasses. They took the rising points of fifteen stars on the eastern horizon and their setting points on the western horizon plus North and South, thus obtaining thirty-two points. The Polynesians also used this system long before the introduction of magnetic compasses from China about 200 A.D. These people migrated to the Pacific Islands and navigated the length and breadth of the South Pacific, making voyages of twenty-five hundred miles and more. From Tahiti they colonized Hawaii and New Zealand.

For long range navigation they used the stars, viewing their paths as bands of light. They knew all the stars which passed over the various islands. To navigate to a certain island then, they knew at which times certain stars were exactly above their destination and they followed the path of the stars. Often they would steer deliberately

north or south to intercept a certain star. This done, all that was necessary was to turn east or west.

To orientate their directions the early navigators used the prevailing winds, ocean swells, fixed clouds on the horizon, insects, birds and seaweed. The latter also provided clues as to distance from destinations. The flight of migratory birds was carefully noted and ships were sent out along the same paths. Shore-sighting birds were employed by the Vikings.

The story is told of how Floki, the Norse navigator, left the Shetlands for Iceland. After a few days out he released a bird and it headed astern, giving him a back bearing. Several days later, a second bird, when released circled and returned to the ship. Eventually, one set heading toward Iceland, giving the required direction to follow.

Until about the year 1800 no reliable timepieces were in use. The navigators in Columbus's time did have compasses. Latitude can be easily determined by using the Pole Star or the Sun, but to ascertain longitude, it is necessary to have an accurate chronometer. This was realized in 1530 by Frisius, teacher of Mercatorius who developed the standard navigation chart in 1569. Lack of a good timepiece necessitated sailing well to one side of a destination and then, upon reaching the correct latitude, moving along this parallel of latitude east or west, until the destination was reached.

In succeeding centuries sea navigation was developed to a high art. Compasses were improved and chronometers were made, the latter permitting accurate measurement of speed, as well as longitude. The nautical mile was standardized as the unit of distance. An interesting early method of determining a ship's speed was the log and knot method. A special log, made to resist wave action and with a rope attached to it was thrown overboard at the bow. The rope had a

knot in it about every fifty feet. As a seaman threw the log over the side he felt the first knot slip through his fingers and gave a signal. Immediately, a second seaman inverted a sand-glass, timed for half a minute. When the sand ran out, the first seaman stopped the slipping of the rope and noted the number of knots and part knots that had passed by. By this method he could measure the speed of the ship in nautical miles (6080 feet equals 1 nautical mile) per hour or knots.

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LETTERS

Sir:—

You no doubt have been told numerous times that VOXAIR is a wonderful accomplishment from a station point of view. This, of course, cannot be argued against. I do feel however, that a few improvements could be made. I would like to suggest that the Flight Cadets space allotted in VOXAIR be reduced. I am sure there would be many arguments against this, but I must admit that I cannot think of one sound reason why verses, picture cartoons, plus pictures of graduating courses, etc., etc., should comprise a large portion of your paper, and is of little or no interest to anyone other than the Cadets themselves which have departed from this station by the time VOXAIR goes on sale in the various messes and canteens.

I am not suggesting that Flight Cadets, and NATO personnel be excluded from your magazine. They form a part of the station, and certainly deserve mention on graduating, but the life history of each class member in verse form, with comic strips to the fancy of personal desires, cannot be seen from this reader's point of view. Your station paper has set a high standard. Let's keep it that way.

LAC E. England,
ME Section.

Ed.: LAC England's comments are similar to others received from time to time and are certainly deserving of an answer.

We cannot afford to lose sight of the fact that turning out NATO trainees is the most important task in hand at Stn. Winnipeg. VOXAIR serves in one sense as a souvenir of Graduation to these students. It was instituted at least in part for that very purpose and accordingly is issued every third Friday in conjunction with Graduation Ceremonies. While it is true that our Cadet pages may be of little interest to some of our readers, it is just as true that a large percentage of our subscribers are graduates, now overseas, who probably find much of our local news quite a bore. Incidentally, when the volume of local material contributed reaches something like five percent of the material faithfully received from the ANS, then we shall listen with a much better ear to suggestions of space revision.



St. Mess Dinner, L. to R.: WO2 J. B. Swetnam, PMC, F. L. Donnelly, WO1 E. R. Jarrett, S/L E. H. Shaw, WO1 Gayton, G/C R. B. Ingalls and WO1 J. H. Blundell.

Current Affairs

(Continued from page 5)

did each occupy? Hammarskjold, Lesage, Dulles, Warren, Kruschev, Gruenther, Lord Ismay, Ulbricht, Ho Chi Minh, Nagy, Togliatti.

(One mark for each.)

Part C. What country is referred to in each of the following: (a) Formed an alliance with Greece and Turkey; (b) Chief intermediary state on Neutral Nations Reparations Committee; (c) In October gave military bases to the U.S.A.; (d) This country's representative is now President of the UN Assembly; (e) Was accused of using 100 ships to make 177 trips to Red China to carry on a "lush trade in blood profits"; (f) Suspended the constitution of one of its colonies because of pro-Communist leanings of party in power; (g) Since 1945 has expended 6 billion dollars on an "unpopular war"; (h) Was to be awarded Zone "A" of the Trieste area.

(One mark for each country.)

Answers on page 12. Total marks obtainable above, 34. Is your percentage high, medium or deplorable?

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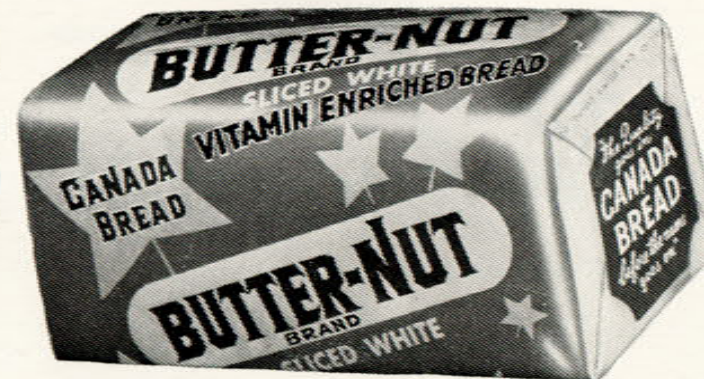
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PEG - AIR - REVIEW

MANY WHO read this article of our forthcoming show Peg-Air-Review of 54 will recall the first edition that appeared at the local Cinema at RCAF Station Winnipeg one year ago.

The Peg-Air-Review of 54 is scheduled to play at the Station Cinema on the 1st and 2nd of March bringing you station talent in various acts of comedy and musical selections skilfully blended to provide an evening of grand entertainment. We would like to draw your attention to the VOXAIR VIXEN appearing on the opposite page to this article, LAW Sally Maxwell who is employed at the Safety Equipment Section. Sally as she is more commonly known on the station appears in musical numbers throughout the show, and promises to keep you in suspense with her versatility.

To give you an outline of talent to be presented on Opening Night we stop first at the Follies Bergere in Gay Paris, thence to Broadway during the Gay Nineties followed by a stop at the Nightclub Ritz where the "Pastels" entertain with sweet melody.

The response to this undertaking has been gratifying and has been most encouraging to the cast. We feel certain that their efforts will be warmly accepted on opening night.

Although now in its embryo stages, the interests and calibre of personnel as observed in early rehearsals of Peg-Air-Review of 54 will provide you with an evening of hilarity and music. This is your Show, come out and give the boys and girls in grease paint a big hand on the 1st and 2nd of March.

PLANE FACTS

(See back cover)

DOUBLE-DECK SKY GIANT, LOCKHEED CONSTITUTION, two of which are now in service with U.S. Navy, was the largest transport to take to the air when it first flew in 1946. Designated R6V, Constitutions are used to fly priority personnel and cargo.

The Constitution weight 92 tons and carry 180 persons, 92 on the top deck, 75 on the lower deck, and 12 crew members. Its pressurized volume is equivalent to the volume of seven railroad boxcars. Both passenger and cargo compartments are pressurized for flight at 25,000 feet. The plane's tail towers in the air 50 feet, or as high as a five-storey building. The wing span is 180 feet.

The Constitution is distinguished by a unique figure-eight fuselage, determined by its two-deck design. Spiral staircases connect the decks.

Four 3,500 h.p. engines provide 14,000 horsepower. For extra power on takeoff from short runways or with abnormally large loads, the Constitution uses six JATO rockets. Despite its size, the Constitution normally takes off and lands in the same length as two-engine transports; four wheels on each main landing gear distribute the 92-ton weight.

Constitution design includes many innovations; an important one is provision for in-flight servicing. Man-size tunnels within the wings permit in-flight access to engines.

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 Centre Row: A/P/O J. Hoare, A/P/O J. Wood, A/P/O W. M. Scorgie, F/O P. J. Middleton, A/P/O P. A. Firth, A/P/O M. J. Downes, A/P/O B. Chilver.
 Front Row: F/C A. Edge, A/P/O G. A. Thompson, A/P/O K. J. Standen, A/P/O M. J. Pierson, A/P/O G. O. Jones, A/P/O G. Redston.

COURSE 5306 LR

F/C Jim Braiden.

"An ex-mountie is not without fame
 but in his own country"
 This year he won a bingo prize,
 Rumour's by the knuckle near,
 The ladies' case Iona's was,
 Thank God! "another beer."

F/O Brian Chilver. Chillie the tank.
 A symbol of virtue, our favourite tank,
 Famous for romances, both near and
 far.
 His most noteworthy feat to the man in
 the street
 He dreamed he was stoned in his
 Maiden-form bra.

"Oh what pity is it that he hath not,
 So trimmed and dressed his head as we
 this garden."
 Fav. exp.: "Let's face it; we might as
 well be stoned as the way we are."

F/C Bryan Denham. (The old wazzo).
 'Twas on a trip, they were off track,
 The pilot said "Look here, I want an
 alter to Dafoe,
 Or I shall take you there."
 Naught did he know the first nav, who
 was on a great big skive.
 I'll bet he blanched when Bryan said,
 "Look Buster, you just drive."

APO Mike Downes. (The Flying Saucer)
 The most unusual man on 06LR course,
 He's married too—perhaps excuse
 for such a strange recourse
 science fiction, which is read
 instead of Mickey (. . .) when in bed.
 Fav. exp.: "So I wrote home . . ."
 Query: "What's that about murals on
 the ceiling?"

F/C Albert Edge. (Eskimo Joe)
 Eskimo Nell held no joys for him,
 So he left the frozen North.
 But lately we've seen sat upon his knee
 A bevy of maidens for our SH & SC.
 Appearance: Becoming rotund.

APO Pete Firth.
 Appearance: respectable.
 Of drunken brawls he disapproves
 As host he's unaware
 Of the need for such Diversions
 In his off the station lair.
 Dest. . . . tea party (Boston).
 For sale . . . one bent poker.

APO Ken Froy.

But hush! What is that voice I hear?
 Mayhap an elfin thing
 But no, 'tis Ken who cometh near
 I hope he doesn't sing.

F/C Ron Grieve. (Prof.)

He is a newly married man
 Keeps secrets from the guys
 But never mind, we'll not be here
 When joy-tears fill his eyes.
 Appearance: perplexed.

APO Matt Harrison.

He had us convinced that his only
 concern
 Was the relative virtue of upright and
 grand
 But Harrison's object (though his ears
 may burn)—
 Five cents in the Juke Box; a girl in
 each hand.
 Occupation: Looking for someone whom
 he likes more than himself.
 Destination: The lost world.

APO John Hoare. (whiskers)

There is a mustache grows
 So I've been told.
 Which shows its Hoare-frost
 In the freezing cold.
 "Omelette"
 Success: Sherry at Christmas.
 Ambition: "And all I ask, is a needle and
 thread and a light to embroider by."

APO Glyn Jones.

(Regrets having spent nine months with
 uncouth '06.)
 Up with the Lark
 When 'tis still dark
 First at the griddle
 Famous last words, to grandchildren
 (when virility has returned): "And
 truly 'tis, 'tis true, that in my youth
 I suffered much extremity for love."

F/C Bertie Legg. (Irish)

Apt comment: Tulyar went for \$1,000,-
 000.00—what price Irish?
 Reason: That's Amoré.
 Appearance: dependent upon degree of
 intoxication.
 Occupation: at twenty-five, the daddy
 of the course.

APO Geoff. Molloy.

Amb.: Civilization (verb).
 The PMC defends his right
 When from the guests he's free
 To creep away and join the boys—
 The course's P.A.B.
 Occ.: Apparently defending his inalien-
 able right!

APO Bob Parratt.

App.: Mummyfied.
 A hairline thickset above where his
 face is
 Rum, rye and gin(ger)
 Just below he places.
 Occupation: Nocturnal wash room
 haunter—"tonight and tonight and to-
 night, creeps in this petty place."
 Amb.: To get stoned and be somebody.

APO Mike Pierson.

App.: A ruddy gin colour.
 No great surprise, if to his waist,
 You should attach a 'bob
 Three feet away the end will be—ahead
 —the big fat slob!
 Fav. song: "If I can charge somebody
 while I'm SDC, my white lanyard will
 not be in vain."
 (Continued on page 29)

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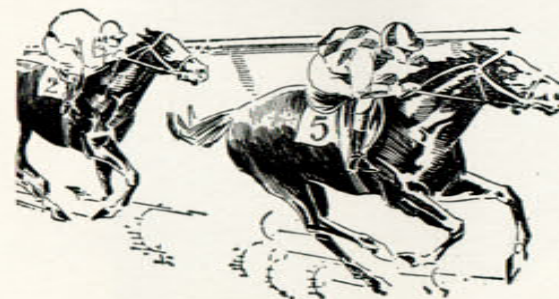
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Front Row: F/C H. G. Meinert, F/C H. H. Mahl, F/C G. Serafimoff, F/O S. C. Cassels, F/C
D. H. Steinton, F/C M. V. Cromie.

COURSE 5306 AI

F/O Stewart Charles Cassels RCAF Course Director—'06

"Stu's" Air Force service dates back to 1942 and he is a member of the original "Texas-20" who took their AI course south of the border prior to setting up the advanced section at Winnipeg. Besides OT, IT and Navigation he has also served as the genial master of ceremonies for Twenty Questions. He is happily married (wife not available for comment) and the father of two children. He also curls.

Famous saying "There is no precis on this lecture and there is not really much I can tell you."—E.O.E.

Sgt Harry Christensen RDAF

Harry is our class jet ace with over 200 hrs. as a pilot. His appearance is rather sleepy and he can be easily distinguished by a distinctive reddish glow which increases in intensity on weekends. He spends most of his spare time in trying to escape the ever-narrowing circle of women here in Winnipeg and to get home to Copenhagen and the one and only as soon as possible.—K.E.F.

F/C Michael Victor Cromie RCAF

"Mike" was born at an early age in Victoria, B.C. Being a "West-Coaster" he often wishes that he had taken his training in Canada rather than at Winnipeg where he has recently lost face (namely one tooth). Although extreme pressure was brought to bear on him to divulge more information on his doings in Winnipeg he declined further comment.—H.G.M.

Sgt Knud Ellegaard Frederiksen DRAF

"Knuddy" has served in the Danish Air Force for some time and he was recently promoted to his present rank. His motto is "Nip and Chip" and his main hobby is eating between meals. He is seen frequently around various local army and navy institutions. He is a distinguished member of the select group of Danes who have enjoyed a stay at the well known recreational centre at Deer Lodge. His main concern now is to get home as soon as possible.

F/O Ronald Glenn Jones RCAF

A graduate of the Royal Military College "Jonesy" came to Winnipeg for the Navigation Course on transferring from the Royal Canadian Armored Corps. He calls Kitchener, Ontario, home and is ready to go back to "the good old East" at any time. He usually has a war story about either RMC or the Army and he is ready at any time to lecture '06 on section 14.—H.H.M.

F/C Jean Lachance RCAF

"Toto" hails from Montmatre, France (Paris for short), and his favorite topic of conversation is "Bezons" — "who knows Bezons?" His main tendency is to fall asleep—anywhere, anytime. His main ambitions are: first—to take in a show every evening and second — to complete his second AI trip before the start of the 36th week. We wish him luck in this last undertaking.—R.L.

Sgt Robert Lauze FAF

From Istres, France "Bob" is the only French Air Force representative and also the only married man on our course. His main interests remain in the beautiful "cote d'Azur" land of the Millionaires. His two main preoccupations are writing to his wife every night (?) and looking for the perfect hair restorer. Robert is around when you hear his favorite expression "Eh be."—M.P.

Sgt Hans Heinrich Mahl RDAF

Hans spent the happier days of his life in Copenhagen, Denmark. His two years of air force service include a short tour of Chipmunks, a study of the fine art of navigation and the course in blip chasing. His main accomplishment in Primary was trying to fly the tactical trip without maps or computer.

"I wuzz confuzzed" — Ambition: To get home.—R.G.J.

F/C Harry Gustav Meinert RCAF

Formerly a pilot trainee, "Gus" has been a flight cadet for about as long as he can remember, although he also has some vague memories of a childhood sweetheart in Saint John, N.B. Harry has held a private pilot's ticket for the

past two years. He tends to become invisible when in a sideways attitude but he is seldom out of the picture.—M.V.C.

Sgt Manuel Pinheiro PAF

Manuel comes from Vila Real Santo Antonio, Portugal. Besides the navigation he has become a slanguist specialist in French, Italian, and Spanish besides English. He likes South American music and good food including (of course) port wine. He can be recognized by—"But my dear friend." We don't think that he has too bad an impression of Canada except perhaps for the winted.—J.L.

F/C Guy Serafimoff RCAF

"Seraff" was born in Paris, France, and he still maintains that the wrong side won at Agincourt. After 18 weeks at FTS Centralia he turned his stick in and acquired a sextant. Now an APG 33 man he says he would still prefer to be in the front seat. Best of luck Guy.—E.S.



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F/C Edward Siemens RCAF

After leaving Hamilton "Ed" did 12 weeks of pilot training at Centralia where he finally convinced his flying instructor that he would be better off on a navigation course than tearing up the turf around Runway 34. Besides navigation and the pinball machine operators course his main ambition is to take the Willy Hoppe course in advanced pool playing.—G.S.

F/C Donald Halsey Stainton RCAF

From Nelson, B.C., "Don" is one of the "West-Coasters" who insists that Canada ends east of the Rockies. His biggest problem since becoming an AI

Navigator (?) has been in getting through the passageway on top of the bomb bay in the Mitchell. A considerable amount of his time is spent at cage three in the Royal Bank. We wonder why because he has no money in the bank.—Y.M.T.

F/C Yvon Turpin RCAF

"Boots" is the smallest man on our course. We hear that they called him joining the RCAF he has been longing to "Two Pint Turpin" back home but since drink "une grosse quart d'Okeefes." He has not as yet got over the surplus of women back home in Ottawa, and he still thinks that he can remain incon-

spicuous by dating three women at the same time. Tired old man???—D.H.S.

ALCOHOLICS UNANIMOUS

Once we were such little boys
Who used to dance and sing,
In three-six weeks, we hoped to get
Our coveted Navs Wing.

Concomitants of this howe'er,
Aren't easily atoned
For on the way, we learned to say
"Come on chaps, let's get stoned."

Course Comments

Attitude: The course with the war-
attitude; every other course. Sa-
couldn't care less—06 meant it!
Favourite Expression: They can't charge
all of us.
Ambition: To be stoned.
Regrets: Not receiving a cent of \$130,-
000.00 spent on Alconolics Anonymous
in Manitoba '53-'54.
Our Fervent Hope: "Peace in our time."

BLOODY BUT UNBOWED

(Apologies to Graham Sutton)
Into the night that surrounds us
Black as the pit from pole to pole,
Of we sped upon our way
Dafoe, Melfort as our goal.

In the fell clutch of circumstance
We did not wince or cry aloud,
When our selected stars became
Obscured by Cirrus cloud.

Beyond the maze of arrowed lines,
Loomed the horror of B & A,
And the passing of the hours,
Found us more to explain away.

It mattered not how off the fix,
Or covered by ice, the astro-dome,
We were the master of our crate,
Remained there a range on which to
home.

Course 5306LR

(Continued from page 25)

APO Gordon Redston. (Chiefie)

App.: Cadaver-like.
This (Ruth)—less knave saw Rupert
street,
And finished going gay;
His drink, it is now Orange juice,
Hopes—purity and Fay.

Ken Standen.

Respectable lad, his stature and gait
Like those of a corporal I once had the
fate,
To meet on the square, where they bawl
and they shout,
And they use naughty words, just like
Standen the lout.
Ambition: To emulate the young man
from Kent.

APO Bill Scorgie. (Buckie)

O'er Hadrians Wall, he came to see
The Sassenachs at play.
How can a canny Scotsman save,
On National Service pay?
Ambition: To convince us that Buckie
does exist.

APO Terry Spittles. (Gob)

Appearance: Maiden-form.
Somnolent his nature; not his luck,
To lie in peace, when others run amok.
Perhaps endowed with Sambo's famed
disease—
—asleep—when Daddy told of birds and
bees.

APO Mike Stevens.

"Yes dear," you always hear him say
Music in our ears,
I hope he finds a woman soon,
I drives away our fears.
Del.: A sextant is a thing of rest; to
smoke a fag on, it is best.
Amb.: To be a double bass.

APO Gerry Thompson.

A stolid man, who rarely smiles,
He was once known to grin,
He thinks that love and all its wiles,
Are attributes of sin.

APO Jim Wood. (Titus)

Two cups of tea a nickle,
For Titus our thrifty Scot.
Not liquor, but a precis
Is a lovesome thing, God wot!
Ambition: To ask a question to which
an instructor has no answer.
Famous saying: Don't panic (Ha! Ha!).

Lt. Verin. (Luigi)

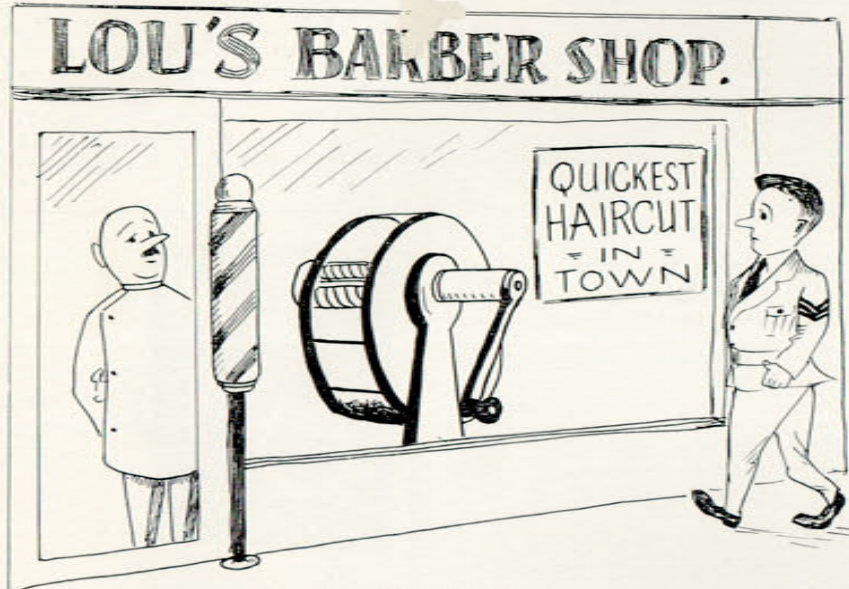
"Eet ees not posseible," says he,
A point in zee night,
I follow me"
A three star fix, we'll keep on track
alright.
Appearance: Occasionally.

Flying Officer Middleton.

"thanks" and we hope—your for-
ness.

Tribute to Primary Course Directors
F/O Parker and F/O McClintock
from 06LR:
Paddy & Norris

To these two types who CAN'T be fixed
—Good things the drinks for them we
mixed.



Lou Cancilla, Prop.

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Another Berlin Airlift?

(Continued from page 4)

was to bring to Berlin 840 tons of imports daily.

The Americans, conducting a civilian operation they called "Operation Vittles," were using Skymasters and were carrying a heavier weight.

In July an inventory was made of articles of food and other imports which had been stockpiled and a target of 4,000 tons of imports daily was decided on to support not only West Berliners but Allied troops and administration.

Many commodities to be carried presented problems for air transport. As well as food, coal, liquid fuel, clothing, medical supplies, mail and other essential items, provisions were made to maintain trade by carrying out finished industrial products—mostly electrical equipment.

There were plenty of airfields available in the Western Zones of Germany and things to bring them up to an efficient state of serviceability could be sent by rail and road. On the other hand there were only two receiving airfields in Berlin—Tempelhof and Gatow—and items to bring these up to technical efficiency had to be flown. This meant awkward loads which tested the ingenuity of Transport Command and included such items as a steam roller and a crash truck.

Another unusual aspect was the fact that economy in airspace had priority over money economy. This meant for instance that it was cheaper to import real coffee than raw material for making ersatz coffee and Berliners who had for so long drunk ersatz for economy were now drinking real coffee for the same reason.

Unforeseen difficulties cropped up in aircraft maintenance because of the varied loads. Flour dust and coal dust seeped everywhere through the aircraft and in damp weather formed a very abrasive paste which easily cut through control cables. Sealing joints with plastacine remedied this to a large degree.

The RAF contributed 3 types of aircraft to the airlift—Dakotas carrying 3½ tons, Yorks and Hastings carrying nearly 9 tons each. For a time Coastal Command Sunderlands were used, flying from

Hamburg to Lake Havel. Civilian charter firms also contributed and there were many types of aircraft involved. To name a few: Bristol Freighter, Halton (civil version of the Halifax) Lancastrian, Tudor. A few Vichers Vikings, Liberators, and a Bristol Wayfarer were also used for a short time. Americans used Skymasters mostly but for a time had 5 Fairchild Packets in use and one Globemaster.

Through the Corridor

At first the Americans flew from Weisbaden and Frankfurt. In July they began operations with the RAF from Fassberg in the British Zone. I was lucky enough to be stationed here for a time and the Anglo-American co-operation was superb. We were especially happy to be sharing American rations and their PX. Later we were sent to Lubeck and had to fall back on RAF rations.

From the British Zone departure airfields were set up at Schleswigland, Lubeck, Fuhlsbittel (Hamburg, Fassberg, Celle, Wunstorf and Buckeburg. For some of us corridor flying was familiar but crews had been drawn from as far away as Singapore. The air traffic control system set up had to be just about perfect and as it turned out it was.

M.F. and Eureka beacons were set up at control points along the corridors and fed into Frohman beacon at Berlin. Here GCA took over and fed aircraft to Gatow and Tegel.

Flying was extended from daylight only to 24 hours a day. The 27 hours was split into time blocks during each of which a wave of aircraft of one speed was speeding to Berlin. The error allowed at Froh-

man Beacon was plus or minus 30 seconds so our navigators were kept busy calculating speeds to arrive at the beacon on time.

In good weather we did a straight in approach from the beacon. There was no circuit and no second try after a missed approach. If you didn't make it the first time, you returned to base with your load.

Controllers did a wonderful job and at Gatow over a 6-month period an average figure worked out to a landing every 5 minutes 9 seconds day and night. Of course there were the same number of take-offs too, so the average time between aircraft movements was 2 minutes 34 seconds.

This is very fast when you consider that aircraft had to be taxied in, unloaded, re-loaded and taxied out to take-off position again.

Complicated Cargo

It would be difficult to list all the items carried as cargo on the airlift. A few figures may be enlightening. During the period June 48 to May 49 the RAF alone made 49,733 trips to Berlin or a total of 18,205,284 air miles and carried in 281,727 tons of freight. Many people forget the loads that were carried out of Berlin and during this period this amounted to 29,532 tons of freight and 67,373 passengers.

During the same period British civil firms flew in 87,619 tons and 1,541 tons out. The USAF flew in 1,214,339 tons and 28,836 tons out. RAF Transport Command flew all the passengers out. They were people who had been visiting Berlin when the blockade began, invalids and children. Anyone was allowed out who would suffer from the rationing imposed or lack of medical supplies or equipment.

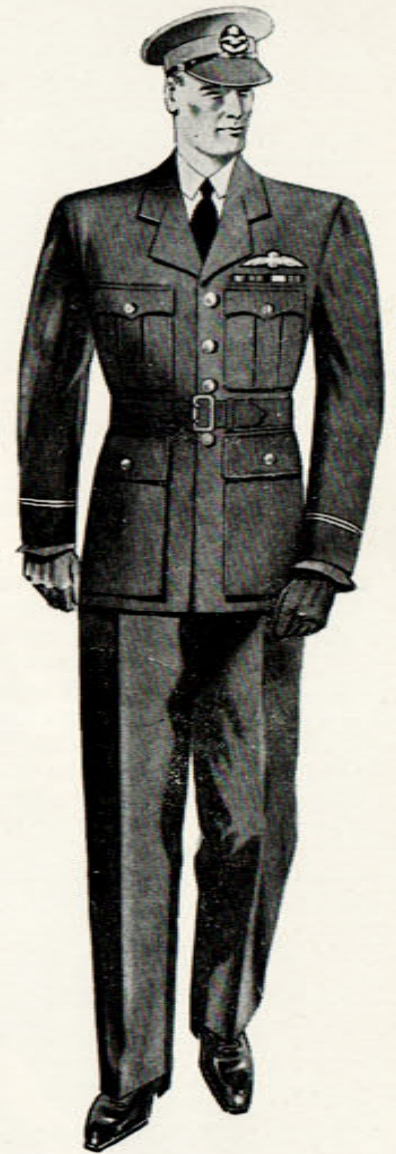
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Airlift a Success

In May 49 the Russians realized the airlift was more of a success than had been thought possible. West Berliners were in good spirits. They had been fed, clothed, kept warm and given work all because of the airlift. The food ration had actually increased on some items. The blockade had failed in its purpose and so was lifted and things returned to normal.

In retrospect personal memories of the airlift are mostly of the great co-operation between aircrews (civil, American, British), groundcrews who worked the clock around to give us serviceability, wonderful air traffic control and a feeling of comradeship with all who took part.

It is sad to remember those who gave their lives in this great operation—23 British lost and no Americans. But it is good to remember that the West showed the Russians that they would co-operate and stand firm and it also convinced the Germans and other Europeans that the West intends to keep the peace in Europe.

P.M.Q. COUNCIL MEETING



F/S Wally Hryciuk, Mayor of PMQ's (2nd from left) and Councillors, Cpl. H. J. O'Byrne, W/C F. Gaffney and WO2 G. McQuaig.

LAST FALL the new Council and Mayor of P.M.Q.'s were elected. Our Mayor is Flight Sergeant Hryciuk and the Council is comprised of W/C Gaffney, W/O McQuaig, Sgt. Pringle, Cpl. O'Byrne.

As a matter of interest to people who are new to the service and may wonder why a Mayor and Council are necessary, they are elected by the residents of the P.M.Q.'s and their job is to attend to all matters pertaining to P.M.Q. activities. A means must be devised whereby

funds can be raised to construct playgrounds, skating rinks, etc., for the children.

Regular dances or concerts often serve the purpose and if you are a family man or woman, your family can benefit in many ways by participating in these various P.M.Q. activities. Next time your local P.M.Q.'s are sponsoring some social event, don't be content to be a spectator, but offer your services and the pleasure derived will be far more satisfying.

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Flin Flon — Pelican Narrows — Island Falls	Oxford House — Norway House

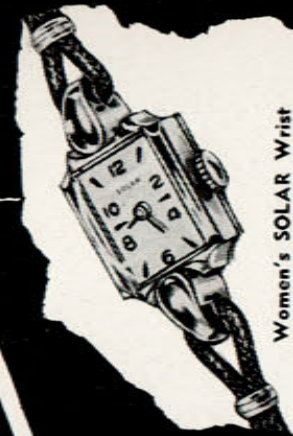
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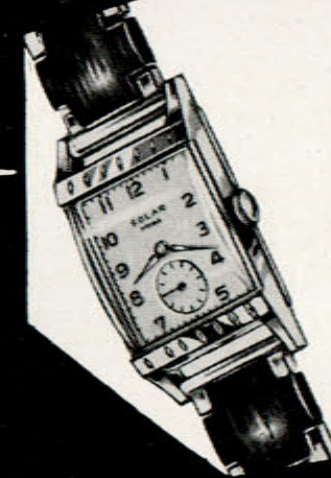
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